



2014/03

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# HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

ABC hosts the 30th Iconic  
Four Peaks Race

Waglan Races 4 and 5  
Reports, Results and Photos

Young ABC Sailors  
Compete in Australia

Learn to Sail Over  
the Easter Holidays



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# HORIZONS ISSUE 2014/03

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*Cover photo by Mark Hardy:*

Division B arrival at Cheung Sha Wan, ABC 2014 Four Peaks race

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



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## Commodore's Letter

A great start to 2014 with mild conditions through from Christmas to Chinese New Year.

This meant good support during the holidays for sailing and water activities, and being around the Club.

Busy sailing in the last couple of months: a couple of Waglan cruiser races, four dinghy winter series race days together with HKSF selection trials; while the Club hosted the RS Feva Club Championships and the 29er Nationals, and also ran the 30th Four Peaks Race. The latter has been a very durable race over the years for both sailors and athletes. This year, it took a record entry of 35 yachts.

The annual Four Peaks race involved 275 sailors and runners on boats, teams of staff and around 50 volunteers on the

peaks, on the water and in the control room, demonstrating the Club's great team spirit.

I am pleased to record that we have now been able to sign the contract for the electricity supply enhancement for Middle Island. This will lead to improved services that we can offer. We look forward to news of more progress in the coming months.

As for other clubs and individuals, the ABC is still encountering strong demand exceeding supply for its moorings and hardstand places. Reviews of present operations are taking place to ensure that waiting lists can be serviced as quickly as possible.

It was again a pleasure to attend the Staff's annual dinner on 10th February, and to share some fun in a joyful get-together



downtown with our staff who make the Club the fine place it is. Thanks all.

Best wishes for the Year of the Horse.

**John Berry**  
Commodore

## Flag Officer's Report



Rooftop



Gym



Staff room

In January, General Committee members had a "back of the house" tour of the Club, commencing their tour on the roof. The staff canteen and changing rooms were visited along with a range of storerooms of which many members will not be aware. Kitchens were visited, and the food storage area underneath the main Clubhouse was also explored. The General Committee's tour ended by looking at the squash court and gym.

A list of issues emerged that will be the focus of the work of the House Committee in the coming year. These include the quality of the facilities for our 70-plus staff and options to open up this space to members as well as changes to the main Waglan bar. Other options the House Committee will look at are the creation of a barbecue garden area on the roof and adding facilities in the gym with a floor added within the wide open space of the old squash court.

In addition, there were talks about revisiting phase two of the Galley coffee



shop to create a better entrance and more indoor seating. Lastly, the House Committee will look at establishing a preparation kitchen for hygiene purposes and to prepare for future certification for Hazard Analysis and Critical Control Point (HAACP). The latter is an international standard for monitoring food preparation and ensuring that hygiene and food safety are part of food preparation and service.

**Richard Walker**  
Rear Commodore – House



## How to solve the Questions of Class

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## General Manager's Letter

**K**ung Hei Fat Choy and welcome to the year of the Horse. In Chinese culture, it is understood that horses represent speedy and quick transport to their destination that figuratively calls for speedy progress and achievement of goals. Horses like to compete with others; they always seek their freedom, passion and leadership.

Therefore, the horse is not just a symbol of travelling, but also a sign of prompt and inventive success. Let's hope that this will apply this year to our Club development and operations.

### Staff party

On 10 February, the ABC staff had their annual dinner at the Central Treasure Lake Seafood Restaurant in Sheung Wan. During the evening, which everyone enjoyed greatly, four promotions were confirmed as follows:

Lam, Ka Leong (Henry), restaurant assistant manager, replacing Lo, Tak Fai (Danny); Yau, Man Lung (Joe), captain in charge of catering; Buena Chau, senior waitress, and Ho, Kit Wah (Karina) senior accounting clerk payables.

### Staff notes

We also gave three gold awards for long-serving staff to:

Lau, Kwok Fai (Freddy), Four Peaks restaurant headwaiter with 30 years of employment; Chun King Yin, Club butcher with 20 years' service; and Liu, Yuk Lan, better known as Cobo, our membership service manager for 20 years of dedicated service.

The evening started with the usual pre-dinner entertainment of games, karaoke and shy drinking, the latter as you may expect becoming much less inhibited over the course of the evening. The singing as the party began was excellent and again went drastically off-tune as the evening lingered on. The food was good, the lucky draw well-furnished, and the staff had a good laugh at managers shaming themselves in a Cantopop contest.

On behalf of us all, I must thank the members who generously contributed to

the party, the lucky draw and especially the laisee shared between all staff. This well-attended event of the year would never be possible without you.

### New Club system implementation

We have been working now for over a year on the implementation of a new system allowing us to send invoices by email, upgrade our membership and accounting systems and provide a system for the rest of the Club's marine and sailing operations. This has proven more difficult than expected as the system chosen, not being primarily a Club system, had to be totally rethought and reengineered.

**“We gave three gold awards for long-serving staff to Lau, Kwok Fai (Freddy), Chun King Yin, our Club butcher, and Liu, Yuk Lan, better known as Cobo.”**

The company we work with, Togo, is very responsive but trying to make a manufacturing system perform the tasks needed by a boat club is a big challenge.

Now the implementation date for this or another more appropriate system for Club operations is planned for June 2014, which in fact makes more sense for the accounting process as we close our annual accounts on 30 June.

I am sorry we could not meet the January start for a new, more eco-friendly and efficient system but it was felt that even if we could have something done, it would not have been optimized; therefore delaying is a better option.

### Security: Automatic pontoon doors

Very soon, you will need a smart card to access the main Clubhouse pontoon or to enter the Club from the sea after



10 pm. Our CCTV shows that a rising number of non-members and charter boats take the liberty of regularly unloading their passengers on our property after hours.

As soon as this smart card system is in place, the office will notify members through its e-letter and issue members with cards to access the pontoon.

Please do not share this card under any circumstances with friends or your boat boy, to protect your Club from intruders and discourage this practice of commercial entities using your asset for their benefit.

### CCTV for the playground

The breakage of toys and rough games on the playground has been witnessed and reported many times, triggering the decision by the House Committee to install a CCTV camera to monitor the unruly behaviour of some users. Please be informed that this playground surveillance will record any damage. Repair or replacement of destroyed items will be charged to the parents' account.

### Signing in of guests

The Home Affairs Department reminds us that members' guests must be registered, a safety precaution in case of a major catastrophic event. An up-to-date list of those on Club premises will help in investigating and accounting for missing persons. While this may annoy you slightly I am afraid it is now mandatory.

## **Sailing and Marine**

As you may have seen, our two workboats/ferries have been on the pontoon for some time now and will be there for some three months more. Both their very old and reconditioned engines died at the end of December, and the Club decided to purchase new engines that should last at least 20 years.

“Please be informed that playground surveillance will record any damage. Repair or replacement of destroyed items will be charged to the parents’ account.”

Unfortunately, these boats require special engines that need to be fabricated, hence time is needed to get the boats back in action.

We will do our utmost to limit the disruption by using our speed boat as a ferry for the time being, and seek to speed the delivery and installation of those engines. I am also looking at a new system of combustion that produces practically no pollution, which I shall develop once we have the new engines.

## **Classic Yacht Rally: 10 years**

This spring will see us celebrate 10 years’ running of this family fun race and cruising mixed event, on 17 and 18 May 2014. The event is open to all boats with valid HKPN handicaps or as otherwise agreed by the race committee, including all non-racing sailing and motor boats that will follow the course only.

No dinghy or multihull without accommodation will be ranked as starter unless all persons on board are wearing

personal buoyancy as specified in their class rules. The Notice of Race will be distributed shortly.

If you have, or if you know someone with, an old or classic-design boat please help us promote this Classic Yacht Rally’s 10th anniversary.

## **Club rules**

As discussed in previous articles, new Club rules that have taken some time to be reviewed are now in place.

Over the next few issues of Horizons I will take you through “do’s and don’ts” to sum up these rules and regulations.

Firstly, this document has now been divided into two parts; the general Club rules and specific regulations for outlets.

This month, we look at the three key important Club general rules for Club members and guests:

### **1. Supervision of children and domestic helpers.**

- a. Children under the age of 12 must be supervised at all times by the parents.
- b. Children under 12 are not permitted to wander into any function.
- c. Domestic helpers are not allowed to enter any Club venues without the consent of the General Committee.
- d. Domestic helpers are not allowed to perform their housework, including taking care of children, on the Club premises.
- e. Private or domestic staff may drop off children for activities and will be asked to wait at a designated area by the Management.
- f. Carers for the disabled are permitted to enter the Club and care for such persons.
- g. One last very important point: once your child(ren) reach the age of 21, they are no longer considered a dependent and may no longer use their parents’ account. They have the option of joining in their own right or to join the legacy program if the family qualifies for it through 10 years’ continued membership.

### **2. Guest signing in and allowance per outlets**

- a. Guests must be informed of our Club rules.
- b. Guests must now be signed in at Reception at the Club entrance per a recent Government mandate.
- c. No more than four guests per account are allowed on weekends and public holidays in the Galley and the Four Peaks restaurants. No more than six guests per account are allowed on Middle Island.

“If you have or if you know someone with an old or classic-design boat, please help us promote this Classic Yacht Rally’s 10th anniversary.”

