

# HORIZONS

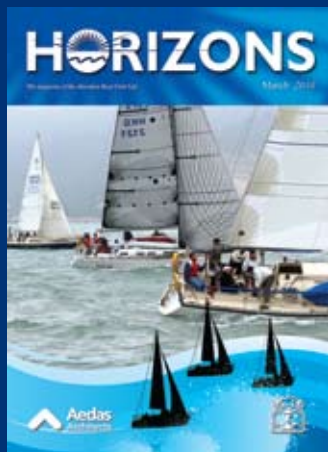
*The magazine of the Aberdeen Boat Club Ltd*

*March 2010*



**Aedas**  
Architects





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# COMMODORE



May I take this opportunity to welcome you back to the Club after the celebrations of the Lunar New Year. According to the Chinese Zodiac, the Year of 2010 is the Year of the Golden Tiger. It began on February 14, 2010 and will end on February 2, 2011. The Tiger is the third sign in the cycle of the Chinese Zodiac, which consists of 12 animal signs. It is a sign of courage. This fearless and fiery fighter is revered by the ancient Chinese as the sign that wards off the three main disasters of a household: fire, thieves and ghosts.

The Tiger is one of the most beautiful creatures on the planet, and is feared and revered in equal measure. It features in many Asian cultures as a manifestation of courage, power, passion and royalty. In Feng Shui, it is one of the four celestial animals where it takes its place as the White Tiger. The other three celestial animals are the Green Dragon, Red Phoenix and Black Tortoise. The Tiger symbolizes the female Yin energy as opposed to the Yang male energy of the dragon. Ancient Chinese believe that the markings on the forehead of tigers resemble the Chinese character for Wang or King. In Imperial China, where the dragon is the insignia of the emperors, the tiger is the military emblem of the highest supreme commanders of the army symbolizing fearlessness and victory. The Tiger also represents earth, while the dragon represents heaven. The powerful and stealth prowess of the Tiger inspire the martial art movements of many Kung-Fu masters.

Over the Lunar New Year holiday ABC organised several dinghy sailing activities and although the temperature dropped to 7 degrees, it did not deter 15 of our younger sailors from making the trip over to Round Island. Once there it was back to basics with everyone helping to build a shelter together with a beach fire from drift wood in order to toast up some welcome marshmallows. Good stuff.

The Staff Party will be held on 8 March and I would like to thank all members who have contributed to this event. The party is attended by all staff and the Flag Officers and is an opportunity for the Flag Officers, on behalf of all members, to recognize the contributions made by the staff to the successful running of the Club during the year. This year we will be inviting some of our recently departed staff to join in the celebrations.

The ABC Cruiser Racing series was known as the Championship from the time the Club began organising races to September 2004 when it was relaunched as the Waglan Series. As our racing courses are predominantly on the south side of the island it was considered befitting to name the series after the distinctive Waglan lighthouse which guards the south eastern approaches to Hong Kong. During the Second World War the lighthouse was extensively damaged by bombing but was subsequently restored to its former glory. It has been unmanned since 1989. In addition to providing an essential aid to navigation, the complex also incorporates sophisticated weather monitoring equipment as part of the weather forecasting service provided by the Hong Kong Observatory. The lighthouse was declared a monument on 29 December 2000.

The Waglan Series has proved very popular with sailors from all over Hong Kong and the 2009-2010 Series is now coming to a close with only two of the ten race series left to sail. Participation this year has been excellent with an average of 12 yachts competing in each race. I am pleased to report that ABC yachts are featuring strongly for podium positions with Red Eye, The Farr Side and Wicked all looking as if they will be collecting silverware at the Prizegiving to be held later in the year.

Very best wishes for the Year of the Tiger

Kung Hei Fat Choy

**Barry Hill**  
**Commodore**

# GENERAL MANAGER



*Chinese New Year Lunch with Philippe on 1 February 2010.  
Steven, Angela, Kevin, Cobo, Leslie, Karen, Paul, Kathy, Colin, Matthew, Ah Kee*

Dear Members,

The toilet renovation is still under progress and should be finished by the middle of this month at the latest. Therefore, the re-opening of the pool depends on the completion of this work. Unfortunately, at the time of writing this article, I am unable to tell you the exact date. It will be advertised on our website and through posters around the Club when a definite date is known.

On Monday 8 March, the Club will close after lunch and re-open the next day due the Staff party. I would like to take this opportunity to thank some members' generosity who contributed to this important dinner of the year for our Staff. Invited this time to celebrate the year of tiger with us old are some staff members who left the Club and to talk about the good old days. Over 80 staff members and previous employees will be attending this dinner.

While on staff issue, I am glad to report that the first stage of our staff training is nearly finished and I hope to see some improvement in how we come across as this first stage was all about presenting oneself and communication. The second stage will start in April and will be much more about service techniques and comprehension. More training

modules will be searched and implemented over the year. On this note, if you feel that an area in the service you receive could be improved, please let me know so that an appropriate training program will be considered.

Last month the Club in partnership with the Ladies Circle organized a very successful car boot sale that brought to the Club more than twenty stalls selling food, toys, holidays and outdoor equipment. There were even ladies emptying their closets to make more space for Shenzhen bags.

Seeing this success, the Club will organize another one in May just before Mother's Day on Friday 7 May from 3pm until 9pm. So check your storeroom and book a stall with Karen at [gmsec@abclubhk.com](mailto:gmsec@abclubhk.com).

This month the Club will celebrate "Mothering Day" which will take place on Sunday 14 March. A super English style buffet lunch will be set up with various live stations and the traditional Simnel Cake. We will install our Club bouncy castle to keep children

entertained and parents in peace for a while. There will be a lucky draw for the lucky mother of the day organized by our Food and Beverage team and a Mothering Card table for the those kids who just happened to have forgotten about this day.

