



2011/09
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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

Fire Smarter

Preventing boat fires

Pets on Board

Paws for thought

The Voyage Continues

Sailing in the Cyclades



Grand Marine Ctr

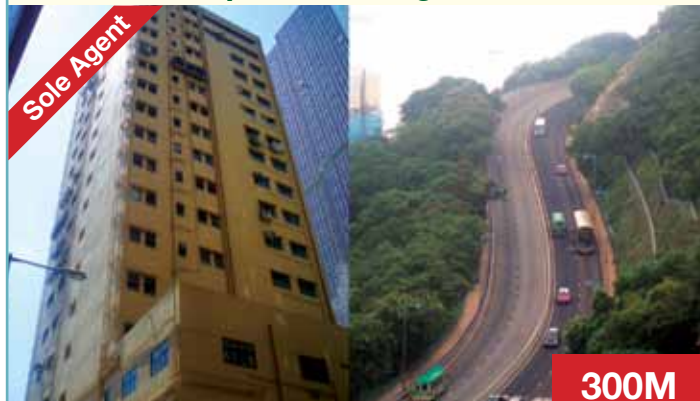


@3,200 up

3,815'-7,600'

With its high efficiency rate 80% loft ideal comfortably accommodates three sides harbour and mountain view

Re-development zoning in South Side



300M

63,300'

Centrally located in Tin Wan, Aberdeen on Hong Kong Island South, set in a tranquil residential district with convenient amenities nearby, offers a panoramic mountain view and easily accessible by public transport

Yan's Tower



663'-3,260'

- Central A/C
- High headroom
- Excellent transportation

@3,600up / @9up

Derrick Ind. Bldg



2,200'

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

12M

Perfectech Centre



77,438'

The property is well positioned to capture all day sun and enjoy stretching Southside sea and Ocean Park views while being mere minutes from Central

500M

Harbour Ind Ctr



742'-2,392'

- Dream of a quiet and spacious loft ideal
- Well management
- High Ceiling

@4,000up

Aberdeen Ind Bldg



3,150'

- High ceiling
- Whole Floor with 3 sides windows
- Excellent location and transport

12M

Tin Fung Ind Mansion



7,877'-17,587'

- Ocean Park View
- Very Spacious
- Potential Redevelopment Project

@3,280 up

Sungib Ind Ctr



1,200'-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
- Free Shuttle bus and swimming pool facility

@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

E. On Factory Bldg.



3,670' / 3,955'

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

@4,000

HORIZONS ISSUE 2011/09

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DOWN BY THE SEA

Living in the city which houses one of the best natural harbours in the world provides many opportunities to experience the vast amount of shipping movements that take place every day. From a casual excursion on the Star Ferry or a zip over to Macau on the hydro-foil to a lazy Sunday afternoon junk trip. In the middle of August, the port hosted a couple of more impressive boating movements. The arrival of the Nimitz class nuclear powered aircraft carrier, the *USS Ronald Reagan*, together with two destroyers and a cruiser, gave the 6,000 servicemen four days of rest and relaxation around the hotspots of Hong Kong. This Strike Group, which earlier in the year had been providing humanitarian assistance to the unfortunate people of Japan, slipped away down the busy Lamma Channel, largely unnoticed, to continue her patrols of the western Pacific. Ironically, this visit coincided with

the five day maiden voyage of China's first aircraft carrier, the *Varyag*, which was originally built in the Soviet Union. The sea trials took place out of her home port of Dalian in north eastern China.

Back in Hong Kong, an altogether new type of vessel docked at Ocean Terminal. The 90 tonne *Turanor Planet Solar* left Monaco in September and has covered 38,000 kilometres of a total world voyage of 60,000 kilometres. The futuristic looking ship runs entirely on energy from the sun generated from 537 square metres of solar panels. The crew of four are making the voyage to demonstrate the possibilities of silent, solar powered marine craft.

The school holidays are now over but Middle Island has enjoyed one of our best summers in recent years, with many adults and children enjoying the comprehensive assortment of training courses and general boating activities that have been on offer. With



this high level of weekday activity we can effectively open Middle Island to members during the main summer holiday period but come September we will be reverting back to weekends only, except for specific functions.

The Mid-Autumn Festival will be on 12 September and is one of the most charming and colourful annual events in Hong Kong. It is to celebrate harvest time and the biggest and brightest moon of the year. As always the Club will be putting on some special events for the festival. Enjoy your Moon Cakes.

Barry Hill
Commodore

IT'S NOT EASY, BEING GREEN

Since the beginning of the year, we have been making every effort to become 'greener'. The latest addition to this eco drive is a glass-recycling program.

A glass collection bin will be available shortly in the lower car park. Feel free to bring your empty bottles to the Club for recycling.

While on the topic of recycling, may I remind all members that the recycling bins for plastic, paper and aluminum are only for the disposal of these materials and any other rubbish, especially organic, must be disposed of in other bins.

I would also like to talk about water consumption. You may be aware that some environmentalists predict the world will run out of fresh water before it runs out of oil. To help save water we will be changing all our shower heads to water efficient ones. While they might have a little less pressure, they will help maintain the supply of fresh water on the planet a while longer.

Our actions so far:

- We have reduced general waste and we are working at cutting it further.
- We have saved power by installing energy efficient light bulbs where possible.
- We are recycling paper, glass, plastic, toner cartridges, aluminium and used cooking oil as much as possible.
- We are now looking at donating our surplus of food items to the Foodlink Foundation which redistributes food to the needy.
- We are exploring ways to recycle our organic waste.
- We are looking at developing a Wong Chuk Hang district green awareness programme, in partnership with the international schools in the area, linking education and action.

Membership Fees

It has been some time since our last membership fee increase, and in light of our future Club development projects and the



rise in general construction and maintenance costs due to raging global inflation, it was felt that our fees needed an update.

As of 1 October 2011 the new entrance fees for Associate Membership will be raised to HK\$48,000, while Corporate and Debenture entrance fees will follow the same percentage increase. These new prices will position us just above HHYC and below RHKYC, and far below any other Clubs on Hong Kong Island.

Should you have any friends interested in joining our Club, September will be the month to apply.

Philippe de Manny
General Manager

Aon Yacht Insurance



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At Aon, we provide first class personal services, whether you are owners of small sailing boats or super yachts. We take time to explain all aspects of the covers we are offering from the various insurers and find the best insurance programme which suits your needs.

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BBQ SEAFOOD NIGHT

Family Buffet on the Patio

6:30pm-8:30pm, Saturday 24 Sept 2011

All you can eat Fishmonger Barbeque Seafood Buffet

Features:

- Freshly shucked Australian oysters • Sashimi & Sushi
- King Prawns • Chili Crab • Sautéed Clams
- Fresh Sardines and more...

Adults \$288, Children \$158 (3-12 yrs)

For reservations please call the Coffee Shop on 2554 9494



Aberdeen Boat Club 香港仔遊艇會

FLAG OFFICER'S REPORT

I think many of us in the Club fraternity are concerned with the comments made by legislators and discussions taking place in the Legislative Council over the use made by clubs of private recreational leases. Your committee has been monitoring this issue very closely for many years in anticipation of changes.

Private recreational leases are leases given to private sporting clubs and social and welfare organisations at a nil or nominal premium and are operated by companies limited by guarantee, known as "not for profit" companies or societies (in the case of welfare organizations). Sporting clubs have funded their sport facilities and related services by collecting initial joining fees and monthly dues from members or users of such facilities or by raising funds. The Aberdeen Boat Club has private recreational leases in respect of its Aberdeen Club House and its Middle Island facility

As there is limited provision for recreational and sports facilities in Hong Kong, certain legislators have been raising questions in the Legislative Council as to why such sports clubs are receiving such land benefits at nil or nominal premia. Their argument is that land granted for recreational and sports facilities at concessionary premia should be available to all and not the exclusive privilege of private sports clubs. Conversely, such clubs have been established for a long time, and in some cases for more than a century. Memberships have been purchased for significant sums of money and are maintained on a monthly basis; their interests should also be protected.

