

September-October 2020

HORIZONS

The Magazine of the Aberdeen Boat Club

Summer Series Race 5





SAILING CALENDAR 2020 – 2021

September – October 2020

Dates	Yachts - ABC	Dinghies	Yachts - Others Clubs
September 2020			
Sun 6		ABC Dinghy Match Racing	
Sat 12			RHKYC Autumn Regatta / Bart's Bash
Sun 13			RHKYC Autumn Regatta
Sat 19	ABC Opening Regatta		
Sun 20	ABC Opening Regatta		
Sat 26			HHYC Port Shelter Regatta
Sun 27		RHKYC Pre Christmas 1	HHYC Port Shelter Regatta / RHKYC Autumn Regatta Resail
October 2020			
Thu 1		HKODA Open & National Champs (HKSS)	
Fri 2		HKODA Open & National Champs (HKSS)	COA National Day Macau Regatta
Sat 3		HKODA Open & National Champs (HKSS)	COA National Day Macau Regatta
Sun 4	ABC Waglan Series Race 1	HKODA Open & National Champs (HKSS)	COA National Day Macau Regatta
Fri 9			RHKYC China Coast Regatta
Sat 10			RHKYC China Coast Regatta
Sun 11		ABC Tong Po Chau Series Autumn 1	RHKYC China Coast Regatta
Sat 17			
Sun 18		ABC Tong Po Chau Series Autumn 2	
Fri 23			RHKYC Hong Kong to Hainan Race starts
Sat 24			HHYC Monsoon Winter 1 / LBC Asian Open
Sun 25	ABC Waglan Series Race 2	RHKYC Pre Christmas 2	LBC Asian Open
Sat 31			COA Single & Double Handed Challenge / HHYC 24hrs Dinghy Race

Notes:

- Sailors should note that the calendar is a forward-planning guide and that whilst the intent is that dates are firm and should remain so, they are unavoidably subject to change, possibly at short notice, weather being but one factor. Dates of events at other clubs in particular are beyond ABC's control. Please refer to the respective Club website for the latest information.
- The organizing authority is listed before event.
- If a Club is mentioned in brackets after a race it is the joint racing host/supporting club.
- Sundays and public holidays are in red.



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Published by:
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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

*“ Stone walls do not a prison make,
Nor iron bars a cage..... ”*

[Richard Lovelace 1642]

From the English Cavalier Poet's famous poem, written while in prison for presenting a petition to Parliament on behalf on King Charles 1st. If his free spirit and thoughts could not be suppressed by such physical constraints why should we allow recent----- possibly still in force on publication--- virus-induced restrictions to cause despair?

Irksome yes with some obvious illogical applications but overall we remain essentially free and able to enjoy almost normal lives with no restrictions on individual outdoor activities on land or afloat. Many Club members have made full use of this freedom, as evidenced by the number of boat outings from the pontoon and over-nighting alongside at MI over the past few months.

As with any restriction we are best advised to cope and make the most of it [within the limits imposed]. As can be seen by the cheerful manner in which our management and staff have continued with their duties throughout this frustrating period.

Naturally the Club's turnover has suffered from July, after a big surge in June when restrictions were first lifted, but anyone seeking the haven available will find service as normal, with regular menu changes and new wine selections and cocktail mixes, available until 1800 daily. MI----open Fridays to Sundays---has seen many members enjoy its peace and facilities even though Sailing courses have, perforce, been suspended. One sector has seen a welcome increase in volumes-----Takeaways. Very good value, and a good selection, why cook at home when ABC will provide?

Notwithstanding the constraints on everyday life the Club continues to receive membership applications from those looking to the future. Several batches have now been admitted on a Temporary basis ---some seen heading immediately to MI! -----pending the resumption of New Members Evenings once restrictions are relaxed. A bumper cocktail party is in the offing.

As summer draws to its gradual close the steadily earlier time of sunset becomes more apparent, with a retreat of 23 minutes in August following 78 days of post 1900 settings from 23rd May. But it's still sunny. Navigators will no doubt be aware that 6 of those lost minutes relate to the Equation of Time It's all on the Observatory website for those with an interest.

