



2015/03
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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

The 31st ABC Simpson Marine
Four Peaks Race

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in Hong Kong and Australia

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Cover photo by Barry Hill:

ABC boat Ragamuffin, skippered by Stephen Hilton,
during the 2015 Simpson Marine 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

The 31st Four Peaks Race starting on 31st January achieved another record entry, this time of 40 boats.

There were around 320 sailors/runners plus scores of volunteers and staff, a truly remarkable effort orchestrated by our Sailing Committee and ABC management.

Thanks go to our race sponsor, Simpson Marine, who also will enter the race with one of their Beneteaus in 2016. Thanks too go to long-term supporter *Fragrant Harbour*, which presented the Club with a record of its articles on all the Four Peaks races they covered from its inception in 1985, a

valuable record for the club's history/archives. These files are now on the Club's website.

Following the resignation of David Tait from the post of Vice Commodore, Mark Clift was elected to take the position. I thank David for his strong support to the General Committee over the years, and in particular, for his energy and achievements in pushing forward the further development of Middle Island. I would also welcome Eric Chow who has been co-opted to join the General Committee.

I wish you all a happy and prosperous Year of the Goat.



See you on the water.

John Berry
Commodore

Development Report

I am pleased to have been appointed as the new chairman of the Development Committee following the good work undertaken by David Tait and Mark Clift since 2012.

Our Middle Island facility provides an oasis for families and sailors alike at weekends, public holidays and special occasions. During the last few years, the participation in our dinghy sailing training programmes has increased significantly and the usage by members chilling out with a barbecue has continued to grow.

In 2011, the General Committee agreed to pursue a development of Middle Island that would enhance the functionality of the facility, improve the safety and logistics of onshore boat handling, provide pontoon berthing and allow interconnectivity to the RHKYC for combined regattas. The objective was to achieve all this whilst retaining the charm that is at the core of the attraction of the 15-minute ride to Middle Island.

During the last three years, the design of the extension to Middle Island has been substantially improved and the process to obtain all of the necessary statutory Government approvals has been pursued.

The proposed design is shown in the Clubhouse and on the website, but I would summarise the key features as follows:

- A simple, unpretentious Clubhouse that is functional and attractive
- Architecture and finishing that blend in with the island location
- An environmentally friendly and sustainable design
- Improved power and water supplies
- Rearrangement of ramp to improve launching and berthing
- Increased dinghy storage area
- Pontoon berthing for yachts and cruisers
- Interconnection to the RHKYC

The process to obtain Government approval is complex and involves several Government departments. The Development Committee has been proactive in establishing the appropriate contacts within Government and has attended several meetings to fully understand the process and prepare the necessary submissions.

The current status is that, together with our consultants, we have prepared a comprehensive submission to the Home Affairs Bureau (HAB) on the



rationale and benefits arising from our self-funded development. HAB approval that the proposed scheme is consistent with Government policy in such areas as community benefit, sporting facilities, and the environment is necessary prior to obtaining further approvals from the Lands and Building departments. The submission will be issued to HAB before the Lunar New Year holiday.


I appreciate that members wish to be kept informed of progress on this important ABC project and I will convene a Town Hall meeting later in the year to share the latest developments.

Barry Hill
Chairman, Development Committee

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General Manager's Letter

House

The Club is about to engage a consultant to look at the Main Clubhouse's future. A tender exercise has been launched asking for a full review of the actual state of the building and its licensing and proposals for sensible long-term improvements to the facilities.

The new concept for Middle Island's F&B, supposed to be in place for winter, took a new turn at the AGM when it was felt that what was proposed may no longer be what the Club needs. Again, a consultant has been appointed to see what could be done instead to improve Middle Island while we await its larger future development. Originally, we were looking at only F&B improvement but the thinking is whilst spending some money there we will look deeper to increase the entire facility's attraction. Once I have more information I shall share it with you.

The Waglan Bar renovation is still in the pipeline and will be completed before the end of this financial year. As a reminder, the idea is to increase the floor space and renovate and modernise the display and the bar.

Racing

The 2015 Simpson Marine Four Peaks Race was a roaring success this year with a record entry of 40 boats and over 300 participants, with the youngest runner only aged 14 and the oldest only aged 71. We witnessed this year some exquisite running times and the introduction of a tracking system that followed the fleet through the night. The latter proved to be a great success and its use will be developed more fully next year.

The prize-giving on Friday, 6 February, also was a great event, with 187 people attending it to receive their cups, share experiences and enjoy the superb array of food and beverages put on by the ABC team.

The other great fixture of this evening (David Robinson's photo show notwithstanding) was the movie of the Four Peaks start, taken by Wayne Robinson and his flying kite.

“
The Simpson Marine Four Peaks Race was a roaring success with a record entry of 40 boats and 300+ participants, with the youngest runner only aged 14 and the oldest only aged 71.”

None of this would have been possible without the great assistance of the entire marine staff, the Scouts who manned the hills, and our members volunteering to run race control and patrol all night long.

Finally, most important and often forgotten, we thank our Race Officer Wayne Thomson, past Commodore of the Club, who superbly directed the team to perform to its best.

Looking at the overall race profile, we acknowledge the support of this event from our various sponsors: Fine Vintage, Carlsberg, Clean, and obviously *Fragrant Harbour's* David Robinson who graciously gave the Club a history of 30 years of the race, which you can now see under the race webpage by clicking on the *Fragrant Harbour* logo at http://www.abclubhk.com/Four_Peaks_Race_2015.aspx

Now comes the greatest new of this year, as Simpson Marine has signed a three-year sponsorship agreement with the ABC to support this extreme sailing event. On behalf of the Club, I thank Mike Simpson, Mark Russell and Dream Xia for their sponsorship and marketing support of the Four Peaks Race. I feel confident that with such a great start in our relations this year, the race will keep on growing in popularity and worldwide exposure and recognition.



The Waglan series

Only one race remains for this series on 15 March. The overall Waglan campaign this year has been a success, with a great turnout of boats and in particular a very competitive Division B.

Staff party

On March 9, the Club will close following lunch for the annual staff party. I thank all the members who contributed to this event planned entirely for the ABC staff. Your contribution serves to pay for the meal, the venue, and the gifts for the games, and also is used to offer an equal Chinese New Year bonus to every staff member of the Club, including the ones you never really see but without whom the Club will not run properly.

While I am on the staff gratuity, (which was a voluntary contribution of \$280), the General Committee voted in December that from 2016 onward, members' contributions to the staff party will be 50 percent of the current membership subscription. However, the contribution is not compulsory but only indicative, and as usual, optional for members.

Beach clean-up

It is almost time to revisit Beaufort Island, the beach the ABC adopted for the WWF "Beach Clean-Up" campaign. We'll announce the exact date in March on the ABC website and weekly Club emails.

Philippe de Manny

General Manager



Four Peaks Promotional Offer for All Members

The Four Peaks restaurant has a new menu, and the ABC would like to invite members to try it.

The Four Peaks returns to a more traditional menu with set dinners – back to basics in the best way possible.

Among your choices are members' favourite, beef Wellington, a sea-salt encrusted sea bass and the very unusual black tomato soup. By popular demand, the ABC lobster bisque also returns.

The Four Peaks also will feature a special monthly cuisine promotion designed to differ from the Galley's monthly themes.