It is the balance between these two interests that the government is looking to address.

Membership of the Aberdeen Boat Club is open to anyone who may wish to apply (of course by paying a joining fee) and in this respect, we have clarified

in our Memorandum and Articles of Association that our policy on admission of new members is non-discriminatory.

The role of private sports clubs in the sporting scene in Hong Kong is very important. The Government have recognised that in the past, clubs have trained up a good number of elite athletes to represent Hong Kong in international competitions and have indeed hosted such competitions from time to time.

Nevertheless, as from renewal of their next leases, the Government have made it clear to clubs that they will need to allow greater access to their club facilities in order to serve three policy

“The role of private sports clubs in the sporting scene in Hong Kong is very important.”

objectives for sports development: promotion of sport in the community; promoting elite sports development; and promoting Hong Kong as a centre for international sports events.

Under current leases, there is already an obligation for clubs to make their facilities available to outside bodies as requested from time to time. The current obligations under the leases require approaches to be made via "a competent authority", which is a government department. New provisions will enable outside bodies to make direct approaches to the clubs concerned.

At the Aberdeen Boat Club, we are conscious of our obligations to the community and have been making our facilities available to schools and other outside bodies as well as conducting



charitable fund raising activities for many years. We have also organised and/or made our facilities regularly available for international sailing events, either in our own capacity or jointly with the Royal Hong Kong Yacht Club and Hebe Haven Yacht Club at our Middle Island facility.

In my view, we are already compliant with future regulation, and I do not anticipate we will have too many difficulties in obtaining renewal of our leases as they fall due.

Nick Bodnar-Horvath
Hon. Gen. Secretary

Club and Boating Biography

Nick Bodnar-Horvath is a solicitor who joined the General Committee in 1989. He has handled the secretarial work of the Club since that date although only becoming Hon. Gen. Secretary in 1995. Whilst possessing some sailing and pleasure boat certificates, he is not an active sailor although his children, Illiana and Charles, enjoy sailing at the Club on their visits to Hong Kong. Nick enjoys snooker and is a regular member of the ABC snooker team.



New Festival Quarter, London

A landmark development close to Canary Wharf



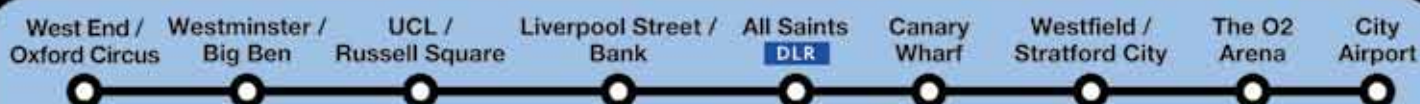
City Apartments close to Canary Wharf from only £159,950**



Computer generated image.



Computer generated image.



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EXCLUSIVE LAUNCH

3rd & 4th SEPT (SAT/SUN) 11am - 7pm

2nd Floor, Salon IV, Grand Hyatt Hotel, 1 Harbour Road, Wan Chai, Hong Kong (MTR Wan Chai Exit A5)



For further information :
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*At an additional cost. **Prices correct at time of print. The contents herein shall not form any part of any contract or be a representation including such contract. Where the completion season is stated it is an indicative period only. Purchasers should satisfy themselves with the king stop date as detailed in the legal contract. Our sales representatives for overseas property work exclusively in relation to properties outside Hong Kong and are not therefore licensed under the Estates Agents Ordinance to deal with Hong Kong properties.

BENETEAU FIRST 40 PLACES 2ND ON TRANSPAC DIV 6



Beneteau First 40

ARCHAMBAULT DOMINATES THE 2011/12 TRANSQUADRA

18 Archambaults were on the entry list in this year's Transquadra Race, the brand proving popular with both solo and double-handed crews. This year's race had two start points, with boats departing both from St Nazaire at the mouth of the Loire River and from Barcelona, racing to a shared finish line in Madeira. The combined fleet will then battle out leg two across the Atlantic Ocean to Martinique in January 2012.

In the first leg the Croyère brothers, a double-handed team racing an A35 *Team Winds* took line honours. On corrected time for the Barcelona start *Coco*, an A35, won the solo division. For the St Nazaire start an A31, *Baleine Blanche*, came second in the solo division, while the A31 *Victoria* came second in the double-handed division.

Local dealer Jebesen Marine has sold nine Archambault yachts in Hong Kong including three A35's, three A40RC's, a Sprinto and two Surprises. To learn more about the brand visit www.jebesenmarine.com. **H**



Archambault A35

Departing from Long Beach in California on July 4th, the 2011 TransPac cruiser fleet raced 2,225 miles to Diamond Head in Honolulu Bay. After 12 days a Beneteau First 40 *Naos 2*, skippered by Charles Etienne Devanneaux, completed the race, arriving in Hawaii at 04.39. *Naos 2* finished 2nd in real time, and 2nd on compensated time in TransPac Div 6.

Devanneaux said "It was a long race, 12 days since we started with two days of no wind. We sailed at 17.92 knots under spinnaker and we maintained an average of 11.65 knots [for] almost 85 miles. This great surfing under spinnaker in the Strait of Molakaii will remain forever in my memory." *Naos 2* covered the final 10nm of the race in 49 minutes.

The First 40 is a Farr Yacht Design with a Nauta Design interior, and is now available in a Club Racer version. Delivered ready to race this configuration offers a newly manufactured hull equipped with a new, extra deep draught keel, a regatta mast with three spreaders, racing rigging and a spinnaker kit complete with carbon spinnaker pole. For more information on Beneteau yachts go to www.simpsonmarine.com. **H**

2011 Summer Series Race results

IRC	HKPN
Race 1	
1 <i>The Farr Side</i>	1 <i>Ahyoka</i>
2 <i>Intrigue</i>	2 <i>Xiphias</i>
3 -	3 <i>Thea</i>
Race 2	
1 <i>Red Kite 2</i>	1 <i>May-13th</i>
2 <i>JeNa PaBe</i>	2 <i>Boadicea</i>
3 <i>The Farr Side</i>	3 <i>JeNa PaBe</i>
Race 3	
1 <i>JeNa PaBe</i> (Ben Chong)	1 <i>Thea</i>
2 <i>The Farr Side</i>	2 <i>JeNa PaBe</i> (Ben Chong)
3 -	3 <i>Ahyoka</i>
Race 4	
1 <i>Red Kite 2</i>	1 <i>FG 3</i> (Stephen Davies)
2 <i>JeNa PaBe</i> (Ben Chong)	2 <i>May-13th</i> (Lonny Chen)
3 <i>The Farr Side</i>	3 <i>Lila</i>
Race 5	
1 <i>Red Kite 2</i>	1 <i>Thea</i>
2 <i>The Farr Side</i>	2 <i>Boadicea</i>
3 <i>JeNa PaBe</i> (Ben Chong)	3 <i>Jailbreaker</i> (Michael Tsui)



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RIVA ON SHOW IN EUROPE



Riva Iseo

SUNSEEKER REAFFIRMS FUJIAN PROVINCE AND XIAMEN DEALER

Following some recent confusion over territories within China, Sunseeker's UK headquarters has reaffirmed that C and D Yacht Co. Ltd. is the only official Sunseeker distributor for the Fujian Province/Xiamen. C and D Yacht Co is a sub-dealer of Sunseeker's main Asian distributor, Sunseeker Asia Ltd.