Looking ahead..... What next? No predictions: too many uncertainties for that. But the Club's regular Calendar of Sailing and F&B events reflects what the Club will offer to the extent permitted. One thing *is* however certain, the Club's bars and smiling staff will somehow continue to offer a welcome to members as has been the case since restrictions began. See you there....

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GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

Dear Members,

Before anything else, and on behalf of the entire staff body, let me thank you all for your general support, despite all the frustrating restrictions you have suffered and the all the annoying “policing” from the management.

Trust me, the policing and the restriction pain us as much as it inconveniences you.

We cannot wait until the COVID 19 situation improves and our operation fully resumes. I am sure you understand that with such limited Food and Beverage operations, and a complete halt to our sports and recreation activities, if we cannot return to some sort of normality soon we will soon start to be in trouble.

As stated in the Commodore's page, during June and early July, with the help of some relaxation of restrictions, Food and Beverage operations and courses were booming again. Members and non-Members were filling up our ABC dinghy course, HKSF Courses, PVOL, RYA PBC and the other activities such as paddle boarding camp and cooking classes. We were full; finance and life were looking better. But not for long. As we were rapidly making up fast for the previous month's losses, the axe fell again. By mid-July all closed down again, and since, we are hemorrhaging cash every week. All these months, weeks and days have now passed, and still we are under never-ending restrictions, measures and regulations with no sign of return to normality soon.

I was asked recently by a concerned Member, if the Club will retain its staff, as he reported to me that at least one club let some go already.

Well, it has always been the ABC policy to protect its staff, particularly when the going gets tough. Having successfully applied to the

Employment Support Scheme, which will help paying wages, there is no reason why staff should have any worry at this stage. There is a second round of application for the ESS, and we will again apply.

On the other hand, unfortunately our insurance policy for “business interruption”, according to our so ever helpful broker, does not cover COVID 19. That is, of course, unless our fearless top leaders declare a countrywide full lockdown.

Well, my sporting and recreation operations have been partially closed since the end of March, and now fully closed since mid-July, by the government. If this is not a lockdown situation what would it be then?

Anyhow, by the time I finish writing this letter and the time it will be published, all of the above will be water under the bridge and we probably will be in a far better situation, with sporting activities, gym and the pool back in action; let's hope this is not only wishful thinking.

DISINFECTION OF THE CLUB

You might want to check the little green stickers displayed on practically every door of the Club.

They are from a company providing us with special and powerful disinfectant, and a hand carried sprayer. We have been disinfecting the entire Club on a three-day area rotation. All doors, tables, chairs, toilets, kitchen and storeroom were disinfected at least twice a week during the record growing daily infections in Hong Kong.

We are using Vital Oxide, Hospital Grade EPA (US Environmental Protection Agency) registered disinfectant; a ready to use, clinically proven product to kill bacteria and viruses, particularly SARS and COVID type. Vital is used today by

health care institutions in Hong Kong and, I have been told, by some of our local transport companies as well, throughout the territory. I hope this is the best product for you and for us to use during these hazardous time, but no one is really an expert, so the we can but do our best.

STAFF NEWS

First of all, very sad news on 13 June 2020: one of our dishwashing ladies, Wang Xiao Chong, passed away after a long battle with health issues. Ms. Wang started working for us in September 2017; she was always happy and smiling, and a very hardworking lady. Last year, she had to be hospitalised for a second time, and despite all the courage she had and fighting spirit she displayed, her condition did not improve. We all miss her here; peace to her soul and deepest condolences to her family.

You have noticed that Felix Fu, our IT specialist, is now gone to work for the government of Hong Kong; we wish him all the best for a long and fruitful career there. We could not find a suitable replacement for this position, and have decided to outsource our entire IT system. The company taking care of our system now is the one that is already in charge of our cyber security. Surely we are in good hands.

Finally, and to finish on a good and happy note, you will be glad to know that after over 5 months of being stuck in India, our Senior head Indian Chef Yadav Ramakant is back on duty.

Yadav was on annual leave when suddenly all traveling got stopped, and he could not get a flight back to Hong Kong. Once he finally managed to get one, he went for the quarantine and once cleared came back – so go on, get those curry orders flying; he’s had enough rest.



SWIMMING LESSONS AT ABERDEEN BOAT CLUB

Please contact Coach Kaley for further information:
kaleytomlin@yahoo.com
or 60716344.