At the end of the month Chef Paul will introduce his spring menu in the "Galley" and Colin will present his Spanish promotion. On this note on Saturday March 27 the Food and Beverage team will put up a super Spanish night on Middle Island, weather permitting. Salsa dance, Tapas extravaganza, super seafood paella, and limited drinks all for \$288 for adults, \$118 for children under twelve, and \$188 for teenagers up to nineteen. There will also be a Salsa competition, Spanish guitar entertainment, and bouncy castle. Book early in order to avoid disappointment.

This year our normally very popular Saturday Series are not so popular while the Waglan Series are receiving a growing appeal. 15 IRC and 19 HKPN yachts entered the race with an average of 12 yachts participating in each race. Latest pictures and race reports can be found in the following pages of this issue.

Two more series are to be raced in this Prime Club Competition to know who will be the owner of the IRC X-Steam Trophy and HKPN Quaile trophy for one year.

Waglan 3 is to be re-sailed soon, which explains why our mini series result is not yet published. For novices the first mini series cup rewards the yacht leading after the first five races and similar principal applying for the last five races.

**Philippe de Manny**





# ACTIVITIES



## **Mothering Day**

Sunday, 14 March  
Super English style buffet lunch,  
Club's bouncy castle,  
Lucky drawn

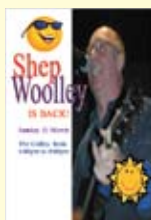


\$208 for adult / \$108 for children under twelve /  
\$178 for teenager up to nineteen

Please contact our FNB Manager Colin  
on 2555 6216 for details and for booking.

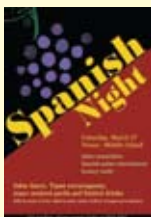
## **Shep Woolley is BACK!**

Sunday, 21 March  
Venue : The Galley  
from 6:00pm to 8:00pm



## **Spanish Night**

Saturday, 27 March  
Venue : Middle Island



*Salsa competition, Spanish guitar  
entertainment, bouncy castle*

Salsa dance, Tapas extravaganza, super seafood paella and  
limited drinks

\$288 for adult, \$118 for children under twelve,  
\$188 for teenager up to nineteen.

For booking, please contact Cobo on 2553 3032

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

### **Part A (master)**

Date : 19, 20, 21 April 2010  
Time : 7:00pm to 10:00pm  
Price : \$1,500 for member/person/course  
\$1,800 for non-member/person/course

### **Part B (engineer)**

Date : 26, 27, 28 April 2010  
Time : 7:00pm to 10:00pm  
Price : \$1,500 for member/person/course  
\$1,800 for non-member/person/course

For details, please contact Cobo on 2553 3032



## **Personal Trainer available at the Club**

- NASM Certified Personal Trainer
- Power Plate Certified Trainer
- Twist Advanced Sports Conditioning for  
Athletes Certified Trainer

Ed and his energetic team of fitness professionals provide the latest in innovative and challenging training techniques. Beginners and seasoned professionals alike are welcome to join us in achieving all personal aspirations and goals. Ed is a firm believer in the philosophy that everybody is unique, and therefore training programmes must be individualised to suit the needs of each client. Whether you are an elite athlete, casual exercise participant or are thinking about starting exercise for the first time – they will provide you with an exercise programme which promises to be fun, progressive, varied and challenging. Ed shares a love for both indoor and outdoor exercise when training One-on-One or as a Group.

Please pay special attention to following issues of Horizons, the Club notice boards, ABC website and activity notices for training times and locations of Ed's services to be starting this month:

- One-on-One Personal Training
- Private Group Training
- \*Bootcamp Class
- \*Circuit Training Class
- \*Core and Functional Sailing Strength Class
- Youth Speed and Strength Development

\*Class Times and Training Locations at the ABC will be posted up around the club soon.

To find out more information on Personal Training and Group classes, please visit [www.coastalfitnesshk.com](http://www.coastalfitnesshk.com). Get in touch now and kick-start your summer exercise programme!

### **Ed Haynes**

Mobile: (852) 98629851 Email: [ed@coastalfitnesshk.com](mailto:ed@coastalfitnesshk.com)  
Website: [www.coastalfitnesshk.com](http://www.coastalfitnesshk.com)

# ABC AEDAS FOUR PEAKS RACE 2010

23 & 24 January



*Photos from Barry Hill, Peter Wheeter and Philippe de Manny*

This year saw the 26th running of the ABC Aedas 4 Peaks Race, held in conjunction with principle race sponsor Aedas Architects. On January the 24th a fleet of 15 boats gathered in the gusty waters off Tai Tam to compete in one of Hong Kong's toughest and most gruelling sailing races.

The course this year sent all boats to Sai Kung to climb Ma On Shan, then the fleet split with Division A boats sailing to Lamma Island to climb Mt Stenhouse, from there to Lantau to climb Lantau Peak then on to Repulse Bay to summit Violet Hill before sprinting out to the finish line, off Middle Island.

Division B boats were given an updated course this year which involved sailing from Ma On Shan to Violet Hill via Repulse Bay, then Mt Stenhouse before heading back to Violet Hill via the new Deep Water Bay dropping zone. This allowed for a more realistic course given time limits and race cut offs while still providing the challenge of four different hill climbs.

On the committee boat Race Officer Stephen Davies opted for the heavy weather courses for both divisions. The optional light airs courses require both divisions to run the same hills in the same order as their heavy weather courses, while deleting various marks and transits from the longer tracks.

A wide start line and plenty of wind made for a good, clean start with no recalls or protestable offences. A less than optimum start saw Division B boat Vector charging valiantly towards Sai Kung with seven on deck and looking ready for almost anything. Unfortunately the weather proved too much and after an epic struggle to clear Sai Kung pier against the wind, the decision was made at around 2100hrs to start the iron mainsail and retire from the race. Koala (Div B) also took an early shower, retiring before their hill runners set foot on Ma On Shan, due to the dreaded Mal de Mer.