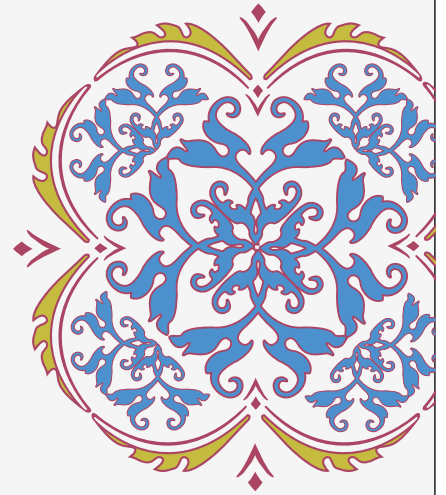
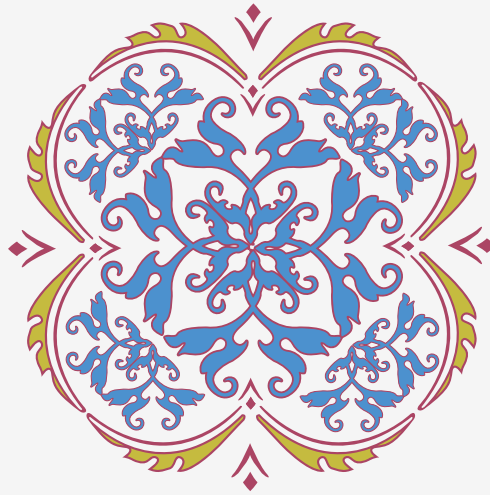
Through the ABC newsletter, every member will receive a \$100 coupon, which may be presented at the Four Peaks (on your phone or in print) to redeem against food purchases. Every ABC membership account is entitled to one coupon, valid from 1 March – 31 August 2015.

We look forward to welcoming you to the Four Peaks restaurant, and to hearing your feedback on our new menu items.





March F&B Promotions



Throughout the month, the ABC's Galley and the Waglan Bar will offer Middle Eastern specialties. The Four Peaks restaurant will present "Sustainable Seafood" offerings.

Featured wine from northern California

Robert Mondavi Twin Oaks Chardonnay 2013
Robert Mondavi Twin Oaks Cabernet Sauvignon 2013
By the glass, \$45, by the bottle \$220

Featured beer from Singapore

Tiger
\$26 per bottle

Featured cocktails

Hot Cider

Calvados, cinnamon and apple cider
\$48 per glass

Crazy Lime

Green apple vodka, Crème de Menthe and fresh lime
\$48 per glass, and \$33 per glass, non-alcoholic

March Events

Lamb on a Spit

The Patio, Friday, 6 March, 6:30-9:30 pm
Accompanied by potatoes and your choice of vegetables, salads and desserts
Adults \$230, children (aged 3-12) \$130
Concessionary price for members over age 65, \$190
To reserve for your family and friends, call the Galley at 2554 9494

Piper Heidsieck Champagne Dinner

The Four Peaks, Friday, 13 March
7 pm onwards
Four-course dinner with exclusive Champagne, and lucky draw-prize bottles of Piper Heidsieck
Adults \$499, concessionary price for members over age 65, \$459
To reserve for your family and friends, call the Four Peaks at 2553 3422

St. Patrick's Day Dinner

The Four Peaks, Tuesday, 17 March
Four-course dinner with bacon and cabbage roll, potato soup, Irish stew or roast monkfish and Bailey's Cream and coffee sabayon, with a Guinness Stout, Irish coffee and Bailey's Cream
7 pm onwards
Adults \$398, children (3-12 years of age) \$298
Concessionary price for members over age 65, \$358
To reserve for your family and friends, call the Four Peaks at 2553 3422

Middle Eastern Night and free wine tasting

The Patio, Friday, 20 March
Accompanied by potatoes and your choice of vegetables, salads and desserts
6:30-9:30 pm
Adults \$199, children (3-12 year of age) \$119
Concessionary price for members over age 65, \$169
To reserve for your family and friends, call the Galley at 2554 9494

Super Seafood Buffet, the Patio

Saturday, 28 March
6:30-9:30 pm
Accompanied by potatoes and your choice of vegetables, salads and desserts
Adults \$289, children (3-12 year of age) \$189
Concessionary price for members over age 65, \$249
To reserve for your family and friends, call the Galley at 2554 9494





Home Wine Delivery March 2015

	\$/Bottle	Quantity	Amount
SPARKLING			
Chiaro Prosecco DOC N.V. – Veneto, Italy Pale-yellow in colour, with fine perlage. A delicately fruity, slightly aromatic bouquet. Well-balanced and light body. Harmonic at the taste.	\$98		
WHITE			
Baron Philippe de Rothschild Chardonnay 2013 – Languedoc, France A delicate nose of apricot and white peach. The fruit-driven attack reveals a fine balance between peach flavours and buttery notes. A mineral mid-palate leads into a long and fresh finish. Ideal to pair with fish, mussels, lasagna, and stuffed veal cutlets.	\$105		
Deinhard Riesling 2013 – Mosel, Germany Aromas of florals, green apple, spicy fruit and mineral notes. A fresh and light characteristic Riesling. It is excellent with shellfish, seafood, and white meat, especially with spicy food.	\$117		
Sacred Hill Whitecliff Sauvignon Blanc 2014 – Marlborough, New Zealand The aromas of white flesh nectarines and guava dominate with a hint of freshly squeezed mandarin juice. The palate has a full texture with a pleasant, fleshy entry bursting with tropical flavours. A lingering note of citrus provides a finely balanced acidity.	\$132		
ROSE			
Chateau d'Anglès Classique Rose 2013 – Languedoc, France Brilliant pink in colour. Intense and complex nose of white flowers and fruits, citrus and small fresh red berries. Plentiful mouth with a long and complex aromatic composition balanced by a mineral freshness. Excellent with summer dishes and Asian cuisine.	\$135		
RED			
Flechas de los Andes Aguaribay Malbec 2013 – Mendoza, Argentina Expressive and intense, with fruity notes evoking cherries, blackcurrants, strawberries, and floral aromas reminding of violets. Rounded and mild in the palate. Silky, melted tannins. Well-balanced, with a long and persistent finish.	\$110		
Chateau Timberlay Bordeaux Superieur 2010 – Bordeaux, France A complex nose of blackberry, blackcurrant and strawberry, and attractive woody and spicy overtones. Chateau Timberlay is soft and full-bodied, with good structure and acidity, and very elegant tannin. The finish is long with hints of vanilla and cinnamon.	\$138		
Neil Ellis Cabernet Sauvignon Merlot 2011 – Stellenbosch, South Africa Vibrant colour with youthful purple hues. Bright aromatic sweet fruit with spicy varietal notes. Fine, elegant and nicely framed, with an attractive palate with cedary undertones.	\$158		
	Total		

**Free Wine Tasting at the Galley and
Patio, Friday, 20 March, 6:30 – 8:30 pm
at the Middle Eastern Buffet Night**

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

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

Member Name: _____ Membership Number: _____

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

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

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





Race Report

ABC Simpson Marine Four Peaks Race 2015

By Chris Pooley, photos by Barry Hill

From the race boat



This year's iconic Four Peaks race, the 31st, took place overnight during the last weekend in January, in cool and blustery weather, with a record entry of 40 yachts facing the annual grueling endurance test of mountain-running and offshore sailing.

The race was generously sponsored by Simpson Marine, as the first event of a three-year agreement. Fine Vintage wines supported the race with Four Peaks-labelled bottles of wine, which might have become collectors' items but for the legendary thirst of yachties.

Adding excitement, 30 percent of the yachts were new to the race this year. Some 300 crew took part, with the youngest aged 14 and the eldest aged 70. Over the Saturday and Sunday race, the four peaks were stewarded by volunteers from Hong Kong Scout troops 1964, 36 and 28, as well as cadets from the Hong Kong Sea School and other volunteers.

Separate sailing courses took the fleet from Hong Kong island to Sai Kung, the Ninepins, and Waglan, Lantau and Lamma islands, for an average of 80 nautical miles, most of it during night-time.

Starting from the usual location of Tai Tam Bay on the southeast coast of Hong Kong island, the fleet split into Divisions A1 and A2 (IRC and racing class as defined by the HKPN), split-sailing an 83-nautical mile course via Sai Kung for Ma On Shan Mountain, Violet Hill on Hong Kong island, and Lantau and Lamma Island peaks to finish in Deep Water Bay.

Division B cruisers sailed a shorter 58-mile course taking in Lantau, Lamma Peak, Violet Hill and the Cape D'Aguilar Peak (Peak 300) on their way to the Deep Water Bay joint finish.

Div. A line honours: *Ramrod* and *Javelin*

Line honours in racing Division A went to *Ramrod*, a Farr 40 under Anthony Root and Olivier Decamps. The B Division saw

“Simpson Marine wants to help promote the yachting lifestyle, and this classic Four Peaks race is at the heart of Hong Kong's yachting culture.”

