



2011/10
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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

ABC Sunseeker Opening Regatta

Bigger, brighter and better than ever

The Perfect Fit

Bespoke Boat Building

Stormy Weather

How to handle the rough stuff

RS500 Worlds

ABC sailors take on the world

Grand Marine Ctr



@3,200 up

3,815'-7,600'

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Re-development zoning in South Side



300M

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Derrick Ind. Bldg



2,200'

- Prime location
- Quiet and green surroundings
- Practical layout
- Plus private roof

10.5M

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500M

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- Well management
- High Ceiling

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11M / 28K

Tin Fung Ind Mansion



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- Potential Redevelopment Project

@3,280 up

Sungib Ind Ctr



6,009'

- In Wong Chuk Hang
- Whole Floor
- Privileged location in new hotel project

@4,250 up

Southmark



874'-11,000'

- Efficient commercial space with unobstructed seaview
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@5,000

United Ind Bld



4,000'-10,000'

- Potential Redevelopment Project
- Widespread views of city and greenery
- Plus carpark

19M up

Wong Chuk Hang Ind. Bldg



5,750'

- Plus private roof
- Nearly MTR
- Mountain view

25.98M

Regency Ctr



700'-4000'

- Renovated building
- Well management
- Move-in condition / air-con provided

@9

Yally Ind. Bldg



2,350'-3,018'

- Prime location close to the coming MTR station
- Greenery
- With tenancy

@3,800 up

HORIZONS ISSUE 2011/10

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ANOTHER SUCCESSFUL OPENING REGATTA

The Aberdeen Boat Club Opening Regatta, held in early September, is traditionally regarded as the event which signifies the start of the sailing season in Hong Kong. It is a two day event which attracts large, state of the art racing yachts, all manner of cruising yachts, high tech multi-hulls and a full range of dinghies. In addition, this year we had a very impressive fleet of the new class of J/80's who enjoyed some very competitive racing over the weekend. Sunseeker sponsored the event for the ninth year in succession and we are very grateful to long term member, Gordon Hui, for his continuing support for the Club.

To organize an event of this magnitude is no easy task and I would like to congratulate Rear Commodore Bruce Perkins, the Sailing and Marine Committee and the staff for their

detailed planning and hard work during the regatta to ensure the several hundred competitors enjoyed a trouble free weekend.

We were indebted to our two guest Race Officers; Greg Sinclair from Australia who looked after the dinghy fleet for the third year and Jerry Rollin from the Philippines who for the second year managed the cruiser racing. Two jobs very well done.

By now you will have received my letter explaining our strategy for the ongoing development of Middle Island. A lot of effort has been applied to the preparations for this and at this point I consider we are at the end of the beginning. There is much to do to realise this ambitious plan, but I am confident that the enthusiasm and dedication of the Development Committee will deliver the enhancements to the members that I



have outlined in the prospectus.

Finally, I would like to reiterate my appreciation for members' support for the development initiative.

Barry Hill
Commodore

STORM IN A WORLD CUP

A few members have asked me why the Club did not show the Rugby World Cup this year. The reason is simple, and purely economical. To show this great event, first we had to subscribe to Now TV for a minimum of thirteen months at HK\$3,500 per month, plus we had to pay a reconnection fee of HK\$3,500 as we cancelled our old subscription five years ago, and finally a special Rugby Channel fee of HK\$3,000 to watch all matches. If you add it all up it comes to a bill of HK\$52,000 which seemed unreasonable for a six week competition on TV.

Some months ago, members were asking about our occupancy permit on Middle Island, and if we were going to have it renewed or not. All the bad press the club industry received in the newspapers, and the special sessions at LegCo, did not help. However, as blue sky always comes after a storm,

I am pleased to inform you that we have secured a five year Occupancy Permit. Our next focus is to up-grade this permit to a permanent one by improving our electricity, water supply and connection on the Island, a project well under way today.

A new coffee shop menu has been vetted by our House Committee and will be implemented this October. On top of most of your favourite items, we are introducing surprising new sandwiches and pizzas with Indian flavours, and a lean and healthy ostrich steak, but more importantly we are keeping our ocean friendly seafood menu.

On the sweet side, Mövenpick is coming to the Club and I would certainly recommend the Maple & Walnut ice cream, it is pure delight.

I shall let you discover in the following pages what our Food and Beverage Manager and Chef have in



store for you this month, but I cannot avoid recommending our regional French food promotion paired with a glass of Macon 2007, bon appétit.

Philippe de Manny
General Manager

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FLAG OFFICER'S REPORT

Reading about numbers is often as successful as taking a good sleeping pill. Yet with the introduction of the new Building Development Levy, I am sure that many of you will have a lot of questions and will be interested to know more about the management of the Club's finances.

As you may know, our Club is a non-profit organization; in this capacity it can and does make a profit, but does not distribute this surplus nor issue stock shares. Wikipedia, the source of my previous sentence, provided this concise explanation. The officers of the Club are all *pro bono*.

So, how does the Club work in practise:

1. On the income front, the monthly subscriptions are complemented by the income from the food and beverage department, which is the major part of our income, followed by the marine operations as well as other more minor income streams, such as the renting of videos. The new members' entrance fees are another important source of funds for the Club.

2. The expenses are diverse but are overall quite straightforward and directly related to the various types of income: food and beverage; marine; employee related expenses; and other miscellaneous items.

3. Every year the General Committee meets to discuss and agree the major capital expenditure required in order to improve the Club.

In the last couple of years, the Clubhouse developments have included the major upgrade of kitchen, the renovation of the Four Peaks Restaurant and the Waglan Bar, as well as the improvements to the showers and toilets throughout the whole Club.

As we are a boat club, we also regularly add to our fleet of vessels. Twelve Optimists, six Picos and Lasers,

and two J/80's have been purchased recently, together with various sails and equipment.

In practise, during the last few years, the Club has managed to match its income with its total expenditure fairly precisely, yet still managed to fund its capital expenditure.

So, why do we need a levy?

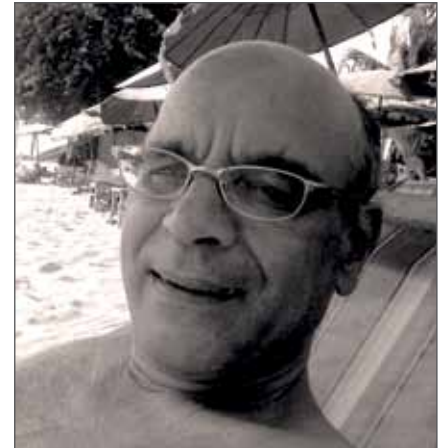
As Barry Hill, our Commodore, explained in his recent letter, the expansion of our Club at Middle Island requires a substantial initial investment. Yet if we think carefully, the price is very reasonable for a development of this magnitude in Hong Kong. Furthermore, with the addition of all these facilities we should be able to recoup our investment very quickly.

I welcome your comments and will be ready to respond to any further questions you may have regarding these issues.

Probably the worst sailor in the club.

When I came to Hong Kong from Taiwan, with my family, in 1993, we quickly realized that having a car to go places was not a feasible proposition, especially living in Discovery Bay. Herein lies my decision to purchase a junk, as the prospect of spending weekends at sea seemed a beautiful alternative.

However, and please don't laugh, my first boat ended up at the bottom of the sea on an illegal mooring. Undeterred, I went for a second junk with a strong desire to fix it up myself, but we thought we should join a boat club as the Hong Kong Marine Department would probably not have looked very favourably on a second wreck. ABC was very friendly in accepting us (I did not mention my first experience) and my children loved the club, in particular the heated swimming pool in winter and the friendliness of the staff who would sometimes help with their Chinese homework.



“However, and please don't laugh, my first boat ended up at the bottom of the sea on an illegal mooring.”

I gave this second boat away years ago as the holes in it started looking ever bigger and bigger. Somehow, it is still floating. Now, staring defeat in the eye, my wife agreed that we should purchase a third boat, which we use from time to time and which is also used as a committee boat in some races.

About four years ago I joined the general committee. We still dearly love the club, even though my children are now grown-up, and I felt a strong desire to participate in the club more actively. A year ago Jim Fulton resigned from his position as the treasurer and I was elected as the new treasurer. My skills in finance are hopefully slightly better than my in skills in boating.

Yann Sandt

Honorary treasurer

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ABC WAGLAN SERIES SPONSORED BY JEBSEN MARINE

By Philippe de Manny

The Aberdeen Boat Club is set to run its premier sailing series, the Waglan Series, from 23 October 2011 until 11 March 2012. The upcoming event will comprise six island races and four geometric courses, to be held on the south side of Hong Kong Island.


For the fourth consecutive year, Jebson Marine are sponsoring the Waglan Series, and I would like to take this opportunity to convey our most

grateful thanks to Olivier Decamps, Jebson Marine and Jebson Beverage for supporting this event.

An average of 25 sailing yachts take part in this event, and every year there is a consistent and noticeable growth in participation. This year we hope to attract more than 30 yachts for this very competitive event.

Last year the tiny Beneteau First 27.7 *Chota Scye* ended up winning

the overall series under HKPN rating against the mighty Archambault 40 *Elektra*, while *Yacht O*, *The Farr Side* and *Red Eye* battled it out for third place. This year, with the new fleet of J/80's in Hong Kong always out at sea competing and improving, we hope to have an even greater fight for the Waglan Series crown.