### **3. Use of electronic devices in the Club**

- a. Mobile phones, pagers, radios and any sort of music or video player or musical instrument are all forbidden.
- b. Phones on silent mode may be answered only in the carpark or near a land line in the foyers.

Next month, we will look at the mooring and hardstand regulations.

Keen sailors and those new to the sport and all Club members are welcome to connect with our interactive Facebook page: <https://www.facebook.com/AberdeenBoatClub>.

There you will find timely race notices, reports and photos and training programme announcements.

**Philippe de Manny**  
General Manager



## Thank-you Letters

This month the ABC staff and members are recognized for their dedication and hard work by the Hong Kong Sailing Federation, Little Sisters of the Poor and the Children's Cancer Foundation.



“Thank you very much for your kind support in hosting the St. Baldrick's Event every year”

Lucille Wong, General Manager, the Children's Cancer Foundation Hong Kong





## Spanish Cuisine Menu Promotion, March 2014

Come to the ABC and enjoy throughout the entire month one of Europe's most flavoursome styles of cooking.

**Gazpacho** \$46

*Chilled soup with chopped tomatoes, cucumbers, onions, peppers and herbs*

**Iberico Ham and Melon Salad** \$68

*A light summer salad with balsamic truffle cream*

**Chilli Garlic Prawn Skewers** \$72

*Skewered spicy prawns served with aioli and lime wedge*

**Fried Chorizo with Garlic and Pepper** \$58

*Spanish Chorizo sausage cooked with red pepper and garlic*

**Garlic Clams with Chopped Tomatoes** \$82

*Stewed clams with chopped tomatoes and garlic*

**Chicken with Almond Sauce** \$108

*Pan-fried chicken served with seasonal vegetables, potatoes and garlic almond sauce*

**Tomato, Chorizo and Spinach Pizza** \$78

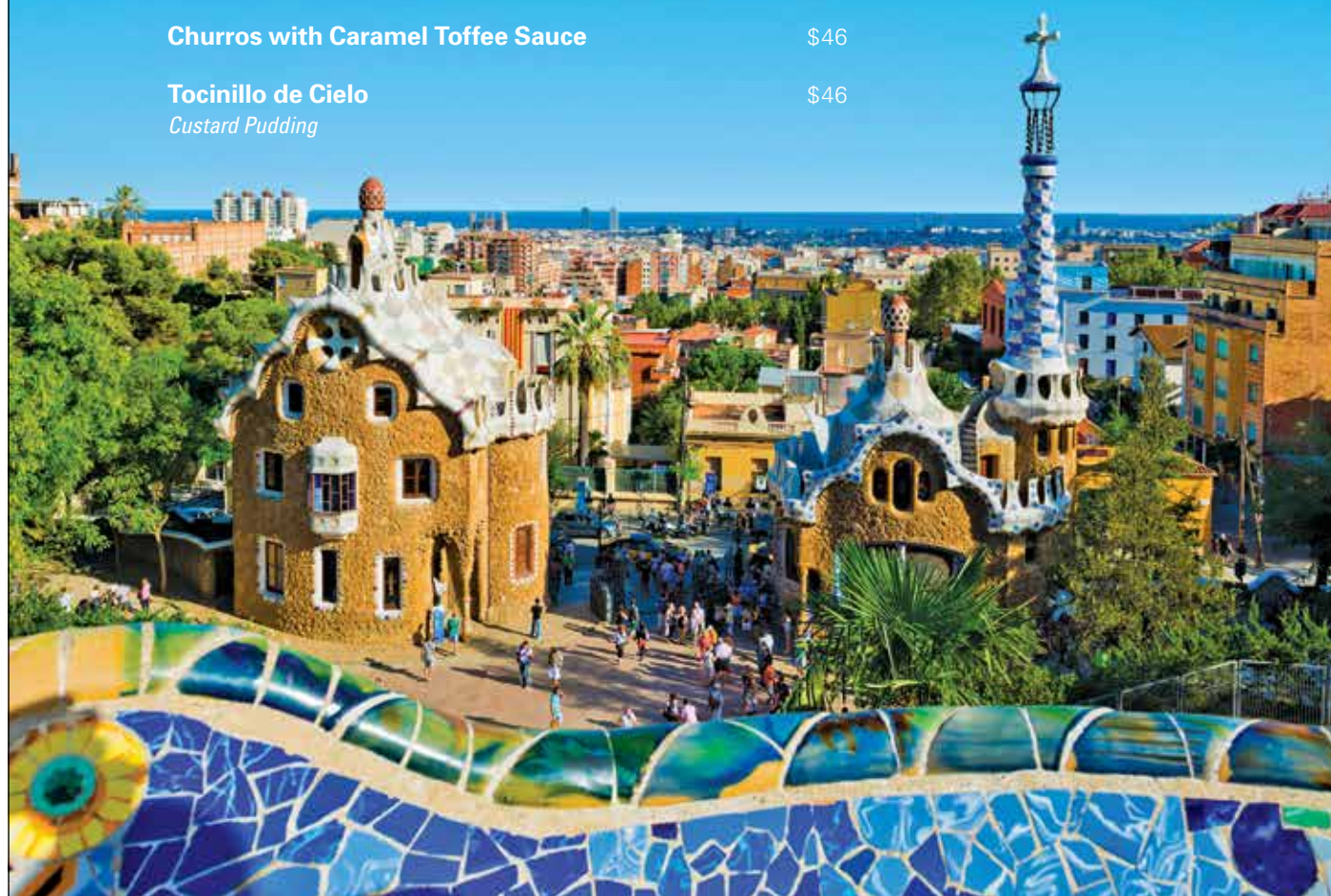
**Paella** \$112

*Spanish saffron-flavoured rice dish with chicken and seafood*

**Churros with Caramel Toffee Sauce** \$46

**Tocinillo de Cielo** \$46

*Custard Pudding*





## Beronia Wine Spanish Dinner, Four Peaks, Friday, 7 March

7 pm onward  
Adults \$398

Five-course set dinner with selected Beronia wines

**Speaker:** Mr. Antonio Flores, chief winemaker and master blender of González Byass, producer of select Spanish wines since 1835. In 2013, Beronia was awarded the best Spanish winery of the year by the World Association Wines and Spirits, Writers and Journalists.

**Aperitifs:** accompanied by *Tio Pepe Palomino Sherry Fino Muy Seco 5 Years* (Silver Outstanding Medal – International Wine and Spirits Competition 2012)

**Entrees:** Spanish seafood salad, *Beronia Bianco 2011*; garlic chicken with sun-dried tomatoes, *Beronia Crianza Rioja 2010*; Valencian oven-baked rice, *Beronia Reserva Rioja 2009* (Gold Medal – International Wine Challenge 2013); Asturian-style beef in white wine sauce, *Beronia Gran Reserva Rioja 2006* (Gold Medal – International Wine and Spirits Competition 2013, 91 points – *Wine Spectator* 2013; 92 points – *Wine Enthusiast* 2013)

**Dessert :** Turrón ice cream with chocolate served with *Nectar Pedro Ximenez Sherry Dulce 9 Years NV* (91 points – *Wine Enthusiast* 2012)



To reserve for your family and friends, call the Four Peaks at 2553 3422



## BBQ Spanish Sausage Night with free wine tasting, the Patio, Friday, 14 March

6:30 – 11 pm

Choose from an array of salads and vegetables to accompany iberico chorizo sausages, iberico bellota sausages, black sausages, ring pork sausages, and more.

Desserts include fresh fruits, tiramisu and chocolate truffle cake.

Adults	\$218
Children (3-12 years of age)	\$118

Free wine tasting



To reserve for your family and friends, call the Galley at 2554 9494





## Spanish Fiesta, Middle Island, Saturday, 22 March

7 pm onward

A buffet featuring gazpacho, iberico ham, ceviches, mixed-green salad, chorizo with garlic and pepper, shrimp fritters, crispy whitebait, garlic clams, potato riojana, pizza de tomate chorizo, garlic chicken with tomatoes, roasted baby pig, capers with sardines, seafood paella, chicken paella, mixed vegetables, croquettes, and Spanish omelette. Desserts include churros with caramel toffee sauce, custard pudding, and fruit platter.

Adults \$228  
Children (3-12 years of age) \$128

To reserve for your family and friends, please call F&B at 2555 6216

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**Estrella Damm Lager**

**\$28 per bottle**

Award-winning "beer of Barcelona" brewed with Mediterranean ingredients.

**ABC Beer of the Month**  
Aberdeen Boat Club 香港仔遊艇會

**Champagne Sangria**

Prosecco, orange juice, Grand Marnier, mixed fresh fruit.

**\$58**



**Iced Tiramisu Mocha**

Chocolate sauce, tiramisu syrup, espresso, fresh milk, butternut liqueur.

**\$45**  
**\$38 (non-alcoholic)**



**ABC Cocktails of the Month**  
Aberdeen Boat Club 香港仔遊艇會

For over 20 years, Whitecliff wines have provided fruit-forward wines of purity and exceptional value that have led them to become a firm favourite with New Zealand's wine lovers.