Simpson Marine Group General Manager Mark Russell

the J/80 *Javelin* first over the line under skipper Lewis Cerne. Both were ABC boats and both finished in the early hours of Sunday, 1 February.

Inevitably a tough race of this kind has its share of equipment failures, and unlucky boats becalmed in unpredictable wind holes, not least with the entire two A divisions enduring a long and frustrating rest in Inner Port Shelter. This led indirectly to some good-natured retirements.

Thanks to the experience of the crews themselves and the presence of ABC safety boats, only one minor injury was sustained, on board *Kei Lun*, which did the decent thing and withdrew to get the crew member ashore for a check-up. Such was the race control-room coordination that the ambulance was waiting when the yacht berthed.

Another crew got a real soaking and spent a cold night bivouacked on the beach after their boat grounded on the lee shore on Cheung Sha Beach in Lantau. The safety boat *Samara*, a first-time participant, later received the “Spirit of the Race” prize for its valiant but ultimately unsuccessful attempts to tow the boat off the beach in heavy surf. Eventually, the boat was towed off 24 hours later on the next high tide.



Ragamuffin

The 30 boats to finish did so in steady order, all to enjoy some pier-side or mooring relaxation – regardless of the hour – celebrating their successful endeavours.

TracTrac trackers

For the first time, as an experiment, all yachts had been fitted with tracking devices supplied by local firm TracTrac ... very successful, it has to be said. Many in the control room stayed well beyond their allotted time to watch the show unfold on the big screen in virtual (only 10 minutes delayed) real time. At the prize-giving party the following week, a fast-forward version was shown in between the excellent photo screenings by *Fragrant Harbour*.


Detailed results of the race can be found on the ABC website or collected from the sailing office, but in a race of this kind, Corinthian sporting spirit and camaraderie trump tabular results. Exemplifying this Corinthian spirit, the gallant *Run the Land* soldiered on long after all other competitors had gone, to finish 15 minutes within the deadline, thus earning the Fiddler's Folly Trophy for last Division A boat home.

The prize-giving dinner on Friday, 6 February was a happy affair with 187 guests at the ABC. Simpson Marine Group General Manager Mark Russell and Natalie Berry, the wife of Commodore John Berry, shared the pleasure of distributing honours amongst the 30 finishing boats and crews.

"Simpson Marine wants to help promote the yachting lifestyle, and this classic race is at the heart of Hong Kong's yachting culture," said Mr Russell.

Active corps of volunteers

The volunteers manning the four peaks, the safety boats, the scrutineering teams, and the control room, are not unsung heroes but are active and vital elements within the whole. Without them, the Four Peaks Race would not happen. All deserve the Club's and sailors' thanks in spades.

Another great year, with many tales and memories within the outline above to attract – ABC much hopes – another full entry list next year ... and, as ever, for anyone reading but not yet participating, a new batch of volunteers. 





2015 Simpson ABC Four Peaks Race Winner List

Special Prizes		Boat name	Runner
All Four Peaks Runners	Div. A	<i>Tipsy Easy</i>	Kate Cheung
All Four Peaks Runners	Div. A	<i>Red Kite I</i>	Ryan Whelan
All Four Peaks Runners	Div. A	<i>Run the Land</i>	Kenny Yiu Eric Chan Jacky Chan
All Four Peaks Runners	Div. B	<i>Amarante</i>	James Hogg
All Four Peaks Runners	Div. B	<i>Banter</i>	James Burford
All Four Peaks Runners	Div. B	<i>GA</i>	Raymond Lo Lee Chi Ming Law Kong Chow
All Four Peaks Runners	Div. B	<i>Palaemon II</i>	Himson Wong Yu Him



Running Prizes	Time	Boat name	Runner
Peak 300	00:44:00	<i>Javelin</i>	Christophe Letelier Arnault Brac de la Perriere
Mt Stenhouse	00:59:40	<i>The Farr Side</i>	Paul Cook Dougal McOmish
Violet Hill	00:52:00 00:52:00	<i>Blackjack Stella</i>	Nick Branson Dan Brown Riitta Hanninen Rollo Gwyn-Jones
Ma On Shan	1:38:37	<i>Stella</i>	David Whyte Etienne Rodriguez
Lantau Peak	1:29:17	<i>Ramrod</i>	Eric Lahaie Peter Lee

Racing Prizes		Boat name	Skipper
Simpson Marine Beneteau Cup	Div. A	<i>Tipsy Easy</i>	Leon Chan
Simpson Marine Beneteau Cup	Div. B	<i>Banter</i>	Robert Sallons
Atalanta's Anchor	Top Female Runner	<i>Tipsy Easy</i>	Kate Cheung
MTL Sprightly Skipper's Salver	First boat on HKPN corrected time with each person on board having climbed at least one peak	<i>Tolo</i>	Jonathan Cannon
Geriatric Jug	First boat on HKPN corrected time in which the skipper's age and the overall average age is 45 years or more	<i>Tolo (average of 48 years)</i>	Jonathan Cannon
Fiddler's Folly Flask	Last boat to finish Div. A	<i>Run the Land</i>	Eric Chan
Seabird Horn	Last boat to finish Div. B	<i>Ragamuffin</i>	Stephen Hilton
Spirit of the Race		<i>Samara</i>	Paul Barton & Stephen Perret

Racing Prizes

ATAL Trophy	Multihull Prize	<i>ATE</i>	Mark Ashton
ABC Trophy	First to finish in Div. B	<i>Javelin</i>	Lewis Cerne
Tilman Trophy	First ABC boat to finish in Div. B	<i>Javelin</i>	Lewis Cerne
Veteran's Vat	First Div. B on HKPN corrected time with highest overall average of crew and skipper over 45	<i>No One Else (average of 46 years old)</i>	Jack Ng
	3rd HKPN Div. B	<i>Ragamuffin</i>	Stephen Hilton
	2nd HKPN Div. B	<i>No One Else</i>	Jack Ng
Edwin Palfrey & Associates Trophy	1st HKPN Div. B	<i>Javelin</i>	Lewis Cerne
	3rd HKPN Div. A2	<i>Red Kite 1</i>	Guillaume du Chevron
	2nd HKPN Div. A2	<i>Scintilla</i>	Tim Ridley
Four Peaks Race Cup	1st HKPN Div. A2	<i>Darling</i>	Dean Chisholm
	3rd HKPN Div. A1	<i>Blackjack</i>	Glenn Smith
	2nd HKPN Div. A1	<i>Whiskey Jack</i>	Nick Southward
Bimblegumbie Bucket	1st ABC yacht	<i>Ramrod</i>	Olivier Decamps
International Trophy	Line Honours Div. A	<i>Ramrod</i>	Olivier Decamps
	IRC 3rd	<i>Blackjack</i>	Glenn Smith
	IRC 2nd	<i>Ramrod</i>	Olivier Decamps
Four Peaks Race Shield	IRC 1st	<i>Whiskey Jack</i>	Nick Southward
RHKYC San Fernando Trophy	1st Overall HKPN Div. A1	<i>Ramrod</i>	Olivier Decamps

FOR SALE – SCORPION RIB

The Scorpion Serket 98 T Top RIB is probably one of the fastest boats in Hong Kong with a top speed exceeding 60 knots!



Photo of actual RIB approaching Clearwater Bay Marina. This model as selected by Sir Ben Ainslie as a chase boat for the Americas Cup

2013 fully-loaded demo boat sold with the balance of the manufacturers five year warranty on hull and tubes.