Stay tuned for race reports in the coming issues of *Horizons*. 

SUNSAIL DONATES HOLIDAY


Sunsail, the world's largest yacht charter company, has teamed with Leader Newspapers & Whitsundays Provisioning to raise funds to help Australian champion disabled sailor Marty Waller gain more mobility.

Sunsail Australia donated a seven day bareboat charter in The Whitsundays aboard a Sunsail 384 Catamaran, which was auctioned off through the company's website over the first two weeks in September. The funds will go towards upgrading a van so that Marty's parents, now in their mid 70's, can move him and his sailing gear around more easily.

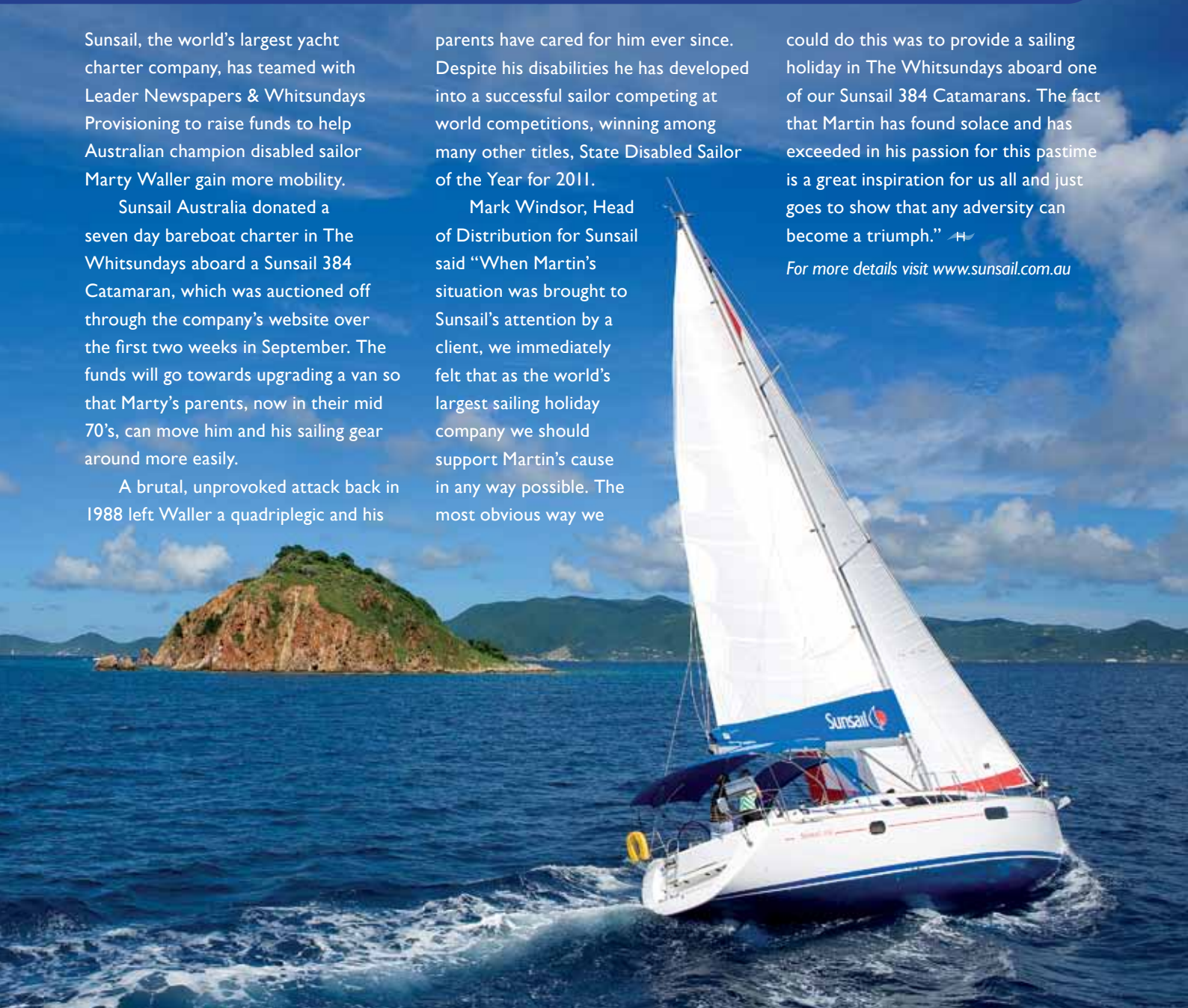
A brutal, unprovoked attack back in 1988 left Waller a quadriplegic and his

parents have cared for him ever since. Despite his disabilities he has developed into a successful sailor competing at world competitions, winning among many other titles, State Disabled Sailor of the Year for 2011.

Mark Windsor, Head of Distribution for Sunsail said "When Martin's situation was brought to Sunsail's attention by a client, we immediately felt that as the world's largest sailing holiday company we should support Martin's cause in any way possible. The most obvious way we

could do this was to provide a sailing holiday in The Whitsundays aboard one of our Sunsail 384 Catamarans. The fact that Martin has found solace and has exceeded in his passion for this pastime is a great inspiration for us all and just goes to show that any adversity can become a triumph." 

For more details visit www.sunsail.com.au



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GIVE A MAN A FISH

The Tailchasers Fishing Club had a busy August, and looks set for a stunning September. Here is a round up of the club's activities and fishing stories.

August 19th: Although the weather continued to be hot and clear the sea had risen slightly to give light chop on the surface as we set out to the South East. As we moved further out, the water colour changed and we were able to start fishing just over 20 miles out in clear blue water. It was not long before we found a tide line and we hooked our first fish, a Bluefin Tuna on a blind strike. Total for the day caught and released 12, Mahi Mahi, Wahoo, Amber and Bluefin.

August 20th: With the seas having picked up again overnight we had a good 1.5 metre swell with Force 3-4 wind, giving a good chop and a rougher ride, but we kept going until we were 25 miles out and then started to fish in a southerly direction. Total fish captured and released 20 Mahi Mahi, Kawa Kawa and Tuna.


August 24th: A complete contrast to the days before, today was to be very gentle swell and no wind. In the last half hour we came across a school feeding on a bait ball that looked like Mahi Mahi until



we got close enough to see that in fact they were Wahoo. Given the fact that we had a banana on board it was a successful and fun day! Total for the day was 35 with five species: Mahi Mahi, Kawa Kawa, Bluefin, Skipjack and Wahoo all present.

August 27th: With a Super Typhoon building and moving towards Taiwan, the visibility had dropped as the wind swung to the North, making for a hazy and hot day. We set off towards the South East into a metre swell from the East. Once on the line we had strikes almost instantly, and in many cases four

or five rods going off at the same time. Action slowed over midday giving the deckie a chance to catch up, but not for long as we came across a school of Tuna, of various sizes, feeding on the surface, providing the last of the action for the day. It was estimated that we had over 35 fish captured and released, mostly Mahi Mahi and Kawa Kawa.

This has been a good month for both the fishing and the weather around Hong Kong, although hot the visibility has allowed us to see just how picturesque Hong Kong really is. 


NEW QUARTET FOR AZIMUT-BENETTI IN CANNES

The Azimut-Benetti Group has premiered four new models at this year's Cannes International Boat & Yacht Show. The new models include the Azimut 40, the Azimut 45, the flagship Atlantis 58 and the flagship Azimut Grande 120SL.

The Azimut 40 sports twin 335hp Cummins engines giving it a top speed of 31kts flat out. Inside, the boat accommodates two cabins, two heads and a large galley and living area. Full electronic control systems including Easy Docking and Easy Handling are available as options.

The Azimut 45 offers two or three cabin options and features a large galley placed between the dinette and the steering station, allowing anyone cooking to mingle easily with those on board, making meal times enjoyable, social gatherings.

The Atlantis 58 takes the sporty lines of its predecessors and scales them up for unprecedented interior space. The standard layout features an owners and a VIP cabin along with a third, fully customisable cabin for use as an office, studio, gym or theatre.

The Azimut Grande 120SL is the first megayacht from the Azimut Grande SL, or Sports Luxury, series. The vessel features an Owners cabin and three guest cabins, its garage is big enough to store a 5.5m tender and two jet skis, and is designed to maximise liveable outside areas. Three 35.7 litre MTU engines mated to twin Rolls Royce water jets, side water jets and a central booster give this floating palace a top speed of 36kts. 

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HONG KONG TEAM AT THE RS500 WORLDS 15-20 August 2011



Overall results:

5th Cosmas Grelon & Will Stephens
9th Lars Schkade & Justin Tse
25th Peter Simpson & Louis Bond-Smith

Youth World Champions:

1st Cosmas Grelon & Will Stephens
2nd Peter Simpson & Louis Bond-Smith

Words by Louis Bond-Smith, photos by Jackie Simpson

The RS500 is a double-handed, trapeze dinghy first launched in 2005. ABC was the first Hong Kong club to acquire the dinghy in 2008, with the aim of stimulating exciting, high-performance sailing at our club to encourage older teenagers to keep sailing and reach higher standards of excellence. Joining us in 2010, Coach Rory Godman spear-headed further training and development of a High Performance Team, leading six sailors to the RS500 World Championships in Weymouth, England, this summer, supported by ABC and sponsored by Hong Kong based Sea Air Logistics.

