

September 2018

HORIZONS

The Magazine of the Aberdeen Boat Club



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CONTENTS



Commodore's Letter	2
General Manager's Letter	3
Yacht Insurance	6
Obituary For Graeme Large	9
Aberdeen Boat Club Academy News	12
F&B Promotion	15

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Horizons welcomes ABC member contributions of articles and photos.
 Please contact the editor at martin@drmartinwilliams.com



COMMODORE'S LETTER



Chris Pooley
Commodore

September Remember ---runs the old Mariner's TRS warning rhyme

Well we'll see, but perhaps there will be no September storm this year, as weather patterns are changing so much: in predictability, seasonality and – worse – extremes. The record hot weather in May and the lack of typhoons to date in Hong Kong being but two examples.

By the time this goes to press, the various Summer dinghy and keelboat events will have finished – with the joint finale party at MI on 26 August; and the Club's sailors will be preparing for the Autumn and Winter seasons, with the usually stronger and more reliable winds. The traditional Opening Regatta is scheduled for the weekend of 22–23 September, and is sponsored for the 15th – yes, 15th – successive year by our loyal supporter Sunseeker. This is followed by the first Waglan Series race on 7 October. By then, the North-easterlies should have set in - if the aeons-long pattern holds this year.

Submission dates for responses to the Government's Task force on Land Issues and HAB's survey on Private Club Leases will close during the month (see the website for details and

forms). This is a crucial issue for YOUR Club and all others – both in terms of simple survival and future costs, so **if you have not yet responded please find some time to make your submissions before the deadline dates.** All Clubs really do have to muster full support from members and friends to combat this threat and adverse views from what could in terms of simple number be the majority. If any members need more guidance on this please feel free to contact the undersigned, any Committee member or the GM at any time.

On the F&B front, the renovation of the Harbour Room, along with the option of dividing it into two smaller rooms, will be complete when you receive this edition of *Horizons*. This will provide greater flexibility and a more amenable ambience for member's functions, ready for the busier social season.

You can be sure that F&B Manager Robin and his team will be working hard to ensure members have varied and appealing sets of menu and wine items during the Autumn season – so it's over to all members to make the most of the Club and spur the team on.

To end on an explosive note, ABC staff were alarmed recently to find a clutch of extremely old decaying distress flares in the marine store dumped, evidently, by an unknown sailor. That this is totally unacceptable and could have caused a serious fire or injury should not need to have been mentioned! The Police Bomb Squad were called and removed the flares for safe disposal with no penalty.

Nor should it be necessary to remind sailors that outdated flares can easily be disposed of safely without cost by calling the Police to arrange for collection.



ABC Junk for Hire
Available for Parties, Day Trips and Water Sports

Pick-up at ABC, Central pier, Causeway Bay or TST public pier. The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks. ABC chef and waiters are available. Email fmb@abclubhk.com
Rental of speedboats, banana boats and water ski may be arranged via Freely Marine Services at 9276 2932.

Night-time: 6 pm – 11 pm
Daytime: 9am – 5pm
Monday – Friday: HK\$4,700
Saturdays, Sundays and public holidays: HK\$5,400
Maximum passengers: 42

For details, please contact ABC membership services manager Cobo Liu at 2553 3032 or mbs@abclubhk.com



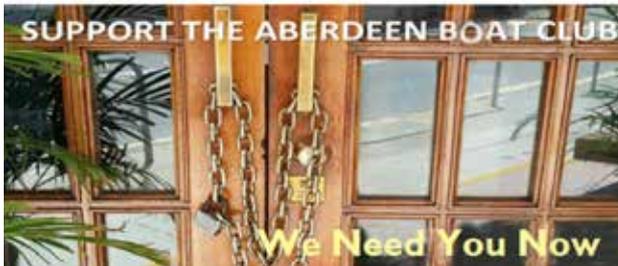
GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

PLEASE! - PARTICIPATE IN THE PUBLIC CONSULTATIONS ON CLUBS LIKE US

MEMBERS



PLEASE ACT NOW!

For over two months now, we have been asking you to assist us in providing the government with valuable views on why PRL (Private Recreational Lease) Clubs like us should remain, rather than being closed down by unreasonable land premiums; and stop the perception that we are places for the rich. Although there might be some truth in this for some other type of Clubs (commercial, residential, dining etc ...), it is so wrong in our case.

So far, only 200 members have replied through our website page dedicated to the 2 surveys. This is not enough, and we now only have less than two weeks to increase our views exposure to the Home Affairs Bureau and the Lands Department.

Please do take a few minutes to visit our website and reply to the government. Everything is there for you to read, or just press a key to reply.

MEMBERSHIP CONCEPTS, CONCERNS AND BEHAVIOUR

All Club staff are here to provide you and your guests with a relaxing environment to enjoy the Club facilities. If they approach you to highlight an issue, such as usage of mobile phones on Club premises or your car park/boat label has expired, or any other issue relating to your Aberdeen Boat Club membership, please treat them kindly.

Misuse of lockers and carpark

Last month, I had to force open 8 lockers in the ladies changing room, which had been illegally self-appropriated. Keys were not returned, the lockers were locked, and smelly personal belongings were found inside. We opened those lockers, removed the belongings and stored them with me, waiting for the members to make themselves known.

These lockers are for day use only; you must return the key on leaving the Club and not use them as your personal lockers. **Should this infringement be seen again by an offending member, an automatic charge of one month locker rental will be added to your monthly statement.**

Furthermore, regarding car parking, I hereby inform you that we will remove and you will lose your parking permit if you give your label to a friend, as seen last month. This is such a disrespectful thing to do towards your Club and your fellow members; but even more importantly it's a completely illegal action, as our facilities are for members only, with the exception of sporting activities.