The Sai Kung Safety Boat, again provided by Alan Reid of the Hebe Haven Yacht Club, reported that the first five boats to reach Sai Kung arrived within five minutes of each other, showing the fiercely competitive nature of the top Division A boats. Wicked, skippered by Tristan Stewart, executed a textbook drop off which drew admiration from both race officials and competitors alike. Black Jack then rewrote the textbook by staging an impromptu keel hauling. While still making five knots through the water a very keen hill runner stepped into the bow of the inflatable dinghy tied alongside driving the bow below the surface, flooding the whole thing and stopping it dead in the water. After a brief dunking, the man overboard was retrieved and Black Jack's race continued. Lone catamaran ATE put on an impressive display by putting six runners on the top of Ma On Shan, an unconfirmed record.





Former ABC Commodore Jon Zinke served his 11th year as Ma On Shan peak control, posing the question would he feel more at home joining a mountaineering or Fell Walking club? Clearing Sai Kung the fleet sailed into the night, and across the shipping lanes. With Division B now down to two boats Rhapsody experienced sudden gear failure forcing her out of the race, leaving GA as the only Division B boat on the water and guaranteeing her a win on completion of the course.

Mt Stenhouse Peak Control, caught off guard by the strong wind and speed of the lead boats, found themselves in a mad dash to get to Lamma Island and reach the summit in time to monitor the race leaders. To their credit, and the delight of the race organizers, the Hong Kong Sea School were in place and ready when the first competitors arrived. Red Kite II arrived at Lamma early setting a blistering pace on the water; however, due to some unorthodox navigation by their shore team she stayed long enough to watch several boats depart for Lantau in front of her.

The Lantau Beach Patrol led by ABC General Manager Philippe de Manny were kept on their toes throughout the race, due in no small part to the consignment of Lantau Gate to the annals of history. With the gate requirement dropped, skippers were sending shore teams in over the whole beach hoping for some slight tactical advantage. Two thirds of the LBP were last seen in a

Lantau restaurant drinking champagne and singing loudly in French. We shall remember them.

Sunrise on Sunday saw Wicked taking line honours, a good 25 minutes ahead of rivals Red Kite. The Farr Side once again proved themselves a force to be reckoned with, the 30 year old Bruce Farr designed yacht and her well seasoned, or marinated, crew won Division A HKPN on corrected time. Kei Lun completed the course in under 21 hours earning her a podium position in HKPN. Meanwhile Violet Hill Peak Control fell foul of a roving Department of Agriculture and Fisheries patrol who demanded the removal of an 'illegal structure', the 4 Peaks Race banner, because the race organiser had failed to apply in advance for a building permit. I express my most humble apologies to the officials and race volunteers involved. Plans are already afoot to rename next year's peak control the Violet Hill Squatter Camp.

Talking Head sailed a clean race, without any penalties, finishing mid fleet in HKPN and 7th in IRC. Taxi and Topsy Frenz finished within 15 minutes of each other after racing for 27 hours. Hanse 400 Darling rounded off the fleet, finishing well within the official race cut off time. But, after all the numbers were fed into the computer, the overall IRC winner was Whiskey Jack, despite picking up a couple of penalties on their way around.

Once again the race volunteers and ABC staff worked tirelessly to create a fun, challenging and safe race. My heartfelt thanks and gratitude goes out to all involved. This year saw some of the best runners yet to compete in the 4 Peaks Race and the outstanding seamanship of crews and skippers makes the ABC Aedas 4 Peaks Race a truly world class event.

**Peter Wheeler**

## Winners of the Race

### Division A

IRC = 1st Whiskey Jack 2nd Red Kite II  
3rd Wicked

HKPN = 1st The Farr Side 2nd Wicked  
3rd Kei Lun

### Division B = 1st

### Fastest Runners

Ma On Shan Hill	=	1:41:17	Red Kite II
Mt Stenhouse	=	1:09:22	Talkinghead
Lantau Peak	=	1:47:25	Red Kite II
Violet Hill	=	00:54:00	The Farr Side

**Best video trophy = ATE**



*For more photos, please visit the Club's website Gallery : [www.abclubhk.com](http://www.abclubhk.com)*





# ABC AEDAS FOUR PEAKS PRIZE GIVING



Winner of the IRC - Whiskey Jack



Winner of the HKPN - The Farr Side



Winner of Division B - GA



Red Kite II



# OVERALL WAGLAN SERIES RESULT 09/10 (PROVISIONAL)

	IRC RESULT	Sail No	Waglan 1	Waglan 2	Waglan 3	Waglan 4	Waglan 5	Waglan 6	Waglan 7	Waglan 8	Waglan 9	Waglan 10	Total
1	Redeye	280	0.75	2		7	8	2	0.75	3			23.50
2	The Farr Side	254	4	5		9	6	7	4	5			40.00
3	Wicked	2171	17	4		0.75	3	4	9	4			41.75
4	Miss Salona II	2287	6	17		3	4	5	3	6			44.00
5	Blauwvoet	2082	2	0.75		6	5	13	17	17			60.75
6	Kei Lun	1691	3	6		5	7	8	17	17			63.00
7	Calamansi	1347	17	7		4	0.75	13	6	17			64.75
8	Intrigue	200	17	17		17	17	3	5	2			78.00
9	Red Kite 2	2093	17	17		17	17	0.75	17	0.75			86.50
10	Man at Work	2103	17	17		2	2	17	17	17			89.00
11	Yacht O	2110	17	3		17	17	17	2	17			90.00
12	Bucephalus	4735	17	9		17	17	6	8	17			91.00
13	Leg Eleven	2336	17	17		17	17	9	7	17			101.00
14	Cave Canem	1092	17	17		8	9	17	17	17			102.00
15	Brizo	2105	17	17		17	17	13	17	8			106.00
16	Sex Drive	787	17	17		17	17	17	17	7			109.00