**Sacred Hill Whitecliff Marlborough Merlot, 2010**

*The merlot possesses aromas of plum and smoky oak, and offers a full soft palate with ripe plum, toasty oak nuances and gamey complexity.*

**Sacred Hill Whitecliff Marlborough Sauvignon Blanc, 2012**

*With a pale straw appearance, its aroma is lifted with ripe gooseberry and sweet citrus peel notes along with hints of lemon grass. The palate is full-textured and bursting with flavour. A tropical medley of fruit with sweet guava and a lingering citrus peel aftertaste is complemented by finely balanced acidity. This is a very expressive and fruit-driven wine with great length of flavour.*

By the glass \$ 50  
By the bottle \$ 240




**ABC Wines of the Month**  
Aberdeen Boat Club 香港仔遊艇會



# Home Wine Delivery March 2014

	\$/Bottle	Quantity	Amount
<b>Wines</b>			
<b>Henkell Trocken Dry Sec, Germany</b> The taste is fresh and tingling, with a lingering finish, while a subtle fragrance suggestive of tropical fruit develops in the bouquet. The finely blended and harmonious composition makes Henkell Trocken a well-balanced, consummate taste experience.	125		
<b>Danzante Pinot Grigio IGT, 2012, Italy</b> A luminous straw-yellow with generous gold highlights. The bouquet is rich with aromas of tropical fruit such as papaya and pineapple, followed by delicate floral notes. The aromatic fruitiness continues onto a generous, full-bodied palate that is wonderfully fresh and lively. A dynamic finish ends on a subtle note of crisp fruit.	125		
<b>Baron de Ley Blanco, 2011, Spain</b> Showing a pale-yellow colour with greenish tinges and appearing clean and bright. In the nose the wine surprises for its expressiveness, developing a very attractive range of exotic aromas, grass and dill traces, making a quite unique performance for a white Rioja. In the mouth the main impression is of great balance between alcoholic degree and acidity, with fairly good structure, making an excellent drinking wine both on its own as an aperitif or accompanying grilled fish or seafood.	100		
<b>Robert Mondavi Chardonnay, 2012, USA</b> In 2012, our Central Coast Chardonnay grapes enjoyed an extended period maturing on the vine, producing fruit with impressively concentrated flavours. The natural roundness of our Chardonnay was enhanced by partial barrel and malolactic fermentation coupled with extended aging on the yeast lees, resulting in a luscious, complex wine. The nose reveals lemon, green apple, nectarine and peach aromas with smoky oak nuances along with enticing vanilla, crème brûlée, brown sugar, and butter flavours. The creamy, mouth-filling palate creates a lush impression and is balanced by a rich, lingering finish. Enjoy this delicious wine with rich seafood, poultry and pork dishes, and also white-sauce pastas such as fettuccine Alfredo, or flavourful, soft-ripening cheeses.	145		
<b>Rosemount Sauvignon Blanc, 2012, Australia</b> Pale-straw with a green rim. This wine erupts on the nose with aromas of nettle, mulberry leaf and blackcurrant, followed by the more traditional tropical characters of passion fruit and green melon. The immense concentration of fruits carries through to the palate with vibrancy and impact. The mouthfeel is soft and juicy but with a focused backbone of tangy acidity. The flavours carry the wine beyond the first sip and long after the flavours of lime.	160		
<b>Danzante Merlot IGT, 2011, Italy</b> The colour is a lustrous ruby-red. The intense bouquet reveals emphatic notes of wild berries, particularly blueberry and wild cherry, followed by hints of black pepper and liquorice. The palate is warm and silky, displaying generous fruit and dense-packed, glossy tannins. The finish seems almost endless with an impressive conclusion.	125		
<b>Twinwoods Cabernet Merlot, 2011, Australia</b> Good dark red with brighter crimson hues and good vibrant density. Ripe and complex cabernet sauvignon, reminiscent of spices and blackberry with hints of oak. The palate has layers of flavour, with red fruits and cherry character. A long and textured palate with good harmony between the tannins and the ripe fruit flavours. A good match with most meat dishes, both grilled and braised, and a good accompaniment to warm hearty meals. Also matches well with hard cheeses.	145		
<b>Rupert &amp; Rothschild Classique, 2011, South Africa</b> Young and vibrant with raspberry aromas, blueberry flavours, roasted pine nuts and a dark chocolate aftertaste. Recommended with roasted duck or glazed pork loin rolls.	165		
<b>Highfield Estate Pinot Noir 2010, Marlborough, New Zealand</b> Aromas of ripe plum, cherry and blackcurrant with well-integrated light oaky spice. Weighty in the mouth with cherry and plummy flavours integrating effortlessly with an abundance of silky smooth and well-developed tannins.	165		

## Free Wine Tasting

All of the above wines will be available for free tasting at the Galley on **Friday, 14 March, 6:30 pm.**

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

*\*Minimum order — 12 bottles and mixed case available.*

Member Name: \_\_\_\_\_ Membership Number: \_\_\_\_\_

Tel (Office): \_\_\_\_\_ Tel (Home): \_\_\_\_\_

Delivery Address: \_\_\_\_\_

Delivery Date: \_\_\_\_\_ Member Signature: \_\_\_\_\_

The total amount will be charged to the Member's account. Order accepted by mail, fax or in person. Contact the Food & Beverage Department at 2555 6216 or fax 2873 2945.

**Deliveries free for order of 12 bottles.** Please allow three working days for delivery. All wines are subject to availability.







*Race report*



# ABC hosts the 30<sup>th</sup> Four Peaks Race



Scintilla in the foreground  
(by Eileen Sze)





Division A start (by Eileen Sze)



Vega (by Eileen Sze)

On 18-19 January, 2014, the ABC hosted the 30th running of its iconic Four Peaks sailing and running race. To win the Four Peaks Race, quick reactions, steely nerves, a sense of humour and lots of endurance are needed.

Getting the race right is a matter of fine teamwork between helmsmen, racing crew, paddlers and runners, all competing against other boats in their division and the clock to beat the record.

Follow the action and the conditions of the race through the log below of FG3 skipper Dr Stephen Davies, who conceived the idea of a sailing race punctuated by runs up and down Hong Kong's mountain peaks. Stephen continues to be one of the driving forces and a consistent competitor in the annual race.

Four Peaks 2014 winners and corresponding trophies also are pictured. The 2014 prize-giving saw major trophies awarded with the assembled crews enjoying stories of the race, with reminiscences of the first race in 1985 and hilarious tales of what can go wrong.

### Record number of entries

A record 35 boats entered the 2014 race, with 30 percent of them this year new to the race. Some 300 hardy crewmembers in total took part in the sailing, transfers to land and night-time peak-running. All the peaks involved were stewarded by volunteers for the finish.

Four Peaks race winners usually have years of experience, and 2014 was no exception. The 2014 winners on corrected time in provisional results were as follows:

Division A line honours went to *Vineta*, a Marten 49, skippered by Helmuth Hennig, which completed the long course in 19 hours and 25 minutes.

Division B line honours went to *FG3*, the J/80 skippered by Stephen Davies, in 21 hours, 1 minute, on the short course.

### Mixed conditions

The 30th running of the race started in glorious, sunny weather and good winds on Saturday, 18 January. While the Saturday start was blessed with sunshine and good winds, crews' patience was tested in the middle of the night with "parking lots" with no wind. A fresh northeasterly woke up everyone for the finish on Sunday.



Stephen Davies helming FG3  
(by Clare Baldwin)

# Log of FG3: ABC Four Peaks Race 2014

## 18th-19th January, the 30th Running

Ship's Company: Stephen Davies, Elaine Morgan, Clare Baldwin, Paul Bayfield, Kam Fung, Sebastien Hesry