Squad-member Louis Bond-Smith tells us about the trip:

This year's RS500 HK team consisted of Cosmas Grelon, Will Stephens, Justin Tse, Lars Schkade, Peter Simpson and myself. We worked hard throughout the year before the competition, doing a lot of training at ABC under the expert guidance of Coach Rory. We were lucky to get some great (and unseasonal) wind just before our departure, and we

were all fully prepared and excited to be attending ABC's first ever overseas trip to a World Championship.

The team departed from Hong Kong and reassembled in Weymouth on the Sunday, giving us the afternoon to rig, tune and set the boats. We hit the water on the Monday, with moderate winds making this day of training a good warm up for the whole team.

The three Hong Kong entries were joined by those from host country UK, as well as Sweden, Netherlands, France, Germany and Italy, making up an overall fleet of 58 boats. Tuesday was the first day of racing, with consistent 15-20 knots of wind, meaning the whole team was fast, and also that we had a few too many capsizes, but generally it was an incredibly fun but tough day in conditions we rarely get to enjoy at home.

We had mixed conditions for the rest of the week, with one more day of pumping wind, and a few days in light air. At the end of the seven days we spent in Weymouth, the results were looking good, whilst the dorms seriously weren't! We finished the week with two boats in

the top 10, all three in the top half of the fleet, as well as claiming first and second youth positions.

Cosmas and Will were the highest positioned youth team (under 18) placing an impressive fifth overall with a consistent set of results including a second in Race Eight. Overall, it was a hugely successful week for the whole team, our results better than expected, and also a lot of fun for everyone.

As the first World Championship event ABC has sent a team to, the team's success really shows the progression in competitive sailing at ABC. The speed at which ABC is growing and improving the quality of its racing and quality of its sailors is incredible. I really hope there will be more ABC sailors representing ABC around the world soon.

This event was also my first World Championship. The week before we left for Weymouth, me and my helm, Peter, were doing some serious expectation management. We really didn't expect to do well, setting ourselves the target of not coming dead last. On the first day, during practise racing, we realised that



we were not only not coming dead last, but that we were in the top half, and later even got top 20 results in a fleet of 58 boats. It was really incredible, and motivating to realise we really could sail competitively at such a high level.

It was a real experience for me, to be able to sail with such amazing sailors, at such a competitive level, with everyone progressing so fast throughout the week. Just from being around such good sailors I learnt a lot, about how to

sail faster, as well as how to deal with the pressure of intense competition. I also experienced what it's like to sail at the top level; it's an amazing feeling to be competing against the best, I can't wait for my next opportunity to get the same buzz again.

The team would like to say a huge thank you to Sea Air Logistics for their sponsorship and support, as well as ABC for sending the team coach, and

North Sails Hong Kong for supplying sail numbers. We are looking forward to further developing our High Performance Team in the future, and would like to invite club members to attend an informal presentation from the team, including a curry buffet, slideshow and brief talk on Friday 7th October at 7pm. To find out more about the ABC RS500 check our website www.abclubhk.com, and look under "Dinghy" and "RS500 Team".

SWIMMING GALA

SATURDAY 8TH OCTOBER 2011

Please return the completed form to the office no later than Thursday 6th October 2011

Name : _____ A/C No.: _____

Child's Name : _____ Age : _____ Sex : _____

Heats will be held where necessary and finals will be inserted into the programme.

✓ Please tick as appropriate.

- ☐ 1. Boys & Girls 4 years & under 1 width with kickboard
- ☐ 2. Boys & Girls 6 years & under 1 width with kickboard
- ☐ 3. Boys & Girls 4 years & under 1 width*
- ☐ 4. Boys & Girls 6 years & under 1 width*

*No swimming aids ie. armbands

- ☐ 5. Boys & Girls 5 years & under 1 length front crawl
- ☐ 6. Boys & Girls 6 to 8 years old 1 length front crawl
- ☐ 7. Boys & Girls 9 to 12 years old 1 length front crawl

- ☐ 8. Boys & Girls 5 years & under 1 length breast stroke
- ☐ 9. Boys & Girls 6 to 8 years old 1 length breast stroke
- ☐ 10. Boys & Girls 9 to 12 years old 1 length breast stroke

- ☐ 11. Boys & Girls 5 years & under 2 lengths front crawl
- ☐ 12. Boys & Girls 6 to 8 years old 2 lengths front crawl
- ☐ 13. Boys & Girls 9 to 12 years old 2 lengths front crawl

- ☐ 14. Boys & Girls 5 years & under 2 lengths breast stroke
- ☐ 15. Boys & Girls 6 to 8 years old 2 lengths breast stroke
- ☐ 16. Boys & Girls 9 to 12 years old 2 lengths breast stroke

- ☐ 17. Boys & Girls 9 to 12 years old 1 length backstroke
- ☐ 18. Boys & Girls 9 to 12 years old 2 lengths backstroke

- ☐ 19. Boys & Girls 6 years & under Rubber Ring Race
- ☐ 20. Boys & Girls 9 years & under Rubber Ring Race
- ☐ 21. Boys & Girls 12 years & under Rubber Ring Race

Medley (1 length butterfly, backstroke, breast stroke, front crawl)

- ☐ 22. Girls 6 to 8 years old
- ☐ 23. Boys 6 to 8 years old
- ☐ 24. Girls 9 to 12 years old
- ☐ 25. Boys 9 to 12 years old

- ☐ Family Relay Race 2 parents/2 Children (1 length each)

The Gala will start at 11:00 a.m. the prize giving will be held after the competition.

Entries are HK\$20.00 for each event entered.

To enter the Swim Gala simply fill in this form and return it by fax to 2873 2945, or in person to the ABC reception desk.

Enrolment forms are also available from the office, or online at www.abclubhk.com/Newsletter/Oct11/swimgalaform.pdf



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ABC Sunseeker Opening Regatta

Cruiser Division

Sponsored for its 9th year in succession by Sunseeker, and with International Race Officer Jerry Rollin flying in to set the courses, the weekend looked set to be another great event.

Word must have got around to the Hong Kong sailing community as this year the event drew a Cruiser entry list of over 70 boats, split between IRC, HKPN, FI8, Multihull and J/80 classes.

The predominantly Hobie 16 fleet that made up the Multihull class still sported the biggest entry list with 19 boats, but the J/80 class, newly introduced to support the growing fleet in Hong Kong, managed to field a respectable 14 boats and could challenge the multihulls for next year's biggest fleet award! This is a challenge that I'm sure the Hobie and Lantau Boat clubs won't take sitting down.

The first day's racing saw the fleet

head out to the waters south-east of Lamma in preparation for a day of windward/leeward courses. With a light breeze of 6kts set from the NE, the first course of the day was laid with a 1.8nm beat for the large course and a shorter 1.3nm beat for the inner course. However, minutes before the start sequence was due to commence, the rain set in and the wind veered around to the SE. This required a major rethink from the Race Committee and the postponement flag was raised while the course was swung to take account of the new wind. The delay was well worth the wait, as when the rain faded, the wind held in both strength and direction. With a slight decrease in wind, the course lengths were reduced and the first race of the day got underway at approximately 1320hrs.

Most boats made good progress around the course in the light airs and

completed Race One in approximately 90 minutes for the bigger boats, and closer to an hour for the smaller boats. In IRC1, *Ambush* made an impressive start to the Regatta taking the first line honours of the day, closely followed by *Stella*. In IRC 2 it was a close battle between *Gambit* and *Authority*, with *Gambit* just fairing better in the light winds. IRC3 was led by *Fox in Sox*, but on corrected time *Impala 1* took first place. *Tuatahi* came first in HKPNA, *Rhapsody* won HKPNB and *Jasmine* got a convincing win in the J/80's. *Wild Pussy Cat* won the FI8s and the Multihull fleet was dominated by Hobie 16's who took the first three places.

With the wind now settled down in direction and strength, it was an easy decision to repeat the same course for all divisions as per Race One. This was indicated on the side of the Committee Boat by the Club's



Cruiser Division by Bruce Perkins, Dinghy Division by Diana Bruce. Photos by Barry Hill, Philippe de Manny and Kevin Lewis.

new Race Management board, which proved to be a welcomed addition by the fleet, improving race management communications.

After a quick break for lunch, Race Two got underway with the first starting gun firing at 1520hrs. Twenty-five minutes later, the last fleet was started and the Committee Boat prepared themselves for the first finishers in the faster fleets. IRC1 was a repeat of Race One with *Ambush*, *Stella* and *Sell Side Dream* taking the top three places. In IRC2 *Rampage* got a flyer and took first place, closely followed by *Gambit* and *Authority*. IRC3 went to *Boss Hogg* and ABC's *The Farr Side* won HKPNA. HKPNB was again won by *Rhapsody* and *Hakawati* made a convincing win in the J/80's. In the multihull fleets, *Wild Pussy Cat* again won the FI8s with Hobie 16's filling the top three places in the other multihulls.

With racing over for the day, the fleet headed back to Middle Island to enjoy the evening's entertainment. The prize giving was hosted by Sunseeker. As the party drew to an end, some crews decided to continue back at the main

“For the faster boats, progressing against the tide to Waglan Island proved to be a challenge as the wind dropped”

clubhouse, while most went home for a well-earned rest.