Lastly, the committee is now reviewing the bye laws in regard to misuse of Club parking, adding a new regulation against you parking in the Club and yet not actually using the Club at the time. This is in response to the increasing incidence of "business parking", as we have become very convenient for people working in and around Aberdeen and Wong Chuk Hang.

2019 boat labels essential from 1 January onwards

Please kindly note that if by 1 January 2019, any of the Club staff notices a pre-2019 boat label, they have the right to take the boat label off you, and a HK\$500 penalty will be automatically charged to your account. You can apply for the 2019 boat label from 26 November 2018 onwards; please ensure you have a label ready for 1 January 2019.



GENERAL MANAGER'S LETTER

Children's behaviour and parental supervision

May I again remind members that the Club is not a playground; this especially refers to the restaurants, the corridors and the changing rooms. Far too many unruly children who are left alone after obviously having too much sugar are making the place unsafe for my staff and for themselves. Chairs are not for jumping on; other members and ourselves no longer expect to see kids running and shouting in the corridors like headless chickens.

I demand that parents pay more attention to disruptive and bad behaviour, so that I do not have to interfere and sometimes argue with you when I need to stop such antisocial behaviour.

Membership cards - for your hands only

In recent months, we have noticed an increase in the number of members passing their access cards and even worse their membership cards to non-members or their children. Not only is this a violation of Club by-laws and Hong Kong regulations, but this is also endangering other members and their guests by allowing non-members to pose as members of the Club. This is a legal, security and safety issue.

Please DO NOT give your membership card to anyone else, including your children; the cards are NOT transferrable. If any staff member finds a card is not held by the same person as stated on the card, the card will be confiscated and will be given to me for disciplinary action.

If you have children who are below the age of 21 and would like to use the Club, please add them to your membership and they will also be granted their own membership card. Children over 21 years old can only be your guests or join under our legacy program.

NEW DEMERIT POINTS POLICY FROM MARDEP

The Marine Department has introduced a penalty system for all moorings in Hong Kong with effect from June 2018. If the department finds there are irregularities with a mooring such as the following, they will send us a notice:

- 1) The operating license has not been renewed;
- 2) The boat is too long for the mooring;
- 3) There is more than 1 boat on the mooring; or
- 4) There are attachments to the mooring buoys such as tenders, pontoons, water hose, electricity cables.

If we get three notices for minor irregularities, the mooring will be taken away from the Club and returned to the Marine Department. For major irregularities, two notices will be sufficient for the Club to lose the mooring. Either way, loss of a mooring would mean you will have to deal directly with the new Marine Department rulers, and the Club will lose its asset.

What this means for you:

1. Ensure the operating license for the vessel on the Club mooring is valid and renewed on time;
2. Provide the Club a copy of the renewed operating license;
3. Do not add extra fittings/attachments to the mooring buoys. The government's conditions for private mooring clearly state that besides chains, shackles and sinkers, no other fitting is allowed to be installed to the mooring. Please ensure that there are no other small craft, water hoses or electricity cables attached to the buoy. Even more importantly, please DO NOT attach your fore or aft mooring buoys to neighbouring buoys in the vicinity; this stresses the whole mooring system in strong winds, as they need to be able to move.
4. As we have to report every vessel that is on each Club mooring to the Marine Department, please ensure that you only park the boat that you have signed the mooring agreement for on that mooring. Do not substitute the vessel without obtaining the Club's approval; and
5. Please let us know if the mooring will be vacant for more than 3 months.

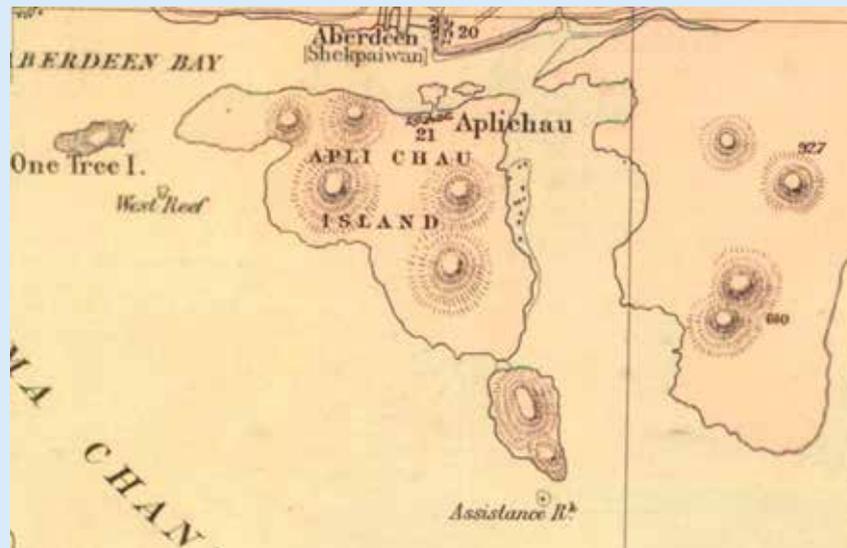
MOORING AGREEMENT RENEWAL FOR 2019

We will be sending mooring holders the 2019 Mooring Agreements by registered post from 16 November 2018. Please ensure that you return them with the necessary supporting documents on or before 14 December 2018. If no agreement is received by then, or documents are incomplete, we will not send reminders, and it will be considered that you do not wish to continue hiring the mooring. Please read the accompanying letter that will be sent out with the mooring agreement; it will provide more detailed information on conditions.

We will send the agreement to the address stated in your 2018 mooring agreement, so if you have relocated in recent months, please ensure the Club has your latest postal address.

ERRATUM

In the previous issue of *Horizons* (p.18), we had a story on HMS Assistance and Assistance Rock by Stephen Davies; unfortunately our design team cropped chart images so they did not actually show Assistance Rock. We apologise to Stephen and Members; and here feature an 1888 chart showing the rock. Thanks to alert reader Elaine Morgan for pointing out the error.