Time	Distance	Remarks
<b>18.1.14</b>		
0815		All assembled by 0815 after meeting for breakfast (except Paul coming over from ABC). Five nationalities aboard, six if we count the Welsh and seven if we count Kam's dual nationality – very Four Peaks, very Hong Kong. It had felt like the race would never arrive because, thanks to Elaine, preparations had started so early. But now we all knew each other, knew the race, had the feel of the boat and had knit together as a team. Elaine's masterstroke in a meticulous planning programme. Completed rigging and stowing the boat – food and gear below and stowed; big paddles from rowing shed for emergency propulsion; kite sheets; Lifesling; floating heaving line (with a monkey's fist in the end) that proved a great weehee; engine on transom for the duration.
0830ish	Donkey on 0830	All gone under power for start in Tai Tam Bay. Wind NE gusting 10-15 crossing Repulse Bay, but very in and out. Prudence said keep motoring because we were only making 4+ kts and we have 5+ miles to go.
0940ish	5.1nm Donkey off 0940 (Engine 1h 10m)	Got to start area c. 0940 with 25 mins. to go to our start. Main up. Jilled around start area keeping clear of Div. A and getting a feel for the wind. Course 5 signalled with a windward mark upwind about 0.5 miles, clear of the quarry. Big port tack bias on start line.
1000		Div. A start. <i>FG3</i> on countdown keeping clear of the pack.
1005	5.5nm	Not a bad start at +15s or so after the gun in clear wind, struggling to get over on starboard. Managed to make it 'round windward mark either second behind <i>Javelin</i> or third behind <i>Javelin</i> and <i>No One Else</i> . By the time we'd reachy-fetched over to the west side of Beaufort and got the kite up we were running second behind <i>Javelin</i> , though pretty level-pegging. Gybed downwind through Beaufort Channel and on out towards LCS1. Theory was to stay out in clear airs and the flood tide and not get sucked into the iffy stuff under the lee of Stenhouse. Held <i>Javelin</i> (who ran into trouble in lee of Stenhouse) and <i>Levity</i> , but <i>No One Else</i> smoked through. Can't say the plan worked, though we didn't seem to lose much.
1400ish		We arrived south of Shek Kwu Chau about 10-15 minutes after <i>No One Else</i> but level-pegging with <i>Levity</i> and <i>Javelin</i> . By this time some idiot had turned the fan off. So down kits and fiddle, fiddle, fiddle in very, very faint airs to get across the fast ferry lanes (and their occasionally viciously tall, short, breaking wakes) and on towards Cheung Sha beach. <i>Levity</i> (as it turned out) misunderstood the sailing instructions and donkeyed into the beach (with a very cavalier understanding of where the drop zone began!), getting there 40 mins. before us. <i>No One Else</i> dropped about 30 mins. ahead of us.
15:28:18	32.1nm (26.6nm)	<i>FG3</i> and <i>Javelin</i> dropping very close together – <i>FG3</i> maybe 4 mins. ahead. Seb and Kam away when we reckoned they could (in theory!) paddle faster than we could sail about 100m out from beach. S got it wrong (again!) and dropped about 100m too far E – fortunately <i>Javelin</i> made much the same error. Lewis had fitted the skeg to <i>Javelin</i> 's canoe which meant their guys smoked into the beach hitting sand about 2 mins. after Seb and Kam, who got through the gate one min ahead ... and the race was on. <i>FG3</i> anchored (as had <i>Levity</i> and did <i>Javelin</i> , though <i>No One Else</i> stood well off (they have great paddlers). <i>No One Else</i> 's runners were first to get back at 1647, and although the wind was very light their 200m, 25 min., start saw them doing a horizon job by the time Seb and Kam powered through the bushes onto the beach.
17:15:02		Seb and Kam hands on (1 min. ahead of <i>Javelin</i> 's hands on) after a terrible (and very wet) time getting through the surf line. A great 1h 44m 44s round trip. <i>FG3</i> already anchor-up and stooging around when they hit the beach. The streamed heaving line with the monkey's fist worked once we remembered to stream it and didn't try to heave it and the runners were soon back aboard in good order. Seb and Kam clearly completely knackered and while they sorted themselves out we got sailing in what felt like the end of a dying attempt of a SE sea breeze that gave us <2kts out of the bay, hard on the wind and tacking to make Shek Kwu Chau. <i>No One Else</i> was out of sight and <i>Javelin</i> about 3-5 minutes ahead of us to windward. Meantime the rest of the Div. B fleet had gradually come in under sail, all nine more of them, <i>Ragamuffin</i> the tail-end Charley at around 1815. Fantastic!
1830		We kept ghosting out, but the breeze we'd had close to land died progressively, so by the time we were about half-a-mile WSW of Shek Kwu Chau at around sunset, we were all but becalmed. From that point there was virtually no wind, just the occasional errant puff, though thinking back we probably had 1-2kts of wind much of the time, which we could barely use because of all the power vessel chop that shook wind out of our sails. <i>Javelin</i> 's stern light stayed tantalizingly ahead, sometimes around 50-100m, sometimes 200m+. (It wasn't until later we learned that Lewis had anchored twice when his GPS told him he was going backwards – SD pay attention!) What followed was something like 3 hrs. of drifting, fighting to make whatever way we could in the best direction we could manage towards Lamma. Endless tacks and seemingly zero progress – the log regularly reading 0.0 for long periods on end. The Grumpy Skipper Award was instantly won. But we were creeping forward, the lights of Cheung Chau gradually opening from Shek Kwu Chau. At 2000-ish the moon came up – beautifully red (la lune rousse, a lovers' moon, said Seb) and around half an hour later, at last, puffs of wind that had been in and out for an hour or so – though mostly out – began to settle into a steady E to ENE'ly. By around 2030, with a course to Bumcleft Bay of 1000 give or take 100 and 9.8 miles to go, we were bouncing upwind against the fading flood towards the next drop.
2030ish		At this point SD went below to get warm and get some rest while E took over the deck and she and Paul concentrated on working us upwind. The skipper resurfaced about an hour later (after an epic, cussing struggle dragging clothes over damp skin in a confined space – Grumpy Skipper Award confirmed) and we had four-five or so miles to make – perhaps six or so with tacks. In the end it took the best part of three-and-a-half hours from where the wind kicked in to work our way to the offing of Bumcleft, where we saw <i>Levity</i> (it proved to be <i>Javelin</i> ) preceding us to the drop by a couple of minutes. Nail-biting, teeth-itching stuff.
<b>19.1.14</b>		
0010		<i>Cor Anglais</i> the canoe out and being pumped up. Elaine and Clare, back up on deck hot to trot. <i>FG3</i> making in to get as close to the cleft as possible without running out of water and wind. <i>Cor Anglais</i> over the side and runners and Seb aboard. Good drop.
00:13:44	46.9nm (41.4nm)	Elaine, Clare and Seb ashore – Seb having gamely volunteered to be watch-on-stop-on shore party looking after the dinghy while the ladies did the hill. Elaine and Clare blitzed off up the hill, their lights going like trains, carefully avoiding towing <i>Javelin</i> 's runners, who'd got off-piste and asked for a steer (cheeky buggers). They stormed into the peak control four minutes ahead of the <i>Javelins</i> and charged off back down to Bumcleft. Meanwhile Seb ashore, with us on <i>FG3</i> , watched <i>Banter</i> sail past Bumcleft, wander about, and eventually sail back in to drop their runners. Then, as Clare and Elaine were on finals and <i>Ate</i> arrived, Seb was simultaneously launching <i>Cor Anglais</i> and being the preux chevalier helping ladies from <i>Ate</i> with a heavy dinghy.





FG3 (by Eileen Sze)



Div. B start (by Eileen Sze)



(by Clare Baldwin)



FG3 all smiles (by Riitta Hanninen)



FG3's Sebastien Hesry  
before running up Lautau  
Peak (by Clare Baldwin)