Term Dates:
Tuesday 1st September 2020 - Tuesday 24th November 2020
(Excluding 20th October)
12 Lessons

Price:
ABC Members HK\$2,400
Non-members HK\$2,640

Tuesday's:		Formerly
13:00 – 14:00	Adults (Private on Request)	
14:00 – 14:30	Little Fish (max 6)	Parent & Baby 6m +
14:30 – 15:00	Star Fish (max 4)	Beginner 1 3 yrs +
15:00 – 15:30	Turtles (max 6)	Beginner 2 3 yrs +
15:30 – 16:00	Turtles (max 6)	Beginner 2 4 yrs +
16:00 – 16:30	Manta (max 6)	Improver 1 5 yrs +
16:30 – 17:15	Dolphins (max 8)	Improver 2 5 yrs +
17:15 – 18:00	Sharks (max 8)	Improver 3 6 yrs +

Class Description
LITTLE FISH: Gaining water confidence through games, song & play. Parent assistance in the water is required at all times
STAR FISH: For non-swimmers wishing to learn basic water skills & confidence
TURTLES: Water confident swimmers learning to swim on their front & back
MANTA: 5-10 meter swimmers working on stroke skills
DOLPHINS: 10-20 meter swimmers working on further stroke skills & increasing distance
SHARKS: 25 meter swimmers working on technique, stamina, starts & turns
ADULT BEGINNER: Learning basic water skills & confidence in a relaxed environment



▲ David sailing in Mallorca with family in 2001.

◀ David aboard Fairline Squadron 65 at SimpsonMarine Service Centre.

Passion for Sailing and Zest for Life

Club Member
DAVID WALDER

Words by Martin Williams, photos by David Walder



David cruising with family in the Netherlands on their Hustler 35 in the early 90ties.

To anyone who knows ABC Member David Walder nowadays – and knows his love of sailing, perhaps competed with or against him in regattas and Four Peaks Races, met him in connection with his role as Hong Kong Sales Manager of Simpson Marine – it may come as a surprise that during his earliest experiences on boats he was often seasick, got cold and wet, and thought this wasn't his idea of fun.

Those experiences were in southeast England, where David grew up. "My father was a keen sailor, and took my brother and I at weekends, sailing in the English Channel." Though most of the time David didn't want to go, he learned to sail in an Optimist, and as he got older, started to enjoy it. Family holidays included sailing on inland seas in Holland.

When leaving school, David was keen to study politics, and perhaps work in international relations. But he spotted a notice for a degree in Maritime Leisure Management, and this piqued his interest. David enrolled in the course, at Southampton Institute, and while he found it entailed less sailing than he hoped, with a focus on business management, all course members liked boats. "We went yacht racing, on the Solent," he says. "And at weekends, I got a part time job at a brokerage, which was a Beneteau dealer."

Following university, David worked part time at

the yacht brokers and as casual labour in boatyards, for race teams. This was rather like being in a Formula One pit crew, helping pack and unpack boats, and get them in prime shape for races.

Then, a day came when David was under a 50-foot boat, wet sanding the hull while it was snowing. This helped him decide to accept a new offer, for a three-month stint with P&O Cruises. He joined the supply management department, initially to help a refit on a ship. David's contract was extended, as the three months turned into six, and at times he worked on projects as cruise ships arrived in Southampton, such as loading 60 tonnes of meat, fresh fruit and vegetables through a tiny door, in time for the scheduled sailing.

Next, David was offered a full time position with the Brokerage company he previously worked part time at, selling boats including Beneteau yachts and Bavarian motorboats in their Port Solent office. He moved to the head office, and after ten years with the company, began getting itchy feet. Offers of new jobs were coming in, including for a position in China. "I was interviewed by Mike Simpson, in Gatwick," says David. "This was for a job in Sanya [Hainan], and though I was unsuccessful (a blessing in disguise), I was told Simpson Marine liked me and to wait, there could be something in the near future."



MEET THE MEMBER



David's welcome speech to crews and runners at the 2020 Beneteau Four Peaks Race.