	HKPN RESULT	Sail No	Waglan 1	Waglan 2	Waglan 3	Waglan 4	Waglan 5	Waglan 6	Waglan 7	Waglan 8	Waglan 9	Waglan 10	Total
1	Redeye	280	0.75	4		8	10	0.75	3	2			28.50
2	The Farr Side	254	4	3		10	7	6	4	3			37.00
3	Miss Salona II	2287	6	22		3	2	3	5	6			47.00
4	Wicked	2171	22	6		0.75	3	5	10	4			50.75
5	Calamansi	1347	22	5		2	0.75	15	6	22			72.75
6	Blauwvoet	2082	2	2		9	5	15	22	22			77.00
7	Kei Lun	1691	3	10		6	8	9	22	22			80.00
8	Thea	2066	22	9		22	22	8	0.75	0.75			84.50
9	Intrigue	200	22	22		22	22	4	7	5			104.00
10	Red Kite	2090	22	11		4	6	22	22	22			109.00
11	Yacht O	2110	22	0.75		22	22	22	2	22			112.75
12	Bucephalus	4735	22	13		22	22	7	9	22			117.00
13	Man at Work	2103	22	22		5	4	22	22	22			119.00
14	Red Kite 2	2093	22	22		22	22	2	22	8			120.00
15	Cave Canem	1092	22	22		7	9	22	22	22			126.00
16	Leg Eleven	2336	22	22		22	22	11	8	22			129.00
17	Sex Drive	787	22	22		22	22	22	22	7			139.00
18	Woodcrest	1839	22	7		22	22	22	22	22			139.00
19	O'Sea 2	1838	22	8		22	22	22	22	22			140.00
20	Boadicea	138925	22	22		22	22	10	22	22			142.00
21	Aragorn	1601	22	22		22	22	15	22	22			147.00



# WAGLAN SIX RACE REPORT

*Sunday, 31 January 2010*



Preparations for the sixth in ABC's Jebesen-sponsored Waglan series for 2009/10 began with the US Weather survey ([www.ugrib.us](http://www.ugrib.us)) indicating winds falling from 10 to 5 knots and veering from Northeasterly to Easterly. This added to the small tidal outflow, followed by the long rising tide predicted by the HK weather man meant that choosing the right course would be crucial.

On the day, poor visibility meant that the race routing would have to be NE of the Lamma channel, and a course was duly selected to send the fleet up the Beaufort Channel, and round Waglan where it would be exposed to the full force (!) of the prevailing winds.

In anticipation of a rather dull race, the R.O. decided that positive action would be needed to spice things up a bit, and it was with this in mind that a very un-ABC start line was laid in Repulse Bay at 10:30 for the 11:00 start. Some swift mental arithmetic on the committee boat revealed that the combined beam of the impressive fleet – some 15 boats turned out – was in the region of 100m. The start line was therefore set at 75m, much to the consternation of the club manager who, sitting on the bow of the committee boat as the RO laid the pin, was heard to mutter something about “les rosbif” as he prepared to record the ensuing carnage.

As events played out, the participating yachts set to with aplomb, and although two boats were recalled “over early”, and there were a couple of loving nudges up and down the line, no lasting damage was done, and the sight of a very mixed fleet crossing the line in balletic synchrony, and with scarcely an oath muttered, was a joy to behold!

With the enforced excitement of the start out of the way, the fleet made its way down to Stanley, some electing to cling close to the headland for the lift – a Farr Side trademark – whilst others stood off deep, mindful of the “7

x height-of-hill” wind-shadow rule-of-thumb. The Beaufort Channel also saw some different tactics employed, some boats tacking up the middle on the slack tide, whilst the majority elected to go barnacle-polishing on the rocks of D’aguilar point as they port-tacked their way up to Waglan. A couple of hardy souls even elected to beat up the channel between Po Toi and Beaufort – an equally valid and perhaps shorter, but ultimately more arduous route.

The leg from Cap D’Aguilar to Waglan Island saw a blossoming of spinnakers – those with assymetrics were at an advantage, but not a few boats demonstrated some very deft pole-work in an effort to get their symmetrical spinnakers to draw them along in the dying breeze.

By about 13:00 the lead boat – Intrigue – had caught up with the R.O. who sat watching the fleet from the ABC speedboat, stationed between Sun Kong Island and Fury Rocks – which for once were nowhere near to living up to their name. With the rest of the fleet strung out behind the leader – Redeye 2 and Wicked in close contention – the major decision seemed to be where, rather than whether, to shorten the course. On the twin principles that the lead boats’ race needed to be given time to develop, whilst the tail-enders must be given the chance to finish, a Waglan finish was dropped in favour of forming a gate off Po Toi light, and it was here, with a mixture of happiness and relief that 11 of the 15 starters (Calamansi, Brizo, Blauwvoet and Aragorn having retired) received their well-deserved horn.

The race was universally acclaimed a success, although the wide spread of finish times (first boat 14:15:00, last boat 16:04:57) did mean that the prize giving back at Middle Island ended up being a rather extended affair. Not a development which seemed to bother the early finishers much!

**Matthew Swainson**

# WAGLAN SEVEN REPORT

*Sunday, 7 February*



## WET AND WINDY

Sunday 7 February 2010 – the weather forecast indicated a force four to five wind coming from the north east coupled with a flooding tide all day, thunderstorm warning, rain, and one and a half metre high waves.

The scene was set for a strenuous sailing day down south.

Ten yachts entered the race, nine of them with an IRC rating, proving the increasing interest of IRC yachts for the Waglan Series.

After a round of consultation Race Officer Philippe de Manny, with other experienced sailors, decided on race 11 from the ABC Sailing Instruction booklet. A twenty-mile race took the fleet from Deep Water Bay to Fury Rocks, Shek O Rock, Beaufort Island Channel, and finally Chesterman Buoy before the finish back at Deep Water Bay.

With the windward mark in place near South Bay and steady wind conditions, all yachts cleared at the start and everything looked like a problem-free fast race. This was

without, of course, unpredicted ghastly sailing circumstances, which may occur during any part of the race.

Without any surprise, Intrigue took the start followed by Wicked and more than competitive “Bucephalus”. One hour into the race, most of the fleet had already rounded Fury Rocks. This is when Wicked had a man overboard incident and he was recovered safely. Unfortunately, due to a nasty injury of one of his crew members, Tristan Steward decided to retire from the race and come back to safety for his crew. To be specially noted was the great seamanship ethos of “Calamansi” who stopped racing to come and help Wicked in its recovery maneuver. This entitled “Calamansi” to a result redress for the beneficence and the allocation of an extra few minutes on the finish time.