Day Two of the Opening Regatta is traditionally a day of Island Style racing, and this year was no different as the fleet headed out to the designated starting area just south of Round Island.

With the wind forecast to be very light all day, course selection was always going to be tricky, but Race Officer Jerry Rollin decided there was enough wind

to set the bigger fleets off on a 16nm course that rounded both Waglan and Po Toi Islands. For the slower boats, courses of 13nm and 7nm were set using Po Toi, Beaufort and Castle Rock as marks of the course.

With very light winds predicted, chase boats were sent off to follow the fleets as they made their way around their respective courses. For the faster boats, progressing against the tide to Waglan Island proved to be a challenge as the wind dropped. The faster IRC1&2 boats managed to make their way around Waglan Island, but it soon became evident that the HKPNA fleet would need to have their course shortened at



this point. A shortened course finish line was set and the first HKPNA boat finished just under the three hour mark. IRC2, whilst managing to round Waglan Island, made heavy work on the run down to Po Toi, and their finish was shortened just off Po Toi Island. IRC 3, HKPNB, the F18s and other multihulls all managed to complete their course and were finished at the Committee Boat, which was stationed just south of Round Island. For a long time it looked like IRC1 might complete the course,

but as the Committee Boat found itself in an ever-increasing wind hole, it was decided to shorten their course at the last mark. Giving the IRC1 boats on average a 4.5 hour race, this proved to be a welcome decision.

Most of the fleet made it back to Middle Island in good time to freshen up for the evening's entertainment, and it was a great sight to see so many sailing boats filling the moorings off the clubhouse. With the evident lack of protests this year, the Cruiser race results were posted early and the winners got an early lead on the celebrations.

As the arrival of the Sunseeker boat heralded the start of the prize giving, the now familiar photo calls with the Sunseeker models took place with the lucky winning crews and many thanks were made to the entire Race Management Team and Staff of ABC

who helped to make the Regatta a success both on and off the water.

Dinghy Division

We woke up to torrential rain and thunderstorms on the morning of Saturday, 3rd September – ah, we thought, it must be the ABC Opening Regatta this weekend. But it soon passed and by mid-morning, when all the dinghy sailors were gathering at Middle Island for the race officer's briefing, the sun was trying to peek through the clouds and the wind was around 10kts. Greg set the course over by Chung Hum Kok/Stanley where the wind was good and steady and we were just about to start the countdown when the most enormous black cloud appeared from the south west, sucking the air in and causing havoc with our carefully set course.

The ominously heavy sky approached rather fast and suddenly





dumped a whole load of rain on the heads of the sailors, but quickly passed and disappeared over the hills behind Repulse Bay and that was the last we saw of the rain for the rest of the weekend. Then, just as suddenly, the wind shifted back to its original position, so we had another quick re-setting of the marks and off we went.

Three clear starts for the first race – Division A went first (the 29ers, RS400, 500 and 800, 420s, Laser 2000s and the standard Lasers), followed by Division B (Laser Radials, 4.7s and Fevas) and then the Optimists who had by far the most boisterous sailors in the entire regatta. Swanson Chan, sailing a standard Laser, was first in Division A; Gerald Williams in a Laser 4.7 was first in Division B; and Nathan Bradley came first in the Optimist class.

The Race Officer then quickly started the second race to take

“We were just about to start the countdown when the most enormous black cloud appeared from the south west, sucking the air in and causing havoc with our carefully set course”

advantage of the good wind – divisions A and B got off to good starts; over-enthusiasm and a bit of misjudgment led to a general recall for the Optimists but they were soon off again, heading for Stanley with gusto. Swanson Chan again came first in Division A; Gerald Williams was first again in Division B; and Calum

Gregor was first out of the Optimists.

Then everyone headed back to Middle Island for a barbecue and celebration of the day's results (which were posted on the website within an hour of the last race's finish using Greg's wonderful new Topyacht software!)

Sunday was quite different weather-wise – hot, sunny and very little wind. The forecast was for a painfully slow 1-2kts in the morning, 2-3 around lunchtime and then falling back to 1-2 in the afternoon. In the event it was a lot better than that but Greg sensibly decided to set a short course in Stanley Bay so, even if we had to cancel the fourth and fifth races, at least we would have a series.

Again divisions A and B had clean starts – an individual recall in the Optimist division was interesting as three sailors who hadn't been OCS promptly returned to the start and the



one that had been the subject of the recall did not! Eventually he realized the error of his ways, but the delay cost him many places. Jimmy Shun and Leung Suet-ye in a Laser 2000 came first in Division A; Gerald Williams, in consistent form, came first in Division B; and the Optimists were led by Nathan Bradley.

By the end of the first race the wind was dropping quite seriously so Greg took the decision to move the entire course, lock stock and barrel, to Stanley point. As we were setting up the course the first of the multihulls from the cruiser section were coming home and two or three took a route which went straight through our course.

The fourth race got started as soon as the course was set, and again the RO set a fairly short course. James Ward and David Early in the RS400 came first in Division A; guess who (yes, Gerald

Williams) came first again in Division B; and Nathan Bradley nipped home two minutes ahead of Calum Gregor to win the race in the Optimist division.

ABC sailors were competing against some of the best in Hong Kong and had very credible results – Yiu Bun-wan in a standard Laser came 7th out of 20 entries in Division A; Mannie Kam and Natalie Tsui came joint 4th out of 11 entries in Division B sailing Laser Radials, with Michael Heidinger and Samuel McDonald hotly following in 6th place in their Feva. In the Optimist section James Hodgson was 10th (out of 23 entries), Gordon Mason was 11th and Matthew Wright was 13th.

Well done to all our sailors, and thanks to Greg our RO and all the volunteers and Club marine staff who helped on the day to make it another successful, challenging, exciting and enjoyable ABC Opening Regatta 2011. H

IRCI

- 1 Sell Side Dream
- 2 Stella
- 3 Ambush

IRC2

- 1 Authority
- 2 Gambit
- 3 Talking Head

IRC3

- 1 Boss Hogg
- 2 Impala I
- 3 Fox in Sox

HKPNA

- 1 The Farr Side
- 2 No One Else
- 3 Thea

HKPNB

- 1 Rhapsody
- 2 Chasse Spleen
- 3 GA

J/80

- 1 Hakawati
- 2 Tigrina
- 3 Jasmine B

F18s

- 1 Wild Pussy Cat
- 2 The Black Pig
- 3 Nacra

Other Multihulls

- 1 Rubber Duck
- 2 111488
- 3 112211



Waglan

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FRENCH PROMOTION 2011

Soup

Bourride \$68

The great fish soup of Provence, where it is made with a variety of fish.

Appetizers

Gougère à la truite fumée \$88

Choux pastry with creamy watercress and smoked trout filling

Petits Farcis \$82

Baked cabbage, stuffed with minced pork & minced beef

Huitres à la Landaise (half dozen) \$150

Baked oysters with air dried ham and mushroom

Tripes à la Lyonnaise \$68

Sautéed beef tripe with sweet onion

Main Course

Fruits de mer à L'ailloli \$185

Poached shrimps, mussels, scallops and salmon, served with herbed garlic sauce and rice

Cotelettes d'agneau en croute vert-prés \$195

Roasted rack of lamb with herb crust, served with mashed celeriac and potatoes, and white asparagus

Poulet de la vallée d'auge \$155

Roasted AOC Chicken from Normandie with apple celery and calvados cream sauce

Noisettes de porc aux prunes \$148

Pan-fried pork fillet complemented with prune gravy served with roasted new potatoes with red onions and asparagus

Truite arc-en-ciel à la Navarraise \$148

Grilled rainbow trout with bell pepper & ham sauce, served with boiled rosevalde potatoes and white asparagus

Dessert

Tarte au citron \$42

Lemon pie

Gateau au chocolat et noisettes \$48

Chocolate hazelnut cake

The recommended wine for this month's French Food promotion is Lupe-Cholet Macon Rouge 2007 or Macon Blanc 2008

By the glass \$38, by the bottle \$178





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Williams Performance Tenders Ltd was established in 2004 by John and Mathew Homsby, and Roy Parker. All three founders have long associations with the marine industry, working in various fields from volume manufacture of sailboats to the production of handcrafted cold moulded wooden powerboats. This design and engineering knowledge led to the development of the Turbojet range - the World's first 4-stroke jet tenders.

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The Perfect Fit

The best way to get the perfect boat is to have it custom made. ABC's own Diana and Patrick Bruce are living the dream, and found time to share their thoughts on the process so far.

Words and photo by Patrick Bruce

The seeds of this 'dream' were planted in about 1974. Les was a hard working, hard drinking teacher colleague with a massive and perhaps a rather early mid-life crisis on his hands. The first sign was the beaten up second hand purple (yes purple!) E-Type Jaguar. The second was resigning from a perfectly reasonable and relatively senior teaching post to go and live a dubious life on the south coast of England – on a boat! What an idiot! What a memory...