A few months later, Simpson Marine indeed came back to David, with offers for positions in Phuket, and Hong Kong. “Without hesitating, I said Hong Kong,” he recalls. “I’d been once before, and was fascinated by it. I’d read a lot about it, knew it was a big city, and there was boating and hiking. But I had no idea till I was here just how much boating, how much outdoor space, with country parks, the islands you can sail to.”

While this might suggest a quick transition to a glorious new life in Asia’s World City, David had a tough first year in Hong Kong, partly as he had to adjust to local ways of doing business. “I was used to sitting in essentially a shop, with people coming in to make enquiries; networking was extra,” he says. “But in Hong Kong, if people don’t know you, they don’t want to deal with you. My first summer, I did a lot of racing, making contacts, who started pointing people my way. It took some time, but the move to Hong Kong proved one of the better decisions in my life.”

Soon after arriving in Hong Kong, David joined a Waglan Race, and sailing in this along with other ABC events helped him make contacts and new friends. “I love boats, whether powerboats or sailing boats,” he says. “I can jump in a boat, and drive, or teach someone how to use it.”

Simpson’s new stock Aquila 36 Power Cat.



David's favourite Beneteau: Oceanis 46.1 , which he particularly enjoys driving as it's fast, comfortable and easy to sail.

In 2014, David also began taking part in the Four Peaks Race - running up and down Mount Stenhouse, and falling down three times in his latest race, as well as being a key sailor. "I'd heard of it, and thought, Wow, it sounds awesome," he says. "The first time, no one in our team had done it before; we ran out of time to practice, after being busy organising, putting safety packs together. So we were slow, but it was fun to do. You kind of get a bug for it."

For the next race, the team members were better prepared, including making plans for various wind conditions, and checking places such as Lamma to ensure drop offs were safe. They achieved a much better time.

"The race is quite exhilarating," says David. "You get several boats by drop off and pick up points, in the dark, with people in the water, padding to and from boats. One time, we had an ex army guy who capsized in the dinghy, ran up and down Lantau Peak soaking wet. During the two previous races, it was windy, and we raced to Sai Kung in 20 knot winds, while it was dark. I also remember seeing the sunrise over Sai Kung - really beautiful."

With his office close by, David finds the Club a great place for lunch. The buffet breakfasts help energise him for races, after which he stays on for a drink and a chat with fellow sailors. "My wife Adrienne likes the upstairs bar, sitting on the balcony," he adds.





MEET THE MEMBER

The Covid-19 pandemic has affected yacht sales, but perhaps not in the way you might expect. “We were very nervous in February, with a lot of boat shows cancelled,” says David. “But business has been booming since March, as people can’t readily travel overseas.”

Along with brands that many people may consider budget friendly, David and colleagues in Simpson Marine sell vessels ranging to luxury super yachts from Fairline and Sanlorenzo. For anyone interested in buying a boat, David has simple advice: “Buy as big as you can. Not just, say, a 40-foot boat to see if you may like it, as you will likely love it.”



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Simpson Marine’ flagship brand Sanlorenzo with SX76.



New kid on the block, Fairline Yachts' superbout F//Line 33.

While people talk about speed, and performance, David notes the figures on paper may hardly make a difference on the water; and powerboats are rarely used at top speed, as it's not economical. "Instead choose a boat that suits your needs. It takes some legwork; to see things you don't like and what you do like," he says. "Especially in Hong Kong, people, tend to do day trips, so you'll spend a lot of time in the saloon, or in the cockpit or flybridge. Will you sail with friends, or may you have kids who will stay inside, and watch films? Your emphasis should be on getting something you can keep for a long time, and have a lot of fun with."

