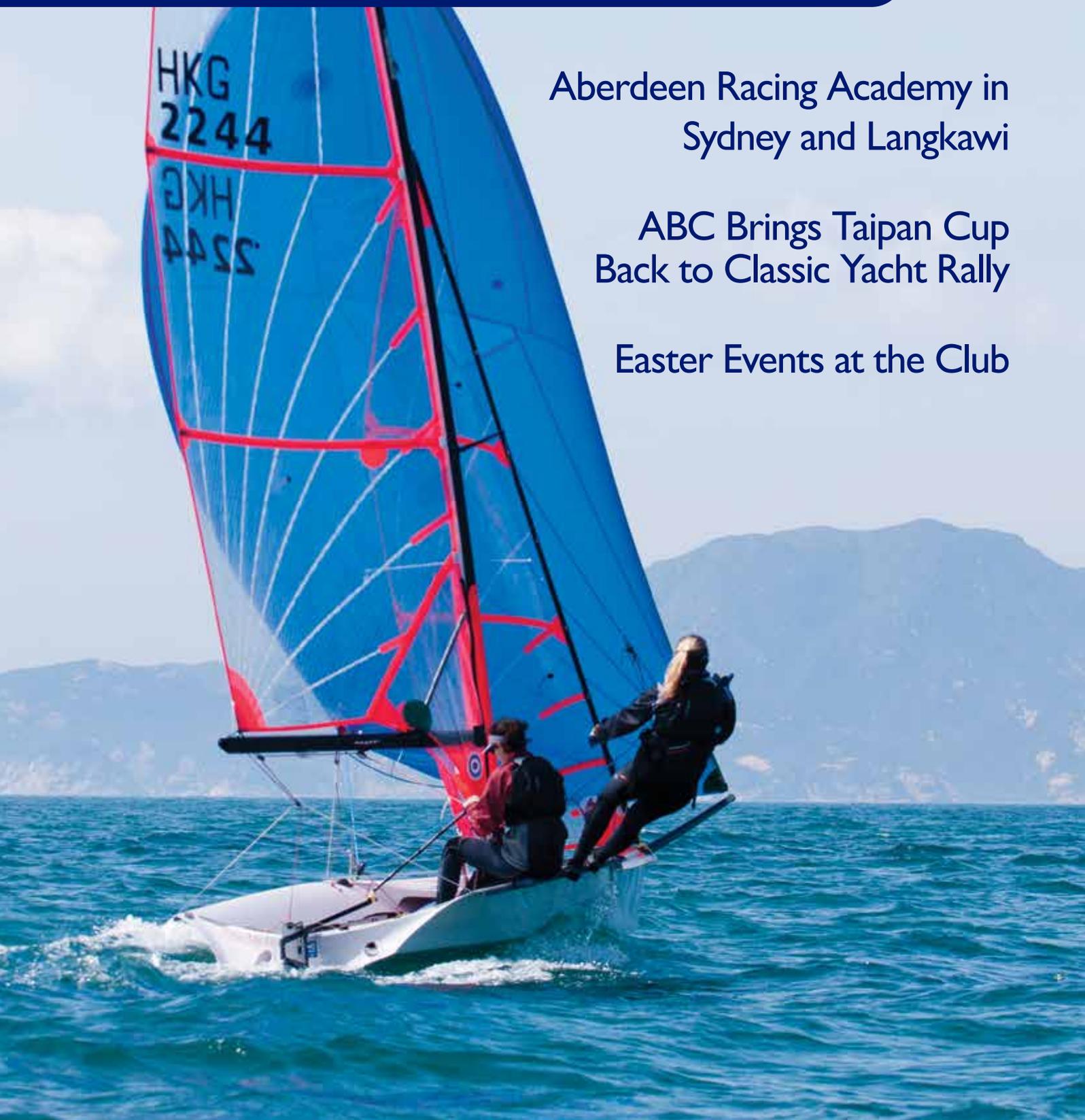




2016/03  
www.abclubhk.com

# HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB



Aberdeen Racing Academy in  
Sydney and Langkawi

ABC Brings Taipan Cup  
Back to Classic Yacht Rally

Easter Events at the Club

# **ABC TEAM TRIAL**

A photograph of two sailors in a white dinghy racing on the water. The sailor in the foreground is wearing a white long-sleeved shirt, a dark cap, and a dark vest with 'ZK' on the back. The sailor in the background is wearing a light blue shirt and a dark cap. The boat is white with a red stripe and is moving quickly, creating a large splash of water. The background is a bright, sunny day on the water.

**Saturday 19 March 2016**

**9:00am - 1:30pm**

**FREE OF CHARGE**

**OPEN TO OPTIMIST TRAINING  
SQUAD AND  
DOUBLE HANDED TEAMS**

**If interested, please fill in an application form and return to the Dinghy Coach**

**Application forms can be found on the club website**

**Contact - Rory Godman - Dinghy Race Coach**

**[dinghycoach@abclubhk.com](mailto:dinghycoach@abclubhk.com)**

# HORIZONS ISSUE 2016/03

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**Editorial Contact:**  
Ann White  
ann.white@ppp.com.hk

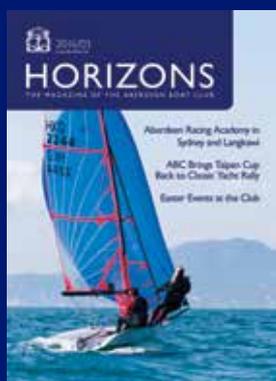
**Advertising Sales Contact:**  
Jo Allum  
jo.allum@ppp.com.hk

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*Cover photo by Tim Edmonds: Crew Freya Darnton and helm Harriette Edmonds during the ABC 29er Nationals 30-31 January 2016*

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



Aberdeen Boat Club  
20 Shum Wan Road  
Aberdeen, Hong Kong  
**香港仔遊艇會**  
**香港仔深灣道二十號**  
www.abclubhk.com  
Fax no: 2873 2945  
General Line : 2552 8182

## Flag Officers

Chris Pooley • Commodore  
Mark O. Clift • Vice Commodore  
Alan Child • Rear Commodore – Sailing  
Richard Walker • Rear Commodore – House  
Matthew Johnson • Hon. Treasurer  
Nick Bodnar-Horvath • Hon. Gen. Secretary

## Management and Staff

### General Manager

Philippe de Manny  
Tel: 2553 3231  
genman@abclubhk.com

### General Manager's Personal Assistant

Selina Mak  
Tel: 2552 8182 Ext 812  
gmsec@abclubhk.com

### Membership Service Manager

Cobo Liu  
Tel: 2553 3032  
mbs@abclubhk.com

### Financial Controller

Leslie Chan  
Tel: 2552 5220  
fin@abclubhk.com

### House Manager

Steven Ng  
Tel: 2552 8182 Ext 800  
hsp@abclubhk.com

### Marine Services Manager

Alex Johnston  
Tel: 2518 9523  
marine.services@abclubhk.com

### Food and Beverage Manager

Alok Kumar  
Tel: 2552 8182  
fmb@abclubhk.com

### Dinghy Sailing Manager

Kevin Lewis  
Tel: 2552 8182 Ext 833  
dinghysailing@abclubhk.com

### General Enquiries

Tel: 2552 8182

### Four Peaks Restaurant

Tel: 2553 3422

### The Galley Coffee Shop

Tel: 2554 9494

### Night Guard

### Emergency Contact

Tel: 9154 0426



## Commodore's Letter

I am no Jeremiah, quite the opposite; but the remark in my introduction letter to the Four Peaks race that it invariably took place on the coldest weekend of the year proved woefully prophetic! Woeful in its disappointment for all those who had contributed so much towards its planning over the past many months, and the unwelcome decision to cancel for the first time in the event's 32-year history. Not quite so for all those who thereby escaped the weather's wrath.

It was a gloomy table that reached the ineluctable decision in the face of the assessed risk to participants and equipment from the unprecedented combination of adverse weather conditions: gale-force winds throughout the territory for the entire weekend with temperatures forecast for 3°C in the urban areas; icy trails on all hills and a reported wind chill factor of -10° on Lantau Peak.

As incidents reported later on TV and in the papers graphically illustrated, discretion was very much the better

part of valour on this occasion. As for the aftermath: calls of appreciation to our marine team from the three permit-issuing authorities for ABC's responsible approach to risk management will hold us in good stead for the future, while it's safe to say the re-run scheduled for 27-28 February will not be the coldest weekend of the year!

On the smaller boat front, congratulations are due to Yann d'Argenlieu and Nathan Bradley who did themselves and ABC proud with their gold medal in the 29er class against another 30 entries at the Sail Sydney Regatta in December. Their success was followed by a top-three placement a week later at the ISAF youth event in Langkawi. In fact, all ABC sailors acquitted themselves admirably in these international events against stiff competition, bringing credit to themselves and our coaches.

Looking ahead at the start of the year of the monkey, Middle Island renovations are ready to be enjoyed whether après



sailing or for a family barbecue. In addition to the Four Peaks race to come, we have the remaining Waglan series races to complete, with one resail (the result of adverse weather conditions early in the season). Then an early Easter and another holiday will be upon us.

As ever, all sporting activities and all social functions would not happen without the support of our cheerful and obliging staff. Many thanks to them all.

**Chris Pooley**  
Commodore



## Flag Officer's Report

Our last Annual General Meeting held on 30 November 2015 was perhaps one of the most well-attended AGMs in memory. Our AGMs usually struggle to make a quorum of 25 and in the absence of a quorum at the appointed time, those members present 30 minutes after the appointed meeting time are deemed to make up the quorum.