ABC Golf Society Calendar 2018

KSC South – 21 September 2018

AIA pair – 12 October 2018

WAGS charity KSC East – 23 November 2018





Part 3: A Changing Insurance Market – What Does It Mean?

In the two-part, third article in his series on the yacht insurance industry, Colin Dawson from Expat Marine looks at the changing insurance market and how this will affect owners and industry players. Part one explores the background to the current insurance market, how and why it has got to where it is; part two will look at the changes that are coming into effect, what can be expected in the next few years and how owners can best handle these changes.

When I began specialising in yacht insurance during 1997, an average insurance premium rate would be 1.5% with a deductible no lower than 1% with cover based on the standard Institute Yacht Clauses – which were, by then, 12 years old. All Risks wordings were just beginning to appear and the market was limited to several players underwriting yacht risks with only one or two brokers or agents arranging cover. In those days the marine insurance market was profitable ... but that was all about to change.



Variety of “All Risk” cover currently provided by different insurers

In 1998, the insurance market began becoming more competitive, and the yacht side of things followed the trend in reducing premiums, providing wider cover and lower deductibles for

all yachts except cruising yachts that race offshore, whose premiums have not fallen as significantly. Further, more insurers came into the market as commercial shipping premiums fell further than yacht premiums and as interest rates fell insurance became a good prospect for returns on investment.

After a brief halt in the ‘softening’ market following the 911 attacks, the market became increasingly competitive, to get to a stage where we now see an average premium of about a third of the level in 1997, deductibles about half and cover significantly wider, with insurers increasingly flexible in the terms they gave and the ways they handled claims. In the middle of 2016 there was a realisation that claims were outstripping premiums in a way that could not be reversed without significant action. It was a well known fact that the marine insurance market had not made a profit since 1997, though there seemed to be nothing to stop the spiral of increasing competitiveness.

As insurers merged to form huge conglomerates, moving away from the traditional individual specialist syndicates, each with its own knowledgeable Underwriter, the trend looked to be the need to be all things to all men, no matter that some segments of the business were losing money. This was not helped by owners of yachts and their managers (in the case of larger yachts) forcing increasing pressure on premiums and wider cover without the realisation that one day it would come to halt.



Photo taken inside the Lloyd's of London building (Bon Adrien)

Last year's natural disasters spurred changes including higher premiums

In 2017, the world was ravaged by a significant number of natural disasters, from the cyclone in Australia early in the year to typhoons in Asia and hurricanes in the Caribbean. These, added to already appalling losses from fires, lightning strikes and engine damage (mainly) that were usual occurrences in a given year, have meant that all insurers are reassessing their books of business. The disastrous claims results seen by the market, especially in the last couple of years, has meant that something had to happen to ensure insurers remain in business and owners can continue to have the cover they wish.

In the third quarter of 2017, insurers started talking tough and we were hearing of significantly increased premiums to come, dramatically reduced cover and far harsher underwriting. The reality was only 5% to 10% increase in premiums and a slight toughening in underwriting terms. If one took the average decreases in premiums of 7% in 2016 / 2017 and added this to inflation, it's clear that all these increases achieved was a stalling of

lowering premiums, not an increase in real terms. While insurers seem happy that they have halted the decline in premiums, the realisation exists that changes need to continue for several years to come.

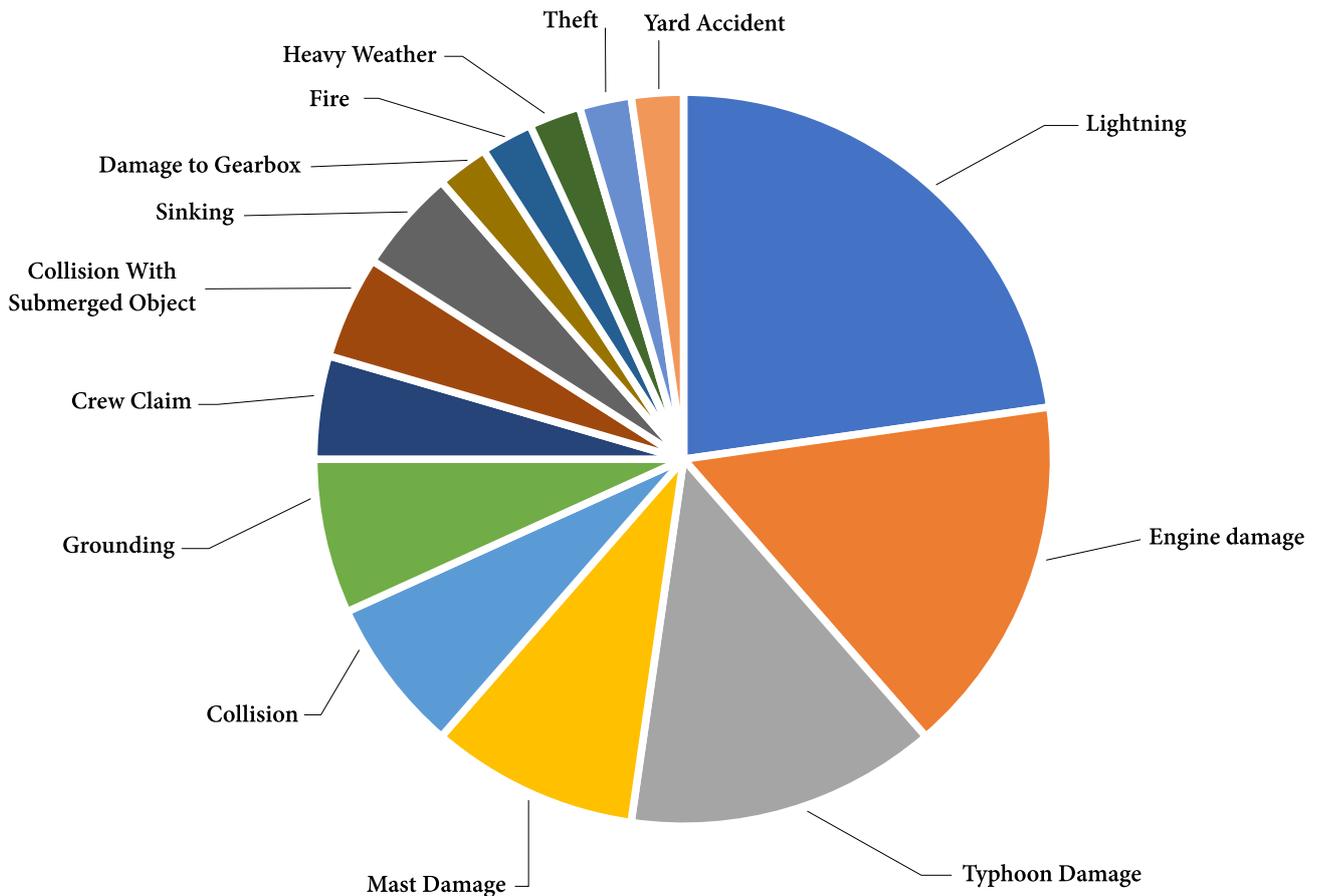
In fact, a secure and sustainable yacht insurance market needs to see underwriting become more relative to the risks attaching to each yacht, if owners are to see long term quality protection for their asset. This means that nearly all owners need to see some increase in premium for the next few years, while many should see far bigger changes to premium and cover relative to the yacht's risk profile.