Red Eye was steaming down the Beaufort Island Channel in first position and, when passing the Committee Boat, instructed the Race Officer to hurry back to the finish line in a defiant conqueror manner, eager to collect their rich spoils and confident that they would be faster than him at the finish. “Yacht O” were five minutes



behind, surfing the waves under the spinnaker and “Miss Salona 2” was close behind.

From then on, conditions worsened, with rain falling so hard that it was difficult to differentiate the surface of the sea from its abyss, and it looked more like a submarine race than a sailing competition. “The Farr Side” with two riffs was spotted at some stage, while “Intrigue”, goose winging two jibs, seemed to enjoy these harsh elements.







IRC Winner for Paul Leese



HKPN Winner - Steven Vine



Prize Giving at the Bar

Red Eye took line honors as her Skipper, Wayne Thomson, was expecting, and all yachts were safe at the finish by 14:40. "Thea" the outsider of the race skippered by Steven Vine won first place in HKPN with a corrected time of three hours eleven minutes and twenty seconds. "Yacht O" and Gordon George Tso were second, three minutes twenty-nine seconds later, and third place went to Red Eye and Skipper Wayne Thomson, ten seconds behind "Yacht O".

On the IRC side Red Eye and owner Paul Leese was first in two hours fifty minutes and fifty nine seconds followed by "Yacht O", six seconds behind and, finally "Miss Salona 2" took third place in three hours one minute and fifty two seconds.

#### Philippe de Manny

*All results and race pictures are on our website.*



Intrigue



Farr Side in the mist

-Embroidery  
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# BESPOKE SAILING WEAR

# USS NIMITZ IN HONG KONG



In February 2010 the United States requested permission from China for the Nimitz Carrier Strike Group to visit Hong Kong for 4 days of rest and relaxation. The United States Navy has a long history of visiting Hong Kong and the port was used extensively during the Vietnam War. Following the return of Hong Kong to China in 1997 the tradition has generally been maintained although with the two countries having differences on several high profile issues the visit of the US Navy to China's major strategic southern port has sometimes been used as a point of principle. However, on this occasion permission was granted and the USS Nimitz and her four support vessels arrived on 18 February.

With this impressive group of warships in the harbour I chose to take Skywalker for a cruise up to the northern reaches of the Tsing Yi anchorage to take a closer look on a bright but hazy Saturday afternoon. This was to be my second encounter with a Nimitz class supercarrier. On the The Voyage Continues cruise in 1999, we chartered out of Palma Mallorca in the Spanish Balearics and in Palma Bay the USS Theodore Roosevelt was majestically lying at anchor. We were able to circle the ship quite closely and without hindrance before heading on to Minorca. This of course, was pre 9-11 and I was not expecting to be able to get so close this time.

The Nimitz-class supercarriers are a class of ten nuclear powered aircraft carriers in service with the US Navy. With an overall length of 333 metres and a displacement of over 100,000 tonnes they are the largest warships in the world. The beam at the waterline is 41 metres and the maximum width of the flight deck is 78 metres. The propulsion system is derived from two pressurised water

nuclear reactors which drive four steam turbines each with a dedicated shaft and propeller. Each propeller is 7.6 metres in diameter and weighs 30 tonnes. The maximum power generated is 260,000 bhp which is equivalent to 194 megawatts and can drive the ship at 30 knots. As a result of using nuclear power the ships are capable of operating for over 20 years without refuelling and are predicted to have a service life of over 50 years.

All ten ships were constructed by the Newport News Shipbuilding Company in Virginia. Nimitz is the lead ship in the class and was commissioned in 1975. It was named after Fleet Admiral Chester W. Nimitz, who commanded the Pacific fleet in World War II and was the Navy's last five-star admiral. The George H. W. Bush is the tenth and last in the class and was commissioned in 2009.

The ships' company numbers 3,200 with an additional 2,480 personnel in the air wing. The maximum number of aircraft the carriers can employ is 85. A typical air wing can include a squadron of Super Hornet strike fighters, two squadrons of Hornet strike fighters, 6 Prowlers for electronic warfare, 6 early warning Hawkeyes and two antisubmarine Seahawk helicopter squadrons. The ships have four elevators to transfer aircraft between the hangars and the flight deck. The flight deck is angled at 9 degrees to allow aircraft to be launched and recovered simultaneously. To launch fixed wing aircraft, four steam catapults are used with four arrestor wires being deployed for recovery.

The Nimitz Food Services Department can provide 20,000 meals a day and store at least 90 days of refrigerated and





dry storage food. The two barbers shops trim over 1,500 heads each week. The ship has a fully equipped dental facility served by five dentists. The medical unit comprises an 80 - bed hospital ward and is manned by six doctors including a surgeon.

The US Navy maintains 11 Carrier Strike Groups, 10 of which are based in the United States and one which is based in Japan. The fleet response plan requires that six of these groups can be deployed within 30 days at any given time. While an aircraft carrier has the ability to project a large amount of air power, it is vulnerable to attack from aircraft, submarines and other surface ships. The primary role of the other ships in the strike group is to protect the carrier from these threats. The primary role of the carrier and the air wing is to provide the offensive firepower.

A Carrier Strike Group is built around the carrier and the air wing and typically comprises a destroyer squadron, two guided missile cruisers, three guided missile destroyers, two attack submarines and a supply ship.

The ships that escorted the USS Nimitz into Hong Kong were the guided missile destroyers USS Sampson and USS Pinckney, the guided missile cruiser USS Chosin and the guided missile frigate USS Rentz. All were close to the Nimitz except the Rentz which had a prime location in the central harbour.