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2015 Simpson ABC Four Peaks Race Prize-giving Winner and Trophies

Photos by Matthew Tsui



Wayne Robinson and Chris Pooley give pre-race briefing



1st Overall and in HKPN Div. A, Ramrod, Olivier Decamps



Banter's Rob Sallons with the Div. B Simpson Marine Beneteau Cup



IRC 1st, Whiskey Jack, skippered by Nick Southward



1st HKPN Div. B, Javelin, skippered by Lewis Cerne



Kate Cheung accepts the Simpson Marine Beneteau Cup for Topsy Easy



Stella's Riitta Hanninen, Violet Hill winner



Peak 300 winning runners Christophe Letelier and Arnault Brac de la Perriere of Javein



Blackjack's Nick Branson, male winner of Violet Hill run



Top female runner Kate Cheung of Topsy Easy



Lantau Peak winner, Eric Lahaie of Ramrod



1st HKPN Div. A2, Darling, skippered by Dean Chisholm

Perth, Australia ABC Sailors Show their Strength at Australian 29er Championships

Photos by Mike Wright and Rory Godman

Part I

by Mathew Wright and Russell Aylsworth

The Australian Youth Championships taught us a lot about wind and its unpredictability. We were prepared, though, since we did the previous regatta with a larger fleet last week.

Our overall result in the first regatta was 32, when we finished by a ridiculous margin of 60 points above the rest of the fleet!

Before the second regatta, our coach Rory Godman told us to sit together and talk about issues we have with the boat. We also talked about mistakes we had made and ways we could improve in our further sailing.

Every morning, to get us warmed up for sailing, we would run as a team for about 10 minutes, followed by a few minutes of stretching. For breakfast, we would have cornflakes with milk, and occasionally Rory would cook us bacon and eggs.

Finally we would pack our sailing gear, load the icebox and head over to the club.

On the first day, the wind was about 12-15 knots with consistent shifts.

We were a bit nervous when we got out to the sailing course because we were close to Fishermen's Rocks, an area of shallow water that can cause huge problems to the rig should you turtle.

Getting up speed

We had pretty good boat speed that day; however our first race didn't show our full potential since we didn't quite nail our start after being rolled by some tough competitors.

Although we did not have a good race we still kept our heads up for the second one. This showed through as we got a good start and did quite well, but at the last downwind to the finish mark, we started to see boats heading home after



The ABC team at rest



Aus 9ers 2014 – 29er fleet racing



finishing. This made us confused, because we only did two races within two hours and finished by 2 pm. We used the time we had once we got ashore to fix any issues we had.

On the second day the wind greeted us with the same shifty conditions, which we knew would result in big gains or losses. In the first race we were quite comfortable with the conditions we faced, but it wasn't until the second race where the wind really started to annoy us. We found it hard because as the wind would come in from different spots on the racecourse we struggled to find clear air and follow the shifts. This made us frustrated and confused because we had no idea how to sail well in this.

On the third day we felt more relaxed and were thinking more about the shifts. Over breakfast, Rory told us that we would have a barbecue that night. Everyone was happy about this.

Turning over to what we were really here for, sailing, we did not have the best day. The wind was inconsistent once again and we often took risks and lost out a few times. We kept on trying and eventually managed to get the hang of these conditions.

Watching the competition

In the last race, we managed to get most of the shifts correct and finished in the top 15, which was great for us. We just had to stay with the group or follow the good guys who play risky and win. We noticed that a New Zealand boat did not really stay too close to the fleet and they seemed to catch up 10 places which left us confused. We left our thoughts for the next day.

Now we had our minds on a great barbecue! We had 24 sausages and 30 meat patties, all cooked by Rory. It was great! We had leftovers for breakfast which was good.

Testing risk

On the last day we took everything we learned and knew it was going to be shifty, which it was, but we knew that we should go to the same side as the Kiwis.

So we tested that in the first race and sure enough we gained places. The wind was about the same as the day before, and we would see careless sailors not see the gust and capsize, which was great for us.

After completing that day of racing, we needed to get home quickly because we knew that it would be hard to get all the boats in and packed up to be stored in the container.

When it was all done, which took a good two-to-three hours, we were all excited to go back to Hong Kong to see all our friends and family.

Overall we finished 25th and Nathan and Yann finished fourth. We would like to thank our coach, Rory Godman, for taking care of us and teaching us a lot about sailing.



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Part II

by Yann D'Argenlieu

After having spent Christmas Day with our families, we headed to the airport for our flight on Boxing Day. In the plane, with the help of Rory's "PredictWind" application, we talked about the wind conditions that awaited us in Fremantle, Perth, in Western Australia: a fresh and strong south westerly sea breeze of around 20 knots ... every day! After a short movie and a failed attempt to do my homework, the fatigue of the plane trip finally got to me.

The first thing we noticed as we arrived at Perth's airport was the warm weather. Indeed, it was summer over here, a bizarre feeling for us after having just celebrated Christmas. Anyhow, after having bought SIM cards (an absolute necessity), we took the rental car to the hotel where we stayed for the first night.

The next morning, we drove to Fremantle Sailing Club where we found our container. Luckily for us, the shipping terminal strike had ended just in time for us to actually get our boats in time to sail. As soon as our boats were rigged, we set sail in a breeze of around 10 knots to another yacht club 30 minutes south (where our first regatta, the Australian 9er nationals, was hosted).



“I loved it. Between the warm weather, the exhilarating feeling of occasionally being at the top of the fleet, and the rewarding and relaxing evenings, there wasn't much to complain about.”

On our way there, we seized the opportunity to line up with the world champions and other impressive contenders, in order to test our speed: we could keep up with them, sometimes.

We then settled down in our wonderful house, where we would spend the next two weeks. Apart from the swimming pool, the parakeets in the trees and the two barbeque pits, nothing was out of the ordinary. After we chose beds, we then went for a long-awaited sleep.

The usual registration and measurement day followed, as well as a practice race in 20 knots of wind. Then, we had three days of sailing in some of the strongest winds and with one of the most competitive fleets I have ever sailed in.

Exhilaration trumps routine

Our routine kicked off: a run, breakfast (with the local Weetabix and Vegemite), drive to the club, sail, drive back home, dinner (most often a barbeque or pizzas), TV, [homework], sleep. A pause on New Year's Day during which we visited Fremantle, then two more days of sailing.

I loved it. Between the warm weather, the exhilarating feeling of occasionally being at the top of the fleet, and the rewarding and relaxing evenings, there wasn't much to complain

“On our way south, we lined up with the world champions and other impressive contenders in order to test our speed: we could keep up with them, sometimes.”

about. Oh yes, Russell did make his room quite messy towards the end of the trip.

All in all, our result came down to the last day, where we finished 6th, not far from 4th or 3rd place. If only we were not over the line on two occasions, then we would not have had to carry a 16th place.

At least we knew where we went wrong. We sorted out our strong-wind gybes and towards the end, we figured out how to go faster on the down winds.

I would most definitely like to thank Rory and Jack's family for taking care of us and providing expert coaching. Of course I think I can speak for the whole team when I say I would like to thank our sponsors (Borelli and Walsh, Peroni and ETA Logistics), the Aberdeen Boat Club, the Hong Kong Sailing Federation, and our parents for providing the funding necessary for this competition down under. H



Results

Australian National Champs

Yann D'Argenlieu and Nathan Bradley	6th Overall
Matthew Wright and Russell Aylsworth	32nd Overall

Australian Youth Champs 29er Class

Yann D'Argenlieu and Nathan Bradley	4th
Matthew Wright and Russell Aylsworth	25th

**BORRELLI
WALSH** 保華



Ramping up

Competition Report



ABC Optimist Sailors Build Skills at **Australian Nationals**

By Harriette Edmonds, photos by Tiffana Richards

I'm pretty sure it should be illegal to make someone wake up at 6:45 am, especially if they had only gotten to the hotel five hours beforehand.

After a hasty breakfast, trudging through the sweltering heat at 8:30 am was no fun either: walking in the dryness made the 15-minute walk seem like a 15-mile one. The flies were everywhere, determined to attack our faces at every possible opportunity.

Then suddenly all those early morning challenges seemed worth it. As I trugged down the road towards the Fremantle Sailing Club, row upon row of boats came into view; my heart skipped a beat and my pace quickened to the point

that Dad struggled to keep up with me. There were boats everywhere, stacked high along the waterfront in racks and moored on numerous pontoons, getting me wondering as to the Club's size. Once I arrived at its grassy area, more rows of carefully lined-up Optimists stretched for about 50 metres, followed by the measuring tent, three small slipways and an area for the 420s. Sounds like quite a big area for a boat club, right? Well, it was a massive space, and that was apparently only a third of it.