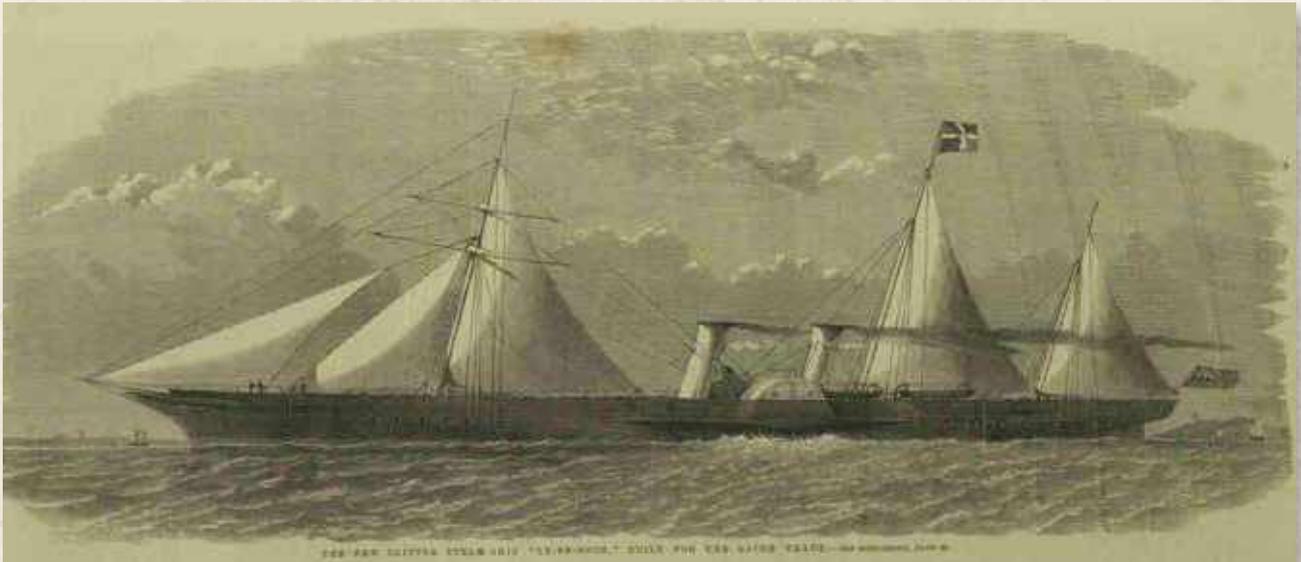
During his leisure time, if he's not racing, David enjoys quick and simple outings to Po Toi for lunch or occasional picnics on Round Island, and loves Turtle Bay [Sham Wan] on Lamma; while Double Haven is "like paradise" for overnight trips.

Reflecting on a career has taken him on a very different path to politics, David finds himself in a position many might envy, remarking: "My work centres on my hobby and my passion in life."



Hong Kong's Maritime Links to the Confederacy

Photos & Words by Stephen Davies



The paddle steam clipper *Ly-ee-moon* after launch – junks in the background, Dent & Co's house flag at the main truck (*Illustrated London News*).

For your delectation earlier this year (*Horizons*, Jan-Feb-2020, pp.28-33), I explored one of the more arcane creeks of the great haven of Hong Kong's maritime history, to do with our home port's connections to other people's national anthems. No, not the "March of the volunteers"; that would be courting danger.

If that was one obscure backwater up which was to be found a maritime link between Hong Kong and the United States of America – and believe me there are lots and lots – then here's another rather more topical one. For since we are now all 'woke', it is important that we face up to the dark corners of our pasts. In Hong Kong's maritime case, that means being an indirect beneficiary of those rebel defenders of slavery, the Confederacy.

So, confession time. Those wicked Brits, especially the Manchester cotton lords and Liverpool shipowners, were not exactly doughty opponents of the South's slaveocracy. True to their type, which can always be relied on to back any unsavoury political regime if there's money

to be made, Britain's moneybags were only too happy to help the Confederates ... and line their own pockets. And one way that could be done was to help the Confederate side overcome their greatest weaknesses: the lack of an industrial base, a merchant marine and a navy. It was from efforts along those lines that Hong Kong's maritime world got some goodies that seemingly link us to supporting Johnny Reb.

Now charmingly – yes, there is some charm in the tale – this side creek nicely mirrors the stories of the *Minden* and the *Tamar*. For, all same all same, of the two parts to the tale I am about to tell, one is piffle squared and the other fascinating.

Let's demolish the piffle squared first.