On this occasion, at the appointed time, members were still queuing to sign in and final numbers were 61!

A good turnout to our AGM is always pleasing as it is the one time in the year when as a Club we meet together with the opportunity to discuss Club matters in forum. The many proxies given indicate good interest in the affairs of the Club. Long may this continue.

The main agenda item was the election of General Committee members

for the forthcoming year. With 15 candidates for the 10 places available, there was no call for candidates from the floor, as has been the case many times in the past. Congratulations to the new members of the General Committee, commiserations to those who volunteered but missed out and grateful thanks to those who retired after many years' sterling service.

A few months ago, we revised the Articles of Association of the Club to enable a more appropriate form of voting for the Flag Officer appointments. At the Extraordinary Meeting held on 25 August 2015, members raised particular queries over some provisions that have existed in our articles since the very beginning. Accordingly, our articles have been revised again to include references to the new Hong Kong Companies Ordinance.



I am pleased to say that this review has been completed and approved by the General Committee and is presently with the Home Affairs Bureau. When we receive its approval, we can convene an Extraordinary Meeting to pass the proposals. There will be no major changes in this revision; matters of form rather than substance.

**Nick Bodnar-Horvath**  
Honorary General Secretary



## 2016 Easter Programme

### Good Friday, 25 March

#### Norwegian Salmon Evening and free wine tasting

The Patio, Friday, 25 March

6:30-9:30 pm

Discover 12 ways of serving salmon.

Prizes: Free buffet for two people at the Four Peaks Restaurant if you name four dishes (a total of four prizes).

Adults \$205, concessionary price for members over age 65 \$195, children aged 3-12 \$125

### Easter Saturday, 26 March

#### Lamb on a Spit evening

The Patio, 6:30-9:30 pm

Roast lamb accompanied by your choice of vegetables and salads and a variety of desserts.

Adults \$238, concessionary price for members over age 65 \$198, children aged 3-12 \$138

### Easter Sunday, 27 March

#### Breakfast Buffet

The Patio, 7:10-11 am

Adults \$68, children aged 3-12 \$48

#### Egg Hunt

10:30am

An egg-citing Easter Egg Hunt will take place at the Children's Playground.

Children (aged up to 10 years) \$20

#### Easter Brunch Buffet

The Patio, 11:30 am-3 pm

Enjoy your choices from freshly prepared buffet offerings of salads; hot cross buns; ham and marinated roast lamb; barbecued sirloin steak, satays and sausage varieties; entrées including shepherd's pie, squid ink pasta with prawns, pizza and spaghetti Bolognese, stews; grilled Mediterranean vegetables and corn on the cob; and desserts ranging from fresh fruit to carrot cake and chocolate cake, mango pudding and cupcakes.

Adults \$248, concessionary price for members over age 65 \$208, children aged 3-12 \$148

Add \$60 for free-flow of sparkling wine

#### Family Egg Race

Middle Island, 3 pm

Children (aged up to 10 years) \$20



To reserve for your family and friends, call Reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)



## General Manager's Letter

**Staff party thank you:** On behalf of all the Aberdeen Boat Club staff, let me pass on our gratitude for your generous support through the staff gratuity contribution that most of you have made. Once again we all had a wonderful and successful staff party, on 15 February, at the Treasure Lake Seafood Restaurant in Central.

During the evening, many staff were confirmed in their newly promoted positions and others received a long-service staff award; all listed here and on the following page.

### Best Performance Staff 2015

Kitchen - Mok Chi Yiu

(Chef de Partie Saucier)

Office - Regienne Bajala

(Administration Assistant)

Marine - Cheung Chi Ming

(Senior Coxswain)

F&B - Yu Chun Kwong, Martin (Captain)

House - Chan Kam Yung (Lifeguard)

### Swimming pool renovation:

On 1 February, we closed the swimming pool, which will reopen in mid-March. While our original plan was to change all the underwater tiles and deck, fix all leakage and re-do all the old piping below the pool, this would have caused closure of the pool for a further six weeks, which was not acceptable. We have therefore decided to focus this year on all structural repairs and piping; next year, we shall do all the cosmetic work.

### Air-conditioning improvements:

You must have noticed the heavy air-conditioning repair and maintenance work happening these days around the Club. It will take place until April as the extent of the work needed is enormous: all the ducts, evaporators, fan coils, engines, expansion valves, and thermostats will be replaced, and then ceilings will be touched up.

We have added air-conditioning in the ladies' and men's second-floor toilets; much needed in summertime. After constant rounds of little fixes

here and there we much needed a full overhaul of our 40-plus year-old system. The modernisation should result in less energy expended, a plus for the environment.

**Middle Island beautification:** As foretold in an earlier letter, over the winter Middle Island has been enhanced. We have installed outdoor decking, improved the landscaping and redesigned the whole interior.

On the food side, an extended barbecue menu with delivery from the main Clubhouse is now in place and running. The latest news is that you can now get fries on Middle Island.

But be aware that these fries are healthy: our new air fryer uses only a spoonful of oil per kilo of fries. Therefore, no more worries about greasy fries and you may freely indulge in the new French fries menu on Middle Island.

**Telephone rules:** I am afraid that, once more, I must remind our members about the Club's phone usage policy. For some time, the Club's firm policy was very well followed and practically no ringing sounds or music were to be heard around the Club. But very sadly, recently the sounds have started again. Members have been disturbed and complaints have been received.

Allow me to remind you that the bye-laws 3(M) on page 10 on electronic devices state that:

(i) The use of mobile telephones, audible pagers, private radios, tape recorders, record and CD players or musical instruments is forbidden in any part of the Club premises except as set out below.

a. Mobile telephones used on silent or vibration mode may be operated in designated areas of the Club. The designated area within the main Clubhouse is located adjacent to landline telephones on the foyer of each floor.

b. Laptops, iPads, Kindles or other similar devices may be activated within the Waglan Bar, the Galley, and on



the ground floor and first floor patios, however, audible mode is not allowed in any venue of the Club.

c. In addition, electronic devices and mobile telephones may be used in the Harbour Room and the Bridge only during periods when they have been booked by a member or for a function, or in the carpark, or in areas of Middle Island beyond the boatyard barrier gate.

**Captain's table:** Sadly, our third Captain's Table evening on 22 January 2016 in the Waglan bar did not materialise. At the last minute, our speaker could not make it.

Nonetheless the next hosting of a speaker is planned for the near future. This event will start at 7:30 pm. The price remains \$98 to include one drink and snacks served all evening. Our guest speaker that evening will be Michael Mudd, discussing his passage of Cape Horn. Please check emails from the Club for further information.

### Philippe de Manny

General Manager



## Staff Promotions and Awards

NAME		PROMOTED TO:
Chow, Luen Fuk		Bosun
Regienne Mae Bajala		Administration Assistant
Ka Leong Henry Lam		Assistant Food & Beverage Manager
Yin Ping Brenda lee		Beverage Manager
Chun Kwong Martin Yu		Captain
Ka Wai Joephy Tang		Senior Waiter
Alan Miguel Bulaong De Leon		Senior Waiter
Chi Yiu Michael Mok		Senior Chef de Partie

NAME		PROMOTED TO:
Chi Yiu Michael Mok		Senior Chef de Partie
Pui Kei Choi		Sr.Chef de Partie
Kermatt Ali Balg Mirza		Junior Chef de Partie
Yau Hoi Leung		Junior Chef de Partie

LONG SERVICE AWARDS			
25 years of service	25 years of service award		25 years of service



## Golf Society 2016 Programme

The ABC Golf Society has planned a programme of activities for 2016 shown in the chart below. This year we introduce the Hong Kong Seniors, continue to support the WAGS (Wednesday Afternoon Golf Society) and challenge the FCC and the HKCC. The total of 11 games planned will include five

“Join the WAGS” days, two other Club challenges (FCC and HKCC), two ABC-only days, and new this year, a competition against the Hong Kong Seniors. The ABC Golf Society’s joining fee is only \$600 per year and will be charged from 1 March for existing members. See [www.abclubhk.com/Golf\\_Society.aspx](http://www.abclubhk.com/Golf_Society.aspx).

<b>MARCH</b>		
Friday 11	Join the WAGS for a two-man scramble game	KSC EAST
<b>APRIL</b>		
Friday 22	ABC Golf Society ONLY; net score on handicap	DWB
<b>MAY</b>		
Friday 6	Join the WAGS for a quota game	KSC SOUTH
Monday 30	ABC vs Hong Kong Seniors (the New Challenge)	TBC
<b>JUNE</b>		
Friday 17	Stableford Challenge: ABC vs FCC	KSC SOUTH
<b>AUGUST</b>		
Monday 29	ABC vs Hong Kong Senior (The Revenge)	TBC
<b>SEPTEMBER</b>		
Thursday 15	Join the WAGS for multiple Mulligan games	KSC EAST
Friday 30	Stableford Challenge: ABC vs HKCC	DWB
<b>OCTOBER</b>		
Friday 28	ABC Golf Society ONLY; net score on handicap	KSC SOUTH
<b>NOVEMBER</b>		
Friday 18	Join the WAGS for the annual charity day team scramble	KSC EAST
<b>DECEMBER</b>		
Friday 16	Join the WAGS for an individual Stableford game	DWB
<b>TOURS</b>		
1 Sep 2016 (Thursday)	WAGS tour of Ho Chi Minh - Long Thanh GC individual vs par	
2 Sep 2016 (Friday)	WAGS tour of Ho Chi Minh - Vietnam CC individual Stableford	
3 Sep 2016 (Saturday)	WAGS tour of Ho Chi Minh - Jeongsan GC two-man scramble	
28 Oct 2016 (Friday)	WAGS tour of Siem Reap - Booyoung individual vs par	
29 Oct 2016 (Saturday)	WAGS tour of Siem Reap - Angkor G&CC individual Stableford	
30 Oct 2016 (Sunday)	WAGS tour of Siem Reap - Phokeethra GC two-man scramble	



## March F&B Events at the Club

Throughout the month of March, the Galley will offer special dishes featuring French sausages, with lentil soup, cassoulet with Toulouse sausage, andouillete, sauerkraut and new potatoes, and ratatouille.