Dad and I were early, so we waited by the food outlets for about 15 minutes until, slowly, people started turning up. First Dylan and his parents, next Malo and

his mum, Freddie and his dad, and finally, Taylor, Coach Jack and Coach Rory. Once all had arrived we went to look for our boats and started to rig up.

Training Days

The first two days were basically the same: after a quick briefing, we would hit the water and train. I had never sailed in Australia before, so didn't really know what to expect. After we got out of the harbour my first observation was, why can I see the bottom? Is this normal? Next, I noticed the amazingly consistent amount of wind and waves. We only spent around two hours on the water because Jack



had to go help Rory with the ABC 29er sailors, who were already racing. In the time we spent on the water, we got used to the conditions by doing different drills, such as tacking on the whistle, gybing on the whistle, rabbit starts and short races to a top mark. On the second day, since it was the day before the regatta, we were meant to have a practice race; however the team-racing the day before had not been completed therefore they ran into the time set for the practice race.

At around 11:30 to 12 pm, I noticed that the wind had picked up to around 15 kts, gusting around 19 kts, and the swell had also increased a considerable amount.

Once we got in off the water, we grabbed a quick lunch and debriefed, and got our rigs measured. After a long day, Dad and I walked back to the hotel absolutely exhausted.

The second night was the night of the opening ceremony. Once we arrived again at the Fremantle Sailing Club, the whole team sat together and waited for the event to begin. Once the ceremony had finished, a stampede of kids came running past me full tilt to get to the massive array of food stands offering food from different cultures. After a very filling meal, we all said our goodbyes and headed home for a good night's sleep to prepare for the first day of racing.

There were three fleets in the regatta; Green, Intermediate and Open. The Green Fleet was for beginner sailors who

sailed closer into the shore, Intermediate was for those with more experience but not a huge amount, and the Open Fleet was for the more advanced and confident sailors. All of the ABC boats were racing in the Open Fleet.

Qualifying days

The first three days of the regatta were all qualifying days. We all were split into two different fleets again, Yellow and Orange, comprised of sailors randomly selected and of completely mixed ability. Depending on how well you did, you would be split into the two real different fleets on the final two days. These final fleets were the Gold and the Silver; the Gold being the higher-placing sailors and the Silver being the lower.

On the first half of the first day, there was hardly any wind and no waves; quite different from the conditions we enjoyed training during the first two days. None of the ABC team got very good results in the first race except for Malo Kennish, who managed a very impressive seventh place. After the first race, the wind finally picked up and as a team we didn't do so

badly. Even though it was only the end of the first day, I still felt exhausted, and it wasn't even windy!

On the second day, there was wind; lots of it and I must say it was awful. From the ABC team, Taylor, Dylan and I were split into the Orange fleet and Malo and Freddie into the Yellow. Once we got on the water, the first race was started quite quickly. I'd say the wind was consistently 17 kts and gusting 19-20 kts and the swell was gradually building up. We had around two general recalls before the race actually started and then we were gone.

The wind in Australia compared to Hong Kong was quite a bit stronger, so you can imagine we were struggling quite a lot. However, Taylor, Dylan and I managed to pull through and get some good results; Taylor with a 22nd, Dylan with a 43rd and me with a 16th. In the Yellow Fleet, Malo got a 30th, and Freddie got a 47th. All in all, I'd say these are all good results for the first race since there were about 65 boats in each fleet, all ranging in sailing abilities.

The rest of the day was dreadfully tiring, and many capsized. The wind

Australian Optimist National Champs	
Malo Kennish	63rd Gold fleet
Harriette Edmonds	65th Gold fleet
Taylor Young	34th Silver fleet
Dylan Richards	52nd Silver fleet
Freddie Last	59th Silver fleet

gained, as I expected, around 11 am - 12:30 pm. I'd say it was consistently around 19 kts, gusting to 21-31 kts, with quite a bit of swell.

Dreadfully tiring

I think I speak for all of us when I say that as soon as we got off the water, we ached so much and were so exhausted we wanted to go to bed at 7 pm – and some of us did!

The third day was one that really counted because after the lay day we would be split into the two fleets, Gold and Silver, so we really had to pull up our standards if we wanted to make the Gold. On the first race I was quite pleased with my result because I managed to get an 11th; the rest of the team did okay too. From there the wind gained again and there were quite a few general recalls. As we were all really tired coming off the water again, we were glad to have a lay day the next day; although there was debate that there wouldn't be one if we didn't get that third race in.

Rottneest Island

On the lay day, most of the team had quite a lazy day in bed, however Dad and I took the ferry over to Rottneest Island and spent the day biking and swimming. Rottneest Island was gorgeous but there were some irritating aspects to it. For instance, we had a lovely time biking for quite some time but we were constantly fighting off swarms of flies that were apparently trying to get inside our bodies when we went slowly, and even if we sped up to escape them they weren't much better. They were everywhere, trying to get in our noses, ears, eyes

“
The whole ABC team sat together at the opening ceremony at the Fremantle Sailing Club. Once it had finished, a stampede of kids came running past, full tilt, to get to the massive array of food stands offering food from different cultures.”

and mouths. It was awful and finally the heat hit us too. When we got to our destination we hopped off our bikes and scrambled down towards the crystal clear and refreshingly freezing water! It may have been Australia but the water was icy. We went for a snorkel to explore the realms beneath. Then like any wonderful day out on any outlying island, anywhere, we had to rush back to avoid missing the ferry.

Success! After our lay day, we discovered that Malo and I had got into the Gold fleet, and Freddie, Dylan and Taylor were in the Silver. Sailing with the more experienced sailors of the Gold Fleet was nerve-wracking; however Malo and I did well to get some average results, an achievement considering the size of the fleets and length of the

regatta. The races were difficult due to a number of factors. To begin with the starts weren't easy and there were so many general recalls it became exhausting. And when I say many, I mean five general recalls per race; and some for seemingly no reason whatsoever.

Most of the day, Malo and I were shoved on to the left side of the course, which was bad because the right side was pretty much biased the whole day. On one of the races we were pushed quite far to the left side of the course, forced to work with the wrong side of the course. All the same it was good that we did because, if I recall, we rounded the top mark in 20th position, good in the fleet. The rest of the day was pretty much the same; we were still shoved to the left side of the course and only on the last race did we manage to get to the right.

On the last day the wind was really shifty, meaning that the right side of the race course was biased and then as soon as the wind shifted, it took the lift up to the top mark through the left. When the racing had finished and the regatta was over we sailed back to shore, where we packed all of the boats and ribs into the container for shipping to Hong Kong.

After this we went straight to the prize-giving and dinner with a huge amount of people. That night Dad and I flew back to Hong Kong with the 29er team and Malo and his mum.

I would like to thank Coach Rory, Coach Jack and everyone who made it possible for the amazing opportunity. I had an amazing time and am very thankful for the experience. H





2015 ABC Easter Youth Sailing Programme

Application Deadline Friday, 20 March

The Easter school holidays are just about the best time to sail, with great wind! Apply early, as Easter tends to be our most popular time to sail, and courses quickly become full, especially our Optimist Junior activities. Full details are on our website, www.abclubhk.com, and also are available from Angela at SailingSecretary@abclubhk.com. Due to last-minute applications, we have application deadlines for all courses. **Please remember the application deadline of Friday, 20 March.**