As we approached the anchorage the sheer bulk of the Nimitz was awesome against the misty greyness of Lantau. Bizarrely each ship had deployed four small local passenger ferries to provide an exclusion zone of about

200 metres. Each of these was manned by navy personnel equipped with video cameras and hot lines to the command centre. As Skywalker got closer, they manouvered to keep us at their preferred distance. No words were exchanged but we were filmed as we trickled around on tickover and took photographs. We were then joined by a powerful Hong Kong Police launch who escorted us for the whole time we circled the carrier. At one point we got a single toot for straying a little off line. All very civilised considering the sensitivity of the US military to external threats.

On 21 February the Nimitz Carrier Strike Group steamed down the Lamma Channel and onwards to the Pacific Ocean where they will be in a state of readiness for the next few months.

*Words and Photographs*

**Barry Hill**

# MUSEUM DIRECTOR AND LONG STANDING CLUB MEMBER RECEIVES MEDAL



On 8th January, the Consul General of France, M. Marc Fonbaustier, and his wife, Gabriella, hosted a reception at their residence on the Peak for the presentation of the award of Chevalier de l'Ordre du Mérite Maritime\* to Hong Kong Maritime Museum Director, Dr. Stephen Davies.

ABC members who were able to come to the reception were Bob and Agnes Allcock, Patrick & Diana Bruce, Eric Carter, Linda Doyle, Systke and Bart Kimman, Tristan & Mimiko Stewart, and Stephen's partner Elaine Morgan. General Manager Philippe with his wife Poonam, made up the ABC contingent that evening.

Other representatives of the good and the great included the Hon Justice Roberto Ribeiro, Vice-Consul Christian Ramage, Mrs Carrie Yau, then Permanent Secretary for Home Affairs, and Ms Salina Yan, Deputy Secretary for Home Affairs. Loyal staff of the museum came to the party too, and were joined by Mr Anthony Hardy and Mr YK Chan from the museum's Board of Directors.

In his speech preceding the bestowal, M. Fonbaustier spoke of Stephen's commitment to the maritime heritage of Hong Kong, of his long standing affection for France, and his

passion for the sea. That passion took him and Elaine away from both Hong Kong and France on a series of long cruises sailing 50,000 miles and visiting 27 countries aboard their 38 footer, *Fiddler's Green II*. They set sail from the ABC on 31 January 1990, the 4th day of the Lunar New Year almost 20 years ago, after a bai san ceremony at the Tai Wong temple on Middle Island.

*\*The Ordre du Mérite Maritime, dating from 1930, is awarded to seafarers for their professional accomplishments and to others who have distinguished themselves in helping the development of commercial shipping, ports, fisheries or recreational watersports. The medal, designed by the well-known Paris Maison Arthus-Bertrand, comprises two potent symbols of the sea - an anchor and a wind rose with 16 points. The decoration had never before been awarded to any resident of Hong Kong.*



# CHINESE NEW YEAR DINGHY SAILING

*Words & Photos: Kevin Lewis*



*Toasting Marshmallows on Round Island*

For the first time ever ABC organized Dinghy Sailing activities during the Chinese New Year holidays. We scheduled a Sailing Trip on the Tuesday, the final public holiday, with a Youth Sailing trip, a two day Optimist practice and even a windsurfing course towards the end of the school holiday time.

Temperatures were around 24°C just three days before our courses were set to start, but a cold northerly monsoon reached Hong Kong just hours before our first course, with temperatures dipping as low as 7°C, the coldest of 2010 so far!

Sailing trips are always a great way to get extra practice and its great sense of achievement to sail a longer distance away from Middle Island. This time a group of 8 sailors in 3 Laser 2000s and the RS500 sailed to Tai Tam bay, anchoring off the Hobie Club beach and enjoying lunch at the local beach café there. Everyone came appropriately dressed, but it was still chilly sailing and hot chocolate and lunch helped a great deal on arrival.

Our Youth Sailing trip was our annual winter trip to Round Island, and it's popularly continues to grow, with 15 sailors taking part this year. As in previous years, we sailed to Round Island, built a beach fire and toasted marshmallows and snacks over the fire. This time around we also hoisted the ABC flag on the Island and built a shelter made from Pico booms and the old 4 Peaks banner borrowed from the main clubhouse. Collecting driftwood, discussing the safe and successful ways to make a fire and what you would do if stranded on an island all made for an exciting and interesting day out, despite the cold.

Our Optimist Course had light winds, but still we managed to focus on practicing sailing and basic racing techniques. The three Windsurf students and our Instructor Edward deserve special mention; Jordan, Dugold and Kitty all did exceptionally well and had extra incentive to stay *on* their windsurfers, even after commenting that it was actually much warmer in the water rather than out of it!



*Louis and Will in the RS500*



*Kitty Leong with instructor Edward Chick*



*Jordan Sternberg*



*Edward Rees and Lachlan Lacoste*



*Sailing Trip to Tai Tam*

# ABC EASTER 2010 YOUTH SAILING PROGRAMME

Sat 29 March – Fri 16 April



This Easter, ABC once again offers a full range of activities for our younger sailors. Application Forms, which contain further details on each course, are available at club reception or by download from our club website, [www.abclubhk.com](http://www.abclubhk.com). Note we accept applications on a first-come first-served basis, and that once we have received your application, 50% of the course fee is non refundable if you withdraw unless we can find a replacement student to take your place. Since some popular courses have limited available spaces, early application is advised. Enquiries and applications should be submitted to Angela Ho at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

## OPTIMIST JUNIOR SAILING PROGRAMME

		Eligibility	Cost HK\$ Member / Non-member
Mon 29 – Wed 31 Mar AM-PM	Optimist Stage 1	Age 7 – 11	800 / 1,064
Thur 1 – Mon 5 Apr AM	Optimist Stage 1	Age 7 – 11	800 / 1,064
Thur 1 – Mon 5 Apr PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	800 / 1,064
Tue 6 – Sat 10 Apr AM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	800 / 1,064
Tue 6 – Sat 10 Apr PM	Optimist Intro to Racing	Age 7 – 11 Pass Optimist Stage 3	800 / 1,064
Mon 12 – Fri 16 Apr AM	Optimist Stage 1	Age 7 – 11	800 / 1,064
Mon 12 – Fri 16 Apr PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	800 / 1,064