The starring 'bad history' role is taken by the good 'steam clipper' *Ly-ee-moon*, launched from the Thames Shipbuilding Yard in 1860 for those demonic drug smugglers Dent & Co (more tearing of hair and beating of breasts). The story has it that the paddle steamer, which was briefly the fastest ship in the world when she was launched, was intended for the

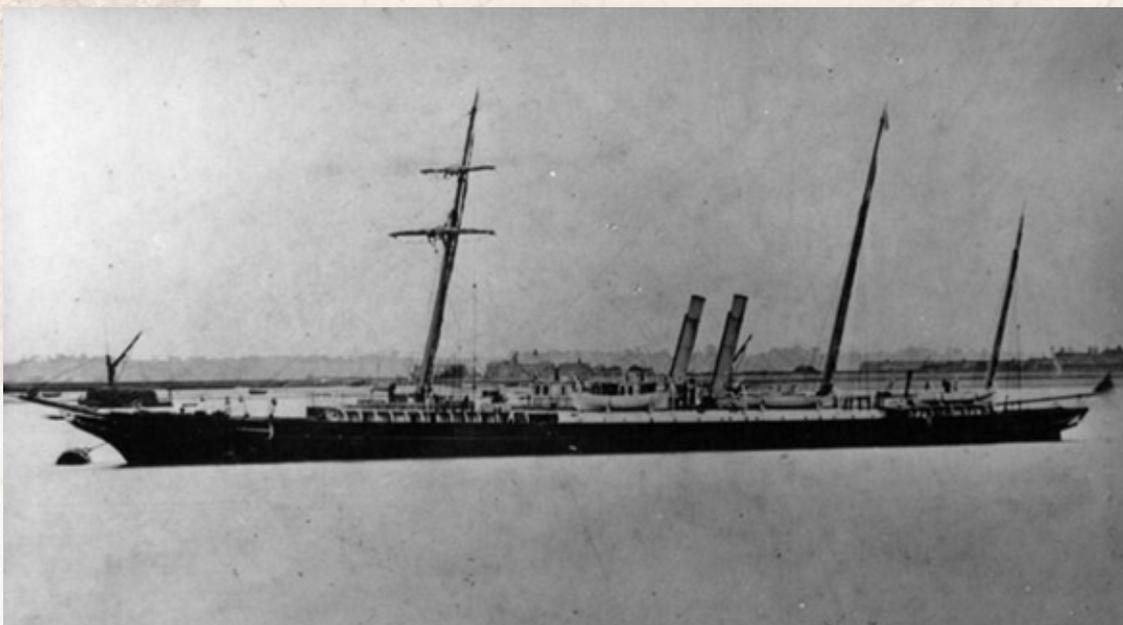
opium trade. That was a stretch, as we shall see. At some point, the story continues, since more money was to be made running guns for the Confederates into Charleston, South Carolina, drug running was forsaken for blockade busting. That proves not just a stretch, but a Trump-level porky. Nefarious activity done, the ship then went on charter, or was sold to the Japanese government (the data is obscure) for a few years under the name of *Taihei Maru*, which almost surprisingly is true, though perhaps not that she became the ‘royal yacht’ of the Mikado. The romancing begins again when, again called *Ly-ee-moon* and under the Jardine, Matheson & Co. house flag, she is said to have been run down and sunk when at anchor in Victoria Harbour, salvaged, taken back to Britain under sail and, after conversion to screw propulsion, sold to the Aussies.

Like a lot of maritime stories, once it is checked against the evidence, the less mundane bits of the tale tend to evaporate. For example, the ship certainly carried opium – most ships working the Hong Kong to Shanghai route in the 1860s did – but she had been built to provide a fast despatch service between Hong Kong and Shanghai. A quick trip meant up to a two-day advantage over competitors with the latest London biz news. James Ash’s *Ly-ee-moon* was the latest and greatest of many fast designs commissioned at the time.¹ That mattered. The *Ly-ee-moon*, which made 17 knots on trials, is said to have held the record for a trip Hong Kong-Shanghai: just 52 hours.