Contact:

Ms Vivien Yang
Xiamen C and D Yacht Co. Ltd,
NO.119, Dongdu Road, Xiamen, China

Sunseeker Asia Limited
Mr Gordon Hui/Lek Lee Ann
enquiry@sunseeker.com.hk

Riva's Dutch dealer, Lengers, in association with Ferrari dealer, Kroymans, hosted an exclusive event for clients and guests in Muiden earlier this year. Two of the shipyard's timeless classics, Aquariva Super and Rivarama, were displayed during the event, and the very latest model created by Riva, the Iseo, had her national première.

The model which attracted most attention from clients and guests was the shipyard's latest, the Iseo (above). The size and the design thrust of the new 27 footer are an important innovation for the brand.

The two historical Riva models were also a great success, placed at guests' disposal for visits and sea trials. Aquariva Super is the model which, more than any other, testifies to Riva's natural style evolution from past to present. Her 33ft hull combines traditional Riva lines with cutting-edge technologies.

To learn more about Riva motorboats contact Riva dealer Jebesen Marine on 852-3180 3189, or visit www.jebesenmarine.com

SAILING DIARY

Cruiser & Keelboat Sailing Diary

Sept 3 & 4	ABC Opening Regatta
Sept 25	ABC Ladies Race
Sept 24	J/80 Oct Series 1 (RHKYC)
Sept 24 – 25	HHYC Port Shelter Regatta
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 I
Oct 28 & 29	China Cup

Dinghy Sailing Diary

Sept 3 & 4	ABC Opening Regatta
Sept 10, 11 & 13	HKSF Open Regatta
Sept 17	ABC & RHKYC Autumn Dinghy Races 1 & 2
Sept 24	ABC & RHKYC Autumn Dinghy Races 3 & 4
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
Oct 29	ABC & RHKYC Autumn Dinghy Races 11 & 12
Nov 5	ABC & RHKYC Autumn Dinghy Races 13 & 14

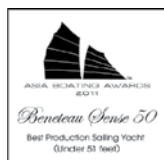
Sense 43



BENETEAU

Sense

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ABC SUMMER YOUTH SAILING PROGRAMME



Words and photos: Kevin Lewis

As you read this edition of *Horizons*, our most successful ever summer sailing programme has just finished. With over 200 students attending courses this summer, we showed a 20% increase from last year, and Middle Island reached its maximum capacity on popular weeks with many courses full. Our most popular was the "Water Sports Week" held in July, with 18 students enjoying sailing, wakeboarding, surfing, snorkelling, windsurfing and other activities. It was our Junior Optimist Programme that again attracted most applications, and we are seeing large numbers of youngsters coming through the programme with a high standard of sailing, and keen to move into racing and also sail larger dinghies as they get older. The ratio of club members to non-members on our courses remained

almost the same as 2010 with 40% of the participants ABC members.

Whilst it is encouraging to see growing numbers on courses, it's important to continue to focus on quality and in particular remember that we are a Boat Club, not a sailing school. Efforts to provide a good service to our members, as well as encouraging non-members to join, are vital. The growing importance of our club dinghy race teams is also important, providing young sailors a pathway to elite performance. Supporting our own club racing programme and representing ABC in regattas across Hong Kong all stems from the basic groundwork of running quality sailing programmes. For those not focused on racing, the chance to become Assistant Instructors is also appealing, and congratulations to the seven "AI's" who passed this demanding

course at the start of July.

The most important ingredient this summer, as ever, were the instructors, and choosing the most suitable instructor for each course is a key component in what we do. Thanks to all 16 Instructors who worked with us, as well as the team of Assistant Instructors and helpers. Our full-time club coach Rory contributed greatly, particularly with coaching and encouragement in the higher level courses. Our marine staff, led by Ah Kee, and the F&B staff also worked hard to support the programme.

Our next youth sailing programmes take place in October and December, and early applications are recommended as we expect most courses to be over-subscribed! Details are in this edition of *Horizons*, and also on our club website, www.abclubhk.com 

ABC OCTOBER 2011 YOUTH SAILING PROGRAMME

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 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.

Date	Junior Course	Course	Eligibility	Member	Non-member
Sat 15 Oct (AM)	✓	Optimist Supervised Sailing	Age 7 – 12, hold Optimist Stage 3	240	320
Sat 15 Oct (PM)		Youth & Adult Supervised Sailing	Age 12 - Adult hold HKSF L2 plus some additional sailing experience	240 / 280	320 / 275
Mon 17 – Fri 21 Oct (AM)	✓	Optimist Stage 1	Age 7 – 11	800	1,064
Mon 17 – Fri 21 Oct (PM)	✓	Optimist Stage 2 (3 spaces)	Age 7 – 11, hold Optimist Stage 1	800	1,064
Mon 17 – Fri 21 Oct (PM)	✓	Optimist Stage 3 (3 spaces)	Age 7 – 12, hold Optimist Stage 2	800	1,064
Mon 17 – Fri 21 Oct		Beginners HKSF Lev 1&2	Age 11 - 18	2,400	3,200
Fri 21 – Sun 23 Oct	✓	Laser Intro Course	Youth & Adult, Pass HKSF L2	1,440	1,920
Sat 22 – Sun 23 Oct		RS Feva Gennaker Intro Course	Age 12 – 18, pass RS Feva Intro course	960	1,280
Sat 22 – Sun 23 Oct		Optimist Race Training Clinic	Age 12 – 18, hold Optimist Race Intro	640	850
Mon 24 – Wed 26 Oct		3 Day Topper / Pico / RS Feva Supervised Practice	Hold HKSF L2 or equivalent and RS Feva intro (to sail in an RS Feva)	1,440	1,920
Mon 24 – Wed 26 Oct		RS Feva Introduction	Age 12 - Adult hold HKSF L2 or equivalent	1,440	1,920

All prices listed in HK\$

OPTIMIST JUNIOR SAILING



training and sailing by children aged seven years and older.

The focus of a stage one course is to build water confidence and keep the participants interested and enthusiastic. In the stage two course all sailors are required to sail their boat single-handed, while successful stage three participants can rig their boat, leave the shore and sail efficiently round a triangle course. For those especially keen and talented we offer a racing course that leads into membership of the ABC Optimist Racing squad.

Our Optimist Programme continues to go from strength to strength and we currently offer four “stages” that take young sailors from complete novice through to junior racers. Each course is run over five half days and subsidized by our club to support and encourage youngsters into the sport of sailing. ABC currently operates a fleet of 23 Optimists, nine of which are top-range racing boats for our club team; the remaining 14 are purpose -designed for

RS Feva Sailing at ABC

Three years ago our club purchased a fleet of six RS Feva dinghies. These are “intermediate” training dinghies and offer a step up for students who have successfully learnt to sail in Picos and Toppers and want a more challenging boat. The Feva also offers the chance to sail with the third downwind “gennaker” sail and successful Feva sailors can join our ABC Feva racing team. We currently need four sailors to join our team. More details are available from Kevin Lewis at DinghySailing@abclubhk.com

Youth & Adult Saturday Supervised Sailing

We continue to offer Supervised Sailing on Saturday afternoons, in addition to the schedule outlined above. Adults and youth sailors aged over 12 may apply to get extra practice most Saturdays. Check the “Supervised Sailing” page on our website and apply to Angela at SailingSecretary@abclubhk.com

ASIAN BOATING NEWS

YPI Group Launches YPI Asia in China

Yachting Partners International (YPI Group), one of the world's leading and longest serving full-service brokerage houses, in collaboration with Asia Yachting founder Olivier Besson, have announced the creation of YPI Asia, a joint venture dedicated exclusively to serving clients in Asia.