## YOUTH SAILING PROGRAMME

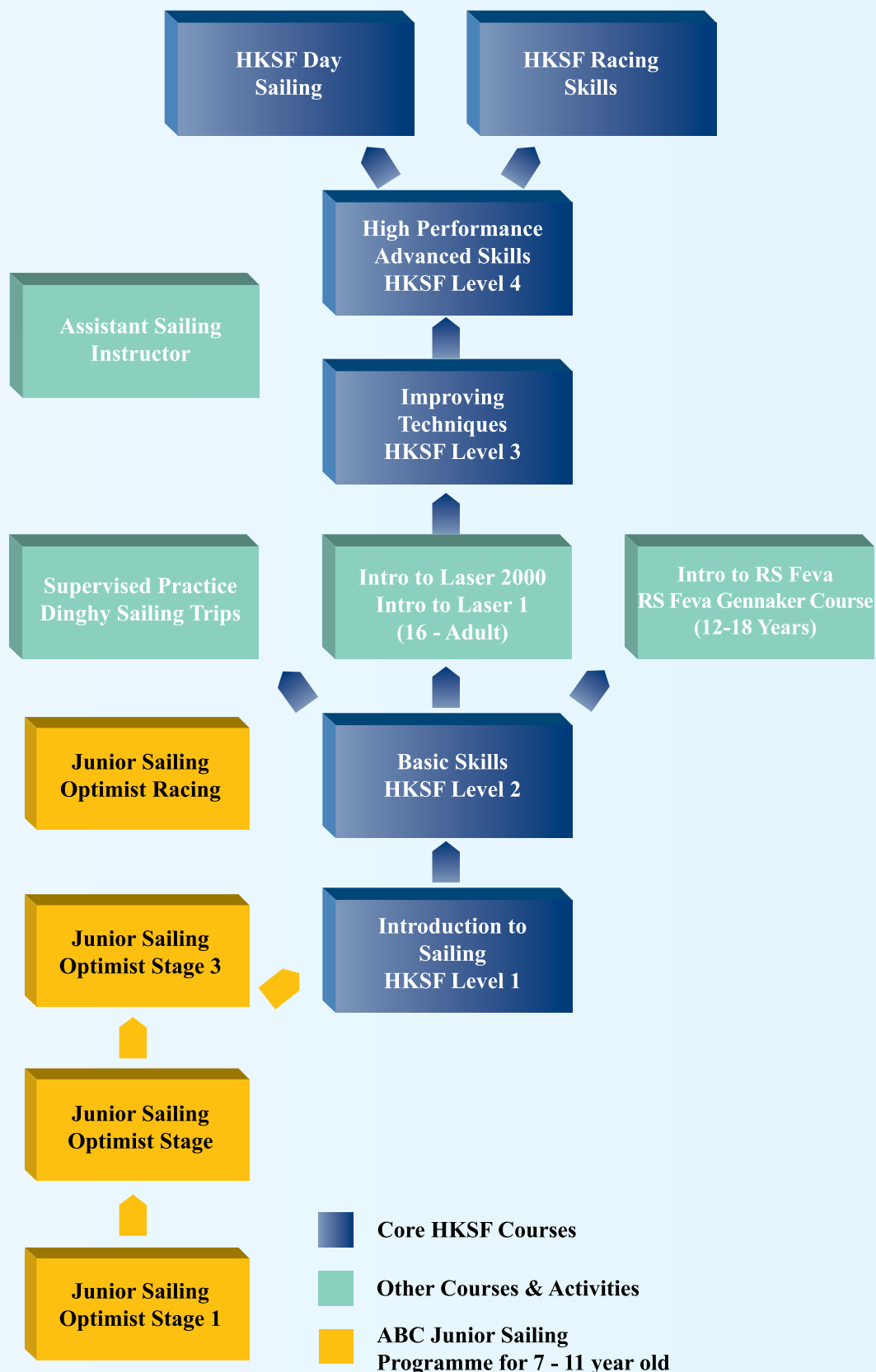
Mon 29 March – Fri 2 Apr	Beginners HKSF Lev 1 & 2	Age 12 - 18	2,400 / 3,200
Mon 29 March – Fri 2 Apr	Improvers HKSF Lev 3	Age 12 - 18 Pass HKSF level 2 plus 1 year sailing experience	2,400 / 3,200
Mon 5 – Wed 7 Apr	RS Feva Introduction	Age 12 – 18 HKSF Level 2 with additional experience	1,440 / 1,920
Thur 8– Fri 9 Apr	RS Feva Gennaker Sailing	Age 12 – 18 Pass RS Feva Intro	960 / 1,280
Mon 5 – Thur 8 Apr	Intro to High Performance Sailing	Pass HKSF Level 3	1,920 / 2,560
Mon 5 – Fri 9 Apr	HSKF Level 4 Advanced Skills	Pass HKSF Level 3 plus 1 year sailing experience	2,400 / 3,200
Sat 10 – Sun 11 Apr	2 Day Topper Pico RS Feva Supervised Practice	Pass Beginner Level 2	960 / 1,280

## YOUTH WINDSURFING PROGRAMME

Sat 27 – Sun 28 Mar	Basic & Intermediate Windsurfing	Age 9 - 18 A two-day beginner course using our new Junior Windsurf Rigs	960 / 1,280
Sat 3 – Sun 4 Apr	Advanced Windsurfing	Age 9 – 18 For those who have already passed at Intermediate level	960 / 1,280
Sat 10 Apr	Windsurfing Practice day	Age 9 – 18 Pass at least Junior Basic Windsurfing	480 / 640



# ABC SAIL TRAINING SCHEME 2010 -2011



# DINGHY NEWS

## ABC Youth Sailors visit Marine Police base

In early January, a group of ABC youth dinghy sailors (and some interested parents) met together for a guided tour of the Hong Kong Marine Police base next to our club. The highlight was time spent aboard the Marine Police patrol boat 56, "Detector". We were shown around the boat and the various roles of the crew and equipment carried on board were explained. Our group was introduced to the objectives and operational priorities of the marine police and we saw a promotional video covering the history and operation of the force. A big thanks go to Inspector Lau Wai-Man and Inspector Francis Kwok for arranging the visit for us.