Personally I do not advocate removing aspects of cover from an insurance programme. I do not think this is fair, or reasonable. After all, insurance is there to protect from unforeseen events. Just because the risk is high does not mean cover should not be available. However, with this in mind I do believe that an insured party should pay a reasonable premium and have sensible terms attached to the cover that is being bought.

We have seen insurers pull out of certain segments and we are seeing the less professional 'tick box' underwriters shy away from many issues,



YACHT INSURANCE



Statistics on types of claims between 2015 to 2017 based on data from Expat Marine

taking the view that they can't be told off for saying no where they can be for saying yes and getting it wrong. While the more professional insurers are reassessing risks and setting terms accordingly some are simply withdrawing, leaving owners struggling to find suitable cover. There is a very important realisation that still needs to hit home, in that there is a long way to go before the yacht insurance market becomes a profitable place to be.

This means that we are going to see continuing changes in the market and all have a part to play in this, not just underwriters. Insurance brokers need to be able to explain to their clients why things are changing and need to help them understand the need to accept palatable changes. As with the insurers, the more professional brokers, especially those with the experience of seeing a hard market in the past, will be able to do this. Less professional and more inexperienced brokers will struggle to give bad news to an owner.

Increasingly in recent years, managers have handled insurance for owners. This has been seen

as another revenue earner for them though how able are they to explain a changing insurance market? In turn, owners need to understand that times are changing and that no longer should they expect cheap insurance cover and slack underwriting. While an initial insurance bill may seem high, when compared to the overall annual running expenses of a yacht it is one of the lowest cost aspects of owning a yacht. However, it's one of the most important aspects of protecting an asset and is therefore something that needs to be looked into extremely carefully – as was outlined in part one of this series. Part two of this piece will explore what owners can expect in the coming few years as well as how best to prepare for these changes, and minimise the more extreme changes.

*Photo credit: Bon Adrien, syndicates @ work. Wikipedia.
Available from: https://en.wikipedia.org/wiki/Lloyd%27s_of_London#/media/File:Inside_Lloyd%27s_of_London.jpg*



Celebrating Graeme Large's Life

By John and Natalie Berry

John Berry, a close friend of the late Graeme Large, has penned this fine Obituary describing his long and active life engaged in a wide range of business and social activities in Hong Kong.

As an Honorary member with over 40 years active participation as a sailor, Graeme Large was one of ABC's most esteemed characters.



Graeme Large

Graeme joined ABC in November 1980, just two months after the opening of the new clubhouse, having been proposed by Doug Payne and seconded by Stephen Davies both of HKU. He became an Honorary Member in 2006.

Charles Graeme Large was born in South Manchester on 15 March 1929. Qualifying as a Chartered Accountant, Graeme went to Ghana, then in 1955 to Singapore, where he met and married May, before returning to the UK. After giving Nigeria a go, they moved to Hong Kong 1962, where Graeme worked in the University of Hong Kong Finance Office. By 1975, he had become University Finance Officer, a position he held until his retirement.



Large family and friends in ABC Dining Room.

His sporting activities were wide ranging, from founder of the University Union Lacrosse Club, to racing motorcycles in Hong Kong and Macau, co-founding the Classic Bike Club of HK, helping to organise many motorcycle trials and scrambles in the NT, and joined the HK Hash House Harriers (H4) in the 70s; he was also a one of the founding members of HK Ladies Hash (LH4), said to be drinking clubs with a running problem.

By 1978 he had taken to yacht racing at ABC – he is recorded in “A History of Aberdeen Boat Club” as racing



OBITUARY FOR GRAEME LARGE

Jolly Green Giant, a 26ft Thunderbird, in 1978-79, and competed in the first of his many Four Peaks Races in 1987. Subsequently Graeme bought the classic teak Winslow design *Ariki III*, which was a 27-foot yacht built in 1939 in Causeway Bay by Ah King shipyard. He painstakingly restored *Ariki III* vessel with wooden boat specialist Fan Kwei-sum in Stanley, and Peak controls came to know that they could come off duty once the *Ariki* crew had come through! While it could be said that Graeme's racing often followed the dictum that it was more important to compete than to win, a highlight of his career was winning the Opening regatta's Pacific Cup in PYS in *Ariki* in 2000. A true classic was Graeme's racing in the 2008 Classic Yacht Rally in *Ariki III* - the yacht 69 years old, Graeme 79.