Fast-forward to 1988 and our arrival in HK. Quickly finding our way to the typhoon shelters and marinas we met another idiot living inexplicably happily on a wooden junk in Aberdeen. And as for Discovery Bay – well what could you possibly say? It took only two more happy coincidences and we were inevitably to become the next victims of the 'dream'. Dave and Anna demonstrated very clearly the reality that on board living could be stylish, low rise, and comfortable beyond the imagination of mere concrete box dwellers. The quiet proximity of the water was becoming too much to resist. And then, Bart and Sytske's big, steel, and navigable house parked in the middle of Deep Water Bay over a few weekends was the breaking point – we HAD to have one.

The story is now in 2005 – and the fast-forward stops. Indeed we seemed to enter an entirely different, parallel time frame, known only to those involved with nautical deities. Some might describe it as a parallel universe (this is a tricky concept for me as I still have to occupy the universe known to all other mere mortals – you know, the one which seems to move at the speed of light by comparison, and in which we do our day jobs). As I write we are actually building now – and it is only 2011! This was of course way beyond our expectations – we really did think it would take about three years starting from initial design concepts to moving in. Wrong, wrong, wrong.

The decision on the design strategy, what might work for us,

was straightforward. We had seen many live-aboards and had determined the approach that would work for us. We thought we could start with the design of an existing hull and focus our attention on the superstructure/living spaces. A neat idea but it was soon jettisoned. As we worked with the designer and the naval architect we rapidly realized that we were forcing unnecessary constraints on the design. We could perhaps have saved some time by starting with a clean sheet of paper after all. This is the way of the parallel universe. The wonderful thing about this, though, was that we were forced to ask and answer some difficult questions about what we were trying to achieve – and having good designers to work with definitely helps immeasurably in coming to these important conclusions. One of these fundamental questions soon appeared. "Where do you think you will keep the boat? And more importantly, have you considered the time when you want to sell it? The new owners might want to opt for a marina mooring." Hmm – marinas favour boats with an 18' beam (5.4m) and our design called for a 21' beam. Back to the plan and start again. This resulted in the boat slimming down accordingly, and the decision to grow it by 5' on the length. No longer 21' X 55', it changed its proportions to a sleeker 18' X 60'. And every single item in the design had to be changed to suit, from bathrooms to kitchen to location and size of water, fuel and waste tanks – most definitely an illustration of the ripple effect resulting from *any* changes to the design once started. Sort out the exit strategy before the start and design to a well-prepared brief. The more time and meticulous work spent writing up the brief the easier the design and build will be.

A key point of obvious difference between designing a land-based home and a water-based one lies in the essential nautical considerations – where and how do we get electrical power (shore power, solar, wind, diesel... 240 volt, 24 volt, 12 volt...); where and how do we get water (mains, rain water




“All the technology exists – you just have to invest an incredible amount of time finding it, and we seriously underestimated this point.”

harvesting, grey water recycling, reverse osmosis...); what do we do about black water; how do we deal with humidity, cooling, heating? The answers to all of these questions are all out there. All the technology exists – you just have to invest an incredible amount of time finding it, and we seriously underestimated this point. But we're getting there – no choice as the boat is being built.

An early decision was to try to minimize environmental impact. This of course had a great influence on the design decisions: all steel construction allows a very long life and end of life disposal/reuse; all electric propulsion using serial hybrid diesel-electric systems; multiple energy sources; slow design speeds (max 8-9kts). All of this required much owner research to guide the naval architecture, looking for technologies that can cross over to a boat environment from other areas. And it greatly influenced an early decision to have the boat built under classification. We opted for RINA as this organization has an additional classification category specifically for 'green' boats. Classification is a double-edged sword. It does provide a level of comfort in the completeness of the specifications, calculations

(stability, dynamics, etc), and control over the shipyard methods. A sort of quality control. But it does add on a lot of time, and for the architect no doubt a lot of irritation. For the owner though it has been a worthwhile investment.

All of this of course is over and above the design of the living spaces – which is after all what it is all about, and what has taken the greatest discipline to ensure that we have precisely what the space can offer, in the way that we want it. It has been really important to review this many times over, and has resulted in some surprisingly intricate work for both designer and owner, at times calculating down to millimetres. The good news is that, apart from thinking about cupboard spaces and restraints, bookshelf lips, and other devices to stop things sliding around, the interior considerations are much the same as for an apartment. Well, we shall soon see...

Advice for anyone wanting to enjoy this kind of fun? Make sure that your midlife crisis is extremely durable, shock proof, well funded, and well supported by able professionals. Once started you cannot stop. Once you have completed... well, we shall have to tell you sometime next year. 



stormy weather

What to do when the going gets tough

Surviving a storm at sea is something most of us sailors secretly dream of doing, pitting ourselves against the elements and testing our skill, bravery and our boats. It is, however, much rarer to find someone who having gone through the experience, is willing to repeat it. A change in sea state can take minutes and can turn a zesty, exhilarating sail in a Force 6-7 blow into an all out fight for survival.

In reality though, it's the waves that make heavy weather. A well designed and built boat will take typhoon strength winds in its stride. However, a cubic metre of sea water weighs just over a tonne, 1,027kg to be precise, and having several tonnes repeatedly dropped on the bow will test the strength of any vessel, not to mention her hatches, joints and fittings.

This article may prove to be controversial and some sailors may disagree with the suggestions herein, with the experience to back it up, but the advice below is widely accepted as current best practice. Of course, if something else works for you, stick

with it. Part of being a skipper is about taking responsibility for your crew, yourself and your boat.

One further point that should be made is that the tactics in this article do not apply to racing. Heavy weather sailing starts when the race has been abandoned, the grab-bag is on deck and someone ashore has been informed of your current position, speed and course. With that said, let's delve into sailing in the rough stuff.

First and foremost, and stay with me if this seems obvious, is to avoid bad weather if possible. Don't go out. If you are ashore planning a trip into rough weather, you need to ask yourself if the trip is actually worth risking your life for. If you are caught out by bad weather, and you have the time, then run for cover to the closest sheltered port in your passage plan. You do have a passage plan, don't you?

Even if you don't, you should at least be aware of what safe harbours lie close by and which you can comfortably make



If you are caught at sea you should prepare your boat in three stages:

- **Above Deck – stash, stow and secure.**

Bring loose objects down below, put them in lockers or tie them onto strong deck fittings with sturdy cord or webbing straps. Try to minimise windage as much as possible.

- **Below Deck – pack, stack and stick.**

Secure loose items, pack cupboards with cushions, towels, clothing etc., close drawers and secure them with duct tape. Long items like boat hooks or paddles can be tied to overhead grab rails. Close sea cocks, pump out the bilge, empty toilets, fix deck plates in place with tape. Be particularly wary of glass, heavy objects like canned food and tools, and combustible or corrosive chemicals.

- **Crew – meds, fed and bed.**

Meds: Everyone, even the saltiest of bilge rats, needs a helping hand when bad weather sets in. There is no room for underperformance due to an avoidable condition like sea sickness – leave the egos for the Force 4 conditions.

Fed: Feed the troops with something hot and fill a thermos with coffee or hot chocolate. The crew is going to need all the energy they can get, and a shared hot meal boosts morale. Distribute easily pocketed and eaten snacks like power bars. Don't forget to do the dishes. An abandoned bucket of plates and utensils in the sink can become a maelstrom of blades, spikes and heavy edges in the event of a roll over.

Bed: According to some experts, reclined rest is almost as effective at combatting exhaustion as sleep. Have any off-watch crew physically lie down and rest themselves before they come back on deck.

Words by Peter Wheeler, photos courtesy of Rolex/Daniel Forster.

before the weather hits. If there is any doubt about reaching port in time, you are better off staying away from land and preparing yourself, and your boat, for the storm.

Be thorough and methodical, and delegate jobs to trusted or experienced crew if you can. Having a job to do helps to occupy nervous minds and sharing out the work cuts down preparation time. It pays to have the grab-bag handy and make sure everybody knows the procedure for abandoning ship. It goes without saying that everyone on board should now be wearing life jackets and harnesses.

Now with the crew, skipper and boat prepared for the worst, it's time to look at the sailing itself.