Time	Distance	Remarks
01:37:15	49.9inm (44.4inm) (+3inm jilling about)	Immaculate pick-up as we swung round the back of <i>Cor Anglais</i> trailing the floating heaving line. Great 1h 23m 31s round trip. Almost a copy book pick-up. All hands soon aboard, then <i>Cor Anglais</i> in, genny out and trim on for the beat to Repulse Bay. Hard on port tack, standing out to clear Yuen Kok for a clean tack into Repulse Bay. Very lumpy seas south of Yuen Kok, so great to tack and work swiftly into flatter water. Once on starboard we romped along at 5.5-6 kts, got lucky with ships in the traffic separation scheme and worked into Repulse Bay. Usual iffy winds shifting from E to more NE as we came into the bay, so had to tack up. As we'd come across the separation scheme past Wong Chuk Kok at the SE corner of Lamma, so we'd seen <i>Javelin</i> working out of Sok Kwu Wan where they'd obviously done a Mo Tat Wan pick up – we'd finally got ahead by about 5 mins. Could we stay there?
02:43:09	57.0inm (51.5inm)	Worked into Repulse Bay in four tacks ending up about 25m from the end of the Guan Yin temple pier. Seb and Kam ready ages before the drop because the skipper had got the time into the drop wrong by about 20 mins. ! A very slick drop, beating <i>Javelin</i> by 16 mins. – we had some time in hand now. Clare went in with Seb and Kam to bring <i>Cor Anglais</i> back, which she did in short order. Clare and <i>Cor Anglais</i> aboard and the duck below and we settled in for the beat around to Stanley main beach, where we'd agreed to rendezvous to pick up Seb and Kam at the Windsurfer Association/Sea School end.
0300ish		We had a fast fetchy-reach out of Repulse Bay and across Stanley Bay with Paul and Elaine trimming like demons. By this time the monsoon push had come through with a vengeance and the wind was a steady 12-15, gusting 18-22, sometimes more. Life in the D'Aguilar Channel hard on port tack once we'd rounded Bluff Head (and pretty much missing the wind shadow hole) was lively as a very fast ebb tide ran hard against the wind causing the usual area of big overfalls a mile or so north of Castle Rock. Happily the same strong ebb was lee-bowing us and whizzed us upwind eastwards, so we rapidly opened up Tai Tam and Tweed Island. We tacked over to starboard and after a mile or two hard on the wind, could free off to reach down the NE side of Stanley Peninsula to the pick-up.
0400ish	64.65inm (59.15inm)	We got to the pick-up a good 20-30 mins. before Seb and Kam, so jilled around until we got their phone call saying they were inbound about 10-15 minutes after we'd arrived. We'd been sailing backwards and forwards during this time sniffing the water to try to get a feel of depths. SD didn't sniff enough because as we dropped Clare and <i>Cor Anglais</i> to go into the beach for the pick-up, SD had evidently steered <i>FG3</i> a bit more to windward than on previous runs and the depths had suddenly gone from 17' or so (Fred had left the echo sounder on feet!) to 2.8' under the transducer. <i>FG3</i> draws 4.3' and the transducer is about 1.5' – maybe a tad less – below the waterline. We weren't aground, but the skipper was calling for his brown trousers. Fortunately we didn't ground but it was close and the tide was dropping fast. Where we'd had 20' 20 mins. previously, we were now finding only 15-17' and falling. Clearly we couldn't get in as far to do the pick up as we had with Clare to drop her. It was going to be a long, tough paddle straight into the wind to get <i>Cor Anglais</i> to where we could safely recover the runners.
04:30:05	66.65inm (61.15inm) (2inm jilling about)	Poor Clare, Kam and Seb had to paddle about 150-200m into the wind before we could get to them, but when we did it was a slick and practiced pick-up. Seb and Kam had managed a fantastic 1h 44m 44s from the Guan Yin temple, up Violet Hill and back round the catchment and down through Stanley to the beach. Meantime, what we thought was <i>Levity</i> (and proved to be <i>Javelin</i> ) was jilling around to windward shaping to pick up their runners. They seemed to us to be risking going aground (though later Lewis told SD they'd recce'd the waters and he knew he was OK ... just) but their runners came tearing onto the beach only five or so minutes after Seb, Kam and Clare had set out in <i>Cor Anglais</i> , getting back to <i>Javelin</i> at 0437 and pulling back six of the minutes they'd lost between Stenhouse and Violet.
04:45:25	68.09inm (62.59)	We had a fast reachy-fetch across the bay that turned into a hard beat as we got to the south side of the quarry, giving us a dead headwind into the drop-off. SD decided (in the interests of the team and because he's fat and idle) that he'd be more use aboard, given the wild, swinging, bullet-gusty winds barreling down alternately off the gap and around the headland and the fact that he was going to be a lot slower than Clare on the ground. So Clare and Seb (showing incredible stamina and grit (!'m stubborn, he said (a Breton, tête comme un âne))) got themselves ready and <i>Cor Anglais</i> was brought on deck and pumped up ready to go. With the wind straight off the beach and swinging wildly, and the rip-rap of the quarry shelter wall close under our lee, we had no option but to drop them 100m off the beach, though in dead-flat water.
0505		Poor Seb had only had 15 minutes' respite since his marathon effort with Kam and must have been completely whacked, and it was heroic of him to volunteer to go. After a 5-7 minute paddle into the wind he and Clare were soon moving quickly up the river bed (which it turned out later <i>neither had ever been up or down before!</i> ). Twenty-three minutes after they'd got away and 15 or so minutes after they'd hit the beach, <i>Javelin</i> made in, anchored and got their runners away. By this time Seb and Clare were over halfway up to the road and going strongly. Having picked up six minutes on the Violet Hill run and pick-up, <i>Javelin</i> had managed to drop all of that and another four minutes on the sail across. This was proving to be one tough, unforgiving competition.
06:10:05	71.59inm (66.09inm) 3.5inm jilling about)	<i>FG3</i> whizzed backwards and forwards reaching under main between the rip-rap of the quarry shelter wall and Pillbox Point, occasionally getting flattened by some of the more humungous bullets hurtling down the hill and sometimes getting back-winded by turbulence. Eyes were anxiously watching for Seb and Clare's lights because by this time we'd realized that <i>FG3</i> might <i>just</i> be the lead boat and first to Peak 300, since we didn't seem to have seen anyone else (or <i>No One Else</i> ) ahead of us. (Later Jack told us that <i>No One Else</i> had been even worse kyboshed by the Shek Kwu Chau hole than we were – they didn't drop at Lo So Shing on Lamma until 10 minutes after us in Bumcleff.) There was no call from Seb and Clare, but Elaine made contact and learned they were in-bound. Around the same time we saw lights ... and then more coming up fast from behind. <i>Javelin</i> 's runners had put in a fantastic time (it turned out the fastest at just over an hour) and were breathing hard on Seb and Clare's heels. Seb and Clare hit the beach fast and we watched, anxious as hell, as they quartered back and forth looking for <i>Cor Anglais</i> that obviously wasn't where they'd left it. All the time those other lights were pouring down the river bed. Hurry, hurry! Eventually <i>Cor Anglais</i> was found at the water's edge, probably blown there by the screaming gusts of wind rocketing across the beach. In retrospect we were very lucky the canoe wasn't blown into the water since the chances of us on <i>FG3</i> spotting it, chasing it, getting someone into it (hoping the paddles were still aboard or on the beach) and back to the beach would have been <i>very</i> slim. ( <i>Moral: always tie the canoe off onto something strong and fixed.</i> ) Meantime the <i>Javelin</i> runners hit the beach and as Seb and Clare paddled furiously for <i>FG3</i> , began screaming that Seb and Clare had stolen their boat. All same had happened to them as had happened to Seb and Clare and their canoe too had been blown down the beach. It was a very helpful delay for us while they confused themselves. They got back to <i>Javelin</i> just one minute after Seb and Clare were hands-on ... and then for <i>Javelin</i> disaster struck because their anchor had fouled and they couldn't get it back (eventually they abandoned it for the Club to find (successfully) later) – it cost them 15 minutes.
0615		It was a perfect pick up and Seb, Clare and <i>Cor Anglais</i> were soon back aboard and <i>Cor Anglais</i> struck below. The winds were a bit iffy to begin with until we gybed away to Stanley Prison, picked up a clean wind and began to sprint for the finish. E and the skipper had agreed that percentage sailing said white sail work to the finish. We were all tired and a screw-up could cost us the race since, Seb and Clare had confirmed, we'd been first to Peak 300, so <i>FG3</i> was the leading Div. B boat. Fortunately the wind was more NE'ly than anything thanks to the monsoon push, and so great for gybing downwind to Chesterman. We stood out well into the D'Aguilar Channel, flopping over for Chesterman once it was broad on the starboard bow. We screamed along, hitting 10 kts once, though never quite managing the 13.5 kts we'd managed near Castle Rock on the way to Lantau. We sighted Chesterman as dawn began to break behind us – its VQ6+1L very obvious in the dark ahead. In the grey light of pre-dawn we passed <i>Ra muffin</i> thumping to windward towards Peak 300. Little did we realize that Stephen Hilton had most carefully construed the rules and worked out that he could pick up his Violet Hill runners and drop off his Peak 300 runners at the same place. With the chosen spot being the Hobie beach and just six minutes between Violet Hill hands-on and Peak 300 hands-off, it proved a brilliant tactic that won <i>Ragamuffin</i> the Div. B race on handicap by over 1hr on corrected time!
0640		We rounded Chesterman in fine order – E doing a great job throughout the race navigating when we needed bearing and distance to the next mark, and she and Paul always on hand trimming, trimming, trimming – and headed in to leave Round Island to starboard for the finish. As we came into Repulse Bay, so we met <i>Stella</i> and <i>Explorer</i> of Div. A coming in from Lamma. The first Div. A boat, <i>Vineta</i> , had finished one and half hours ago and <i>Whiskey Jack</i> , <i>Kei Lun</i> , <i>Wicked</i> and <i>Blackjack</i> had filled the gap.

Time	Distance	Remarks
07:06:15	78.59inm (73.09inm) Donkey on 0715	<i>Stella</i> crossed at 07:02:14 then us, tacking on top of the ODM to cross at 07:06:15, with <i>Explorer</i> hot on our heels at 07:06:28. To our collective and huge delight <i>FG3</i> got the Div. B gun ( <i>Javelin</i> came in 16:53 later at 07:23:08, <i>White Crane</i> at 08:03:52 and <i>No One Else</i> at 08:07:43). Whoops of joy before E had to scurry below to ensure we were ready for the scrutineering that had just been communicated on VHF. Meantime we'd run into the headwinds out of Deepwater Bay, so had rolled the genny and got the donkey refueled to motor in. Dave Rees arrived in the ABC runabout as we were motoring between Middle Island and Brick Hill and came aboard to scrutineer. We passed with flying colours (more excellent E organization) and chugged on into our berth, getting alongside at around 0730.
0730ish	80.59inm (75.09inm) Donkey off 0735 (engine 20m)	By 0830 we were mostly squared away, by 0900 breakfasted, taking the ferry back to ABC, Kam, Clare and Seb heading for home.
<b>FG3 results:</b>		<b>Div. B Line Honours, Div. B 1st ABC Boat, 1st J/80 Div. B 2nd on Handicap, Veterans' Vat</b>



Div. B winner Ragamuffin  
(by Eileen Sze)



Div. A start (by Eileen Sze)



Javelin took an early lead  
(by Eileen Sze)