Ly-ee-moon House, Church Road, Upper Norwood, 1960
(*The News* (Norwood))

The notion regarding blockade running into Charleston, however, is complete hokum since the voyage record at Lloyd’s and in the newspapers has the ship working on the China Coast from start to finish of the American Civil War (1861-65). The ship’s name appears in one and only one list of ships that ran the Union blockade, and that dates from the late 20th century, though without any explanation. One can only conclude that if the ship’s name did appear anywhere (and it is not in the canonical book²) either it was a *ruse de guerre* – quite a few of the blockade runners looked like the *Ly-ee-moon* – or there was another *Ly-ee-moon* sculling around.³



The *Ly-ee-moon*, converted to screw propulsion, in her early days in Australia (Maritime Museum of Tasmania)



MEMBER'S ARTICLE

When Dent's Hong Kong operation went bust in 1867, as a result of the Overend & Gurney banking collapse in London, the *Ly-ee-moon* was sold or chartered to the Shogunate and renamed *Taihei Maru*, which operated it around Asia until 1872, when she seems to have been bought by Captain George Richard Stevens⁴. There's no contemporary record of her ever having been owned by Jardine, Matheson & Co., or of any collision and sinking in Victoria Harbour. The only record, in fact, has the *Ly-ee-moon* being converted into a four-masted barque in Yokohama in 1873, prior to her getting back to UK under canvas for conversion.

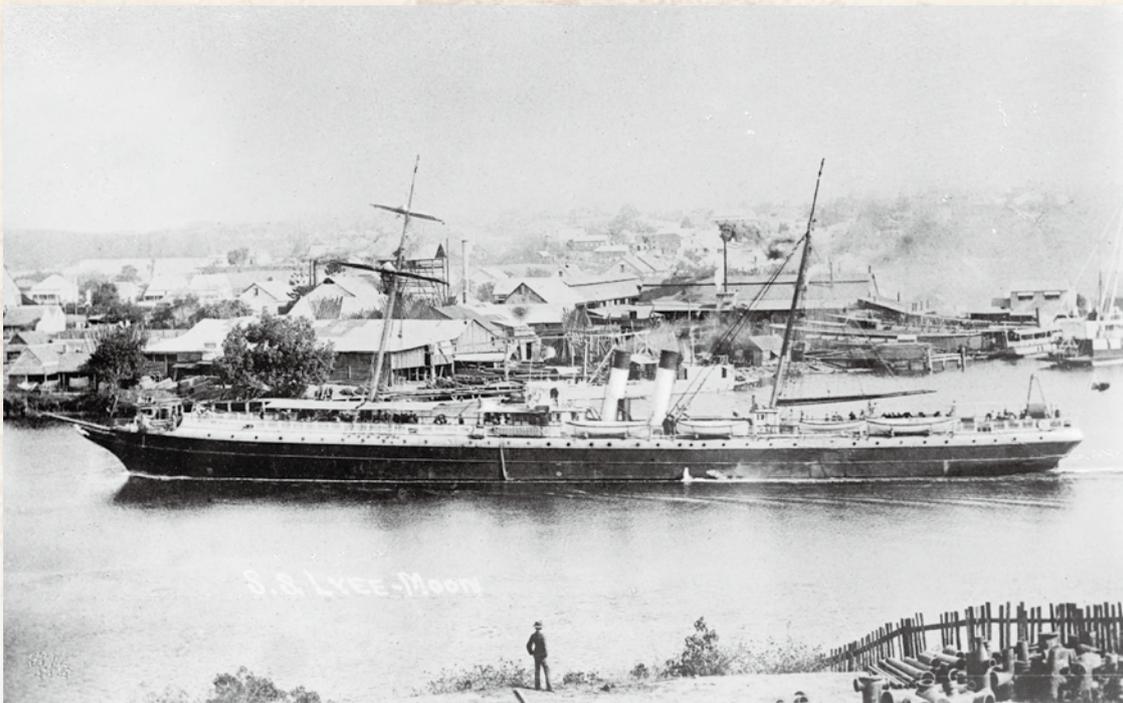
That's because she'd been bought, or was about to be bought, by the newly founded, Hong Kong-based China Trans-Pacific Steamship Co., who were setting up to rival the Pacific Mail Steamship Co. on the China-USA run. They needed a fast screw-propelled ship, hence the intended conversion. It's possible there was a Jardine's interest in the company, whence the suggestion of ownership. By the time the *Ly-ee-moon* got to London, however, the new company had folded, chartered to its rivals the two other ships it had bought, and the *Ly-ee-moon* was put up for sale, probably unsuccessfully.