Graeme always encouraged young people to sail on his boat and mentored a non-stop supply of LH4 ladies, students and friends with his love of sailing, and keenness to spread the knowledge and enjoyment of the boating life he loved.



Graeme in an earlier sampan.



Helping out at an early ABC prizegiving.

In 2005 for a HK Ladies Circle fundraising event, Graeme did not hesitate to donate a sailing trip onboard *Ariki III* for 6 persons as a prize for silent auction. His exact words: "They have to take me with them, the passengers are allowed to try taking charge of the tiller should they so wish". The sailing trip was paired with a lunch at Ming Kee on Po Toi Island. The trip fetched \$25,000 for a local charity. The successful bidder and his family enjoyed the trip so much that they requested Graeme to take them sailing on *Ariki III* again in the following year.

In his last few years, Graeme slowed down, passing on *Ariki* and his sampan to wooden boat enthusiasts, in perfect condition after caring maintenance by Fan Kei Sum at Stanley, and lived a quieter life.



Ariki III in an early 2000s Four Peaks Race

Graeme was also a keen member of Hebe Haven Yacht Club and treasurer for a decade, keeping a sampan there and taking *Ariki* on its cruises northbound to Long Harbour, Mirs Bay, where he kept a holiday flat in Ka Lo Wan while based in Pokfulam.



With Fan Kwei Sum and sampan at Stanley.



Wreath to Graeme's Memory.

Graeme passed away peacefully on 8 April 2018, age 89. He is survived by his widow May and son William. A Service of Thanksgiving was held at St John's Cathedral on 27 April, attended by people from Graeme's many walks of life.

Graeme always wished to have his ashes scattered at sea. While that will happen at a later date in private, a Memorial Service at Sea was held on Saturday 22 July, between South Po Toi and Lamma. A full complement on the ABC junk was accompanied by more sailors on the elegant yacht *Five O One*. After Commodore Pooley's brief summary of Graeme's life and tribute to his many activities, Father Robert Martin of Pokfulam's Emmanuel Church conducted a memorial service and appreciation of Graeme's life, followed by blessing a wreath which was then placed in the water by Graeme's friend since 1965 Russ Mason, to be taken by the winds and currents to the South China Sea.

The attendees then repaired to the ABC Terrace for a carvery, savouries and drinks, to remember the many wonderful times with the remarkable and kind Graeme Large, ED, MBE, who lived respected and died regretted.



Father Robert Martin and Russ Mason.



Commodore Pooley addressing the memorial gathering. Graeme's carer / god-daughter Jennifer in foreground.



Casting adrift the wreath to the South China Sea.



2018 Youth Worlds - Texas and 2018 29er European Championships



Last month, the Team attended the European Championships in Helsinki, Finland, with racing commencing on 4 August and finishing on the 12th. Below, you can read about all our 29er teams competing.

Malo Kennish and Anatole Martin

Malo and Anatole started their summer campaign at the 2018 Youth Worlds, held in Corpus Christi, USA, during July. The boys competed in their first Youth Worlds in Sanya last December, finishing in 11th place overall. They have trained intensively, and after Corpus Christi they travelled to Finland, to meet the rest of the 29er team for the 29er European championships. Last year, they finished 15th overall, and in this year's European Championships they finished 17th among 45 entries in the Gold Fleet.





Karrie Clark and Penelope Martin

Karrie and Penelope are our only female 29er team, and at only 13 years of age they were one of the youngest teams in the European Championships. While this was their first major 29er event together, neither of the girls seemed too daunted by the challenge ahead of them.

Karrie and Penelope sailed separately at the HK 29er Worlds; Karrie also competed at the 29er Pre Worlds in LA last summer, and the 2017 European Championships, in which she finished 16th. Last month, they finished 42nd among 45 entries in the Silver Fleet of the European Championships.



Lewis Clark and Dylan Richards

Lewis and Dylan have been sailing together now for the past 2 years. Last year the boys attended the 29er Worlds in LA. Unfortunately due to injuries the boys missed the HK Worlds, however both were keen to do well at the Europeans. This was Lewis and Dylan's first European Championships; and they finished 23rd among 47 entries in the Bronze Fleet.

Optimists



Juliette Clot

ARA's Juliette Clot was selected with three other HK Optimist sailors to compete at the 2018 Optimist European Championships which officially started on 26 June in Scheveningen, Holland. Juliette was competing against a fleet of 114 girls. The competition was split into two halves; the qualifying series took place over the first 3 days with 57 boats in each start. The fleet was then split into Gold and Silver for the final days of racing.

On day 1, the girls were launched on time to make the 11:00am scheduled start but racing was delayed for several hours due to light air, only getting underway at about 3:00 under light sailing conditions. Two races were completed in the Girl's Yellow and Blue fleets. Juliette finished her first two races in 46th and 39th positions.

On the second day of the qualification series, the weather was ideal for sailing, though strong tidal currents challenged both the sailors and the Race Committee. Only two races were completed on day 2 for the girls fleet, and Juliette found the conditions hard, which was evident from her results – finishing 48th in the first race and Black flagged in race two.

There was a spectacular day on the water for day 3 of the Optimist European Championship. Three races for the girl's fleets were completed, with Juliette competing in silver fleet, which consisted of 57 boats.



ABERDEEN BOAT CLUB ACADEMY NEWS

The 15-knot northeasterly winds and wavy seas were perfect conditions for the Optimist sailors in Scheveningen, and Juliette finished in 53rd, 45th and 52nd places.

The final day of the 2018 Optimist European Championship saw the 3rd race of the Final Series held in perfect sailing conditions. The current was the one element that challenged the sailors over the entire Qualification and Final Series, but those sailors who could master it ended up on top of the leaderboard.

We would like to congratulate Juliette for competing in this event in such challenging conditions, and are sure she has

gained valued experience from the event.