# 2014 Four Peaks Winner List

Type	Div.	Perpetual Trophy	Description of Perpetual Trophy	Actual	Winner Name
Running	All		All Four Peaks Runners	All Four Peaks Runners	<i>Brizo</i> - Rob Broomhead <i>GA</i> - Raymond Lo <i>GA</i> - Thomas Sit <i>GA</i> - Tommy Lee <i>No One Else</i> - Choi Fu Loi <i>Red Kite</i> - Ryan Whepan <i>Red Kite</i> - Ben Lee <i>Talkinghead</i> - Ng Sheng Yan <i>Tipsy Easy</i> - Yung Ha Kuk Victor <i>Tipsy Easy</i> - Yiu Natalie <i>Vega</i> - Himson Wong
Running	All		Peak Prizes	Fastest Runners	<i>Wicked</i> - Mark Western <i>Wicked</i> - Michael Hazen Lantau Peak - <i>Wicked</i> - Mark Western Lantau Peak - <i>Wicked</i> - Michael Hazen Violet Hill - <i>Stella</i> - P Niel Violet Hill - <i>Stella</i> - C Sutherland Mt Stenhouse - <i>Kei Lun</i> - Jonathan Garnett Mt Stenhouse - <i>Kei Lun</i> - Peter Symonds Peak 300 - <i>Javelin</i> - Lewis Cerne Peak 300 - <i>Javelin</i> - Pieterjan Vanbuggenhout
Running	All	Atalanta's Anchor Award	Top Female Runner	Top Female Runner	<i>Tipsy Easy</i> - Yiu Natalie (endurance) <i>Mojito</i> - Nicole Arnulphy (speed)
Running	B	Fourmost Flagon	First boat in Division B with skipper and crew with most hills run.	Div. B - Most Hills Run	<i>No One Else</i> (Winner) <i>Vega</i> (All Crew Climb Hills)
Running	A	MTL Sprightly Skipper's Salver	First boat in Division A on HKPN corrected time (all crew including skipper ascended at least one peak)	Div. A - All Crew Climb Hills	<i>The Farr Side</i>
Sailing	J80	J/80 Jackpot		J/80	<i>FG3</i>
Sailing	B	ABC 4 Peaks Race Div. B Trophy	First to finish in Division B	Div. B - Line Honour	<i>FG3</i>
Sailing	A	All The Way Prize	First in Division A on HKPN corrected time to continue racing and complete the full course in the event that the race is shortened.	Div. A - All The Way	
Sailing	B	Tilman Trophy*	First ABC boat to finish in Division B	Div. B - 1st ABC Boat	<i>FG3</i>
Sailing	B	Veteran's Vat	First boat in Division B on HKPN corrected time with highest overall average of crew and skipper over 45	Div. B - Most Age	<i>FG3</i>
Sailing	B	Seabird Horn	Last boat to finish in Division B	Div. B - Last	<i>Ate</i>
Sailing	B	Edwin Palfrey Trophy	First monohull on HKPN corrected time in Division B	Div. B - HKPN - 1st	<i>Javelin</i> - 3rd <i>FG3</i> - 2nd <i>Ragamuffin</i> - 1st
Sailing	A	International Trophy	First to finish in Division A	Div. A - Line Honour	<i>Vineta</i>
Sailing	A	Bimblegumbie Bucket*		Div. A 1st ABC Boat	<i>Jarrah</i>
Sailing	A	ATAL Trophy	First multihull on HKPN corrected time	Div. A - Multihull - 1st	
Sailing	A	Fiddler's Folly Flask	Last boat to finish in Division A	Div. A - Last	<i>GA</i>
Sailing	A	Geriatric Jug	First boat in Division A on HKPN corrected time with highest overall average of crew and skipper over 45	Div. A - Most Age	<i>Vineta</i>
Sailing	A	Four Peaks Race Cup	First on HKPN corrected time Division A Class II & III	Div. A - Class II & III - HKPN - 1st	<i>The Farr Side</i> - 3rd <i>Darling</i> - 2nd <i>Red Kite</i> - 1st
Sailing	A	San Fernando Trophy	Overall Winner: First on HKPN corrected time in Division A	Div. A - HKPN - 1st Monohull	<i>Whiskey Jack</i> - 3rd <i>Wicked</i> - 2nd <i>Kei Lun</i> - 1st
Sailing	A	Four Peaks Race Shield	First boat on IRC corrected time in Division A Class I	Div. A - Class I - IRC - 1st	<i>Wicked</i> - 3rd <i>Kei Lun</i> - 2nd <i>Whiskey Jack</i> - 1st
Running	All	Fragrant Harbour Spirit of the Race Award	Best representation of the Four Peaks challenge (decided by Race Committee)	Best Representation	<i>Scintilla</i> - Nick Lo & Kenneth Chan



# 2014 Four Peaks Prize-giving: Winners and Trophies



FG3, ABC Trophy, Tilman Trophy,  
J/80 Jackpot, Veteran's Vat,  
HKPN Div. B 2nd



MC and FG3 skipper Stephen Davies  
and Vera Au of race sponsor Jenfaith



GA, Fiddler's Folly Flask



Wicked, Div. A Class I  
HKPN 2nd & IRC 3rd





Jarrah, Bimblegumbie Bucket



Whiskey Jack, IRC 1st, HKPN  
Div. A Class II 3rd



The Farr Side, Div. A Class II 1st  
Sprightly Skipper's Salver



Kei Lun, HKPN Div. A 1st IRC 2nd





Ate, Seabird Horn



No One Else, Fourmost Flagon



Javelin, Div. B HKPN 3rd and Peak 300 fastest



Ragamuffin, Div B. HKPN 1st



Vineta, Line Honours Div. A and Geriatric Jug





## Race report

# Jebsen Marine ABC Waglan Races 4 and 5 Sunday, 15 December, 2013

Red Eye

By Philippe de Manny, photos by Eileen Sze

On Sunday, 15 December, on the first cold and rainy day for a long time, the ABC ran Waglan Series races 4 and 5, consisting of two geometric courses in the south Lamma channel.

The Hong Kong Observatory for once had it right, forecasting a fresh (force 5,

about 31 km per hour) northeast wind, with waves between one metre to 1.5 metres high. The waves though proved much smaller than expected, making the race a little bit more enjoyable.

After the race officer (me) set the 0.9 nautical mile windward-leeward course,

Division A was given a three-lap race, or just over 5 nm to cover in a maximum of 90 minutes; while Division B had two laps or 3.6 nm to sail.

A total of 14 yachts in Division A, four yachts in Division B and four J/80s competed in both races.

Despite the strong and steady wind conditions, the course proved too long for both fleets and the first race had to be shortened in order for most of the fleet to have a fair finish. This shortening decision calls for some technical explanations that follow this report, for novices.

For the day's second race, a similar course was given to the racers, but this time to avoid shortening the course had a much smaller windward leg of .6 nm.

Full results are on the website, but Dr Stephen Davies on *FG3* took first place in both J/80 races. Robert Sallons on his Beneteau First 31.7, *Banter*, did the same in Division B. Marcel Liedts on his Sydney GTS 43, *Elektra*, took both IRC results and HKPN in Waglan 5 Division A, while John Woo on *Andiamo*, an Archambault A35, managed to take the HKPN cup for Waglan 4.

Immediately following the second race, the annual Commodore's cocktail gathering on Middle Island was much welcomed by all sailors, who stayed for the prize-giving. I leave it to you to decide if the races were exhausting or the food and drinks particularly good, given the amount of hot chocolate, mulled wine, turkey and ham consumed that late afternoon.

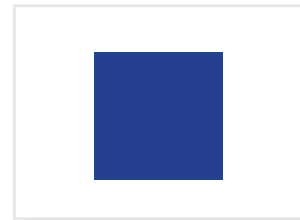
### Waglan 4

BOAT	SKIPPER
<b>DIVISION A IRC</b>	
1 <i>Elektra</i>	Marcel Liedts
2 <i>Andiamo</i>	John Woo
3 <i>Intrigue</i>	Dr. Ian Nicholson
<b>DIVISION A HKPN</b>	
1 <i>Andiamo</i>	John Woo
2 <i>Jailbreaker</i>	Michael Tsui
3 <i>Elektra</i>	Marcel Liedts
<b>DIVISION B</b>	
1 <i>Banter</i>	Robert Sallons
2 <i>Aquarius</i>	Josephine Cheng
3 <i>Jade Cove</i>	Ken Wong
<b>J/80</b>	
1 <i>FG3</i>	Dr. Stephen Davies
2 <i>Jailbreaker</i>	Michael Tsui
3 <i>Javelin</i>	Lewis Cerne

### Waglan 5

BOAT	SKIPPER
<b>DIVISION A IRC</b>	
1 <i>Elektra</i>	Marcel Liedts
2 <i>Intrigue</i>	Dr. Ian Nicholson
3 <i>Chasse Spleen</i>	Philippe Delorme
<b>DIVISION A HKPN</b>	
1 <i>Elektra</i>	Marcel Liedts
2 <i>Chasse Spleen</i>	Philippe Delorme
3 <i>Jailbreaker</i>	Michael Tsui
<b>DIVISION B</b>	
1 <i>Banter</i>	Robert Sallons
2 <i>Jade Cove</i>	Ken Wong
3 <i>Aquarius</i>	Josephine Cheng
<b>J/80</b>	
1 <i>FG3</i>	Dr. Stephen Davies
2 <i>Jailbreaker</i>	Michael Tsui
3 <i>JeNa PaBe</i>	Ben Chong






Flag "S"

### **Shortening a race**

According to the ISAF, reasons to shorten a race include an error in the starting procedure, foul weather, a mark missing or out of position, any reason directly affecting the safety or fairness of the competition, and insufficient wind making it unlikely that any boat would finish within the time limit.

A race officer must decide exactly where to shorten a geometric course. Optimizing the sailing time is the main goal, without detriment to faster boats that would benefit from a longer course and to the advantage of slower boats that would benefit from a shorter course on their corrected time.

The shortened course is signalled to the first boat of a particular division or class before it crosses the finishing line by displaying flag "S" with two sounds. One division in the race is shortened so crews may see one division's flag with flag S only. 