The Four Peaks fine dining restaurant will serve a selection of traditional Easter dishes, including Tuscan bean soup, braised lamb shoulder, baked snapper, risotto and baked glazed ham.

### March's featured wine from Portugal

**Aveleda Charamba Tinto 2013, Douro**  
By the glass, \$47, by the bottle \$230

### Aveleda Casal Garcia Bianco

By the glass, \$47, by the bottle \$230

### Featured beer from New York City, USA

Brooklyn IPA  
By the bottle \$47

### March's featured cocktails

#### Apple Logan Tea

Raspberry Mimosa  
Raspberry purée, vanilla liqueur and sparkling wine \$60

#### Feijoa Jam

Ginger wine, vanilla liqueur, Feijoa purée, fresh ginger and syrup, with a splash of soda  
\$50/\$38 (non-alcoholic)

#### Feijoa Iced Tea

Whisky, Feijoa purée, apple honey and iced tea  
\$50 / \$38 (non-alcoholic)

## March Events

### BenRiach Whisky Tasting Night

Waglan Bar, Friday, 4 March  
6:30-8:30 pm  
Speaker: Douglas Cook  
6:30 pm welcome drink with canapes, 7:30 pm tasting  
\$138 per person

### Thai and Indian Curry Battle:

#### Chef Yadav vs Thai chef

The Patio, Saturday, 12 March  
6:30-9:30 pm  
Includes unlimited beers and a wide array of curried delicacies in the Indian and Thai traditions.  
Adults \$258, concessionary price for members over 65, \$218, children aged 3-12 \$148

*Please see note on page 3 listing all Easter events.*

To reserve for your family and friends, call Reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)



# Home Wine Delivery March 2016

	\$/Bottle	Quantity	Amount
<b>WHITES</b>			
<b>Girardi Prosecco D.O.C.G. Cuvee Millesimato Extra Dry 2014, Italy</b> Brilliant straw-yellow with pale-green reflections. Rich and persistent aroma with fruity notes scented with apple and pear. Fruity flavour with a pleasantly sour yet well-rounded taste.	\$188		
<b>Stalking Horse Padthaway Chardonnay 2012, South Australia</b> Possesses a fine definition of tropical flavours and very little oak influence. Fresh and vibrant flavours and a defined acid balance make this an exceptional accompaniment to seafood.	\$115		
<b>Aviary Chardonnay 2012, Napa Valley, California</b> A fresh, rich and balanced wine. Inviting aromas of pear, banana, vanilla, subtle spice and toasted oak draw you in. On the palate, lively flavours of apricot, apple, pear, banana, and star of jasmine can be found.	\$125		
<b>Echeverria Chardonnay Gran Reserva 2014, Molina, Curico Valley, Chile</b> This pleasantly balanced oak barrel-fermented Chardonnay provides a combination of ripe fruit flavours with hints of light toasty wood and vanilla, enriched with touches of butter due to its partial malolactic fermentation. <i>Certified Sustainable Wine of Chile</i> <i>BEST BUY, Beverage Testing Institute 2013</i>	\$125		
<b>Southbank Sauvignon Blanc 2014, Marlborough, New Zealand</b> Lifted and aromatic, this Sauvignon Blanc shows ripe gooseberry and passion fruit characters. The palate is vibrant and fresh with a long, crisp finish. A great match with seafood or grilled chicken dishes.	\$145		
<b>REDS</b>			
<b>Mi Terruño Malbec/Cabernet Sauvignon Limited Reserva 2010, Argentina</b> This Malbec/Cabernet Sauvignon is an elegant wine, produced with grapes from 80 year-old vines from our best terroirs in Mendoza. A blend of 55 percent Malbec and 45 percent Cabernet Sauvignon, this full-bodied wine has dense purple hues and presents aromas of black cherry, mint and toasted oak. Cedar tannins emerge on the spicy, lingering finish. <i>Highly recommended, Stephen Tanzer, USA</i> <i>Bronze Medal 2010 Argentina Wine Awards Silver Medal</i> <i>Asia Champion Sommeliers Wine Awards, Bronze Medal IWSC UK Awards</i>	\$220		
<b>Southbank Pinot Noir 2013, South Island, New Zealand</b> Immediately appealing with a lifted fragrance of red summer fruits and an appetizing chocolate and oak complexity. An elegant acid balance sits nicely around a supple cord of fruit defining the palate. The tannins sit softly in the background, making for a very approachable style boasting excellent varietal character. Excellent partner with roast turkey, a salad of broad beans and hot smoked salmon. <i>Bronze Medal, House Wine Awards, Restaurant &amp; Bar Hong Kong 2012</i>	\$220		
<b>Stalking Horse Barossa Valley Shiraz 2012, South Australia</b> Bright purple to black in the glass, the nose is rich with notes of plum and mocha that flow through to the palate with soft mouth feel and beautiful oak integration. The palate is luscious and soft with a lovely complexity showing coffee, chocolate, cigar box and fennel, and finishes with mouthful of plums. <i>91 Points, Wine Spectator Aug 2014</i>	\$235		
<b>Aviary Cabernet Sauvignon 2012, Napa Valley, California</b> Deep garnet in colour. Opening with aromas of black berries, dried plums, cigar box, and a hint of pepper. The broad mid-palate is rich and balanced with flavors of plum, currant, and black tea. The lower alcohol and softer tannins give this Cabernet Sauvignon definition and structure in a more elegant and approachable style.	\$288		
	Total		

**Free Wine Tasting at the Galley and Patio,  
Friday 25 March, 6:30-8:30 pm at the Norwegian salmon evening**

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

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

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 post, fax or in person. Contact the Food & Beverage Department on 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.





# Quiz: Sailing Knowledge for Skippers

See page 14 for answers

Contributed by Stephen Hilton, ABC member

1. When sailing in fog, what is the sound signal made by a yacht underway?
2. What is meant by the term "a vessel not under command", and how would you recognise this?
3. The depth by the Club's pontoon is indicated on the wall by "C.D.". What does this mean?
4. What is indicated by a rapid and significant fall in barometric pressure?
5. What does the orange flag on the committee boat signify?
6. What is meant by the term "secondary means of position fixing"?
7. There are three corners and three edges to the triangle that forms the shape of most sails. Starting with the lower forward-most corner, then going up the front edge to the top of the sail and continuing until you return to the starting point, name each corner and edge.
8. What is the purpose of the sacrificial anode on a boat?
9. Who is the executive cruiser and marine secretary at the ABC?
10. Why is important to ensure a DSC (digital selective calling) VHF radio is correctly connected to the vessel's GPS or chart plotter?

“  
Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbour. Catch the trade winds in your sails. Explore. Dream. Discover.”

– Mark Twain

## Need a new tender/dinghy?

### “SPACE” **BIG** on the inside **small** on the outside!

Top quality Italian-made inflatable tenders featuring a unique folding transom which allows the engine to remain attached whilst stored flat on board. The SPACE model is compact owing to the patented design but none-the-less very stable and with increased space on board compared to other tenders.

MODEL	DIMENSIONS	KG	HP	👤
CABRIO ESPACE 240	2,40 X 1,40 X 0,51	40	10	4
CABRIO ESPACE 270	2,70 X 1,40 X 0,51	50	10	4
CABRIO ESPACE 320	3,20 X 1,64 X 0,90	110	30	5

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# *Postponed over Polar Vortex* Safety Concerns Force Resail of Iconic Four Peaks Race

By Alex Johnston, photos supplied by Alan Child

It was with great reluctance that the race committee for the Simpson Marine Four Peaks Race 2016 took the decision to postpone it, at 6 pm on Friday 22 January; some 17 hours before the scheduled start of the 32nd running of the annual race.

The race committee's very real concern was that competitors would be put at risk getting on and off boats in a heavy swell, especially if very cold and tired after running up the icy peaks. On the peaks, temperatures at altitude would be considerably lower; below freezing, with stronger wind and gusts.

The marine forecast for that weekend was predicting gale-force winds for the entire Hong Kong area, with record low temperatures, including  $-6^{\circ}\text{C}$  at sea level. That Friday, as the race committee prepared to meet, the Hong Kong Observatory was expecting gale-force winds on high ground with temperatures falling as low as  $-7^{\circ}\text{C}$  with ice on running paths.

This forecast would put both runners and the peak controllers who would have had to stay at altitude for extended lengths of time at an unacceptable risk to run the event safely.

## Reality worse than forecast

As local media reported extensively throughout the weekend, the weather conditions turned out to be even worse than forecast. The race committee's difficult decision to postpone was borne out with Hong Kong experiencing a record low temperature, the lowest in over 59 years, with extensive frost and ice on the running trails and peaks.

The Hong Kong Land and Marine Police departments, the Agricultural, Fisheries and Conservation Department that issues hill-running permits and the Marine Department all thanked the Club for making the sensible decision to postpone.