YPI Asia has started off with two offices – one in Shenzhen, China, the other in Aberdeen, Hong Kong. A third is planned for Guangzhou/Nansha, located in Nansha Marina Club, later in the year.

"It's a great mix," says YPI Group CEO Bertrand Vogèle. "YPI has almost

forty years specialised experience in superyachting. That's a lot of expertise and know-how that's invaluable to our Chinese contacts today. Olivier and his team have amazing local knowledge and an acute understanding of what our Asian clients are looking for, what they expect and how they want to do business. Putting the two together will ensure our Asian clients receive nothing short of the very best service, advice and know-how right on their doorstep." Contact YPI Asia on www.ypiasia.com or call YPI Asia broker Carol Xu on +86 13802981111.



Olivier Besson



Carol Xu

ASIAN RACE CALENDAR FOR SEPTEMBER

September 6th to 16th – The Sandeq Race

Billed as "The world's fastest, longest and hardest race for traditional fishing vessels" the 300nm Sandeq Race has turned into one of Indonesia's most popular sailing events.

This year will be the 10th race for traditional Sandeq outrigger sailing boats that starts in Mamuju and ends in Makassar, SW Sulawesi.

Each city visited during this open sea race throws a local festival with dancing, music and local foods. These spectacular sailing craft are usually used to catch flying fish. Contact the Sandeq Race organisers at: khmail@indosat.net.id

September 15th to 25th – Inaugural Sabang International Regatta

The Ministry of Culture & Tourism of Indonesia has announced the inaugural Sabang International Regatta, jointly organized with technical assistance from the Indonesia Sailing Federation (PORLASI). The regatta will run from Langkawi, North West Malaysia, to Sabang on Weh Island, North Sumatra, in the Aceh Province.

There will be three categories of racing: IRC class, Multihulls and Cruisers. Organisers have also included a category for power yachts. For more information, Race Schedule and Entry Form log on to www.sabangregatta.com.



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



fire smarter

Words by John Allum

Fire on board a vessel is in many ways the worst and most dreaded disaster at sea. A fire can very quickly develop from a small smoulder to a raging inferno and, without swift action by the crew, a dangerous situation will ensue. This article focuses on the common causes of boat fires, actions that can be taken to help prevent a fire from occurring, and what to do if all that fails.

Causes

Fires on boats are, thankfully, relatively uncommon occurrences. But they do happen and the same few causes tend to account for the majority of the fires that do occur. Most of you can imagine straight away the obvious things such as cigarettes, candles (not a good mix with a boat!), an electrical cause, an engine fire and the owner looking to replace his boat via the insurance company!

Advances in materials used in the construction of boats and their interior furnishings mean that carelessly

discarded cigarettes are now a relatively uncommon cause. For example, the foam used in mattresses and cushions should be (but is not always) fire resistant. This does not mean that it will not burn, just that it will not smoulder and therefore should be resistant to a dropped cigarette (check the label to confirm this). However, cigarettes still cause fires, with the most common instance involving the 'good crewmember' emptying ashtrays into the rubbish bin... the folly of this being found out 20 minutes or so later with a fire in the bin.

Candles and boats do not mix – even the nice 'tealight' candle safely sitting in its ceramic container. An open, unguarded flame on board a yacht is just asking for trouble. Fortunately, most people realise that it would be insane to use candles on board, although I know of two yacht fires in the UK which started in this manner.

On a typical yacht there can be a significant amount of wiring, with much

of it hidden away behind panels. Throw in the damp corrosive atmosphere of a marine environment, along with the potential for chafing of cables due to a vessel's erratic movement through the water and engine vibration, and you have the potential for an electrical fault to develop. This is the leading cause of boat fires, and below are some examples of common occurrences:

- Corrosion at an electrical connection will lead to a smaller cross sectional area of wire capable of carrying the electrical current. With the same amount of current still flowing, this smaller section of wire begins to heat up. This accelerates the rate of corrosion at the connection, and eventually a point will be reached where the connection is hot enough to ignite nearby material.
- Chafing of wires can occur where they pass over hard or sharp surfaces. This leads to degradation of the insulation and if it involves the 'live' circuit can result in a fire. If the battery leads are

involved, this has the potential for a short to occur which can cause a fire in itself or lead to a battery fire – an extremely dangerous situation.

Engine room fires can be extremely serious and they often have a plentiful supply of fuel and air. Pleasure boats tend to be used on an infrequent basis and it is common for a vessel to remain unused for a month or so, followed by eight to ten hours of use. Whilst this is entirely acceptable, it does put stress on the boat and this can lead to minor problems rapidly escalating.

According to figures from the USA, nearly a quarter of boat fires were started by propulsion systems overheating. Given the “pristine” waters in Hong Kong, this can often be attributed to a plastic bag blocking the exhaust water cooling system, causing the engine to overheat. Often this will be picked up relatively early when it is noticed that no water is coming out of the system, or when the engine overheat alarm sounds. This type of incident will cause impellers and hoses to melt, generating significant quantities of thick, toxic smoke. At this stage, the fire may be confined due to a lack of oxygen and the ‘helpful’ crew member having a ‘quick look’ can turn a controlled situation into an extremely dangerous one.

If an engine fire does occur, it is extremely important to limit the supply of air to the fire. The basic fire triangle involves fuel, oxygen and heat – remove any one of these and you stop the fire (for those current with events, I know it is now a fire tetrahedron – a great way of ruining a simply understood concept!). If an engine fire is suspected, activate the automatic fire extinguishing system if you have one. If an automatic system is not fitted, then shut down the engine and use a fire extinguisher through the fire port (the hole on the stairs in a sailing yacht). If there is no fire port then crack open the hatch (as small an aperture as possible), discharge the extinguisher inside and then close the hatch.



From the smallest yacht to the largest container vessel, the most common mistake is opening the engine room too early, which can allow the fire to reignite. Given this, in any situation involving an engine fire, it is extremely important to leave the engine room sealed until it has cooled down – hours not minutes.

Whilst arson does occur, it is an uncommon event and having investigated over 600 marine and land-based fires I can count on one hand the number of incidents of arson. Unfortunately for those involved, compared to ‘accidental’ fires, it is usually much easier to determine if a fire is caused by arson.

Equipment

Extinguishers are very important pieces of safety equipment, but often ignored. It is not uncommon to find that a boat was fitted with fire extinguishers but they were not used as no one could remember where they were left! It does not require anything more than the skipper telling the crew at the start of every trip where the lifejackets, flares and fire extinguishers are kept, and the crew checking that they are actually there. It goes without saying that storing fire extinguishers under bunks or hidden

away makes them virtually useless.

Hong Kong uses two classification systems for fire extinguishers, but the more commonly used is the British Standards Institute system:



Class A: Paper, wood and textiles

Water	✓	CO ₂	✗
Foam	✓	Powder	✓

Class B: Flammable liquids

Water	✗	CO ₂	✓
Foam	✓	Powder	✓

Class C: Flammable gases

Water	✗	CO ₂	✓
Foam	✗	Powder	✓

Class E: Electrical fires

Water	✗	CO ₂	✓
Foam	✗	Powder	✓

Source: Chubb

Water is still one of the most useful of all available fire extinguishers. It works through its cooling effect on the fire, and under pressure from a controllable-discharge extinguisher, can penetrate and knock out deep-seated Class A fires.

Foam fire extinguishers provide a fast, powerful means of tackling Class A and Class B fires. Highly effective against petrol and volatile liquids, it forms a flame-smothering seal over the surface and prevents re-ignition.