*Competition report*

# ABC High-Performance Teams at the Australian 29er Nationals

By Rory Godman and Lauren Mead



Lauren Mead (L) and Nagisa Sakai (by Rory Godman)

**BORRELLI  
WALSH** 保華

**PERONI**  
ITALY

**SLAM**



**Rory Godman, ABC Dinghy Sailing Coach:** Over the Christmas period, the Aberdeen Boat Club sent three 29er sailboats to the Australian 29er National Championships that were held at Melbourne's Royal Brighton Yacht Club. The Nationals had 58 entries from four countries.

Upon our arrival, we had some great and very welcome help from frequent-ABC Race Officer Greg Sinclair and former ABC member Mike Hodgson, who both helped us move our boats from the Melbourne container park to the yacht club.

The weather was perfect, with wind every day at 15 to 20 knots, which made for some great racing.

In total, 16 races were sailed, with the three ABC teams improving all through the week.

#### **First international bullet**

Yann D'Argenlieu and Nathan Bradley finished very well. In fact, they scored a first on the last day of the Nationals; their first international bullet.

With the Asian Games and the ISAF Youth Worlds coming up later this year, participating in the Australian Nationals was a great stepping stone for us to achieve our targets as we build toward taking part in these big events.

The ABC would like to thank our sponsors Slam, Peroni, and Borrelli Walsh. Without them, we would not be able to achieve such great results.

#### **Melbourne review**

*Lauren Mead:* Since September 2013, there has been a new all-girl 29er team on the block at Middle Island. Helm Nagisa Sakai (fourth at the Laser 4.7 Europeans 2011) and Lauren Mead (navigator from EFG Bank Mandrake) joined forces in mid-October 2013 to stir up the baby-skiff fleet in Hong Kong, with an eye to compete at the Asian Games in Korea in September 2014.

With just eight weeks' experience in the boat together, Nagisa and I flew to Melbourne to take part in the Australian 29er National Championships, run out

of Royal Brighton Yacht Club from 29th December – 3rd January. With a fleet of 58 boats, eight of whom placed in the top 20 at the World Championships last year, we knew that the competition would be fierce. Coupled with Melbourne's legendary sea breeze conditions, the regatta was sure to be a world-class event.

Three boats were shipped from the ABC down to Melbourne thanks to SLAM, Peroni, and Borelli and Walsh, who sponsored a large part of the trip. Alongside Sakai and Mead (Team Hong Kong Phooey) the ABC contingent also featured Yann D'Argenlieu and Nathan Bradley, who had competed together in Europe last summer and who went to Melbourne with a goal to finish in the top 10. A third team, Mark Wright and Russell Aylsworth, sailing in their first overseas event together, completed the Hong Kong line-up.

#### **Notoriously gusty and choppy**

Training in Hong Kong before Melbourne was limited to conditions of 15 knots or less, so we all knew we would have a steep learning curve ahead of us as Melbourne is notoriously gusty and choppy. Arriving on the 27th, we unpacked the boats from the container and got ready to get straight on the water on the 28th for the pre-regatta practice race.

The 28th dawned sunny and breezy, with a steady 15kts from the SW from the moment the sun



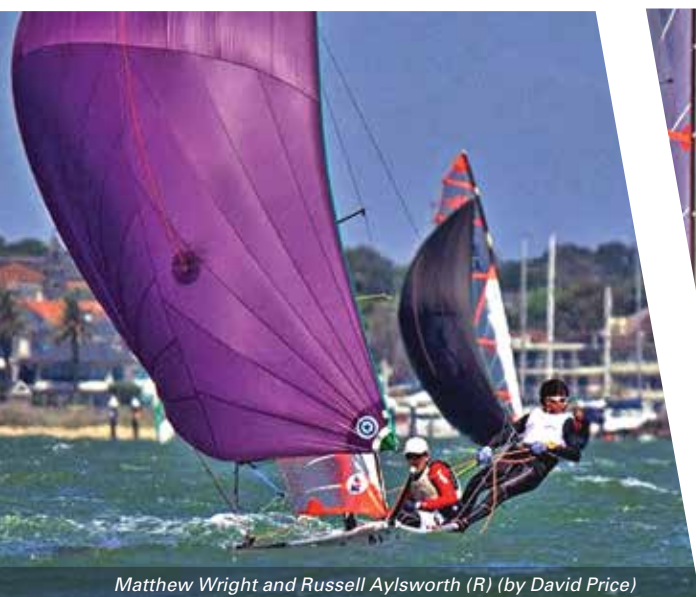
*Nagisa (L), and Lauren (by Rory Godman)*



*Nathan Bradley (L) and Yann D'Argenlieu (by David Price)*



*Nathan and Yann (R) (by David Price)*



Matthew Wright and Russell Aylsworth (R) (by David Price)



Nagisa and Lauren (R) (by David Price)

rose. The practice race we were looking forward to never materialized, however, as a prudent race officer had been following a forecast that predicted a sudden swing in wind direction, accompanied by gale force winds mid-afternoon – and that forecast was spot on.

At 2:30 pm a strong 40-plus knot wind set in, preventing any 29ers getting off the beach that day – although we did get to observe some pretty intense 49er training during the morning which gave us all something to dream about (one day!).

The regatta schedule was a busy one, with four races per day in a 16-race series. Each race session was planned to begin at 2 pm as this allowed the sea breeze time to come in. This proved to be consistent all week, and we were never racing in less than 15kts, apart from the early afternoon races on the 31st that were in wind a bit lighter.

For the Hong Kong team, conditions were challenging as they were so radically different from the conditions we sail in normally. Choppy waves, consistently strong, shifting gusts and a big fleet were all factors demanding we change gears from our usual Hong Kong mode to fight for position on the scoreboard.

### Critical starts

For Team Hong Kong Phooey, we found that our starts were a critical area of focus. A good start saw us posting results in the high 20s, whereas a bad start with dirty air from other boats could see us finishing anywhere from the late 20s to

late 30s. Whilst it is true for all boats, in the 29er fleet in particular, a good start with clear air will set the tone for the entire race. With races lasting on average 35-40 minutes (two laps of a windward-leeward course) there was not much time after a poor start to stage a comeback.

We saw this most clearly on the last day of racing, when a “we’ve got nothing to lose” sense of aggression saw us forcefully pushing for the line and demanding space from the boats around us. We shot off the pin-end in clear air and rounded the windward mark in third place – a pretty sensational feeling, only enhanced by the fact that our teammates Nathan and Yann were leading the entire race in first place. Looking back to see 55 spinnakers behind us, we decided this was something we rather liked!

A bunch-up at the leeward gate, however, saw us slip to seventh place by the end of the race, but it proved to us that we could match the best of the fleet for speed if we could just get off the start line cleanly.


### Rocket-ship start

We decided to repeat this magic formula for the final race of the series, with Nagisa placing us perfectly for another rocket-ship start. Heading up the first beat in fifth place, with a clear lane, we came unstuck when a port-tack boat coming back across the course refused to acknowledge our right of way, forcing us to avoid a collision by bailing out at the last second and sending us straight

into a capsize. The infringing boat did turns after the incident, however our race was over as after righting the boat we rounded the windward mark far back in the fleet, finishing 33rd in the final race.

Overall we finished 32nd out of the 58-boat fleet. Whilst not the result we were hoping for at our first international event in a highly competitive fleet, we still proved we have the potential to challenge for the top spot once we got our heads around the big-fleet tactics and starting strategy. Moreover, we identified a number of key areas to work on now that we are back in Hong Kong so that when our next international event comes ‘round we are prepared for the different style of racing that overseas regattas demand.

ABC teammates Nathan Bradley and Yann D’Argenlieu finished 14th overall, while Mark Wright and Russell Aylsworth finished in 45th. We would like to thank our coach, Rory Godman, for his verbal coxing and tips on the water in Melbourne. Thanks also go to Clyde Bradley for all of his support off the water each day, cooking for the team and generally putting up with us all!

Our sights have been firmly set on the Hong Kong 29er Nationals in mid-February. With 10 local teams and two international teams confirmed, this regatta is shaping up to be the toughest Hong Kong 29er Nationals yet, showing how quickly and enthusiastically the class is growing in Hong Kong. 





(by Rory Godman)

## ABC final results in the Australian Nationals:

### 2nd place team, Girls

Nagisa Sakai and Lauren Mead

### 3rd place team, Juniors

Matthew Wright and Russell Aylsworth

### 14th place

Yann D'Argenlieu and Nathan Bradley

### 32nd place

Nagisa Sakai and Lauren Mead

### 45th place

Matthew Wright and Russell Aylsworth



(by David Price)

**BORRELLI**  
**WALSH** 保華

**PERONI**  
ITALY

**SLAM**





Julian Chawla and Cedric Wong

# ABC Inaugurates Hong Kong RS Feva Club Championships

11 and 12 January 2014

Words and photos by Kevin Lewis

The RS Feva is a two-person dinghy ideal for teenagers and smaller adults. It was first designed in 2002 and since then has gained huge popularity, particularly in Europe. The first World Championships took place in 2006, and the latest 2013 Worlds, in Italy, attracted 171 entries from over a dozen countries.