Another Hong Kong peak-running event that was actually held that weekend – the Hong Kong 100 – got into serious difficulty with a considerable number of runners needing to be rescued and suffering from exposure and hypothermia.

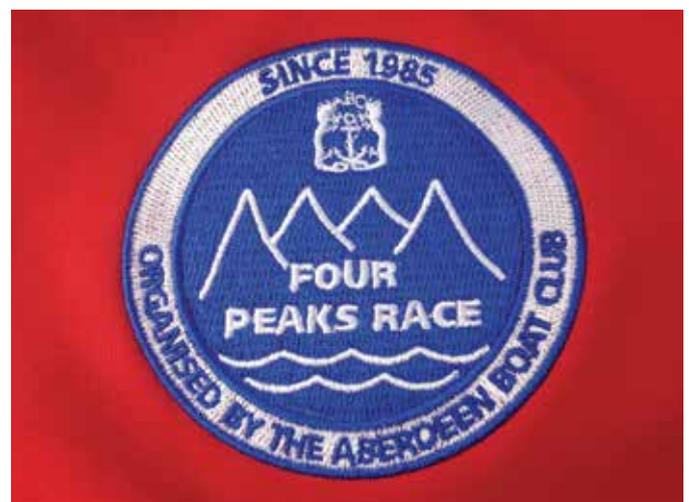
## Safety always paramount

The safety of the crews, runners and race volunteers is always paramount and is something that the race committee and management at the ABC take very seriously.

The 32nd annual Four Peaks race will be resailed and re-run on the weekend of 27 and 28 February, with a full race report to follow in the April issue of *Horizons*. *HN*



Screen shot of actual wind gusts, 4:40 am, Sunday 24 January





# Success at Sail Sydney: ABC Sailors Win 29er Class

By Nathan Bradbury, photos by David Price

From 17 to 20 December 2015, Sail Sydney was an amazing event for the Aberdeen Racing Academy, coached out of the ABC. The Club sent three boats to race in the 29er category.

Other competitive classes at Sail Sydney were 420, 49er, 49erFX, Byte, Finn, Flying 11, Laser, Laser 4.7, Laser Radial, Optimist, Sabot, Tasar, RS:X, Formula and Viper.

We did a few days' training in Sydney Harbour, and also were lucky enough to see some of the boats warming up for the famous Sydney to Hobart race.

Every day, we had more than 10 knots of wind, with some days' winds reaching up to 20 knots. The chop that we had all

been warned about was definitely there.

The event itself was an amazing one, as the Australians have one of the most competitive fleets in the world.

The whole team was pleased with our results. Yann D'Argenlieu and I managed to win the regatta by a cool eight points after 10 races, dropping a third. Russell Aylsworth and Calum Gregor placed fifth; only one point behind fourth. The girls, Harriette Edmonds and Freya Darnton, picked up a very respectable 24th place, as one of the newest teams at the event.

Overall the event and experience was an amazing one for the whole team. We got to meet and make a lot of useful connections, and all of us improved our sailing. *H*



Yann and Nathan (R)



**BORRELLI  
WALSH 保華**



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### Langkawi, Malaysia

# 29er ISAF Youth Worlds

By Freya Darnton

This year the ISAF Youth World Championships took place in Langkawi, Malaysia – a location known for its light winds with strong tides. This year was the first that the ABC had both girls and boys represented in the 29er Class at ISAF. The boys were represented by Yann D'Argenlieu and Nathan Bradley, and the girls by Harriette Edmonds and me, Freya Darnton.

The event started on 27 December when boats were allocated. The first morning down at the club, we set up our boats as quickly as possible so that we could go out for a sail in the afternoon, come to terms with the tricky conditions of Langkawi and prepare ourselves for the practice race the next day.

On the 28th, the wind was stronger than we had anticipated, which led to some close racing in the practice race. The boys were winning up to the point that they decided

to go in, and Harriette and I were within the top 15. We were quite happy with this since it was our first ISAF Youth Worlds event and we had never sailed in the area before.

#### The mixing of the waters

In the evening the opening ceremony took place in Eagle Square. It consisted of a parade to the location, followed by the mixing of the waters – Harriette added Hong Kong's water to the bowl. The mixing of the waters is where each country taking part in the event brings its own seawater and joins it with the other waters from other countries in a large case. The case of water is then released into the sea by the home countries' representatives. After the opening ceremony, we went back to the hotel to get an early night before the first day of racing.



The fleet



Freya and Harriette (R)



Nathan and Yann (R)



**BORRELLI  
WALSH 保華**

Day 1 of racing was windier than we had all expected, which meant that we had quite a tough day up ahead of us. In the first race Harriette and I were finding our feet in the heavier wind and the competitive fleet, and came out with a 23rd. During the second and third races, the race committee changed the courses, which led to many people getting disqualified. This boosted our scores, giving us a 17th and a 15th.

As for the boys, in the first race they got an OCS, meaning that they had to give up their discard at the beginning of the regatta. However, in the second and third race, they came out with a 17th and a fourth.

**Strong currents**

Day 2 was another challenging day for all of us. It was still breezy with an unpleasantly early start. Harriette and I got a 19th in the first race of the day. Unfortunately in the second race we capsized twice, meaning that we missed the time limit, frustratingly by around only 30 seconds, and were scored a DNF. Finally in the third race of the day we got another 17th, with which we were once again happy.

In the first race Yann and Nathan got a 12th followed by a seventh, but then in the third race were pushed over the line by the strong current and therefore received their second OCS

of the regatta. This was disappointing for them, as it meant that they had a non-discardable 32nd on their score.

The third day, yet again, was windy. Yann and Nathan got a 10th and 11th and a third in the last race of the day, which was a pleasant way to end before the well-deserved lay day on 1 January.

As for Harriette and me, we struggled more due to the strong winds, getting a 20th and 19th in the first two races. Then when the wind picked up even more for the final race, we capsized in the minute before it was due to start, causing us to miss the gun. During this capsize our Gennaker sheets got caught under our centreboard, meaning that during the upwind we would be forced to capsize again in order to fix it.

By this point we were quite far behind the first few boats, but we persevered up to the top mark, where on the mark rounding, we capsized again. At this point Harriette and I were lapped by the first boat, so we made the call to retire. We knew that we would not be able to finish the race within the 10-minute time limit from the first boat crossing the line.

The next day was a lay day. We all had a sleep-in, needed after the tough races of the days before. We then went to the beach to relax and have Mexican food for dinner, a nice change from the hotel food of the earlier days.

The next day, we were back into racing. We had another early start with the first race starting at 10 am. The wind was slightly more manageable at around 15 knots but was building to 18-20 knots throughout the morning. The boys got a 10th followed by a seventh and then had a great last race of the day, getting their first bullet of the regatta!

Harriette and I got a 19th, 22nd and then a 21st, which we were not so happy with, but still we were glad that there was one race left on the regatta's final day.

Finally on the last day, the wind was lighter. This suited Harriette and me better as our combined crew weight is light. We finished the regatta on a high with a 16th. Yann and Nathan also got a 16th. This left us with our final results of Yann and Nathan at 11th, and Harriette and me at 20th.

The Langkawi ISAF Youth Worlds event was very challenging, yet it was an amazing experience racing against the best in the world in tough conditions, with a much stronger tide and stronger winds than we are used to in Hong Kong. ✨



Nathan and Yann (R) at rest



## Answers: Sailing Knowledge for Skippers

See page 8 for questions

1. As all the sailors in this year's Valentine Pursuit Race will know, when sailing in fog, any vessel restricted in its ability to manoeuvre, including a sailing boat, should sound one long sound signal and two short sound signals every two minutes. This also applies to fishing boats and other vessels restricted in ability to manoeuvre and to ships under command.
2. A vessel not under command is defined as a vessel that is unable to manoeuvre as normally required due to exceptional circumstances. You would be able to ascertain this by the vessel's display of two black balls in a vertical line during daylight hours or showing two red lights in a vertical line at night. If the vessel was underway at night, it would also show its normal navigation lights.
3. The height of a tide is always measured from chart datum that refers to the lowest tide you are likely to meet at that location. So if you need to know if your vessel is safe to come alongside the Club you simply need to add the estimated height of tide at the time you want to come alongside to the chart datum (C.D.) figure indicated on the wall by the Club, and ensure the total is greater than your draft. But remember, if staying for any period of time, you need to check the fall of the tide during that period.
4. The approach of a low pressure system.
5. The orange flag indicates the committee boat is:
  - a. On station and ready to take any sign-on requests as per the sailing instructions, and
  - b. A start sequence will be made soon, and also
  - c. All sighting of the start line are taken between this flag and the pin-end buoy.
6. This is the practice of verifying a position fix using an alternative means. For example, a GPS-derived position fix may be verified with a bearing to a charted object on land combined with a depth sounding.
7. Tack, luff, head, leech, clew, foot.
8. Sacrificial anodes provide protection to crucial metallic parts of a vessel by providing more positive electromagnetic potential than key metallic parts such as propeller shafts and propellers. The anodes are easily and cheaply replaceable during routine periodical maintenance.
9. Jennifer Li is the ABC executive cruiser and marine secretary and can be contacted at [jennifer@abclubhk.com](mailto:jennifer@abclubhk.com) or +852 2552 8182.
10. When connected to a GPS or plotter, a DSC VHF radio will allow the transmission of a distress signal, including a precise location, at the push of a distress-alert button.