Date & Time	Junior Course	Activity	Eligibility	\$ Cost (Member/ Non-member)
Mon 30 March – Fri 3 April AM	✓	Optimist Stage 1	Age 7 – 11; can swim with water confidence	864 / 1,300
Mon 30 March – Fri 3 April PM	✓	Optimist Stage 2	Age 7 – 11; Passed Optimist Stage 1	864 / 1,300
Mon 30 March – Fri 3 April PM	✓	Optimist Stage 3	Age 7 – 11; Passed Optimist Stage 2	864 / 1,300
Mon 30 March – Fri 3 April		HKSF Level 3 Improver Course	Age 11 – 18; Passed HKSF Level 2 with one-year sailing experience since	2,600 / 3,900
Mon 30 March – Weds 1 April		RS Feva Introduction Course	Age 12 – 18; Passed HKSF Level 2	1,560 / 2,340
Sat 4 – Weds 8 April AM		Optimist Stage 1	Age 7 – 11; can swim with water confidence	864 / 1,300
Sat 4 – Weds 8 April AM	✓	Optimist Stage 2	Age 7 – 11; Passed Optimist Stage 1	864 / 1,300
Sat 4 – Weds 8 April PM	✓	Optimist Stage 3	Age 7 – 11; Passed Optimist Stage 2	864 / 1,300
Sat 4 – Weds 8 April PM	✓	Optimist Stage 4, Race Introduction Course	Age 7 – 11; Passed Optimist Stage 3	864 / 1,300
Sat 4 – Mon 6 April	✓	Laser 1 Introduction Course	Age 12 – Adult; Passed HKSF Level 2	1,560 / 2,340
Sat 4 – Weds 8 April		HKSF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with water confidence	2,600 / 3,900
Mon 6 – Weds 8 April		3-day Pico / Feva Supervised Practice	Age 11 – 18; Passed HKSF L2	1,560 / 2,340
Thurs 9 – Sat 11 AM & Sun 12 April (full day)		Optimist Stage 4, Race Introduction	Age 7 – 11; Passed Optimist Stage 3	864 / 1,300
Thurs 9 – Fri 10 April	✓	RS Feva Gennaker Introduction	Age 12 – 18; Passed RS Feva Intro	1,040 / 1,560
Thurs 9 – Sun 12 April		ABC 4-Day Introduction to High-Performance Sailing	Age 13 – 18; Applicants must hold HKSF Level 3	2,080 / 3,120
Thurs 9 – Sun 12 April & Sat 18 April		High Performance Advanced Skills, HKSF Level 4	Age 13 – 18; Applicants must hold HKSF Level 3 and since have had one season of sailing	2,600 / 3,900
Sun 12 April		Sailing Trip	Age 13 – Adult; Passed HKSF Level 2	608 / 912 adult 520 / 780 youth

Note course timings:

AM Course: 9 am – 12:30 pm (meet at 8:45 am at the main Clubhouse)

PM Course: 1:30 pm – 5 pm (1 pm ferry from the main Clubhouse)

Entire-day course: 9 am – 4:30 pm (meet at 8:45 am at the main Clubhouse)

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ABC Hosts Second Club RS Feva Championships

Words and photos by Kevin Lewis

The RS Feva is a two-person dinghy ideal for teenagers who may not be old enough, or perhaps may be too light, to sail a Laser 2000. The RS Feva was first designed in 2002 and since then has gained huge popularity, particularly in Europe.

The first World Championships took place in 2006. The latest 2014 Worlds in France attracted 190 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. Our Club uses its six Fevas extensively for training, but we also run a successful Junior Feva Squad.

The idea behind the Club Championships, first run last year, was to promote the Feva as an exciting and challenging boat, to encourage sailors who may not have learnt to race in Optimists, and to help young sailors prepare themselves for the larger Laser 2000, RS500 or even 29er.

Day One saw challenging conditions with 20 knots of wind and a race course set near Round Island in outer Repulse Bay. As the day progressed, several boats retired but for those remaining, the windy conditions meant hard work but spectacular sailing. Race Officer Tsai Fuk managed four races and it was experienced sailors Emma Fung and Lana Davies who dominated with four bullets.



Madeleine Walker and Ralph Summers



RS Feva Nationals Group (by Susan Mann)

A little less wind was forecast for the second day, but as the wind had turned a little more northerly, we struggled to find steady breeze. The ideal sailing area was Stanley Bay, but that was already being used by the 29er Class who were also holding their National Championships.

In the end, the Feva Course was set in outer Chung Hom Kok Bay and reasonably steady, if decreasing wind, allowed a further three races for a regatta total of seven, with one discard.

Emma and Lana struggled against the lighter crews as the breeze died and last year's champion, Thorwen Uiterwaal with his crew Enzo Cremers, fought back, but could not do quite enough to take the title.

Congratulations to Emma and Lana for winning the Championships this year, and to all the competitors who proved that sailing a Feva well can be challenging but great fun.

Thanks also to sponsors Sky International, who arranged free RS event hoodies and to our own Madeleine Walker, who helped getting the event logos transferred to the hoodies, a difficult task! ABC Marine Staff Tsai Fuk was race officer, and thanks go to Jo Lacy and Paul Voets who helped as results officers on the ABC committee boat. H



Robert Lacy and Alexander Han



Day One, second race

RS
Feva


skyinternational
for all your marine leisure needs

24-25 January, 2015
**ABC Academy
Sailors Again Claim
Hong Kong 29er
Nationals Win**

Words and photos by Rory Godman





Nathan and Yann


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Over the 24th and 25th of January, the Hong Kong 29er Nationals were run by the Royal Hong Kong Yacht Club. The ABC had six entries in the nine-boat fleet.


All weekend, the weather was pretty windy, pushing the limits of all sailors.

After the eight race series, the ABC's Yann D'Argenlieu and Nathan Bradley came away with the win.

This is the third year that ABC Academy sailors have won the Hong Kong 29er Nationals. 

Results

1st	HKG19	Yann Thierry D'Argenlieu and Nathan Bradley
2nd	HKG2165	Ferdinand Heldman and Leo Giustiniani
3rd	HKG2166	Calum Gregor and Hugo Christensson



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French International School Youth Sailing Programme

Monday, 27 April – Sunday, 3 May

Application Deadline Friday, 17 April

French International School holiday dates differ from most other schools in Hong Kong. The ABC therefore has put together a sailing programme at the end of April, aimed at FIS students and any others who may have time off then. Full details are on our website, www.abclubhk.com, and further information is also available from Angela at SailingSecretary@abclubhk.com. Please remember the application deadline is 17 April.

Date & Time	Junior Course	Activity	Eligibility	\$ Cost (Member/Non-member)
Mon 27 Apr – Fri 1 May AM	✓	Optimist Stage 1	Age 7 – 11	864 / 1,300
Mon 27 Apr – Fri 1 May AM	✓	Optimist Stage 2	Age 7 – 11, Passed Optimist Stage 1	864 / 1,300
Mon 27 Apr – Fri 1 May PM	✓	Optimist Stage 3	Age 7 – 11, Passed Optimist Stage 2	864 / 1,300
Mon 27 Apr – Fri 1 May PM	✓	Optimist Stage 4 Race Training	Age 7 – 11, Passed Optimist Stage 3	864 / 1,300
Mon 27 Apr – Fri 1 May		HKSF Level 1 & 2 Beginner Course	Age 12 – 18, basic entry level for teenagers	2,600 / 3,900
Thurs 30 Apr – Fri 1 May		2 Day Topper/Pico/Feva Supervised Practice	Age 11 – 18, Passed HKSF Level 2	1,040 / 1,560
Mon 27 Apr – Fri 1 May		HKSF Level 3 Improver Course	Age 11 – 18, Passed HKSF Level 2 with one-year sailing experience since	2,600 / 3,900
Mon 27 – Wed 30 Apr		RS Feva Introduction	Age 11 – 18, Passed HKSF Level 2	1,560 / 2,340
Fri 1 – Sun 3 May		Laser 1 Introduction Course	Age 11 – adult, Passed HKSF Level 2	1,560 / 2,340



Sailing Diary

Regattas and Racing – Cruiser

Waglan 10: 15 March
 RHKYC San Fernando Race: 1-6 April
 Waglan Re-sail: 12 April
 ABC Classic Yacht Rally: 25 & 26 April

Regattas and Racing – Dinghy

Winter Dinghy Races 3 & 4 – Double-handed: 1 March
 Spring Dinghy Races 1 & 2 – Laser & Optimist & Open: 8 March
 Interschool Sailing Festival: 14 & 15 March
 Spring Dinghy Races 1 & 2 – Double-handed: 22 March
 Spring Dinghy Races 3 & 4 – Laser & Optimist & Open: 12 April