Dry powder fire extinguishers are a highly versatile Class A, B & C fire-fighting medium suitable for most risks. In addition to dealing with electrical hazards, flammable liquids and gases, powder is also effective for engine fires.

CO₂ fire extinguishers are suitable for all electrical risks and where oils, spirits, solvents and waxes are in use.

Extinguishers and fire blankets are extremely useful bits of kit in the right hands – in reality, unless you have undertaken a fire safety course most people do not know how to use a fire extinguisher. All I can say to this is read the instructions before you need to use them in an emergency! Finally, on a small boat, often the most useful piece of fire safety equipment is a bucket on a rope and the huge supply of water over the side (please remember that water should not be used on electrical or flammable liquid fires).

Prevention


Prevention is much better than extinguishment and a small amount of time making sure that the electrical and propulsion systems are in good condition is time well spent. However, if the worst happens, it is useful to be prepared and to have considered your options.

There are many areas that could be discussed with regard to fire safety but in this short article there is only room to say that common sense is the most important tool. At the most basic level, there is only one thing that causes fires – a human being. Most fires involve someone failing to do something or doing something wrong; a little forethought can go a long way to prevent a fire from occurring.

Lessons

- The on-board cook found a fire in a tin of paint and, instead of using a fire extinguisher, lifted up the tin and carried it out through the accommodation. He slipped, pouring burning paint down the corridor and trapping five crewmembers in their cabins. They escaped by climbing out of the port holes and dropping into the harbour. The 30,000 tonne vessel was effectively destroyed!
- A guy chartered a canal barge for a two week summer holiday. He came back to the barge after a small drink or two and thought it would be a great idea

to fry some sausages. Unfortunately, he failed to light the hob but left the gas on for 20 minutes or so whilst he fell asleep. He woke up, switched off the hob and then went back to sleep. Approximately one hour later, the automatic bilge pump started, igniting the LPG fumes and causing a minor explosion and subsequent fire. He escaped with burns to his legs whilst the boat burnt down to the waterline.

- An eighteen year old lad's father went away, leaving him at home on his own. The boy thought he would surprise his dad by re-carpeting their canal boat whilst he was away. He tore up the old carpet and used adhesive to stick down the new carpet, finishing the job a few hours later. He went back into the house, ate his dinner and went to bed. He woke up a few hours later on hearing a loud bang. The fridge in the canal barge had started, igniting the vapours given off by the carpet adhesive. Parts of the burning boat landed on the roof of the house, which, being thatched, then caught fire. Dad came home the next morning to find the boat destroyed and the house burnt down to the ground... teenagers!
- Air fresheners that plug into the wall give off a nice smell, covering up the stale odour that can develop inside a boat. Unfortunately, one brand has been known (in the recent past) to have problems and it burnt an 80ft Sunseeker down to the waterline (burning down to the waterline is very common with fibreglass boats). 



Dr John Allum is a consulting forensic chemist, specialising in the investigation of fires and explosions. He has investigated a wide variety of marine incidents on ships and yachts, including fires in containers, engine rooms and bulk cargoes.
www.hfs-asia.com
john.allum@hfs-asia.com
 Also in the UK www.hannaford-forensic.com

MONTHLY WINE TASTING EVENING

You are cordially invited to join our monthly Wine Tasting evening. Come along to sample and purchase from a wide variety of fine wines introduced by our suppliers, MAXXIUM HK Ltd.

This month:

Sauvignon Blanc Matua Marlborough *New Zealand*

Gewürztraminer / Moscatel Torres Vina Esmeralda *Spain*

Cabernet Sauvignon Torres Gran Reserva *Spain*

Shiraz Tyrrell's Rufus Stone Heathcote *Australia*
and More

Friday, 16 September 2011
6:00pm – 8:00pm
at the Galley

Free admission,
canapés provided

JAPANESE FOOD PROMOTION

Rice is Japan's most important crop. It has been cultivated in Japan for over 2000 years. Its deep-seated importance to the country and its culture is reflected by the fact that rice was once used as a currency, and that the Japanese word for cooked rice 'gohan' also has the general meaning of meal. Rice is important throughout Asia, and in Hong Kong 'sik faan' or 'eat rice' is the general term for greeting one another.

Of course no Japanese promotion would be complete without a Sake tasting and Terry will offer you a selection of this great drink in the Coffee Shop or the Waglan Bar.

As well as our popular bento dishes we will tempt you with new ones like "Teppanyaki" surf and turf, cheese and shrimp "Okonomiyaki", a Japanese savoury pancake, and "Chawanmushi" which is a savoury steamed egg custard that usually contains pieces of chicken, shrimp, fish cake and nuts mixed inside. – Douzo Meshiagare

September 2011

Japanese Food Promotion

Sushi and Sashimi Platter	\$118
Steamed Tofu and Scallops	\$158
Teppanyaki King Prawns and Beef Fillet	\$168
Bento Box	
Teriyaki Salmon	\$118
Sukiyaki Sirloin	\$128
Assorted Tempura	\$118
Chawanmushi (Japanese steamed eggs)	\$88
Japanese Curry Pork Chop Cutlet	\$98

*All sets are served with an appetizer,
Tamaki hakumai rice, sushi, miso soup
and wagashi*

Dessert	
Green Tea Ice Cream Baked Alaska	\$52





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



CELEBRATE THE MID-AUTUMN FESTIVAL AT ABC

Poolside Barbeque Evening

6:30 pm-9:00pm Monday 12 September 2011

All you can eat BBQ Buffet with Salad Bar & Festival Desserts

Features:

- Freshly shucked Australian oysters • Salad Bar • NZ Lamb Chops
• Prawns • Sausages • Sardines • ABC signature Hainan Chicken
• Salmon fillet • Chef Singh's Indian curry • Moon Cake
• Assorted Fruits • Taro Cake • Pumpkin Pancake

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

For reservations please call the Coffee Shop on 2554 9494



Aberdeen Boat Club 香港仔遊艇會



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Time: 10-11:15 am

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salsa workshop

If you ever wanted to do a salsa course
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**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
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4 session course fee: HKD800

Spaces are limited so please register to confirm
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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

pets on board

Cats and boats go together like fish'n'chips, and who doesn't like the smell of a wet dog? Read on to learn more about life afloat for a sailor's best friend.



Animals have been carried on boats, both as pets and as working crew, for nearly as long as humans have been sailing. They fulfil all the same functions as their land based cousins and on long cruises can become a vital emotional link to life ashore. Dogs provide onboard security, cats keep water rats and cockroaches away, and both provide companionship. While there are some extra considerations for keeping animals on a boat, exercise, safety and bathroom facilities spring to mind, the benefits more than outweigh the downsides.

According to Wikipedia "The domestication of cats is believed to date back some 9,500 years, and the practice of taking cats aboard boats and ships began not long afterwards. The Ancient Egyptians took cats on board Nile boats to catch birds in the thickets along the riverbanks. Cats were also carried

on trading ships to control rodents, and that concept was adopted by traders from other nations." From around the year 780AD Norwegian Elkhunds accompanied Vikings on their long and arduous sea voyages as war dogs, for hunting game and as camp security, and it is believed that Polynesian explorers set out across the Pacific with domesticated animals numbering among their crew. Animals have a long and distinguished history of seafaring beside humans, so it makes sense that as more of us chose to live on the sea our best friends would continue to be right there with us.

Several species of dog have been bred for life on or near the waves. Dutch barge dogs or Keeshonds, Golden Retrievers, Labradors, Newfoundlands and Portuguese Water Dogs all thrive around water. Even some cats like water and will



“The best way to introduce your pet to boating is to spend some time together on the boat when it’s tied up to the dock.”

voluntarily spend time swimming. Cat breeds that are known to be comfortable around water include the Turkish Van, also known as ‘swimming cats’, the Norwegian Forrest cat, known for fishing in rivers and lakes, and Bengals (no, not the tiger).