# Easter Rising: How the Paschal Moon Defines the Date of Easter Sunday

By Chris Pooley

It's that time of year again as we look forward to the Hong Kong Rugby Sevens and the Easter holidays. Yet this year the sequence is, unusually, transposed because this year's Easter falls earlier than usual.

The date of Easter Sunday varies annually, being in some way lunar-linked. But how, and why, exactly?

A recent article in the U.K.'s *Telegraph* reporting on a new initiative by Christian churches to fix the date for Easter Sunday gave a common but erroneous explanation for the shifting date, viz., "the first Sunday following the first full moon after the Vernal Equinox around 21 March". Not so.

The methodology for the calculation still in use today provides a fascinating insight into theological and astronomical history (much too detailed for this article) and stems from the Council of Nicaea in 325 AD, convened by Christian bishops to reach consensus on issues within the Church.

A major agenda item was a new definition for Easter Sunday to unshackle it from the (then erratic) Jewish calendar, so as to maintain the date in the same spring season with the same relationship to the astronomical full moon (AFM) that occurred at the time of the Resurrection in 30 AD.

## An instant in time

The defined AFM occurs at one instant in time, which may well be in daylight (and on two dates around the world) and so is unsuitable as a bench mark for calculating Easter Sunday.

Thus, in order to establish an agreed set of future dates for Easter, the astronomers calculated the approximate dates (which in fact are surprisingly accurate) for the AFM for each year from AD 325 (the year of the Nicaean Council) to AD 4099, and called these ecclesiastical full moons (EFMs).

Taking this a step further, they defined the Paschal full moon (PFM) as the first EFM after 20 March, the date of the vernal equinox in 325AD, and listed PFM dates up to 4099 in tabular form on a 19-year cycle for use in setting the date for Easter in the Christian church. (Julian calendar dates were the reference at that time.)

The precise definition became, and remains: the first ECM after 20 March each year is the Paschal full moon (PFM). Easter Sunday is the Sunday following the PSM for the year.

And so it came about that Easter Sunday falls on dates ranging between 22 March and 25 April each year, all set in accordance with the PFM table, ever since.

However, the Julian calendar overcompensates the leap year adjustment against the tropical year (the actual orbital time around the sun). So some 1200 years later, Easter Sunday had drifted significantly out of season, leading Pope Gregory and his team of astronomers in 1582 to establish his eponymous calendar by recalculating the leap year adjustment. They did this by omitting three leap days every 400 years and removing 10 days from the calendar in one stroke (leading to riots in some countries because of the "theft" of lifespan).

The PFM date table (left), adjusted after 1583 to Gregorian calendar dates, is still in use and will remain so until the Christian churches are able to agree to a fixed date. The last attempt in 2001 fizzled out ...

It will not escape the notice of Antipodeans that the whole concept is totally northern hemisphere-biased! -H-

Paschal Full Moon Dates (M=March, A=April)

Remainder after dividing year by 19	Paschal Full Moon Dates (M=March, A=April)																								
	From 326	1583 - 1699	1700 - 1899	1900 - 2199	2200 - 2499	2500 - 2899	2900 - 3099	3100 - 3499	3500 - 3699	3700 - 4099															
0	A5	A12	A13	A14	A15	A16	A17	A18	A18	M21	M22	M23													
1	M25	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11													
2	A13	M21	M22	M23	M24	M25	M26	M27	M28	M29	M30	M31													
3	A2	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A18													
4	M22	M29	M30	M31	A1	A2	A3	A4	A5	A6	A7	A8													
5	A10	A17	A18	A18	M21	M22	M23	M24	M25	M26	M27	M28													
6	M30	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16													
7	A18	M26	M27	M28	M29	M30	M31	A1	A2	A3	A4	A5													
8	A7	A14	A15	A16	A17	A18	A18	M21	M22	M23	M24	M25													
9	M27	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13													
10	A15	M23	M24	M25	M26	M27	M28	M29	M30	M31	A1	A2													
11	A4	A11	A12	A13	A14	A15	A16	A17	A17	A18	M21	M22													
12	M24	M31	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10													
13	A12	A18	M21	M22	M23	M24	M25	M26	M27	M28	M29	M30													
14	A1	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A17													
15	M21	M28	M29	M30	M31	A1	A2	A3	A4	A5	A6	A7													
16	A9	A16	A17	A17	A18	M21	M22	M23	M24	M25	M26	M27													
17	M29	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15													
18	A17	M25	M26	M27	M28	M29	M30	M31	A1	A2	A3	A4													

\* Years from 326 apply to the Julian calendar      \*\* Years 1583 to 4099 apply to the Gregorian calendar



# 2016 Race Annual ABC Classic Yacht Rally Revives Taipan Cup

By Stephen Hilton

The Aberdeen Boat Club will organise and run the 11th Classic Yacht Rally on the weekend of 16-17 April 2016.

This annual event celebrates sailing design and style, bringing older classical yachts together with more modern boats for a weekend of cruising and sailing in company. It's a raft-up of like-minded sailors, friends and families, mixing together and sharing their love of being on the water.

The Classic Yacht Rally consists of a Saturday afternoon race and social get-together at Middle Island where yachts can berth or moor overnight. Sunday starts with breakfast before the sailing of a second race, then a return to Middle Island for a late lunch and prize-giving.

Racing is kept informal but there are prizes for Taipans, Cheoy Lees, Cape Caribs, Senatos and other classes, subject to a minimum of three entries.

Classic boats over 25 years old are eligible to enter and be judged in the Concours D'Elegance.



Nomad in 2007, by Kevin Lewis



Ragamuffin in the 2006 Classic Yacht Rally, by Philippe de Manny

This year, alongside the growing list of entrants, the Club is making a special effort to revive the Taipan Cup, which was the early forerunner of the Classic Yacht Race, to try to bring together as many as possible of these Hong Kong-built classic yachts.

#### Designed and made in Hong Kong

The Taipan 28 is a small 28-foot cruising yacht. The fibreglass-reinforced Bermuda-rigged sloop was designed and built in Pak Sha Wan, Hong Kong, by Interchem Engineers Ltd.

As we revive the Taipan Cup within the Classic Yacht Rally, we will try to update the record of known Taipan yachts still sailing around the world.

If you own, or know someone with one of these classic Hong Kong boats, get them to come along to keep the tradition alive or contact us with updates for the record book.

#### History of the Taipan 28

The following extract is taken from the owner's guidebook for a new Taipan 28 delivered in 1974.

*"This gorgeous glass fibre masthead sloop, trimmed with teak, is built by top-grade craftsmen to conform to the most exacting standard. Her one-piece hull and one-piece deck and cabin trunk combine for strength and reduce maintenance to a minimum. The teak-laid deck and the practical use of stainless steel and chromed bronze all add to the long list of minimum-maintenance finish and fittings. Her 6'3" headroom and features only to be found in other larger more expensive yachts provides most comfortable accommodation. As the name Taipan implies, she is a real V.I.P. but at a price you can afford."*

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“ This year, alongside the growing list of entrants, the Club is making a special effort to revive the Taipan Cup, which was the early forerunner of the Classic Yacht Race, to try to bring together as many as possible of these Hong Kong-built classic yachts. ”

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The Taipans have a full keel and a relatively short wooden rig, which over time on some boats has been replaced with an aluminium rig. Different interiors were built, with interior tables or berths to starboard and three-to-four berths.

The yacht is powered by an inboard marine diesel, 10 HP, one-cylinder, four-stroke, water-cooled engine. It seems nearly certain that the Taipan 28 shares the same hull as the Newell Cadet/Offshore 27 foot, built by Hong Kong's Cheoy Lee shipyard at the same time.

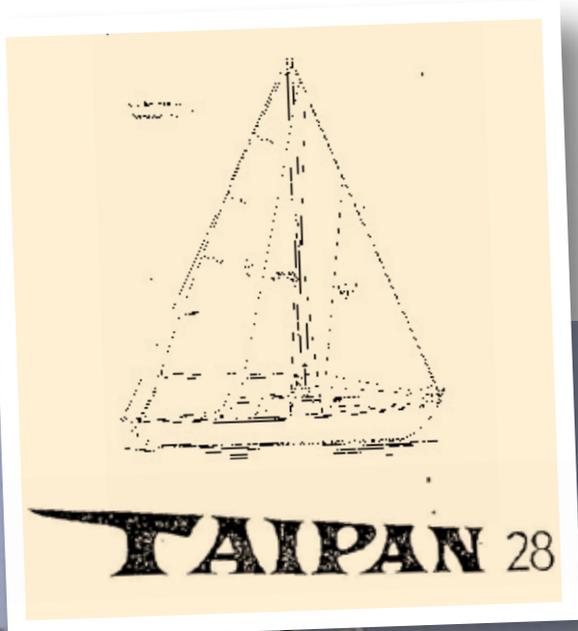
Today the yacht provides the discerning owner with a sea-kindly and seaworthy vessel that thrives in a good breeze and seaway. The long keel makes it difficult to reverse under power but certainly ensures that the boat tracks as though on rails with the sails hard-in. The rig does not allow close pointing, but in anything from a fetch to a broad reach, the boat comes alive.

Taipans are very rewarding to sail especially when flying the symmetrical spinnaker, which can be flown in a strong wind if you can keep your nerve and have good crew on the sheet.

Around 100 Taipans were built between 1970 and 1980, starting with hull number 100. A list of vessels known today is shown on page 19.

We need help to update this list, which should number 100, so would appreciate any alert to the author (stephenhilton.home@gmail.com) about any Taipans still afloat and sailing anywhere around the world.