Courses and other activities

J/80 Competent Crew Course: March 21, 22 & 28
 J/80 Competent Crew Course: April 3, 4 & 5 (Easter weekend)
 J/80 Gennaker Day: March 29
 J/80 Gennaker Day: April 19
 J/80 Sailing Trip: May 16
 Adult HKSF Level 1 & 2 Beginner Dinghy Courses: 1, 7, 8, 21 & 22 March
 12, 18, 19, 25 & 26 April
 1, 2, 3, 9 & 10 May

Laser 2000 Dinghy Course: 1, 7 & 8 March
 Laser 1 Course: 4, 5 & 6 April
 Sailing Trip: 12 April
 Laser 1 Course: 1, 2 & 3 May
 Laser 2000 Dinghy Course: 23, 24 & 25 May



Supervised Sailing

Supervised sailing offers an ideal way for adults and teenagers to get more time on the water, practicing techniques and getting an introduction to racing. Sessions run every Wednesday morning and Saturday afternoon, and a discount is available for those who book four sessions. Details on our website at http://www.abclubhk.com/supervised_sailing.aspx



The ABC J/80 Keelboat Scheme

Learning to sail does not only involve balancing a Pico dinghy or capsizing a Laser 2000. Indeed, one aim of our sailing scheme is to offer teenagers and adults the option to step up into a larger keelboat, to sail a real yacht and perfect sailing skills aboard one of our Club J/80s.

The J/80 is a versatile 26-foot keelboat with an established class of over 20 boats in Hong Kong. It's designed to appeal to those wanting a performance boat, as well as dinghy sailors stepping up to a keelboat for the first time, big boat racers seeking a more hands-on experience, and day sailors keen to cruise the waters around Hong Kong.

The ABC keelboat scheme is illustrated below. The first step is the three-day Competent Crew Course. This course is tailored especially to introduce techniques to sail a J/80 keelboat, and as such requires a basic level of sailing knowledge and ability. Practically, this means applicants need to have attended and passed an HKSF Beginner Level 2 dinghy course or have similar experience.

The Competent Crew Course is the first step and does not in itself provide enough sailing hours or skill to be in charge of your own yacht or hire a club J/80. Further activities such as sailing trips, a Gennaker course, and even private sailing on other yachts all build experience and hours.

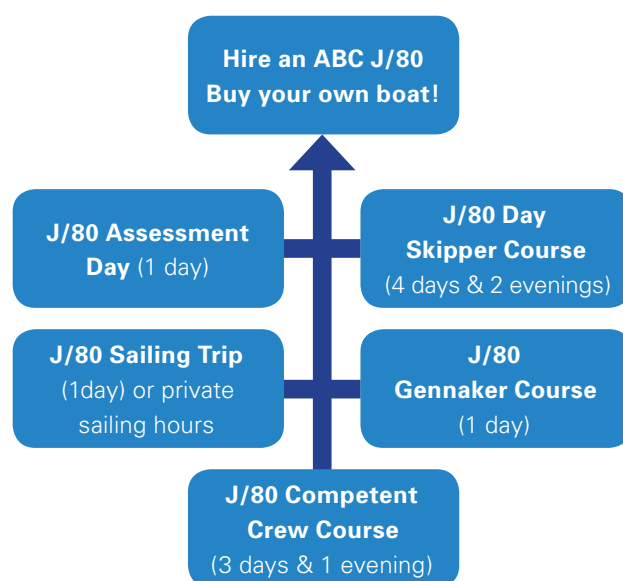
Dates for our next J/80 activities:

Competent Crew Courses:	Gennaker One Day Courses:
21, 22 & 28 March 2015	29 March 2015
3, 4 & 5 April 2015	19 April 2015

Sailing Trip:

16 May 2015

Application forms and further details for all these activities are available on our website, www.abclubhk.com and from Angela at SailingSecretary@abclubhk.com



From our members:

David Harari from *Wonderwall*



"The ABC dinghy courses were a great way to get a good insight into the sailing basics. I did the two beginner courses then a J/80 course all within a three-month period; I was addicted!

I was lucky and crazy enough to then go in at the deep-end and buy an Oceanis Beneteau 45. The contract was signed almost two weeks after completing my J/80 course and I've never looked back!

Good and new friends at both ABC and RHKYC have been amazing in helping me get going, and over the past two years we've raced locally and even gone off shore to the Philippines. It's been a riot just socially sailing around Hong Kong – Po Toi being our main base. So from an absolute beginner two and a half years ago it's been one of the best experiences I've ever had. We're sailing in one form or another every weekend, bar hangovers. And it all started with the ABC Beginner dinghy course and the J/80 Competent Crew Course!"

Andrew Blank from *Wicked*



"I started learning dinghy sailing at ABC two summers ago, and now I race on *Wicked* as foredeck. *Wicked* is a Mumm 36 with a normal crew of eight sailors. We race in all the ABC races and regattas and in 2014 even

participated in the RHKYC China Coast Regatta.

My dinghy sailing has been key in getting me ready for keelboat racing. If you step straight into big-boat racing it is easy to get lost in the details or miss the "big picture" ideas. Nothing beats dinghy sailing for teaching you how to bring together key ideas such as wind awareness, sail trim and more. The J/80 courses were my first chance to put my sailing knowledge into practice on a larger yacht, and I highly recommend them to ABC members and friends."



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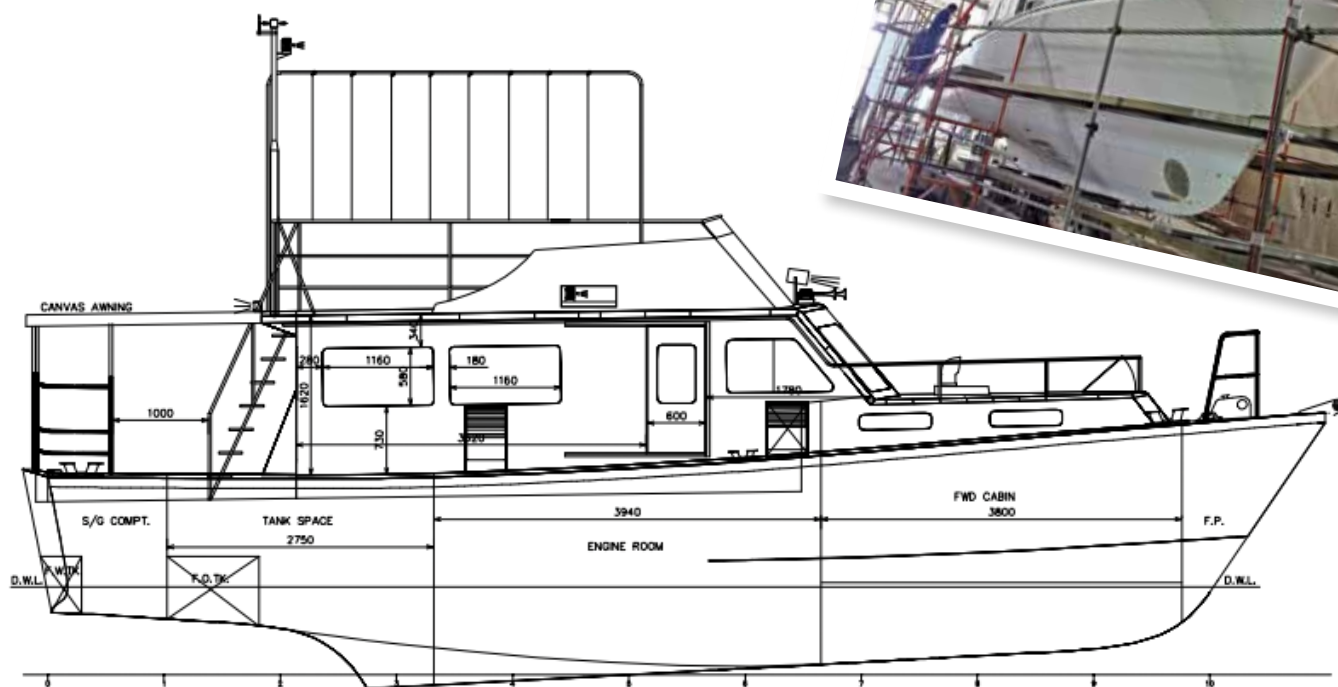
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Prize Contest



Plan of new boat



NAME THAT BOAT!