Controlling the boat during bad weather

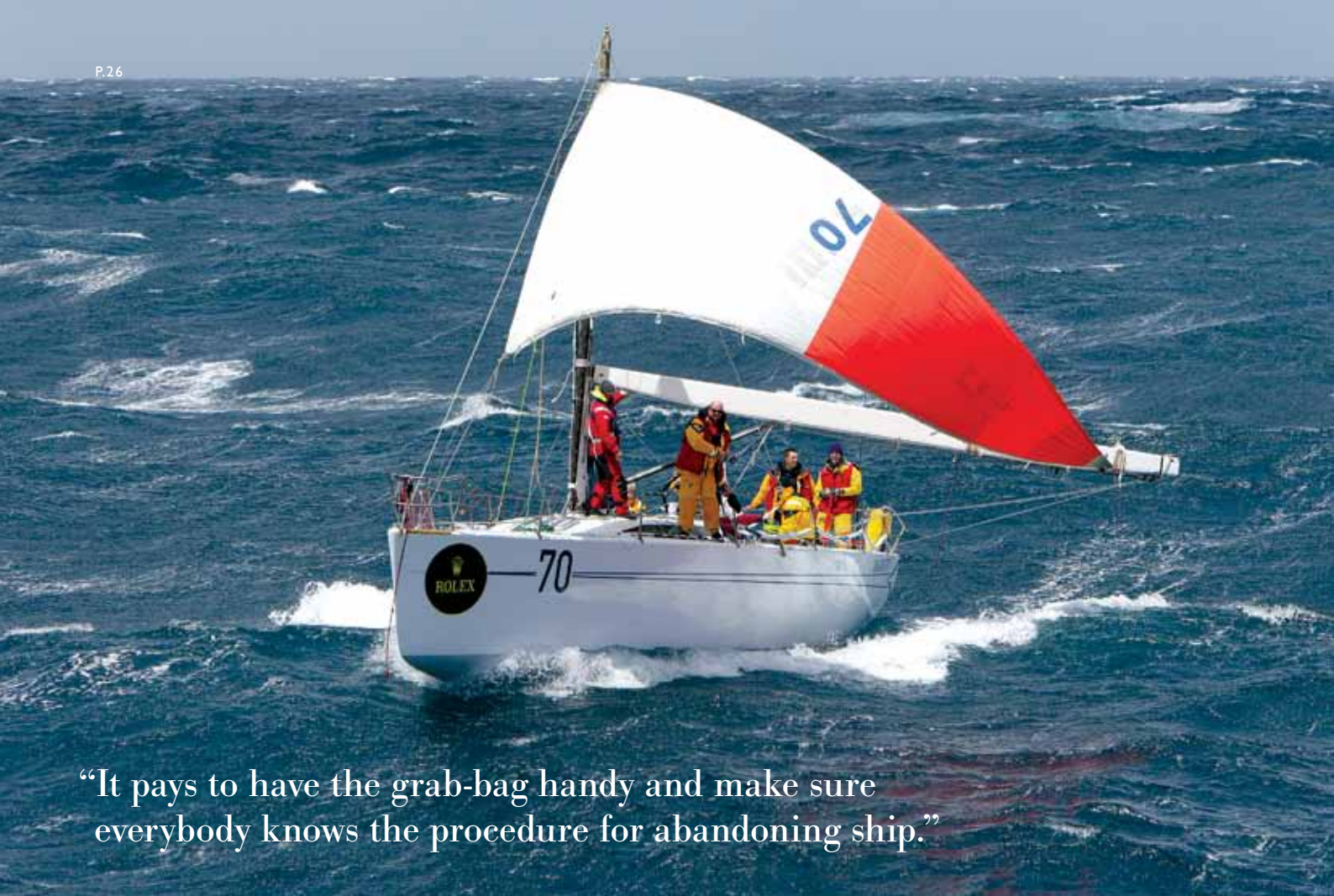
Reef early, reef deep, balance the sail plan. The conventional wisdom is that if you are thinking about reefing, it is time to tuck a reef in. Modern roller reefing furlers make this easy

but be aware of the loads on this type of gear. It may be wiser to drop straight down to a storm jib hanked on to a removable inner forestay or clipped 'Gale Sail' style around a reefed headsail. Remember to keep the centre of effort balanced by reducing the main or replacing it entirely with a storm mainsail.

When steering, keep an easy touch on the wheel to avoid damage to the steering gear. The weight of the boat rounding up against a wave can violently wrench deep keels and spade rudders.

When sailing close to the wind, you should steer over waves in an S pattern. As a wave is about to hit the bow, you turn the boat towards it. The impact will slow the boat down so you then bear away slightly as you travel down the back side of the wave, in order to pick up the speed you need to power through the next wave.

With the wind on the beam or the quarter you should



“It pays to have the grab-bag handy and make sure everybody knows the procedure for abandoning ship.”

be looking to depower the sails as much as you can. Waves will be hitting the side or the back quarter of the boat, either threatening a knock-down or creating a nauseating corkscrewing effect.

Sailing a broad reach through high seas requires looking backwards and forwards to see what waves are coming as you angle across. If you see that your course is taking you into a big set of waves, try to avoid them by either slowing your boat (spill more air) or by changing the direction of the boat, or both.

Sailing on a beam reach will mean that you are sailing directly, or almost directly, across the waves. Here your best option is to change course and head up, towards the wind. It is easier on the boat to be pulled by the wind than to be pushed by it, and sailing to windward will lessen the risk of damage.

When running before the wind, try to angle across with the boom pointing 'downhill' as you drive down the face of a wave. This allows the main to lose wind, reducing speed, and helps to avoid ploughing directly into the wave ahead.

When making your way between waves becomes just too difficult, your best option is 'heaving to'. This involves heading up into the wind, tacking but keeping the jib on the same side (backing it) so the wind is trying to push the bow away, and angling the rudder to push the boat back into the wind. If balanced properly the boat will make some headway and create a slick of calm water to windward, helping to divert waves and smoothing the motion of the boat.

However, even heaving to has its limitations, and in winds in excess of 60kts, or if the sea becomes too rough, you have only one option left – to 'lay a-hull'. This involves removing any scrap of sail left on the rigging, lashing the tiller to leeward to keep the bow pointing towards the wind, and then heading down below, leaving the boat to her own devices. This really is the last resort and its usefulness is hotly debated.

After the action, when the weather starts to ease back onto the Beaufort Scale, there is yet another established routine to follow:

- Check the crew for injuries and apply first aid where necessary.
- Check below decks to see if you are taking on water from a damaged keel, rudder, through-hull fitting, damaged hull or deck joint. Pump out the bilges and monitor them regularly.
- Check on deck for damage to the rig, the steering gear, and any key fittings or attachment points that may have worked loose.

One last thing

When you get home and have fully recovered from your adventure, write a detailed list of everything you can remember from the storm. Include things you did do but wouldn't waste time on again, things that you should have done but didn't, and things you would do differently. Then at the top of the list, in red ink and in block capital letters, write the words "DO NOT GO SAILING IN STORMS." **H**



Balancing the sail plan, this crew drops the main before hoisting a storm trysail.



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DEFEND... DETER... DENY... DETECT



ABC would like to invite all members to a special evening presentation from our successful RS500 World Championship Team. This will take place on Friday 7 October at 7pm. There will be a short informal talk, a slideshow and a Curry Buffet will also be available.



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Aberdeen Boat Club 香港仔遊艇會

China Coast Regatta 14 – 16 October

Traditionally regarded as the start of the 'Asian Circuit', the Royal Hong Kong Yacht Club's China Coast Regatta offers three days of competitive inshore racing for keelboats and cruisers, combining windward/leewards, geometric and islands courses for IRC and HKPN rated classes. It is followed by the VinaCapital Hong Kong to Vietnam Race, which starts on Wednesday 19th October. Full details are available at www.rhkyc.org.hk

RHKYC ZOKE Around The Island Race 20 November

Hong Kong's biggest annual event, the Around The Island Race, takes place this year on Sunday 20 November, and is once again supported by ZOKE. With upwards of 200 entries last year, this is the event to sail in, and we would encourage all ABC members to take part. For our Dinghy Sailors, we again plan to send a team in Laser 2000s; this year we aim for all nine of our boats to take part. Interested dinghy sailors should contact Kevin Lewis at DinghySailing@abclubhk.com very soon to express their interest to take part.

J/80 UPDATE

The October Youth Sailing programme this year has been extended to include activities suitable for those with a longer school break. For most schools, only one week is available and therefore places are very limited. Apply soon to secure your space; some courses are already nearly full! Details are available on our website, www.abclubhk.com, and for further enquiries please contact SailingSecretary@abclubhk.com. For those young sailors attending Optimist Courses, we would remind parents that to gain extra experience many attend courses several times – as these activities are subsidized by our club they offer excellent value and an opportunity to build confidence and improve technique.



CRUISER & KEELBOAT SAILING DIARY

Date	Event
Oct 1	J/80 Oct Series 2 (RHKYC)
Oct 1 & 2	COA Macau Race
Oct 8	J/80 Oct Series 3 (RHKYC)
Oct 9	ABC Pursuit Race
Oct 8 & 9	DBYC Middle Island Regatta
Oct 14-16	RHKYC China Coast Regatta
Oct 22	J/80 Oct Series 4 (RHKYC)
Oct 23	ABC Waglan 1

Date	Event
Oct 28-31	China Cup
Oct 29 & 30	HKHC Hobie Asian Classic
Nov 5 & 6	J/80 National Championships
Nov 6	ABC Waglan 2
Nov 12 & 13	DBYC Soko Rally
Nov 20	RHKYC Around The Island Race
Nov 27	ABC Waglan 3

DINGHY SAILING DIARY

Date	Event
Oct 1 & 2	HHYC 24 Hour Dinghy Race
Oct 5, 8 & 9	HKODA Optimist Nationals
Oct 8	ABC & RHKYC Autumn Dinghy Races 5 & 6
Oct 15	ABC & RHKYC Autumn Dinghy Races 7 & 8
Oct 22	ABC & RHKYC Autumn Dinghy Races 9 & 10

Date	Event
Oct 29	ABC & RHKYC Autumn Dinghy Races 11 & 12
Nov 5	ABC & RHKYC Autumn Dinghy Races 13 & 14
Nov 12 & 13	HKSF Dinghy Trials 1
Nov 20	RHKYC Around The Island Race
Nov 26 & 27	HKLCA Laser Class Nationals

HALLOWEEN PARTY

Halloween theme Menu with Salad Bar & Dessert DJ, Bouncy Castle, Fancy Dress Competition