Most of the remaining Taipans are in Hong Kong but we know of one that sailed to America and one that was sailed to the United Kingdom. ✎



## Taipan Specifications

### General

Length Overall (L.O.A.): 28'0" 8.53m  
Waterline Length (L.W.L.): 20'9" 6.3m  
Beam: 7'9" 2.36m  
Draft: 4'6" 1.37m  
Ballast Keel: 3,064 lb 1,389 kg

### Displacement

Displacement: 7,850 lb 3,560 kg

### Sail Area

Working sail area: 338 sq. ft. (31.4 m<sup>2</sup>)  
With Genoa jib: 450 sq. ft. (42 m<sup>2</sup>)

### Tank capacity

Fuel 9 gallon 34 litre  
Water 23 gallon 87.06 litre

### Engine

Most were originally supplied with MD1B Volvo Penta engines that are marine diesel, 10 HP, one cylinder, four-stroke, water-cooled, max speed 2500 rpm, with 12-volt dynastarter. Engine supplied by nine-gallon stainless steel diesel oil tank.



*In the early 2000s, by Jon Zinke*

## Known Vessels and Conditions

Name	Year	Hull	Condition	Affiliated Yacht Club	Country	Entered for ABC Classic Yacht Rally 2016	Information Last Verified
<i>Taipan</i>	1969	110			California		
<i>əkwâr`ëəs</i>	1969	112			North Carolina, USA		
<i>Smilin' Seagull</i>	1970	119			British Columbia		
<i>Irish Mist</i>	1970	120			California, USA		
	1971	121			Inverness, Scotland		
<i>Taikoo</i>	1970	122			Oregon, USA		
<i>Eroica</i>	1972				Hong Kong		
<i>Scheherazade</i>	1972	127			Hong Kong		
<i>Xanadu</i>	1973	131			Hong Kong		
<i>Crescent Moon</i>	1973	133			United Kingdom		
<i>Nomad</i>	1974	134			Hong Kong		
<i>Ragamuffin</i>	1974	136	Fully Restored	ABC HK	Hong Kong	Yes	04 Jan 16
<i>Titanic</i>	1974	137			Hong Kong		
<i>Snow Goose II</i>	1976	144			Redondo Beach, California, USA		
<i>Naiad</i>	1977	177			Hong Kong		
<i>Mystic</i>	1978				Hong Kong		
<i>Scrimshaw</i>	1979				Hong Kong		
<i>Shao Tai Tai</i>	1980				Hong Kong		
<i>Adagio</i>							
<i>Antares</i>							
<i>Camelot</i>							
<i>Daedalus</i>							
<i>Deben</i>							
<i>Don Quixote</i>					Hong Kong		
<i>Dove</i>					Hong Kong		
<i>Kotuku</i>							
<i>Patricia</i>							
<i>Rafiki</i>							
<i>Silver Cloud</i>					Hong Kong		
<i>Toni Anne</i>							
<i>Triton</i>					Hong Kong		
<i>Virgen Del Mar</i>							
<i>Yarramoor</i>					Hong Kong		
<i>Sapphire</i>							

*Fundraising to Fight Food Waste:*

# From London to Hong Kong on Bikes



By Julia Mason, photos by Julia Mason and Bethany Martin

*In April 2015, Julia Mason (age 22), an ABC dinghy sailing instructor and long-time member of the Club, embarked on a journey with her friend Bethany Martin (23), from London to Hong Kong by bicycle. After 299 days in the saddle, they arrived in Hong Kong on 4 February 2016.*

A year ago, we could never have imagined battling through blizzards, forcing down camel's milk or cycling through rivers. Every day brought new challenges, whether it was the distance we had to cover as we cycled through 20 countries, finding a place to sleep, communicating with strangers or constructing a tent without tent poles (they were left in the snow at the top of a mountain!).

Our "Forks on Wheels" journey began in our last year of university whilst studying for exams. Procrastination led us to discover YouTube videos about the Pamir Highway, and to read about the pros and cons of having V-brakes, and dream of life on a bicycle. "Forks" is the food side of things, a passion we both share. Throughout the journey we gathered recipes, learned about local food culture, and explored the issue of food waste worldwide.

We are raising money for three charities, (Feeding Hong Kong, Food Angel, and Feedback Global), all working to reduce food waste and its impact.

### **Finding our wheels**

Clad in our shiny new gear from our sponsors (LKLM, Exustar, Armadillo Merino, Titan Axiom and Fenix) on a sunny April day outside London's Buckingham Palace, and full of excited nerves, we waved goodbye to our friends and promptly turned around and cycled back home. In our excitement we had forgotten to pack a load of essentials, including our lunch. We managed to make it out of London that afternoon; two girls jittering with anticipation about the world between our two homes.

We rushed to Brussels to be welcomed by 30 members of the Food Surplus Entrepreneur network from the Netherlands, France and Belgium. Our next stop was Aachen, Germany, to the shelter of a friend's home. In Bonn, we were taken in by hippies. We wiggled down the Rhine and sidled across to the long and wandering Danube River, stopping for chutney

and juice with Zero Waste Jam in Vienna, meatballs and bone marrow in Budapest and battered fish, raki and home-made wine in Serbia. Finally we bid our goodbyes to the beautiful Danube and picked our way through the mountainous terrain of Bulgaria, always on guard for chasing dogs.

Europe was a mere taster, a training run for what lay beyond. It was a time for falling off bikes, learning to hill-start with a 50-kg bike beneath us, getting very lost, ending up in swamps at 3 am, pitching the tent (invariably next to a hidden but very much in use railway track) and realising that sometimes the way the crow flies doesn't always serve a bike. We finally understood the saying "take what you think you need, then cut it in half". We scattered a trail of belongings across the continent.

### **New potholes**

Arriving in Turkey introduced us to a world of new hurdles; no more cycle paths, no more German speakers, a new culture, a new religion and fears fuelled by our media at home.

Outside of Istanbul, we realised the meaning of a male-dominated society and found ourselves in chai houses, the only two females, being stared at by a room full of men playing chess and drinking chai. A pattern at first but one we grew used to; usually landing us with never-ending cups of chai.

The hospitality was overwhelming despite this. We were humbled by the generosity and kindness we received. People rushed out of their homes to welcome us in for tea and cake, stopping their cars to give us watermelon and inviting us to sleep in their houses. Some even offered us their own beds rather than have us sleep on the floor.

Leaving Turkey, we fended off continual offers to drink the lethal local "dja dja" pomace brandy in Georgia and climbed the odd "big hill" in Azerbaijan. Our confidence grew in leaps and bounds. And, although potholes continued to appear in the form of traveller's sickness or catching the elusive Caspian Sea ferry, we knew how to keep ourselves safe, could speak a little Turkish and Georgian, and could resort to universally recognised arm-flapping when necessary. We even survived a midnight encounter with a man unsheathing a rifle two metres away from our tent pitched in the middle of nowhere.



Cycling in Azerbaijan



Ak-Baital Pass, Tajikistan, in our sheepskins!



In Bulgaria

### On the rooftop of the world

After crossing the Caspian Sea by ferry, we had to deal with 1500 km of the Kyzyl Kum desert in Uzbekistan. The biggest concern was not where we were going to sleep that night, but where were we going to find food and water. Three days into the desert, our water running low, we decided to ask passing lorries for water. Drivers invariably also handed us a melon and some naan bread, adding some variety to our new diet of porridge and dried fruit, much to the relief of our bowels.

Standing at an altitude of 4655 m on top of the highest pass in the Pamir mountain range in Tajikistan, in the freezing cold and surrounded by snow, we could not have been happier. We'd faced absurd problem after problem, climbing challenge after challenge, but it was then that knew we could really do this.

### The final leg

China. A country filled with many terrains, sights and cultures completely different to what we had experienced so far. The Taklamakan desert was a tough time; mentally draining. Three weeks of waking up to the same landscape, and then we ascended up and onto the Qinghai-Tibetan plateau.

It was disheartening to see the degree of police suppression, especially towards ethnic minorities. Entering the Tibetan region of Gansu was really refreshing after all the police restrictions in Xinjiang and Qinghai. Due to the cold we asked to stay in people's homes, and it was an honour and a privilege to experience insights into their lives.

The last couple of weeks before we reached Hong Kong were a blur; we had to push it out hard in the rain. I suppose you can say we ended as we started ... without a map!

When we arrived at Statue Square in Hong Kong we could honestly say that the world is not as scary as we are led to believe. It is filled with the most amazing people and beautiful nature and scenes. But there are many issues that we encountered that need to be addressed.

Everywhere we went the importance of food was always prominent. Without a common word between us we could sit with locals and interact through sharing and enjoying food. It was often through food that we gained the first insight into a new culture.

Why then, if food is so important to all of us, is 4,600 tonnes of food wasted in Hong Kong every day and a third of all food



Arrival into Hong Kong

produced in the world never eaten? We felt that, particularly in western societies, people are becoming more disconnected from the food production process, so that it is becoming easy to throw things away.

In countries where supermarkets are rare, everyone has their own livestock and grows their own vegetables. In these places we saw a lot less food waste; and we think those more self-sufficient people would be horrified to see what happens in a city like Hong Kong. We all can make a difference; save those leftovers, and put pressure on governments, food companies,

outlets and supermarkets to change their systems, but most importantly we can change the way we value our food.