Pets, just like humans, can get sea sick. It pays to consult your vet beforehand if you are planning on hitting rough seas. Dogs especially can overheat quickly in the sun. Provide shade, plenty of water and look into cooling jackets and bandanas which contain water absorbing crystals. When soaked, these crystals keep the clothing item soaked for several hours and provide cooling evaporation for overheated pooches.

Special needs – while cats require little more than litter trays, most dogs need regular walking or exercise. Some get their workout happily dog paddling behind the boat, others prefer long walks on the beach. Whatever preference your dog has, it pays to train them well to respond to voice commands, teach them how to use boarding ladders and to keep to a routine as much as possible. Most small to medium sized dogs are suitable to train as liveaboard pets. Avoid dog breeds like huskies that live to run enormous distances in freezing cold conditions.

Gentle acclimatisation is the key to introducing land lubber pets to the life aquatic. www.yachtpals.com recommends, “The best way to introduce your pet to boating is to spend some time together on the boat when it’s tied up to the dock. Training goes something like this: An hour on the dock, a few hours and start the engine (to adapt them to the noise and vibration), a quick trip around the marina, a daysail, a weekend overnight, you get the idea...”

Like people, pets sometimes get it wrong and end up in the drink. Whether it is a cat fishing off the stern platform or jumping from boat to boat and missing, or a dog who is just too eager to get aboard, most pets will go for a swim at some point. My own cat, Max, failed to make the jump between our liveaboard and the boat next door late one evening, and ended

up a black cat in a black ocean, swimming under the stern platform further out of reach of the rescuers trying to help him. Cat lovers will be pleased to know that Max did survive the incident and by way of thanks for scooping him out of the water, he clawed my arm to bloody tatters before being dried off and having a fuss made of him by the other members of my crew.

Dogs also have their moments. Some like to leap from moving sampans and occasionally misjudge the distance, others it seems are given to running along the deck but are unable to stop skidding, Wile. E Coyote style, when the fibreglass deck runs out beneath them. Most dogs, however, don’t seem to mind too much, especially gun dogs who have been specially bred to be at home in the water.

Allergies aside, it is common for kids in Western countries to grow up around pets. There is no reason at all that choosing to live on a boat should make any difference. Pets provide companionship, security and keep pests down. Their antics can be as entertaining to watch as many TV shows currently being aired. And after all, who among us wouldn’t want the life of a ship’s cat? Eat, be made a fuss of and then stretch out in the sun. Sounds purrfect. **H**

DEVICES for pets and pet safety on board

Available from www.yachtsee.com

- PupHead portable dog potty for, well, you know what for.
- Paws Aboard floating, self adjusting dog boarding ladder for DOB situations.
- Safety Turtle dog (and child) overboard alarm system.

Available from www.ruffwear.com

- Big Eddy and Portage dog ‘float coat’ life jackets to help keep Fido’s head above water.

Available from www.petstreetmall.com

- Cool IT Bandana for keeping your dog cool on those hot summer days.



The Voyage Continues 2011 Aegean Odyssey

Barry Hill and his modern day Argonauts
continue their Mediterranean meanderings. Words by Barry Hill

Once again the crew found it difficult to choose an alternative destination to Greece for their annual charter. Croatia, Vancouver and Thailand were considered but the pull of the Greek Islands won the day. Such a shame, then, that this wonderful country is still embroiled in the economic woes that were around but a short 12 months ago. The fierce clashes in Athens were at their height when we arrived but a pre-arranged transfer to the calm of Lavrion ensured our plans were not affected.

The Voyage Continues is the name given to an annual sailing week which began in 1988. Every year since the inaugural passage across the English Channel the crew has chartered a boat in a different location for a week in June. The 24 charters to date have accumulated 8,300 miles and over 240 landfalls.

Greece has been the chosen cruising ground for all the TVC charters since 2002 and provides an excellent mix of

spectacular scenery, traditional tavernas and superb sailing conditions. This year the passage plan was to follow a clockwise route through the Cyclades Islands which are scattered across the southern Aegean Sea between the Peloponnese and Turkey. Even with nine previous charters in Greece we would still visit two islands and several anchorages for the first time.

The Cyclades have been inhabited since 7,000 BC and were occupied in succession by the Minoans, the Myceneans, the Doreans and, later, the Macedonians. In 146 BC the islands became a Roman province and trade links were established with many parts of the Mediterranean, bringing prosperity to the islands. They came under Turkish rule in 1537 and became neglected backwaters, prone to pirate raids. The labyrinthine, hilltop character of their towns dates from this period with the mazes of narrow lanes designed to confuse invaders.

The Cyclades lie right in the path of

the summer meltemi, a strong northerly wind that sweeps across the eastern coast of mainland Greece and down through the Aegean Sea. In addition to confining prudent skippers to shore side tavernas, it can create havoc with everything from ferry schedules to beach umbrellas. Average summer temperatures are 30°C and upwards.

The crew of six from Hong Kong, Jakarta, Singapore and the UK arrived at the welcoming Surion beachfront apartments in time for a sundowner or two after the 45 minute drive from Athens Spata airport. Arriving a day early ensures the handover and provisioning can be done in good time to allow a late afternoon departure. With only one week for the cruise, the best use of time is an essential pre-requisite for the trip. The lack of local guests in this attractive complex was a reminder that the holiday season was not yet in full swing but also that all is not well in the birth place of the Olympics.



View of the picturesque port of Naoussa on the island of Paros

Our departure port was Lavrion which, in days gone by, generated wealth from mining cadmium, manganese and lead. Nowadays the marina provides a good alternative to the massive complexes in Athens both in terms of access and charm. It is well located for heading southwards to the Cyclades.

The Ocean Star 51.2 is an excellent boat for Mediterranean cruising in terms of accommodation, performance and cockpit space. We were familiar with *Anastasia* from a previous charter and were pleased to see that it was being well maintained. As always our kit included a whole range of useful boat bits which may or may not be needed. Many years of chartering has taught us the benefits of packing a few extra items in the bag.

The provisioning crew went off to the supermarket to pick up a well-proven array of supplies which were then delivered to the boat. The Greek salad produce is always inviting and with a good selection of cheese, hams

and fruit makes an ideal alfresco lunch. Our routine is generally to make two landfalls each day to increase the amount of manoeuvring interest and see as many anchorages and harbours as the navigation plan will allow. The midday swim stop followed by the cockpit lunch spread has become a TVC tradition.

A simple brunch on the quay set the crew up for the 27 mile run to the southern end of the island of Evia. With the sun setting on the first day, we entered the secluded anchorage of Ormos Kastri which we would share with a well-equipped Halberg Rassey 35. The English skipper was chatty and keen to tell us of his long term cruising plans to the northern Aegean. The crew settled in for the first night on the hook whilst enjoying a fine dinner, a bottle of wine or two and catching up on tales from around the world.

The following day began early for the short run south to Andros, an island which we had not visited before. The sea

glistened under the morning sun but the breeze decided not to show. This was consistent with the forecast from the day before but there had been a hint of increasing wind conditions towards the middle of the week. The entrance to Gavriion was straightforward with plenty of room on the newly paved quay. After a stroll around we found the first gem of the trip – the Gavriion Taverna which served tasty lamb kebabs to rival those of the ABC.