Casey Law

Casey has been selected by HKSF to represent Hong Kong at the Optimist Worlds this summer. Five of the top Optimist sailors are picked from each country to compete at the event. The Optimist Worlds, organised by the International Optimist Association, will be held out of Famagusta Nautical Club in Limassol, Cyprus, from 27 August to 6 September. In all, 56 nations will be represented by 260 sailors. This is a huge achievement for Casey, and once again we all wish him the best of luck.



49er

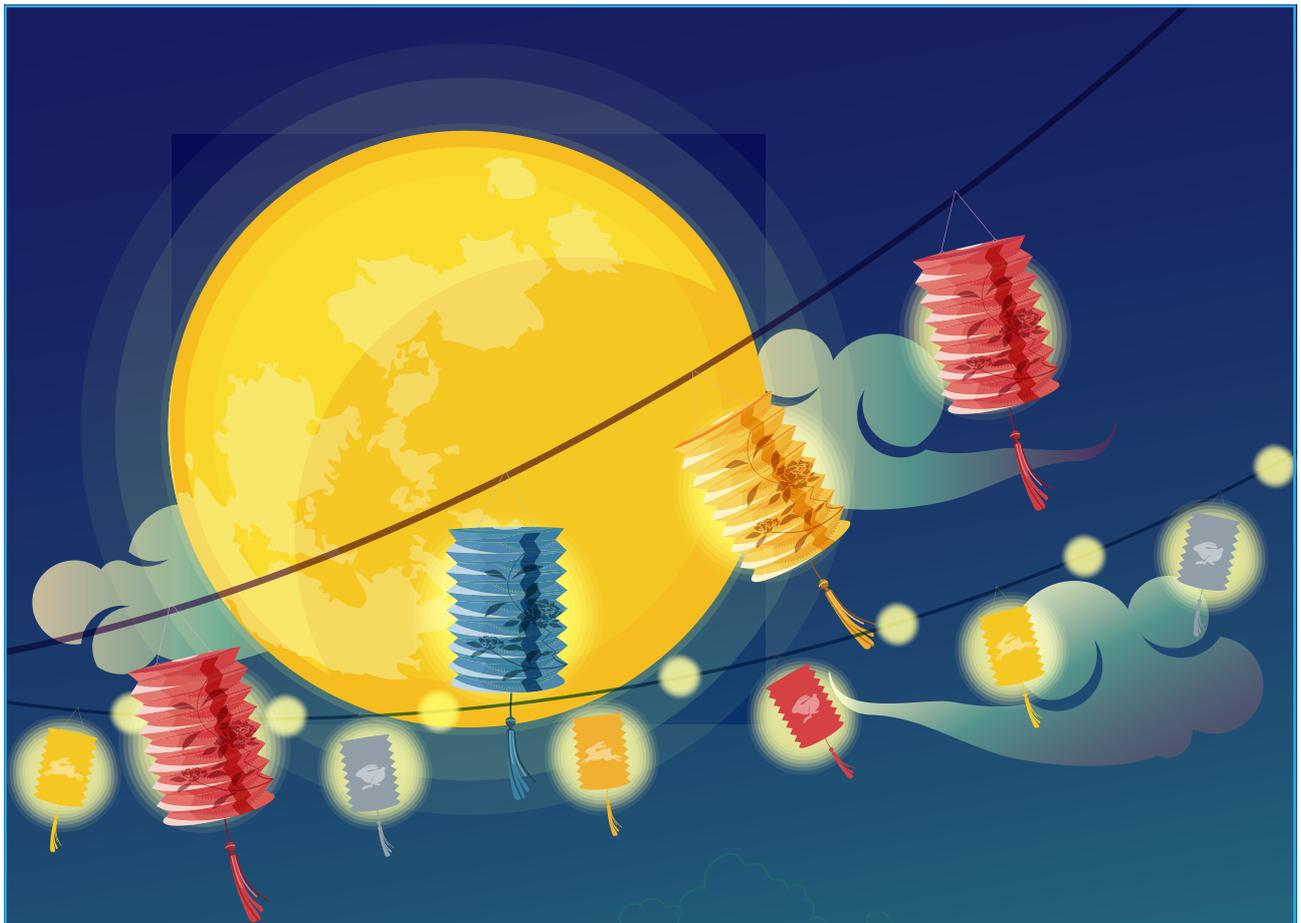
Akira Saiki and Russell Aylsworth

Akira and Russell trained hard in Europe for the build up to the World Championships in Denmark, starting on 30 July and finishing on 12 August. This was the first of three selection events for the Tokyo Olympics in 2020.





F&B PROMOTION



Mid-Autumn Moon Festival Buffet

**The Galley & The Patio
Monday, 24 September, 7pm**

The Festival of lanterns and mooncakes will be celebrated with variety of Chinese traditional and contemporary dishes. Our popular Chinese chefs will surprise you with their creativity and this is definitely not to be missed event!

Adult: \$288 only

Concessionary price for members over 65 of age: \$238 only

Children: \$188 only



Aberdeen Boat Club 香港仔遊艇會



SEPTEMBER PROMOTIONS

The Galley & The Patio

Introduction to Nikkei Cuisine

The Four Peaks Restaurant

New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會

WINE & CIDER PROMOTIONS

Wine of the Month

Chateauneuf-du-Pape Ogier (Since 1859)



Artesis, Cotes du Rhone Blanc, 2016 – France (White)

\$240 per bottle
\$54 by the glass

Artesis, Cotes du Rhone Red, 2016 – France (Red)

\$240 per bottle
\$54 by the glass



Cider of the Month

Rekorderlig Passion Fruit, Premium Cider – Sweden

\$39 per bottle



Aberdeen Boat Club 香港仔遊艇會

Cocktails of the Month

Cider Sangria

\$70 (Alcoholic)

- Dry White Wine
- Apple Cider
- Apple Brandy
- Lemonade; Garnished with sliced Apple & Fresh Mints

Ginger Peach Soda

\$45 (Non-Alcoholic)

- Ripe peach & Ginger
- Ginger Syrup
- Soda water, Garnished with Fresh Mints



Aberdeen Boat Club 香港仔遊艇會



Tokyo Izakaya Night with Complimentary Wine-Tasting for home delivery

**The Galley & The Patio,
Saturday, 8 September, 7pm**

Come taste the various Izakaya dishes featuring premium yakitori of beef, lamb, pork and seafood. There will be a live Ramen station and you may finish the meal with our talented pastry chef's heavenly desserts.