Please join Julia Mason at the ABC on 15 April at 7 pm when she hosts a talk, accompanied by a buffet dinner featuring recipes collected during Forks on Wheel's intercontinental bike ride. For more details, contact Julia and Beth at [forksonwheels@gmail.com](mailto:forksonwheels@gmail.com). Forks on Wheels is on Facebook at [www.facebook.com/forksonwheels](http://www.facebook.com/forksonwheels). You can donate through Julia and Beth's blog at [www.forksonwheels.org/donate](http://www.forksonwheels.org/donate). 



## March and May 2016 Sailing Programme for the French International School

Date and Time	Junior Course	Activity	Details/entry requirements	\$ Cost (Member/Non-member)	
<b>Application Deadline Friday, 11 March</b>					
Mon 21 – Fri 25 Mar AM		Optimist Stage 1	Age 7 – 11, can swim	1,080 / 1,990	
Mon 21 – Fri 25 Mar AM	✓	Optimist Stage 4 Introduction to Racing	Age 7 – 11, passed Optimist Stage 3	1,080 / 1,990	
Mon 21 – Fri 25 Mar PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080 / 1,990	
Mon 21 – Fri 25 Mar PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080 / 1,990	
Mon 21 – Fri 25 Mar	✓	HKSF Level 1 & 2 Beginner Course	Age 12 – 18, basic entry level for teenagers, can swim	2,650 / 3,980	
Weds 23 – Fri 25 Mar		3 Day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF Level 2	1,590 / 2,388	
Date and Time	Junior Course	Activity	Details/entry requirements	Discounted cost if booked before 8 April (Member/Non-member) \$	\$ Cost (Member/Non-member)
<b>Application Deadline Friday, 29 April</b>					
Mon 9 – Fri 13 May AM		Optimist Stage 1	Age 7 – 11, can swim	972 / 1791	1,080 / 1,990
Mon 9 – Fri 13 May AM	✓	Optimist Stage 4 Introduction to Racing	Age 7 – 11 passed Optimist Stage 3	972 / 1791	1,080 / 1,990
Mon 9 – Fri 13 May PM	✓	Optimist Stage 2	Age 7 – 11 passed Optimist Stage 1	972 / 1791	1,080 / 1,990
Mon 9 – Fri 13 May PM	✓	Optimist Stage 3	Age 7 – 11 passed Optimist Stage 2	972 / 1791	1,080 / 1,990
Mon 9 – Fri 13 May	✓	HKSF Level 1 & 2 Beginner Course	Age 12 – 18, basic entry level for teenagers, can swim	2,385 / 3,582	2,650 / 3,980
Mon 9 – Weds 11 May		3 Day Pico/Feva Supervised Practice	Age 12 – 18, passed HKSF Level 2	1,431 / 2,150	1,590 / 2,388
Mon 9 – Fri 13 May		Improver HKSF Level 3	Age 12 – 18, applicants need to have passed HKSF L2 1 year ago or longer	2,385 / 3,582	2,650 / 3,980
Mon 9 – Weds 11 May		RS Feva Introduction	Age 12 – 18, hold HKSF L2	1,431 / 2,150	1,590 / 2,388



# 2016 ABC Easter Youth Sailing Programme

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. This

year we offer three adult courses (seen below in **bold**) so that parents can sail at the same time as their children Full details are on our website, [www.abclubhk.com](http://www.abclubhk.com), and also are available from Angela at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com).

Date and Time	Junior Course	Activity	Details/entry requirements	\$ Cost (Member/ Non-member)
<b>Application Deadline Monday, 14 March</b>				
Sat 26 – Weds 30 March AM	✓	Optimist Stage 1	Age 7 – 11, can swim with water confidence	1,080 / 1,990
Sat 26 – Weds 30 March PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080 / 1,990
Sat 26 – Weds 30 March PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080 / 1,990
<b>Sat 26 – Weds 30 March PM</b>		<b>Adult HKSF Level 1</b>	<b>Adult (18 or over), can swim with water confidence</b>	<b>1,550 / 2,325</b>
Sat 26 – Weds 30 March		HKSF Level 3 Improver Course	Age 11 – 18, passed HKSF Level 2 with one year's sailing experience since	2,650 / 3,980
Sat 26 – Mon 28 March		RS Feva Introduction Course	Age 12 – 18, passed HKSF L2	1,590 / 2,388
Tues 29 – Thurs 31 March		Laser 1 Introduction Course	Age 12 – Adult, passed HKSF L2	1,590 / 2,388
Fri 1 – Tues 5 April AM	✓	Optimist Stage 1	Age 7 – 11, can swim with water confidence	1,080 / 1,990
Fri 1 – Tues 5 April AM	✓	Optimist Stage 4 Race Introduction	Age 7 – 11, passed Optimist Stage 3	1,080 / 1,990
Fri 1 – Tues 5 April PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080 / 1,990
Fri 1 – Tues 5 April PM	✓	Optimist Stage 3	Age 7 – 11 passed Optimist Stage 2	1,080 / 1,990
Fri 1 – Tues 5 April		HKSF Level 1 & 2 Beginner Course	Age 11 – 18, can swim with water confidence	2,650 / 3,980
<b>Sat 2 – Mon 4</b>		<b>Adult Laser 2000 Course</b>	<b>Adult (18 or over) hold HKSF L2 or equivalent</b>	<b>1,860 / 2,790</b>
Mon 4 April		Dinghy Sailing Trip (Youth and Adult)	Age 12 – Adult, hold HKSF L2 or RS Feva Introduction with additional sailing experience	530 / 796 (youth) 620 / 930 (adult)

<b>Application Deadline Thursday, 24 March</b>				
Weds 6 – Sun 10 April AM	✓	Optimist Stage 1	Age 7 – 11, can swim with water confidence	1,080 / 1,990
Weds 6 – Sun 10 April AM	✓	Optimist Stage 4 Race Introduction	Age 7 – 11, passed Optimist Stage 3	1,080 / 1,990
Weds 6 – Sun 10 April PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080 / 1,990
Weds 6 – Sun 10 April PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080 / 1,990
Fri 1 – Tues 5 April		HKSF Level 1 & 2 Beginner Course	Age 11 – 18, can swim with water confidence	2,650 / 3,980
<b>Weds 6 – Sun 10 April PM</b>		<b>Adult HKSF Level 2</b>	<b>Adult (18 or over) hold HKSF L1</b>	<b>1,550 / 2,325</b>
Weds 6 – Thurs 7 April		RS Feva Gennaker Introduction	Age 12 – 18, passed RS Feva Intro	1,060 / 1,592
Weds 6 – Sat 9 April		ABC 4 day Introduction to High-Performance Sailing	Age 13 – 18 Applicants must hold HKSF Level 3	2,120 / 3,184
Weds 6 – Sun 10 April		High-Performance Advanced Skills, HKSF Level 4	Age 13 – 18 Applicants must hold HKSF Level 3 and have one season of sailing since	2,650 / 3,980

3 January 2016

# ABC vs. Yacht Club Annual Cricket Match

By Andy Orr



A fellow called Virgil once scratched his beard, adjusted his toga, and mumbled "Forsan miseris meliora sequentur", which these days in the 'hood means "If you've been a bit crap, perhaps good things will follow".

After getting their nether-regions handed to them on a platter for the past two years, the intrepid ABC cricket team (all 10 of them!) hoped that Virgil was on the money, as they prepared to do battle with their most despised opponent (actually, their only opponent), the Yacht Club, once again.

Hamstrung by a handful of last-minute defections (you know who you are), the courageous crew donned the whites (or in Mark Sellier's case, a rather fetching pair of red swimming shorts), ignored the rain and ran gazelle-like (that would be a sleeping, hung-over gazelle with a dodgy knee) onto the field.

ABC bowled first, with young Tom Holder and Captain Stuart "Billy" Henwood – both "proper" cricketers – bowling brilliantly, and the Yacht Club soon found themselves two wickets down for only five runs.

After that excellent start, it was left to the not-so-proper cricketers – Andy Orr, Matthew Orr and Graeme Brechin – to tidy up proceedings, and the teams reached the innings break with the Yacht Club having been restricted to a total of 127 runs.

Honorary mentions go to Mick Fisher, who kept wicket superbly to the opening bowlers, and Matthew Johnson who fielded courageously at square leg (that's a fielding position, not a medical condition) in his first-ever game of cricket. Notable performances with the bat from the Yacht Club came from Peter Davies (30), Mark Phipps (32) and Will Gerstman (29).

Young Holder (30) and Not-Young-Anymore Orr (26) got the ABC off to a flier, setting the scene for a display of pyrotechnics from Tristan Stewart (26) and useful knocks from Captain Billy (18) and Mark Sellier (17). The ABC reached 127 runs (the same score needed to tie with the Yacht Club) with 10 overs still left to bowl and having only lost three wickets. All it needed was for one of the batsmen to tickle the ball down to deep fine leg (that's a fielding position, not a politically incorrect comment at the office Christmas party) and the match would be won.

However, in a mighty effort to snatch defeat from the jaws of victory, the ABC then lost three further wickets with the scores still tied, before Mark Sellier thankfully put the game to bed with a nervy jab through the slips (that's a fielding position, not an article of women's clothing)!

Thanks to Tristan for organising.

Great day. Great result. Virgil was right.