From here we tracked south east under a moderate northerly to arrive at the island of Tinos and the port of the same name. This was another first and was a great find. Lots of bustle here with many yachts stern to the quay. Tinos is a centre of the Orthodox faith and the Church of the Panayia is the focus of it. The modern church sits high above the town and contains a shrine commemorating the sinking of the Greek cruiser *Helle* on 15 August 1940. The cruiser was anchored off the port for

pilgrimage celebrations and an unknown submarine, thought to be Italian, fired torpedos and killed many of the crew.

A relaxed departure followed an excellent breakfast served up by a Julia Roberts lookalike in the upmarket Symposium Restaurant. A good breeze pushed us along to make the short hop to Delos for a swim and lunch stop. Delos was considered to be the last and best anchorage between Europe and Asia and hence became the political and religious centre of the ancient world. The extensive ruins are worth a visit and attract a constant stream of tripper boats from nearby Mykonos. Much remains from the early civilization including the theatre, the five lions guarding the lake, the temple in the great square of Apollo and impressive mosaics of dolphins, panthers and birds. After a fine on board lunch we took advantage of the new breeze and headed south to Paros.

I have mentioned the charm of Paros many times in *Horizons* so will not repeat myself here. Suffice to say that it is a jewel of an island to visit and will never let you down.

Along the quay the talk was of the wind filling in from the north west overnight with Force 6 by the morning. True enough, there was a good blow in the morning and our intended destination of Milos via Sifnos for the fourth day looked good with a north westerly. As long as it kept some west in it for the long leg up to Siros the following day it would suit us nicely. We prepared *Anastasia* for what promised to be a lively 28 mile ride and left with several other boats to carefully navigate past the infamous Portes rocks. A good beam reach took us to the delightful holiday cove of Faros on Sifnos for lunch. Although in the lee, the wind was blowing through the beach at 20 knots and we dragged a couple of times before getting well dug in.

Milos is an ancient volcano like Santorini and is the south westernmost of the Cyclades. The approach through the outlying islands is long and interesting and on arrival you are greeted by the big bearded, pipe smoking Harbour Master



Photos by Barry Hill

who made sure his instructions were obeyed. The quay of Adhamas bustled with holidaymakers, backpackers and yachties as the sun disappeared behind the mountainous setting. Dinner in the Garden Taverna was not so good so we headed back to the cockpit for a nightcap as the wind whistled in the rigging.

In the morning it was clear the meltemi had established itself but thankfully it was still from the north west. A trip to the bakery provided a selection of pastries for what promised to be a tough day as we needed to make ground to the north. We left with another smaller yacht and made the long fetch out to the open sea. The wind had come round to the north and was a steady 30 knots. *Anastasia* could not make the course to Siros and with three to four metre swells we opted to set a course for the 30 miles to Serifos under motor. It was uncomfortable and was to become the second Black Wednesday. As we approached Livadhi it was gusting up to 44 knots but the large bay was a refuge



from the swells and home to at least 20 yachts swinging on their chains. We set an anchor watch which proved prudent. At 5am and 10 hours after arrival we started to drag but managed to reset.

Turning westwards across the bottom of Kithnos we sailed at eight knots as the meltemi eased. Arrival at Merikha made the last 36 hours all worthwhile. This was another new destination and a long, late lunch at the Austria Taverna with a few beers was enough to recharge.

Our last night landfall was the usual Voukaria on Kea. Unlike the previous year there was quite a bit of room on the quay but by nightfall it was full with a good selection of yachties and weekenders getting away from the troubles in Athens.

This year's cruise provided some great new locations and some hard sailing with the highlight being the town of Tinos. The Voyage Continues made 12 landfalls and covered 258 miles. Long may it continue. H



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ABC J/80 SAILING

Words and photo by Kevin Lewis



Courses

ABC successfully completed its second J/80 Keelboat Competent Crew Course in August. Congratulations to all 10 participants who enjoyed some superb sailing, even if it was during some of the hottest days of the year! This time around we introduced an evening lecture to cover theory such as basic navigation, safety and meteorology; this allowed for maximum time "on the water" (and in the sun!) during the three full-days.

We are pleased to announce the following new courses and activities to support our club J/80 Programme:

Competent Crew Course: 10, 11 & 13 September

Competent Crew Course: 11, 17 & 18 December

J/80 one day Sailing Trip: 15 October

J/80 Introduction to Racing: 22 & 23 October

All these activities have very strictly limited spaces, with priority going to club members and applications handled on a first-come first-served basis. The J/80 Introduction to Racing is a gentle debut into racing for those who have already passed a Competent Crew Course. The second day of the Race Course will include participation in the first of ABC's premier "Waglan" yacht races, and students will be accompanied by a very experienced keelboat instructor who has been racing in Hong Kong waters for many years. Full details of all our J/80 activities are on the dedicated web page on our website, see www.abclubhk.com and look under "Courses" and then "J/80 Keelboat Courses".

J/80 Youth Squad

Expressions of interest are also now requested from some of our younger sailors, aged between 13 and 18, to form an ABC Keelboat Youth Squad. To receive training and compete in regattas with an experienced and qualified Instructor on board, any interested members should contact our Dinghy Sailing Manager, Kevin Lewis, at DinghySailing@abclubhk.com

ABC J/80 Frostbite Series & J/80 Race Calendar

ABC has come to an agreement with the Hong Kong Class Association to host a special series of four J/80 race-days in January, entitled the ABC J/80 Frostbite Series. These race days will take place on 7, 14, 21 & 28th January 2012 and promise something very special; at that time we can expect some of the best sailing conditions of the year!

The Class Association has been busy setting up an extensive calendar of events starting with the October series, hosted by RHKYC and sailed off Middle Island. Race dates are included in the Diary section of this magazine. The J/80 Nationals have been set for 5 & 6 November, and a strong turnout of over 20 boats is expected.

ABC hosting HKSF Keelboat Course

The Hong Kong Sailing Federation is organizing their first ever Keelboat Instructor Course, and we have agreed to support and host this five day course in November. Based out of ABC Middle Island, the HKSF are bringing in an expert overseas Coach and will use J80s for the majority of the water-based training.



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Date: Every Wednesday Evening
Venue: The Four Peaks Restaurant

Freshly shucked imported oysters at \$15 each.
Served with homemade mango salsa, tomato salsa and
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For reservations please call the Four Peaks Restaurant on 2553 3422



Aberdeen Boat Club 香港仔遊艇會



HAPPY MID-AUTUMN FAMILY BUFFET

Family Lunch Buffet at the Four Peaks Restaurant

12:00 pm-2:30pm Tuesday 13 September 2011
All you can eat International Buffet

Features:

- Freshly shucked Australian oysters • Salad Bar • Prime Roast Ribs
- Braised Abalone with Mushroom and Lettuce in Oyster Sauce
- Braised Twin Vegetables with Crab Meat and Crab Roe Sauce
- Braised E-Fu Noodles with Shrimp Roe • Sweetened Cream with
Lily Bulb and Sea Coconut • Chef Singh's Indian Curry • Moon Cake
- Sweet Dumpling • Taro Cake • Pumpkin Pancake

Adults \$228, Children \$128 (3-12 yrs)

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Aberdeen Boat Club 香港仔遊艇會

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6:30pm-8:30pm on the Patio

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BEER OF THE MONTH

Kronenbourg 1664

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\$22/bottle



Aberdeen Boat Club 香港仔遊艇會



WINE OF THE MONTH

Mountadam Adelaide Hills Sauvignon Blanc 2010

Australia

\$32/glass \$160/bottle

Intense lively aromas of freshly cut grass and ripe gooseberry lead to the tantalizing flavours of tropical fruit and a firm acid balance.

Mountadam Barossa Cabernet Merlot 2009

Australia

\$32/glass \$160/bottle

A palate of lively primary grape fruit flavours of plum and cherry, supported with subtle hints of vanillin, tobacco and fennel.