6:30pm-9:30pm, Saturday 29 Oct 2011

\$230 per adult & \$170 per children under 12 years Venue the Coffee Shop

Menu

Selection of Sushi with Condiments
Japanese Crab Meat Salad
Chicken Liver Terrine
Oriental Marinated Chicken Breast
Veal and Pistachio Pie
Cha Soba Noodles
Grilled Vegetables with Balsamic Dressing
German Potato Salad
Tuna Nicoise
Feta with Oregano
Lollo Rosso
Butter Lettuce
Romaine Lettuce
Scallop and crabmeat on caviar
Parma ham with BloodMelon

Dressings

Thousand Island
Caesar
Italian
French

Condiments

Croutons, Bacon Bits, Parmesan Cheese,
Spring Onions, Mixed Olives, Cocktail
Onions
From Our Soup Kettle
Pumpkin Cream
Selection of Fresh Bread
Cooking Station
Assorted Sashimi Station
Hainanese Chicken
Turkey & Honey Glazed Ham
Bouillabaisse

From Our Hot Kitchen

Beef Medallions
Grilled Lamb Chop with Cabernet Sauce
Veal Picatta Milanese
Roast Duck
Pan-fried Salmon Dill Tomato Sauce
Typhoon Shelter Crab
Crispy Oyster
Roast New Potatoes
Seafood Fried Rice

From Our Pastry Kitchen

Cookies
Black Forest Cake
Crème Caramel
Carrot Cake
New Year York Cake
New York Cheesecake
Fruit Tart
Crème Brulee
Fruit Platter





ROAST PRIME RIB EVENING

Roast Prime Rib with Salad Bar & Dessert
6:30pm-8:30pm, 4 Oct 2011 Friday
All drinks to be charged to member's account
Adults \$238, Children \$138 (under 12)
Venue the Patio, no reservations necessary



Aberdeen Boat Club 香港仔遊艇會



LIVE COOKING STATION

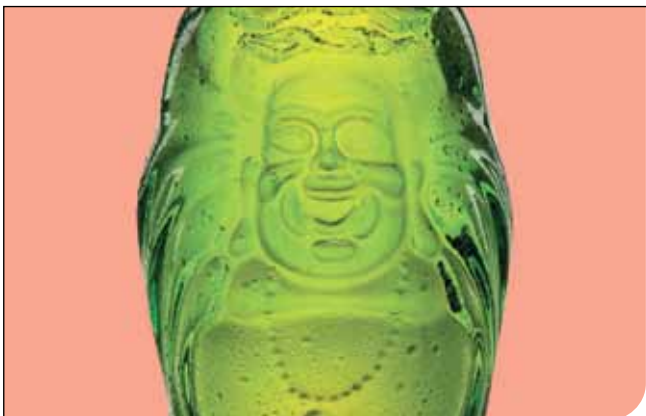
Date: Every Sunday Lunch Time
Time: 12noon to 2:30pm
Venue: The Patio

Wok Fired Noodles with Salad Bar \$80
Only Wok Fried Noodles \$58

Noodles: Rice Noodle (Ho Fan), Rice Vermicelli and Egg Noodle
Choice of ingredients: Beef, Chicken, Squid, Shrimps, Ham, Bean Sprouts, Spring Onion and Egg



Aberdeen Boat Club 香港仔遊艇會



BEER OF THE MONTH

Lucky Beer – Enlightened Brew

Brewed and bottled at the Lake of a Thousand Islands in China fusing the finest quality malt, hops, rice and water from this pristine region delivering a Chinese lager that is truly an enlightened brew.

\$24 per bottle



Aberdeen Boat Club 香港仔遊艇會



WINE OF THE MONTH

Beringer 1876

Stone Cellar Pinot Grigio 2008

This wine displays aromas of summer fruits. The palate is refreshing with bright flavours of green apples.

Remarkable fruitiness.

\$32/glass \$160/bottle

Stone Cellar Merlot 2009

Complex aromas of oak and blackcurrant. The mouth feel is full, with ripe berries and hints of sweet toasted oak. Beautifully structured.

\$32/glass \$160/bottle



Aberdeen Boat Club 香港仔遊艇會



CELEBRATE NATIONAL DAY

Family Buffet at Four Peaks Restaurant

12pm-2:30pm, Saturday 1 October 2011

All you can eat International Buffet with
free-flowing Prosecco & House Wine

Features:

- Freshly shucked Australian oysters • Sashimi & sushi
• Roast carvery • ABC's signature Hainan Chicken
• Home made Dim Sum • Chef Singh's Indian curry
and more...

Adults \$238, Children \$138 (3-12 yrs)

For reservations please call the Four Peaks Restaurant on 2553 3422



Aberdeen Boat Club 香港仔遊艇會



CHAR-GRILLED SAUSAGE NIGHT

All you can eat International Sausages with Salad Bar

6:30pm-8:30pm, Saturday 22 October 2011

France: Toulouse / Germany: Nuremberg, Bratwurst

Austria: Vienna Sausage / Italy: Pepper Sausage

UK: Cumberland, Cheddar Bratwurst

Spain: Chorizo Riojano / South Africa: Boerewors Sausage

US: Johnsonville Sausage / Morocco: Mergues Sausage

All drinks to be charged to member's account

Adults \$168, Children \$88 (under 12)

Venue the Patio, no reservations necessary



Aberdeen Boat Club 香港仔遊艇會

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SAL OCEAN



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World Championships & the RS 500 UK National Championships in
Weymouth, UK held in August 2011

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China, Dubai, Hong Kong, India, Japan, Philippines, Sweden,
Slovakia, Spain, The Netherlands, UK, USA and a Member of Forwarder's Networks, WCA & Atlas.

HOME WINE DELIVERY OCTOBER 2011

Free Wine Tasting

14 October 2011 (Friday) 6:00pm – 8:00pm, The Galley

	Bottle \$	Quantity	Amount
Wines			
Zardetto Prosecco Brut NV – Veneto - Italy (For Tasting) This wine has a brilliant straw-yellow colour. Rich aromas of citrus fruit, fresh vegetation and bread crust. The palate is energetic, clean and persistent.	\$100		
Dr Loosen Dr L Riesling 2009 – Mosel - Germany (For Tasting) Apricot, lime and mango flavors. Harmony and persistence through the finish. It matches very well with sea foods and vegetable hors d'oeuvres.	\$95		
Disznoko Dry Tokaji Furmint 2007 - Hungary (For Tasting) Shining yellow straw color. Well-structured, fresh, fruity, minerality with a long finish. Match with salads, seafood, poultry, fish, pork dishes or solo as an aperitif.	\$100		
Chateau St. Jean Chardonnay 2009 - Sonoma County USA (For Tasting) Aromas of pear, mango, clove and hints of vanilla. Balanced acidity around a core of pineapple, lemon and melon flavours. Refreshing finish.	\$135		
d'Arenberg Stump Jump Sticky Chardonnay 2008 - Adelaide Hills, McLaren Vale - Australia 37.5cl (For Tasting) Flavors of cumquat, ripe peach and orange butter. Unctuous palate of yellow peach and green apple. The finish is on lemon acidity with orange rind. Match with desserts, cheeses, fresh fruits.	\$75		
Lamothe Vincent AOC Bordeaux SUPERIEUR HERITAGE 2007 – Bordeaux - France (For Tasting) Cherry red tint. Bouquet of plum, black cherry, crushed strawberry, vanilla and cedar. Well-integrated tannins. Long and velvety finish. Match for red meats, lamb, roast duck, pasta and cheese.	\$115		
Chateau St Jean Cabernet Sauvignon 2008 – California - USA (For Tasting) Aromas of blackberry, plum and spice. Round and full palate. Lingering finish of crushed berries.	\$125		
Cims De Porrera Priorat Solanes 2006 – Priorat – Spain (For Tasting) Cherry colour. Aromas of red fruit, spices, balsamic. Palate of fruits in liquor, wood hints. Fine acidity and well-assembled tannins to finish. Match with aged cheese, grilled red meats or stews.	\$180		
Le Macchiole Bolgheri Rosso 2009 – Tuscany – Italy (RP92) (For Tasting) Dark red colour. Aromas of blackberry, flowers and marjoram. The palate is on dark fruit and French oak flavours. Full-bodied structure with a long caressing finish.	\$180		
Warre's Otima 10 year Old Tawny Port 50cl(WS90) (For Tasting) Tawny colour with a nose of nuts and mature fruits. Palate with hints of dried fruits and a long finish. Match with cheese, dried fruits and nuts after a meal or on its own.	\$200		

Member Name: _____	Membership Number: _____
Tel (Office): _____	Tel (Home): _____
Delivery Address: _____	
Delivery Date: _____	Member Signature: _____

Minimum order – 12 bottles and mixed cases available. Orders below HK\$1,200 will be delivered to the Club

Total amount will be charged to Member's account. Order accepted by mail, fax or in person.

Contact the Food & Beverage Department at 2555 6216 or Fax: 2873 2945

Free Delivery for orders over HK\$1,200. Please allow 3 working days for delivery.

All wines are subject to availability





Photo by Kevin Lewis



THE ABERDEEN BOAT CLUB SUNSEEKER OPENING REGATTA 2011

The ABC wishes to thank our principal sponsor,
Sunseeker Asia and our other co-sponsors, Carlsberg,
San Miguel and Fine Vintage for their generous support of
the ABC Sunseeker Opening Regatta.