By James Ross

How would you like to come up with some great names for the ABC's fleet of boats, whilst winning a one-day cruise, with lunch and drinks included, for you and your friends?


The new ABC committee boat will be delivered to the Club in July. It will serve as a multi-purpose vessel, to be used for sailing races, for cruises, and as a shuttle to Middle Island.

The Sailing and Marine Committee is now appealing to members for a great name for the new boat.

On top of that, we also are looking for new matching names for the ABC's existing boats, *Cheoy Lee*, and *Invicta* (both

pictured along with a plan and a view of the new boat as it is being built by Cheoy Lee).

Do you have a great idea for a sequence of three suitable names with something in common to link them together? For instance, perhaps a trio of seabirds, say Seagull, Cormorant and Puffin, or another similar sequence.

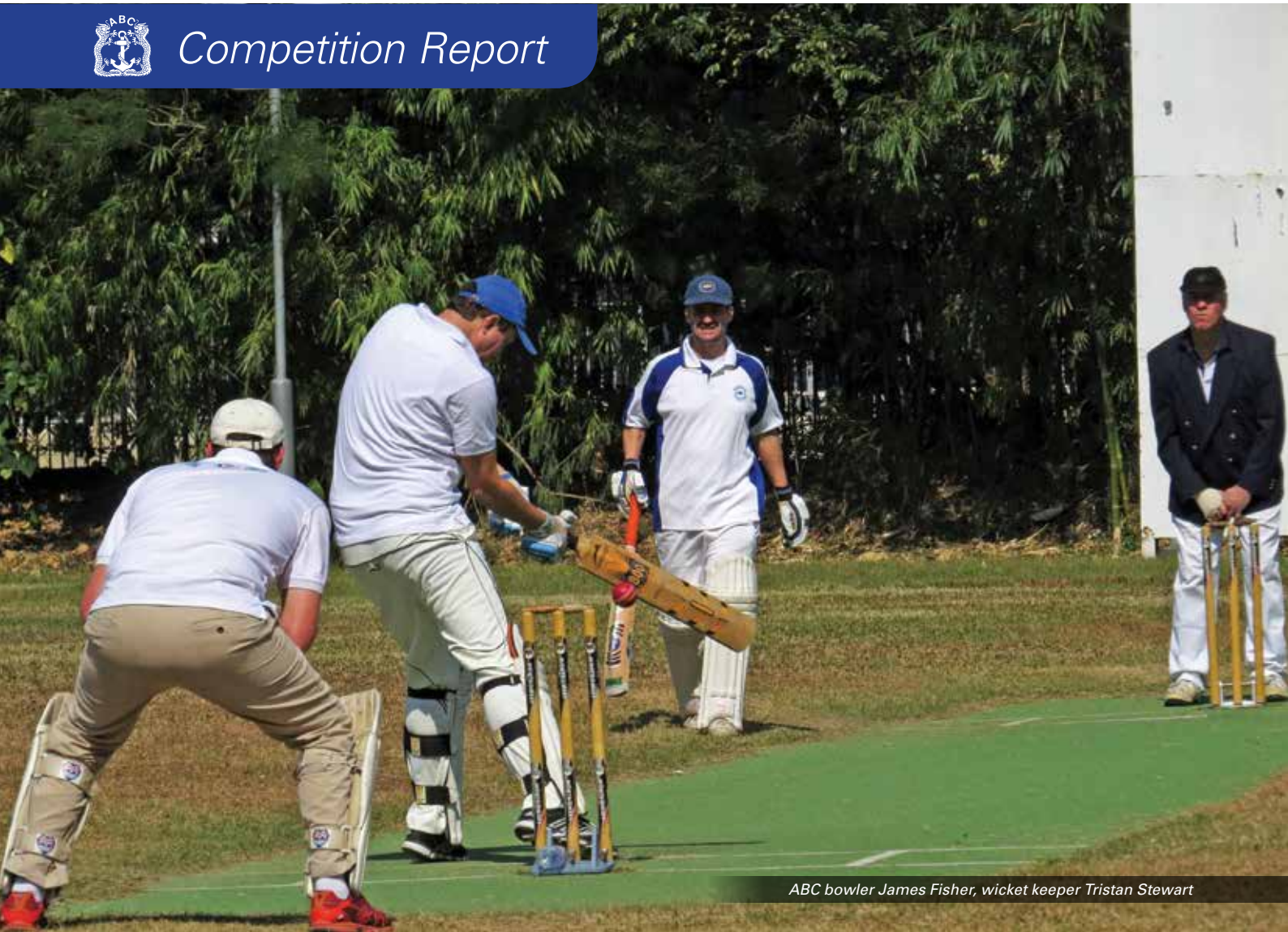
If so, and you'd like to be in with a chance to win the grand prize, and have a great day on the water with your friends and family, then please go to the ABC website www.abclubhk.com to enter the contest by 31 March. 



Invicta



Cheoy Lee



ABC bowler James Fisher, wicket keeper Tristan Stewart

New Year's Day Match 2015 ABC vs. Yacht Club Annual Cricket Match

By Andy Orr, photos by Philippe de Manny

As Nobel Prize-winning playwright Harold Pinter once observed, "Cricket is the greatest thing that God ever created on earth – certainly greater than sex, although sex isn't too bad either".

Judging by the forlorn looks on the sorry faces of the ABC team as they slowly trudged into the Police Training College ground on New Year's Day morning (please, someone turn the sun off!), not many shared Mr Pinter's enthusiasm for the game of leather on willow. In fact, looking around those assembled, I'm not sure many of them would have been overly enthusiastic about Mr Pinter's other cited activity.

Captain Tristan Stewart – freshly out of hospital and playing against medical advice – called the players in and gave the ABC team a pre-match pep talk along the lines of "Graeme, you stand on the boundary and try not to throw up, and you four young fellas do all the work." And it almost worked ...

ABC bowled first and – with the said four young fellas (Callum and Murray Brechin, and Harry and James Fisher) proving that bowling 20 overs on two hours' sleep is indeed possible for those born after 1990 – restricted the Yacht Club to 70 or so halfway through their innings.



The ABC and RHKYC teams

The noose was loosened a little in the second half of the innings, however, as some of those born prior to 1990 were forced to roll their arms over, and in the end the Yacht Club finished with a respectable – but imminently gettable – total of 167.

Honorable mentions to the Yacht Club's Jarl Borthwick (26), Peter Davis (68) and Tim Cook (28), and to the ABC's Captain Stewart, who kept wicket well despite collecting a top edge square in the mouth and Nigel Watts, who applied some of his best breakdancing moves in the field.

Half-time

Thank the good Lord that Philippe was present with cool drinks, sandwiches and Panadol ...

The ABC, chasing 168 for victory, started their innings brightly and were well on-target at the halfway point, thanks to useful contributions from Andy Orr (42), Graeme Brechin (19), and James Fisher (16).

However, 102 for three wickets quickly became 104 for eight wickets, as the Yacht Club's bowling attack of Alex Cribbin, Ali Peters (two wickets), Peter Davis (four wickets) and Jarl Borthwick (three wickets) took the upper hand over the ABC's



Andy Orr at bat

tiring and shockingly hungover batting line-up, and the Yacht Club eventually triumphed by a comfortable 50-run margin.

Despite the result, it was an excellent day, and one of which Mr Pinter would be proud. Thanks go to Tristan and Philippe for organising.

Early call please for next year's New Year's Day match to anyone in the ABC membership who can play cricket, or at least knows the difference between a "silly mid-on" and "bowling a maiden over." H

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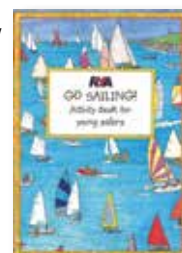
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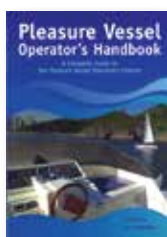


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