Here in Hong Kong, the ABC leads the way in promoting the Feva as more than just a training boat. As a proper, two-person dinghy, complete with Asymmetric Gennaker and Mylar race sails, it's an ideal intermediate trainer for younger sailors who may be too light to sail a Laser 2000 or race a 29er. Our club uses its six Fevas extensively for training, but we also run a successful Junior Feva Squad.

The idea behind the Club Championships was to promote the Feva as an exciting and challenging boat, and to lay the groundwork for a possible National Championship and even larger Feva events hosted here in Hong Kong in years to come.

Day one of the inaugural competition saw ideal conditions with 12-18 knots of wind and bright sunshine. Racing in Stanley Bay was challenging and exciting, and RHKYC's Julian Fung and Thorwen Uiterwaal dominated with two firsts and a second.

The leading ABC sailors, George Burkett and Viplav Tandon, suffered gear failure during the first race and retired, but came back with a first and a third in the next races, showing they were still in with a chance. Across the fleet many of the younger, lighter sailors were struggling to keep their boats flat, and most opted not to fly Gennakers downwind, much to the disappointment of all coaches present!

With three races completed on Saturday in windy and ideal conditions, competitors returned on Sunday to almost no wind! With the fleet in Stanley Bay, Race Officer Tim Fuk and the ABC's Kevin Lewis struggled to set a course and to their great relief, eventually managed a short windward-leeward in winds of five knots and less.



First start on day 1 of the regatta





Overall winners Julian Fung and Thorwen Uiterwaal with Commodore John Berry



Second overall, ABC sailors George Burkett and Viplav Tandon with John Berry

After some delays and course changes, slightly more breeze arose eventually leading to the completion of two more shorter races, giving the Championship six races with a discard. Julian Fung and Thorwen Uiterwaal continued to sail well and won the championships convincingly. The battle for second place was much closer, and with their retirement on day one, ABC's George Burkett and Viplav Tandon had it all to do in the last race to secure the spot.

After a poor start, George and Viplav eventually managed a fourth place, just enough to secure second overall ahead of Emma Fung and Lana Davies. Prizes were also awarded to the youngest competitor (Matthew Clarke, age 11) and first lady helm (Emma Fung).

Thanks go to the ABC for sponsoring the event, and also to Sky International who are the agents for RS in Hong Kong, as well as Riki Hooker at RS headquarters back in the UK.

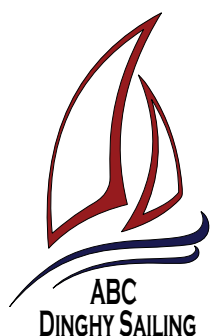
Tim Fuk did a great job running the races, assisted by ABC members Felix Mak, Alison Treasure, Diana Bruce and Cecile Martin. Angela in the office also sourced some great prizes, and we also now have a nice perpetual trophy to award each year! Finally, a big thanks once again to the ABC's David Tait who again lent us his boat, *Contented Cloud*, to act as committee boat. H



ABC team at the RS Feva Championships



ABC's Harriette Edmonds (L) and Andrea Chawla working hard to keep the boat flat





# Easter 2014 Youth and Adult Sailing Programme

The Easter school holidays, with great wind, are about the best time to sail! Apply early, as Easter tends to be our most popular time to sail—courses quickly become full, especially our Optimist Junior activities. As usual, full details are on our website, [www.abclubhk.com](http://www.abclubhk.com), and also are available from Sailing Secretary Angela Ho at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com)

**Application Deadline**  
**Friday 4 April**

Date & Time	Junior Course	Activity	Eligibility	\$ Cost (Member/Non-member)
<b>Week 1</b>				
Sat 5, Sun 6 & Sat 12 April		ABC Assistant Instructor Course	Age 14 – adult; passed HKSF L3	1,560 / 2,340
Sat 12 – Weds 16 April AM	✓	Optimist Stage 1	Age 7 – 11; can swim with confidence	864 / 1,300
Sat 12 – Weds 16 April PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Sat 12 – Weds 16 April PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Sat 12 – Weds 16 April		HSKF Level 3 Improver Course	Age 11 – 18; passed HKSF Level 2 with 1 year's sailing experience since	2,600 / 3,900
Sat 12 – Mon 14 April		RS Feva Introduction Course	Age 12 – 18; passed HKSF Level 2	1,560 / 2,340
Tues 15 – Thurs 17 April		Laser 1 Introduction Course	Age 11 – adult; passed HKSF Level 2	1,560 / 2,340
<b>Week 2</b>				
Thurs 17 – Mon 21 April AM	✓	Optimist Stage 1	Age 7 – 11; can swim with confidence	864 / 1,300
Thurs 17 – Mon 21 April PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Thurs 17 – Mon 21 April PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Thurs 17 – Mon 21 April		HSKF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with confidence	2,600 / 3,900
Sun 20 April		Sailing Trip	Age 13 – adult; passed HKSF Level 2	608 / 912 adult 520 / 780 youth

**Application Deadline**  
**Friday 14 April**

<b>Week 3</b>				
Tues 22 – Sat 26 April AM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	864 / 1,300
Tues 22 – Sat 26 April AM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	864 / 1,300
Tues 22 – Sat 26 April PM	✓	Optimist Stage 4 Race Intro	Age 7 – 11; passed Optimist Stage 3	864 / 1,300
Tues 22 – Sat 26 April		HSKF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with confidence	2,600 / 3,900
Thurs 24 – Sat 26 April		3 day Pico / Feva Supervised Practice	Age 11 – 18; passed HKSF Level 2	1,560 / 2,340
Tues 22 – Weds 23 April		RS Feva Gennaker Introduction	Age 12 – 18; passed RS Feva Introduction	1,040 / 1,560
Tues 22 – Fri 25 April		ABC Four-day Introduction to High-Performance Sailing	Age 13 – 18; applicants must hold HKSF Level 3	2,080 / 3,120
Tues 22 – Sat 26 April		High-Performance Advanced Skills, HKSF	Age 13 – 18; applicants must hold HKSF Level 3 and have one season of sailing since	2,600 / 3,900





After the cooler Hong Kong “winter,” the ABC sailing office is now gearing up for a busy spring 2014 with lots of dates for the diary, keeping everyone active on the water!

## Adult Beginner Dinghy Courses

ABC restarts its popular Learn to Sail programme. Each course runs for five days; successful participants are awarded an HKSF Level 1 or 2 Certificate. Pico and Laser 2000 dinghies are used.

March: 1, 2, 8, 9, 15	June: 8, 14, 15, 21, 22
March: 22, 23, 29, 30, Apr 5	July: 5, 6, 12, 13, 19
April: None	August: 2, 3, 9, 10, 16
May: 1, 3, 4, 6, 10	August: 17, 23, 24, 30, 31
May: 11, 17, 18, 24, 25	September: 6, 7, 9, 13, 14

## Laser 2000 Course 16, 22 and 23 March

A three-day introduction to the Laser 2000 dinghy, including Gennaker use and introduction to racing. An ideal next step for those who have completed a beginner’s course, or who have not sailed for a while and feel they need a refresher.

## Sailing Trip Sunday 20 April

An opportunity to take part in a longer dinghy cruise and sail away for lunch either to Stanley, Po Toi or Tai Tam. Open to adults and teenagers, and an ideal family activity!

## Laser 1 Courses: 15, 16 and 17 April and 1, 7 and 8 June

The Laser 1 is the world’s most popular single-handed dinghy. This three-day course is open to adults and teenagers and will introduce all three rig sizes and basic skills needed to efficiently sail a Laser 1.

## Joint Club Dinghy Racing

All members are welcome (and encouraged) to support the joint ABC – RHKYC Dinghy Race Series. Races take place afternoons on the following dates:

Spring 1 & 2	Sunday 9 March (Host is ABC)
Spring 3 & 4	Sunday 23 March (Host is RHKYC)
Spring 5 & 6	Sunday 6 April (Host is RHKYC)
Spring 7 & 8	Sunday 13 April (Host is RHKYC)
Spring 9 & 10	Sunday 4 May (Host is ABC)
Spring 11 & 12	Sunday 11 May (Host is ABC)
Spring 13 & 14	Sunday 25 May (Host is RHKYC)

## 2014 Aberdeen Asset Management Inter-School Sailing Festival, 15 and 16 March

One of the most important youth events in the sailing calendar, this weekend festival of sailing attracts over 150 sailors from more than 15 local schools. Held directly off Middle Island and organised by our friends at RHKYC, ABC supports the event with dinghies, sailors and support boats. Find out more at <http://www.rhkyc.org.hk/Inter-School.aspx>

## ABC Waglan Cruiser Series

The ABC Waglan racing series continues with three more races to complete the series. It’s very close at the top of both IRC and HKPN divisions, so all to play for!

Sun 2 March	Waglan 8 & 9
Sun 16 March	Waglan 10
Sun 6 April	Waglan re-sail date

## RHKYC Nations Cup: Saturday, 8 March

Any boat can enter under the latest Around the Island handicaps: that’s anything from a Laser, through J/80s and Hobies, up to *Jellic*. The unique feature is that everybody on board an individual boat must be of the same nationality. This year, for the first time, competitors will contest the Vic Locke Memorial Trophy. Details <http://www.rhkyc.org.hk/NationsCup.aspx>

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