Adults: \$298 only

Concessionary price for members over 65 of age: \$248 only

Children: \$198 only



Aberdeen Boat Club 香港仔遊艇會



Bourgeois Family Vineyards Exclusive Wine Dinner with the winemakers : Jean-Maris Bourgeois & Damien Yvon

**Venue: The Four Peaks Restaurant
Friday, 21 September, 7pm**

This event is by invitation and on a first come first served basis. Please email Robin at fnb@abclubhk.com to be included in the VIP invite list for these exclusive events !

(Very limited seating, please book early to avoid disappointment)



Aberdeen Boat Club 香港仔遊艇會

**Lamb-on-a-Spit & Chicken Shawarma Evening
The Galley & The Patio, Saturday, 29 September, 7pm**

It's that time of the year to welcome the Autumn season and the thing that always works is anything on a roast. This evening we will have the full Lamb on a spit and the ever popular Chicken Shawarma on the grill with sumptuous sides on buffet. Delectable Middle-Eastern desserts to end your night in a memorable way.

Adults: \$258 only

**Concessionary price for members
over 65 years of age: \$218 only**

Children: \$158 only



Aberdeen Boat Club 香港仔遊艇會

Halloween at Hogwarts

Come join the Famous Halloween Feast!

House games, scary explorations,
Delicious food provided by Three Broomsticks

Date: 27 October 2018

Time: 6:30pm onwards

Register for the Feast by visiting club website

Early-bird Price: \$198 ONLY

(For first 50 pax booking)

Regular Price: \$298 (Adults)

\$198 (Kids under 12 years old)



happy new year

2019

NEW YEAR'S EVE

THE OLD HONG KONG & SHANGHAI

DATE Monday, 31 December 2018

TIME 8pm until late

PRICE HK\$888 for adults, inclusive of canapés, buffet, listed Premium Spirits, Wines, Beers and Champagne for toasting at midnight

HK\$588 for adults, inclusive of canapés, buffet, soft-drinks and Champagne for toasts to the New Year

HK\$288 for children under age 12

Home Wine Delivery September 2018

Free Wine Tasting (Saturday 8 September) 6:30pm – 8:30pm

SPARKLING	HK\$/ Bottle	Qty	Amount
Michelle Brut NV– USA Delicate flavors of apples and citrus and lively acidity. Perfect accompaniment for a wide array of foods.	HK\$145		
WHITE WINE	HK\$/ Bottle	Qty	Amount
Pewsey Vale Eden Valley Riesling 2016 – Australia Great length and depth with limes, fresh rosemary, white pepper and a hint of tropical fruit. Enjoy on its own or with fresh oysters, seared scallops, Thai beef salad or salt and pepper squid.	HK\$200		
Bel Echo Sauvignon Blanc 2015– New Zealand Rounded yet crisp with a long, juicy finish and delicate lime and floral flavours.	HK\$195		
La Petite Lune Blanc 2015 – France (Bordeaux) Mellow acidity, refreshing with a lovely minerality and subtle salinity on the clean, crisp finish.	HK\$205		
San Angelo Pinot Grigio 2016- Italy Delightful complement to light dishes, such as grilled vegetables and pasta primavera, as well as a range of seafood.	HK\$185		
RED WINE	HK\$/ Bottle	Qty	Amount
Chateau Larose Trintaudon 2012- France (Bordeaux) Flavors of cocoa, caramel and roasted notes paired with blackberry fruit. Well-integrated tannins and a silky finish revealing the potential of the wine.	HK\$240		
Ruffino Chianti Classico Riserva Ducale 2014 – Italy Well balanced on the palate, with velvety tannins, firm acidity, and a lingering finish of rosemary. Its structure will allow it to age for two to five years.	HK\$200		
Ogier – Bois de Pied Redal 2015 – France (Chateauf-neuf-du-Pape) Bold on the palate. The wine is characterized by its smooth but robust structure and the quality of its tannins.	HK\$285		
Bodegas Caro Amancaya 2016- Argentina Well-balanced texture, elegant and velvety tannins, giving a soft yet mouth-filling structure. Complex mixture of fruits and spices that comprise elegantly Malbec and Cabernet Sauvignon.	HK\$165		
	Grand Total :		

Member Name: Mr. / Ms / Mrs. Membership Number: _____

Tel No: (Office) _____ (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 will be offered for purchase over 12 bottles, please allow 3 working days for delivery.
 All wines are subject to availability

2018 ABC October Youth Sailing Programme

For most schools, the October holidays are only one week long, and therefore places are very limited. We recommend you apply at least 3 weeks before the course start date to ensure a place. Note spaces can only be reserved on receipt of a completed application form on the website and full payment; we cannot reserve course slots by email or telephone. Early bookings qualify for a discount.

Further details are available at www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com.