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

## Part A (Master)

Dates: 6, 7, 8 April 2016 / 1, 4, 5 August 2016 / 1, 3, 4 November 2016

Times: 7 pm to 10:15 pm

Syllabus: Rules, lights, shapes, buoyage and signals, seamanship,  
local knowledge and the laws of Hong Kong fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

## Part B (Engineer)

Dates: 11, 12, 13 April 2016 / 8, 11, 12 August 2016 / 7, 8, 9 November 2016

Times: 7 pm to 10:15 pm

Syllabus: Engine general construction, diesel and petrol fuel, fuel systems, electrical systems, ignition systems, lubrication,  
cooling and pumps, transmission systems, operation and maintenance, fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

## Notes:

1. Students who attend these two courses will be required to sit their examinations at the Hong Kong Marine Department after course completion. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays. You may go to the Marine Department address below to arrange your eyesight exam and register your exam. Please bring examination fee of \$1,255 (candidate must take both Part A (Master) and Part B (Engineer) exams together in the first attempt), one photo, one ID copy, and a copy of medical certification of the applicant's required eyesight standards. There will be a minimum of five students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by fax on 2873 2945 or by post or hand to the Club's Administrative Office.
6. See the Marine Dept. website for exam application information and dates:  
[http://www.mardep.gov.hk/en/pub\\_services/npvo2.html](http://www.mardep.gov.hk/en/pub_services/npvo2.html)  
(Please book your exams earlier; the suggested date is 6 – 8 weeks after attending the first part of the course.)  
Exam application form: <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>  
Eyesight exam report: <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>  
Marine Dept.: Seafarers' Certification Section, 3/F, Harbour Building, 38 Pier Road, Central, Hong Kong.  
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# Pleasure Vessel Grade II Operator Certificate Courses

## Application form

### Part A (Master)

Surname: Mr/Mrs/Ms \_\_\_\_\_ Forename(s) \_\_\_\_\_

Account number: \_\_\_\_\_ Telephone: (Mobile) \_\_\_\_\_ (Office) \_\_\_\_\_

Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Please enroll me on the course for Part A (Masters) to be held 7 pm – 10:15 pm

- 6, 7, 8 April 2016                      Monday, Tuesday & Friday  
 1, 4, 5 August 2016                      Monday, Thursday & Friday  
 1, 3, 4 November 2016                      Tuesday, Thursday & Friday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature \_\_\_\_\_ Date \_\_\_\_\_

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### Part B (Engineer)

Surname: Mr/Mrs/Ms \_\_\_\_\_ Forename(s) \_\_\_\_\_

Account number: \_\_\_\_\_ Telephone: (Mobile) \_\_\_\_\_ (Office) \_\_\_\_\_

Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Please enroll me on the course for Part B (Engineer) to be held at 7 pm to 10:15 pm.

- 11, 12, 13 April 2016                      Monday, Tuesday & Wednesday  
 8, 11, 12 August 2016                      Monday, Thursday & Friday  
 7, 8, 9 November 2016                      Monday, Tuesday & Wednesday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature \_\_\_\_\_ Date \_\_\_\_\_

2016 Season

# ABC Buzz Dragons Kick into High Gear

By Caroline Que, photos by Benson Choi

To most dragon-boaters, the idea of starting to train in January is unthinkable. Most teams looking to compete in this year's Tuen Ng festival, scheduled for 8 June, won't start training until April.

However, it is different for the Buzz Dragons boat team, based at the ABC and commonly known as Buzz. In order to be race-fit for our first race, to be held in the beginning of April, we have been paddling since the beginning of January, facing some of the coldest conditions seen in Hong Kong in some 60 years!

What does it mean to a Buzz paddler to be race-fit, you may ask? It means doing time in the boat, constantly working to improve our technique, stamina and strength, so that when the horn goes off we are first off the block and dictating the race on our terms.

## Building on a strong 2015 season

The 2015 season finished very strongly for Buzz, with two mixed gold cup finishes (overall championships), two runner-up mixed gold cups and two men's silver cup championships.

During the 2015 Hong Kong International Dragon Boat races held in Victoria Harbour, Buzz reached seven of nine possible top finals, with our women's team, Lady Buzz, clinching the runner-up spot in the Hong Kong women's division and receiving a Silver Dragon trophy.

Buzz is the only club team in Hong Kong invited to races held by the local Hong Kong fishermen circuit. These races combine a team's fierce competitive nature with the sense of camaraderie and encouragement from the other teams.

We look forward to this year's trio of fishermen race invitations at Po Toi Island, Tai Tam reservoir and Stanley waterfront, culminating in the Chai Wan race, where our mixed team won the gold cup last year.

Buzz again thanks the ABC for its support and sponsorship. We could not compete at this level of success without the Club's ongoing support.

As a team, we still have work to do, but we are confident in our capabilities. We look forward to the upcoming race season and welcome your support!

Here are some race dates we have set for the 2016 season:

Sunday, April 10, Shatin

Sunday, April 17, VRC 500, Deepwater Bay

Sunday, May 1, Lamma 500, Lamma Beach

Saturday, May 14, Stanley Warm-up Races, Stanley Beach

Thursday, June 9, Tuen Ng Festival, Aberdeen waterfront

Saturday and Sunday, June 11-12, Hong Kong Internationals, TST East Harbour Front

For more information, please visit the Buzz website <http://www.buzzdragon.com>. H



Buzz mixed race, 2015



Team celebration with Lady Buzz Silver Dragon, June 2015



Po Toi race, May 2015

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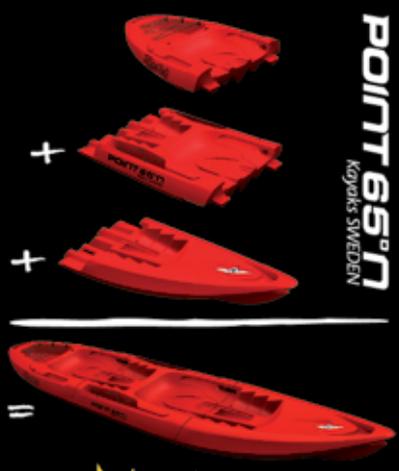
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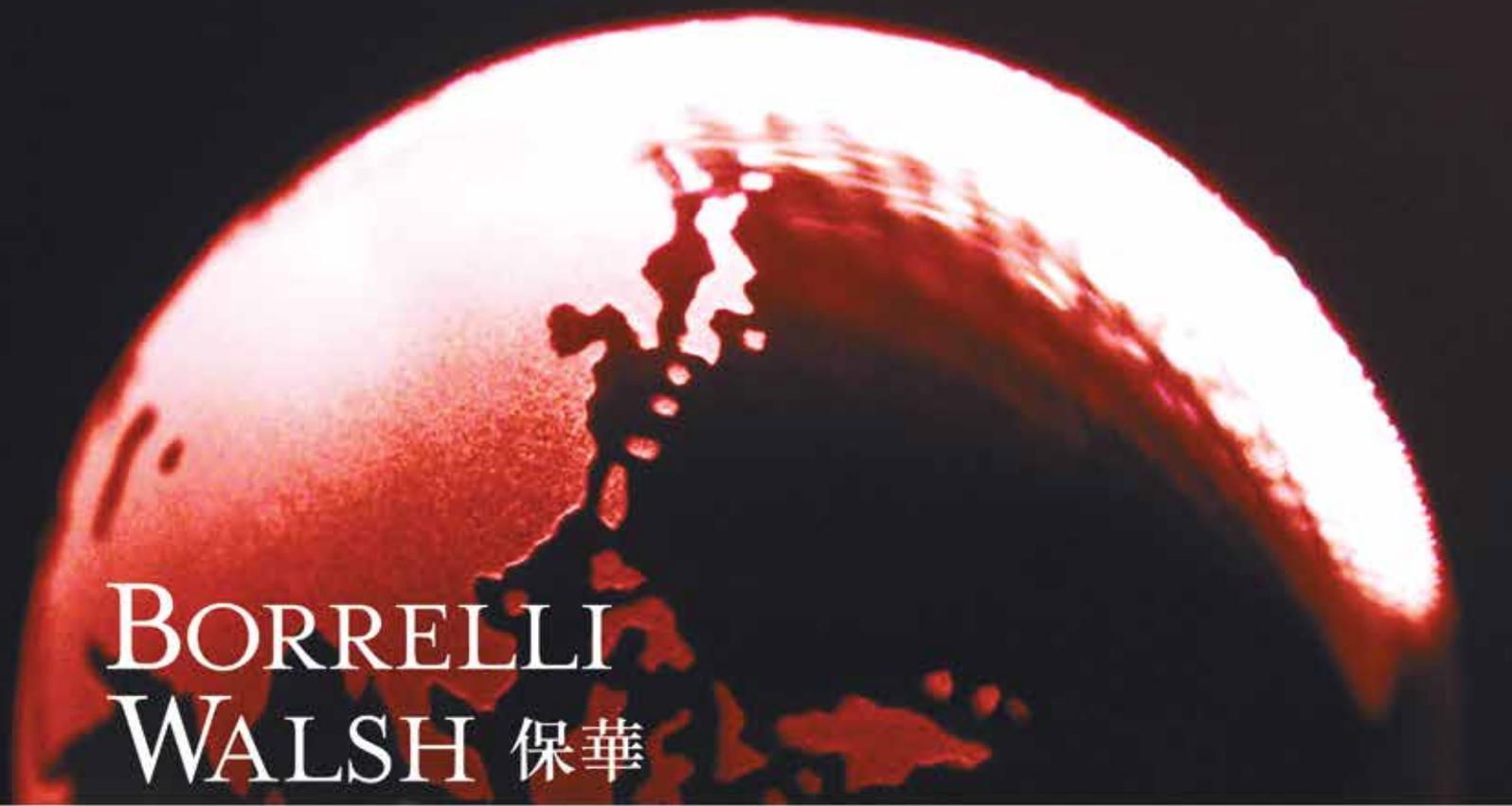
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