Aberdeen Boat Club 香港仔遊艇會



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salsa workshop

If you ever wanted to do a salsa course but couldn't find the time... NOW is the time

Twirl it to Salsa Workshop @ The Bridge Room, Aberdeen Boat Club

Covering: Salsa Basic Steps; Turns; Partnering; Leading and Following; Rhythm & Timing and some very cool moves.

Every Wednesday from 5 to 6pm at the Harbour or Bridge Room
4 session course fee: **HKD800**

Spaces are limited so please register to confirm your place in the workshop.

For any further queries and booking, please contact Javed on yestosalsadance@gmail.com or 6389 6213

International DJ and instructor Javed will take you through the paces and you will be dancing like no one's watching in no time. So do come and learn the fastest growing dance form in the world – SALSA.

Please arrive at least 15 minutes before the class begins



Ahoy shipmates,
 Captain Pugwash here with a message for you.
 Sometimes there's so much ABC news, race results and
 Club information to cram into *Horizons* that there's just no space
 for the old Captain. This month is one of those times, but I'll be back
 next month. If you've any comments, complaints or compliments
 please email them to me at confessions@ppp.com.hk and I'll
 print them in the next issue.
 Happy sailing.

THIS MONTH, DINGHY NEWS!

Dinghy Autumn Series

Racing has started for the Autumn Series on 17th and 24th September.

Some changes for the better this season, following an internal survey of our dinghy sailors: to get better racing for our active fleet we have agreed to joining our ABC racing with RHKYC's Middle island races, to get bigger and more competitive fleets for all sailors, including our improving youth teams (note the ABC team's success in the recent RS500 Worlds in UK) and better use our resources. Many members will recall when we ran joint races together with the Yacht Club in the early 2000s and enjoyed bigger fleets, up to 25-30 on many days, where everyone had their match. Arrangements will be as follows:

Same start time as before – 2.30 pm. Autumn Series are held on Saturdays, Spring and Summer Series and held on Sundays.

We can now split to three classes:

- Division A: Fast division for boats with PYS of 1196 or less (29er, Laser I, Radial, 4.7, Laser 2000, RS 500).
- Division B: Boats with PYS of 1197 or greater (such as Feva, Topaz, Qba, Topper) but excluding Optimists.
- Optimist Class.

Previously we used race areas of outer Deepwater Bay, Repulse Bay and Chung Hom Kok Bay. Now we will add outer Stanley Bay where winds are

usually better. So please allow an extra 15 minutes to get there. Some towing will be available to those who are a bit slow in making the extra distance, so best to take the route out from ABC direct to Repulse Bay (rather than the long way around Ocean Park).

We will continue running ABC's 'boat plus skipper' handicap system and will now have an overall Inter-Club result based on the boats' handicaps.

Sailing Instructions, courses and Notice of Race will be quite similar to previously, but there are some updates to the higher numbered courses. Please see these on the Main and MI Club Notice Boards and on the club website.

During the season we plan to have some after race get-togethers with the yacht club sailors.

See you all on the water on Saturdays for Autumn, and Sundays for Spring and Summer. Race dates are as below, and further details are on our club website www.abclubhk.com, on the ABC Dinghy Racing page.

Dinghy Committee.

Dinghy Series 2011 Results:

Spring Series Winners

Patrick & Diana Bruce	Enterprise
Yann D'Argenlieu	Optimist

Summer Series Winners

John Berry	Enterprise
Gordon Mason	Optimist

Dinghy Racing: Autumn and Spring Series

Aberdeen Boat Club / Royal Hong Kong Yacht Club

Saturday 17 September 2011

Autumn 1 & 2 Host: ABC

Saturday 24 September 2011

Autumn 3 & 4 Host: RHKYC

Saturday 8 October 2011

Autumn 5 & 6 Host: ABC

Saturday 15 October 2011

Autumn 7 & 8 Host: ABC

Saturday 22 October 2011

Autumn 9 & 10 Host: RHKYC

Saturday 29 October 2011

Autumn 11 & 12 Host: RHKYC

Saturday 5 November 2011

Autumn 13 & 14 Host: RHKYC

Sunday 8 January 2012

Spring 1 & 2 Host: RHKYC

Sunday 15 January 2012

Spring 3 & 4 Host: RHKYC

Sunday 18 March 2012

Spring 5 & 6 Host: ABC

Sunday 1 April 2012

Spring 7 & 8 Host: RHKYC

Sunday 15 April 2012

Spring 9 & 10 Host: RHKYC

Sunday 29 April 2012

Spring 11 & 12 Host: ABC

Sunday 20 May 2012

Spring 13 & 14 Host: ABC

Summer Series

Aberdeen Boat Club

Sunday 3 June 2012

Summer 1&2 Host: ABC

Sunday 24 June 2012

Summer 3&4 Host: ABC

Sunday 8 July 2012

Summer 5&6 Host: ABC

Sunday 22 July 2012

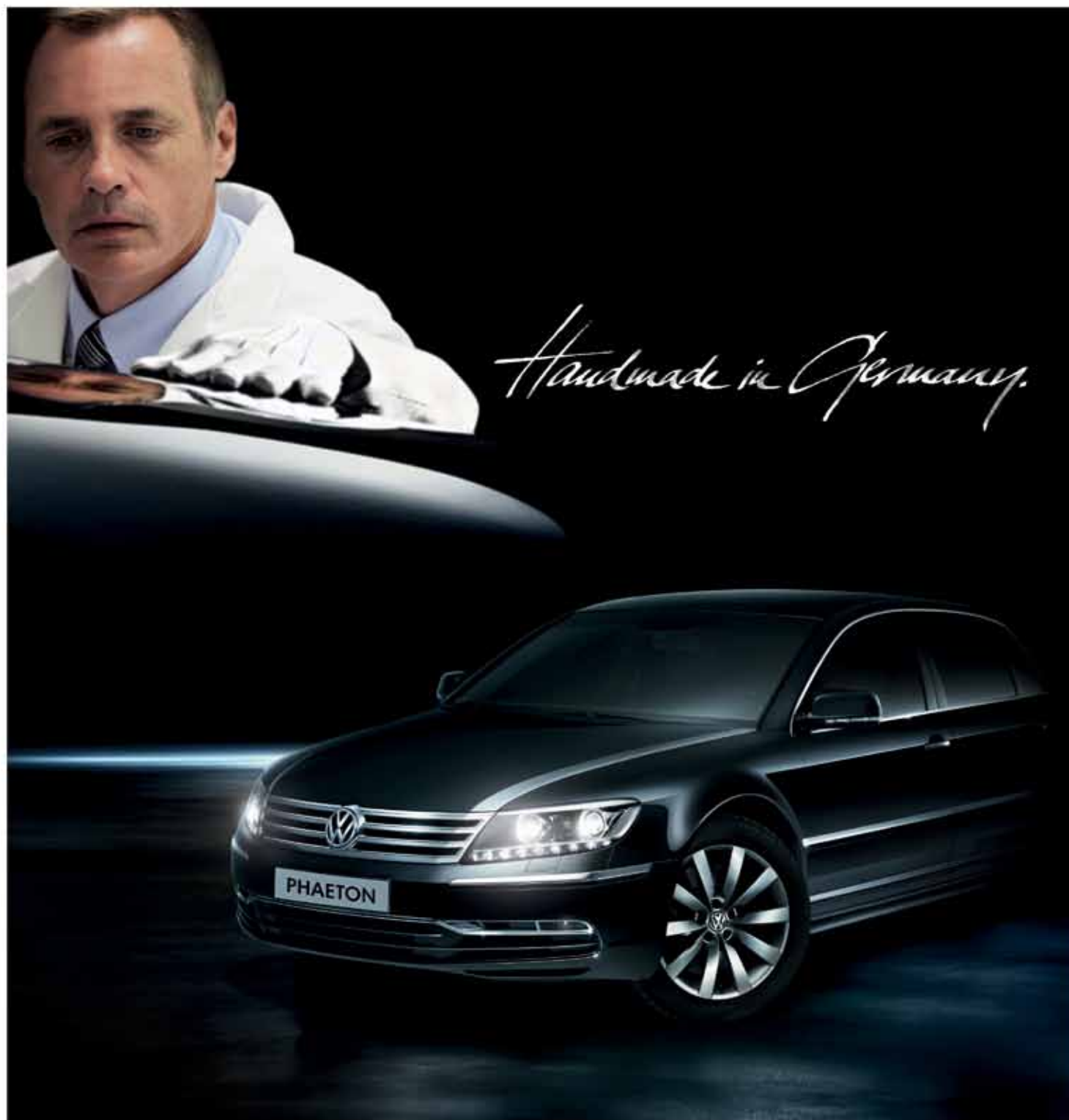
Summer 7&8 Host: ABC

Sunday 5 August 2012

Summer 9&10 Host: ABC

Sunday 19 August 2012

Summer 11&12 Host: ABC



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Tuen Mun, New Territories
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G/F, Woloo Building,
204-210 Texaco Road,
Tuen Wan, New Territories
Tel: 3698 9733

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444-452 Des Voeux Road West,
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To visit Hong Kong Boatshow 2011 - <http://www.sunseekerasia.com.hk>

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