Application Deadline: 20 September 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 31 Aug 2018	Cost HK\$: (Member/ N/M)
Mon 1 – Fri 5 Oct AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 1 – Fri 5 Oct	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 1 – Wed 3 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 1 – Wed 3 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 4 – Fri 5 Oct	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 4 – Fri 5 Oct	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Application Deadline: 4 October 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 14 Sept 2018	Cost HK\$: (Member/ N/M)
Mon 15 – Fri 19 Oct AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 15 – Fri 19 Oct	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 15 – Wed 17 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 15 – Wed 17 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 18 – Fri 19 Oct	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 18 – Fri 19 Oct	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Application Deadline: 18 October 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 28 Sept 2018	Cost HK\$: (Member/ N/M)
Mon 29 Oct – Fri 2 Nov AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 29 Oct – Fri 2 Nov	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 29 – Wed 31 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 29 – Wed 31 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 1 – Fri 2 Nov	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 1 – Fri 2 Nov	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Please note course timings:

AM course: 9 am-12:30 pm (meet at 8:45 at main Clubhouse)

PM course: 1:30 pm-5 pm (1 pm ferry from main Clubhouse)

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



COURSE DATES

15 & 16 SEP 2018

20 & 21 OCT 2018

3 & 4 NOV 2018

8 & 9 DEC 2018

For more information and online course registration, please visit www.abclubhk.com



RYA POWERBOAT LEVEL 1 & 2

This two day entry level course provides the skills and background knowledge needed to drive a powerboat and is the basis of the International Certificate of Competence.

Assumed knowledge: None

Minimum duration: 2 days

Minimum age: 16

Course content: Launching and recovery, boat handling, securing to a buoy, anchoring, leaving and coming alongside, man overboard

Instructor/Student Ratio: 1 Instructor to 3 Students

Ability after the course: Self-sufficient power boater in the right conditions, aware of own limitations and those of craft

ABC Club Shop's Merchandise



ABC 50th Anniversary Polo Shirt @ \$180
100% Cotton; Vintage Polo; Italian Design; Various Sizes



ABC Ice Bag
@\$220



ABC 50th Anniversary
Can Cooler
@\$30



ABC Belt
@\$108



ABC Blue Cap
@\$58



ABC Can Insulator
@\$188



ABC Sailing Gloves
@\$135



ABC Pen
@\$88



ABC Collapsible-Water-Bottle
@\$20

HOW
DIFFERENT
WOULD
YOU BE?



(a member of E. BON group)

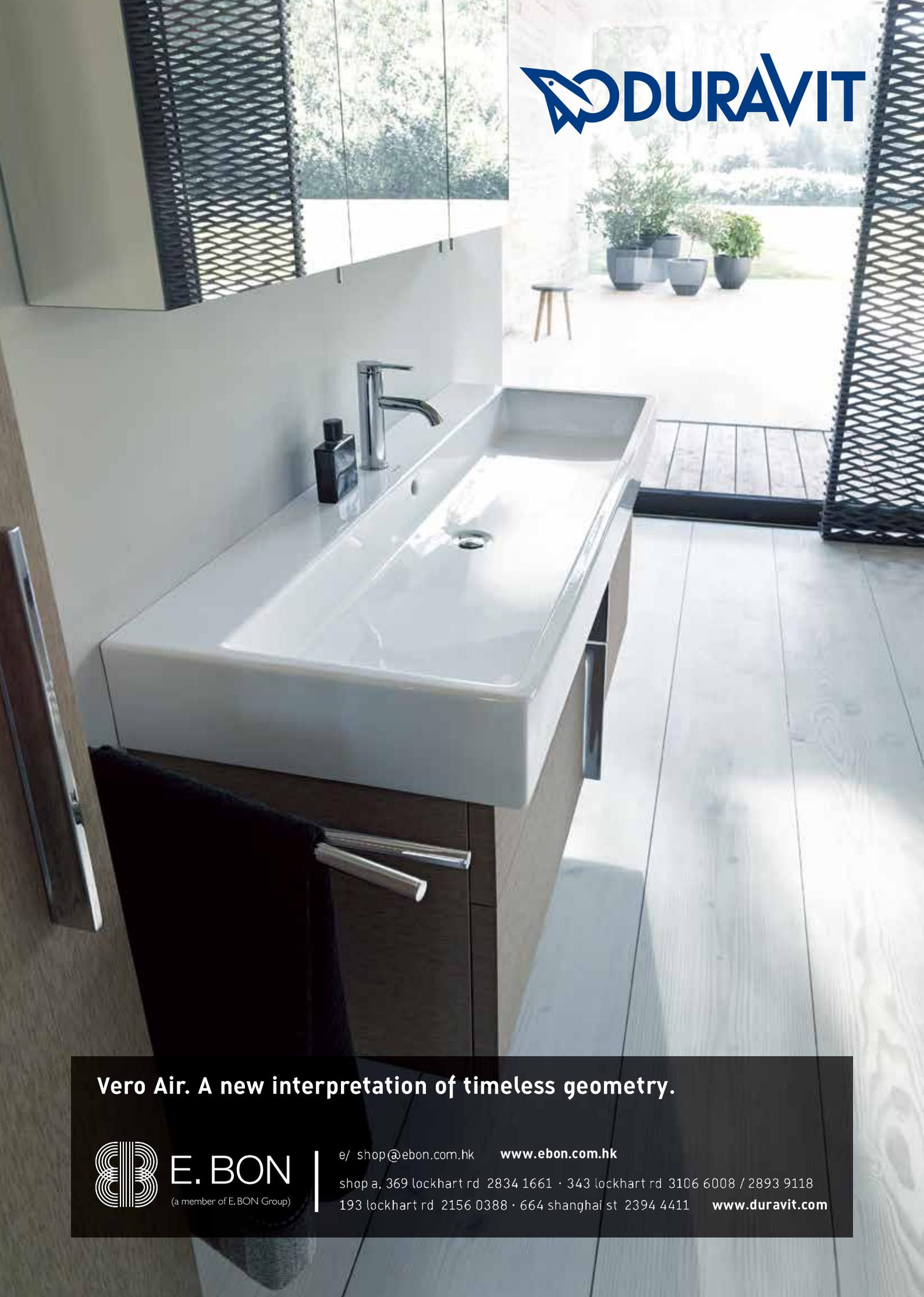
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