Aberdeen Boat Club 香港仔遊艇會

HOME WINE DELIVERY SEPTEMBER 2011

Free Wine Tasting – The Galley 16 September 2011 (Friday) 6:00 – 8:00pm

	Bottle \$	Quantity	Amount
Sparkling Wine			
Yellowglen Cremant Brut 2007 – Australia Pale yellow with a fine, persistent mousse. Aromatic and lively with strawberry fruit aromas. It is soft and fruity, with a touch of residual sweetness that creates a lovely creamy texture on the palate.	\$135		
White Wine			
Torres Vina Esmeralda Gewurztraminer/Moscatel 2010 – Spain A voluptuous, exotically perfumed nose, with deliciously well-defined primary aromas, complemented by secondary aromas derived from the wine's controlled fermentation. Silky and sappy on the palate.	\$85		
Matua Marlborough Sauvignon Blanc 2010 – New Zealand A distinctive and aromatic Marlborough sauvignon blanc, delivering bright and lively gooseberry and passionfruit characters with a hint of lime. The palate is well proportioned with refreshing tropical flavours that linger on the seductive finish.	\$120		
McHenry Hohnen 3 Amigos White 2006/07 – Margaret River, Australia A subtle nose of dried apricot and apple, underplayed with spice and vanilla seed. The palate is finely textured, derived from indigenous ferment in barrel, whilst lees contact provides palate weight and richness.	\$165		
Louis Latour Chassagne-Montrachet Premier Cru 1999 – France Brilliant straw-gold colours of medium opacity. Delicate fruit aromas with fragrances of peach. Crisp acidity and full-bodied with lingering vegetal flavours. A powerfully impressive example of a great appellation.	\$400		
Red Wine			
Gaja Ca'Marcanda Promis 2007 (merlot blend) – Italy, Tuscany Pleasant wine that unites the elegance and the fullness of Merlot and Syrah to the essential spiciness of Sangiovese. It offers a harmonic and pleasant taste.	\$225		
McHenry Hohnen 3 Amigos Red 2006 (GSM) – Margaret River, Australia Red berries flavours from the mataro, floral lift from the grenache, and tobacco undertones from the shiraz: a generous red blend. Sweet fruit on the palate marries into a wine that shows roundness and balance.	\$165		
Louis Latour Domaine Valmoissine Pinot Noir 2007 – France This wine shines with a nice pale purple-red colour. The beautiful nose reveals aromas of ripe fruit. It is fresh and supple with elegant tannins.	\$135		
Tyrrell's Rufus Stone Heathcote Shiraz 2008 – Australia Dark red and deep purple in colour, the nose shows white pepper with ripe berries and a subtle lift of oak. Palates are balanced showing fruit richness, savoury undertones with an elegant and complex structure. The finish is long and tightly held together by the thread of acidity. Gold at London International Wine Challenge James Halliday's Winery of the Year, 2010, 92 points Huon Hooke	\$145		
Torres Gran Reserva Cabernet Sauvignon 2006 – Spain The rich, sensual aroma is typical of the grape varieties recalling small red and black berries (cherries and blackcurrants), green coffee beans, liquorice and the characteristic vanilla and leather notes from ageing. On the palate the wine is full and silky with dense, well-structured tannins. Gold Medal Concours Mondial de Bruxelles 2003 (1999 Vintage) Gold Medal Challenge International du Vin 2003, France (1999 Vintage)	\$100		

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.

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“Land was created to provide a place for boats to visit.”

– Brooks Atkinson

Horizons would like to hear your stories, comments, gripes, and suggestions. If you've ever had a close shave on the water, discovered a gaping hole in conventional wisdom, or found yourself wondering 'How did this turn to custard so quickly?' please share your hard won wisdom with the rest of us. The life you save could be mine!

Submissions should be 150 words, and can be on any boat related topic. Don't worry – only the contributor's initials will appear at the end. Send your confession to confessions@ppp.com.hk

PUGWASH

Excerpt from a maritime legal document...

It is with regret and haste that I write this letter to you, regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own pre-conceived opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot and the apprentice had returned from changing the 'G' flag for the 'H' and, it being his first trip, was having difficulty rolling the 'G' flag up, I therefore proceeded to show him how. Coming to the last part, I told him to "let go." The lad, although willing, is not too bright necessitating my having to repeat the order in a sharper tone.

At this moment the chief officer appeared from the chart room, having been plotting the vessel's progress and, thinking that it was the anchors that were being referred to, repeated the 'let go' to the third officer on the fo'cstle. The port anchor having been cleared away but not walked out, was promptly let go.

The effect of letting the anchor drop from the 'pipe' while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled

out 'by the roots.' I fear that the damage to the chain locker may be extensive.

The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans the tributary to the river up which we were proceeding. The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a cattle truck on the foredeck.

In his efforts to stop the progress of the vessel, the third officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin. After the port anchor was let go and the vessel started to sheer, I gave a double ring full astern on the engine room telegraph and personally rang the engine room to order maximum astern revolutions. I was informed that the sea temperature was 53 degs and asked if there was a film tonight. My reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the second officer was supervising the

making fast of the after tug and was lowering the ship's towing spring down onto the tug. The sudden braking effect on the port anchor caused the tug to run in under the stern of my vessel just at the moment when the propellers were answering my double ring full astern.

The prompt action of the second officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, thereby enabling the safe abandoning of that vessel.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the third officer collected after his somewhat hurried evacuation of the fo'cstle. These particulars will enable us to file claims for the damage that they did to the railing of the number one hold.

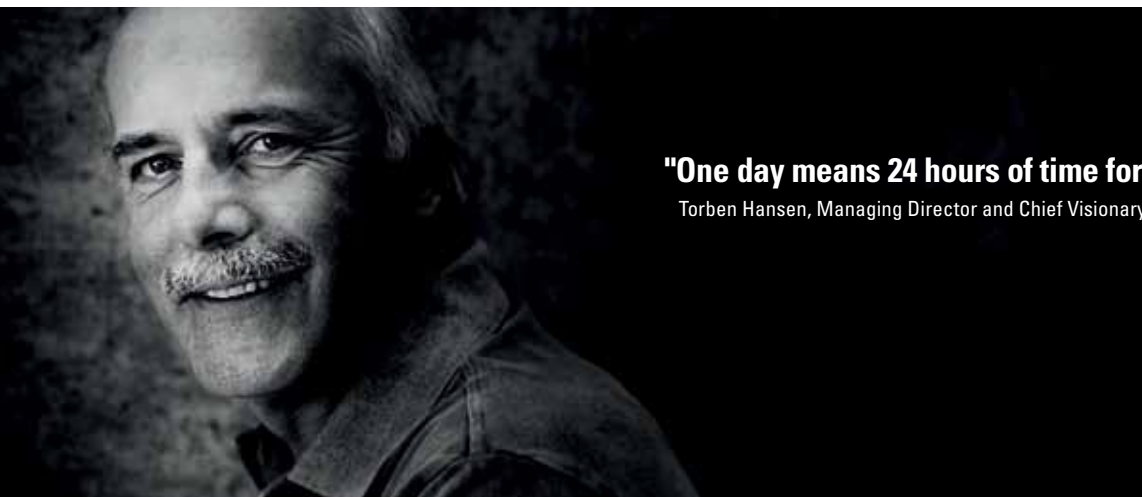
I am enclosing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights. It is sad to think that had the apprentice realised that there is no need to fly pilot flags after dark, none of this would have happened. For weekly accountability report I will assign the following casualty numbers T/750101 to T/750119 inclusive.

Yours truly,
Master

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