## ABC Youth Sailing Team

Our ABC Dinghy Sailing Teams start training and racing again in March, according to the schedule below

	Dates	Activity (* indicates attendance at regatta)
1	Sun 7 March	Team Training
2	Sun 14 March	Team Training & ABC Spring Dinghy Races Day 1
3	Sun 21 March	Team Training
4	Sun 11 April	Team Training & ABC Spring Dinghy Races Day 3
5	Sat 17 Apr*	Middle Island Regatta
6	Sun 18 Apr*	Middle Island Regatta & ABC Spring Dinghy Races Day 4
7	Sat 24 Apr*	Tri-Club Regatta at ABC
8	Sun 25 Apr*	Tri-Club Regatta at ABC
9	Sun 2 May	Team Training & ABC Spring Dinghy Races Day 5
10	Sat 15 May*	HKSF Festival of Sport Regatta
11	Sun 16 May*	HKSF Festival of Sport Regatta
12	Sun 23 May	Team Training
13	Sun 6 June	Team Training & ABC Summer Dinghy Races Day 2
14	Sat 12 June*	Macau Dinghy Regatta
15	Sun 13 June*	Macau Dinghy Regatta
16	Sun 27 June	Team Training & ABC Summer Dinghy Races Day 3
17	Sun 11 July	Team Training & ABC Summer Dinghy Races Day 4
18	Sun 25 July	Team Training & ABC Summer Dinghy Races Day 5



The idea behind our teams is to provide a structured series of training days that are both fun and also lead to a better standard of dinghy racing within our club. This series of 18 days encompasses training, racing in ABC club dinghy races and attendance at four major regattas. Participants can apply to attend all sessions or a reduced number, to cater for those with exams or other commitments. Interested parents should contact the ABC Dinghy Sailing Manager directly for further details at [DinghySailing@abclubhk.com](mailto:DinghySailing@abclubhk.com)

## Adult Beginner Course Schedule

We have resumed our adult "Learn to Sail" programme, with beginner courses scheduled as follows. All our beginner courses lead to formal Hong Kong Sailing Federation Level 1 and 2 certificates and are taught in Pico and Laser 2000 Dinghies. Application forms and further details are available on our website or from [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

March 6, 7, 13, 14, & 20 (2 spaces remain)

May 21, 22, 23, 29 & 30

June 19, 20, 26 & July 3 & 4



## Adult Improver Level 3 Course

Any sailors interested in progressing after their beginners course and obtaining a Level 3 Improver certificate should get in touch with us as we plan to schedule another level 3 course this year according to demand.

## ABC Hosts Tri-Club Dinghy Regatta in April

The Tri-Club dinghy regatta has been running now bi-annually for two years, with ABC, RHKYC and HHYC youth sailors competing together. Not only has the event given all sailors extra race practice, it also brings dinghy sailors of our clubs together socially. This time it's the turn of our club to host the event, which is scheduled for 24 &



25 April with an expected 40 entries. Volunteers are needed for the race committee and safety boat duties; please contact Kevin Lewis if you are available to help.



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# Gill Tri-Club Regatta 24 & 25 April 2010

Hosted by Aberdeen Boat Club  
Open to Youth Sailors from ABC, RHKYC & HHYC

NOR and Entry forms available from [www.abclubhk.com](http://www.abclubhk.com)  
On Facebook at [www.facebook.com/AberdeenBoatClub](http://www.facebook.com/AberdeenBoatClub)  
Entry Deadline: 16 April



# BEVERAGES

## MARCH 2010

### BEER OF THE MONTH



### WINE OF THE MONTH

#### 2006 Mâcon-Villages, Lupé-Cholet

The wine exhibits fresh & intense fruit with peach, apricot & some citrus. Well-rounded & a balanced medium body on the palate, this wine is good with fish, cold meats, shellfish or on its own for refreshment.

100% Chardonnay

Per Glass HKD42

Per Bottle HKD190



#### 2007 Bourgogne "Clos de Lupé" Monopole, Domaine du Château Gris

Highly delicate fruits with prune, green tea, fallen leaf & ivy. The wine is well constructed & big, with a well-balanced tannic body & discreet oakings. Best to pair with red meat, dishes in red wine sauce & classic cheese.

100% Pinot Noir

Per Glass HKD50

Per Bottle HKD245



### COCKTAIL OF THE MONTH

#### Velvet Kiss

- Gin, pineapple, creme de banana, cream  
@\$40

#### Sweetheart

- Sparkling wine, frozen cranberry, lime, peach, lychee liqueur  
@\$40



### MONTHLY WINE TASTING EVENING

Friday, 12 March 2010  
6:00pm - 8:00pm The Galley

Admission Free

#### Wine Tasting & Canapés

You are cordially invited to join our  
Monthly Wine Tasting Evening.

Come to taste and purchase from a wide variety of  
fine wines introduced by our suppliers.

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and More.....





# SPANISH FOOD PROMOTION



Spinach Filo Pastry  
With Red Pimento Sauce  
莧菜千層酥

\$55

Sautéed Mussels with Saffron Cream  
番紅花炒青口

\$78

Chorizo with Broad Beans  
西班牙風腸配蠶豆

\$68

Wok Fried Clams with Garlic & Olive Oil  
蒜茸橄欖油炒蜆

\$78

Beef Malaga Style  
白菌蒜片牛柳粒

\$88

Garlic Prawns  
蒜片中蝦

\$98

Grilled Sardines  
扒沙甸魚

\$78

Snails Madrid Style  
馬德里田螺

\$88

Sautéed Mixed Mushrooms with Herbs and Garlic  
蒜茸香草炒雜菌

\$68

Grilled Beef Short Ribs with Port Wine Sauce  
牛仔骨鉢酒汁

\$128

Seafood Paella  
西班牙番紅花海鮮飯

\$128







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