Her conversion seems initially to have taken place in the Britannia dock of Walker Bros & Co.,

the British arm of the well-established Australian firm of William Walker & Co., and later in other docks – probable evidence of financial distress.⁵ When the ship was put up for sale in June/July 1874 W. Walker & Co. became the owners, possibly in co-ownership with Captain Stevens. her owner and skipper since 1873, who remained her skipper until 1876. She was sailed back to Asia, where she worked 1874-1875. In 1875, an attempt to get the authorities in Guangzhou to charter her failed because she drew too much water. Walker next put her on the Hong Kong to Australia emigrant run.



William Benjamin Walker, unknown artist, c.1860.



The re-floated, rebuilt, re-rigged *Ly-ee-moon* in Hobart, Tasmania in the livery of the Australian Steamship Co (Alan C. Green, State Library of Victoria)



The site of the wreck and the monument at Green Cape (Bill Brown)



St Mary of the Cross
(Mary Helen MacKillop, Wikipedia)

In 1877 she was bought by the Australian Steam Navigation Co. and was promptly nearly written off by a fire that was only put out by scuttling the ship. Re-floated and rebuilt, initially she worked Sydney to Fiji. Her end came in 1886 when, plying Melbourne to Sydney, the 3rd Officer, James Fotheringhame, managed to park her on the rocks beneath Green Cape lighthouse, resulting in the deaths of 71 of the 86 people aboard.⁶ The victims included Mrs Flora MacKillop, the mother of Australia's only saint.⁷

The *Ly-ee-moon* is a fascinating – and very pretty – ship with an amazing history, but the supposed link to the Confederacy is eyewash. Mind you, racism in general seems to have trailed her. I was told the racist story, still current in 2005, that I've tracked down to just one source, the *Liverpool Echo* in 1942, when the Brits were getting their butts soundly kicked in Southeast Asia: "When making her first trip with Japs (sic) only on board, the Jap engineers (sic) found themselves unable to stop the engines, so they put the helm 'hard over' - and sat down to wait, with stolid Oriental patience, until the steam gave out and the ship stopped of her own accord!" You have to be a pretty dyed-in-the-wool and very ignorant racist to believe any such piffle.



The small graveyard with the twenty-four recovered bodies of the seventy-one victims. (Bill Brown)

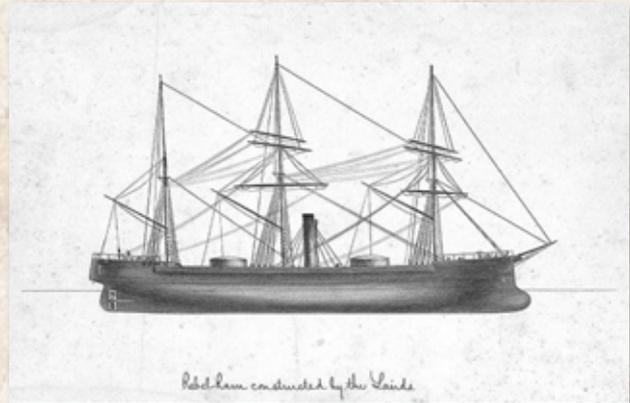


MEMBER'S ARTICLE

No eyewash with our second protagonist which, as with the *Tamar*, was a Royal Navy ship though one seemingly little known and largely ignored in Hong Kong. Well, to be accurate, she didn't start out in the Royal Navy. She began life in late 1861 and early 1862 amidst a flurry of cloaks and daggers as a radical, purpose designed, blockade-busting, Union seaport bashing, state-of-the-art inshore gunboat for the barely existent Confederate States Navy.

The whole tale would take far too long to tell, but the building in 1862-63, by Laird's of Liverpool, of two modern ships for the Confederacy, under the guise of ships for a French firm that was providing them to Egypt, the CSS *North Carolina* disguised as *El Tousson* and the CSS *Mississippi* disguised as the *El Monassir*, came within a squeak of war between the United States and the United Kingdom.⁸ The US ambassador to UK, Charles Francis Adams, backed by Secretary of State William Henry Seward, hung super-tough and got the British Foreign Secretary, Lord John Russell, to back down. "He was not prepared to go to war for an idea."

There was high drama on the River Mersey, resulting in the Royal Navy seizing the two vessels, with Laird's and their Merseyside supporters having conniptions about this gross infringement on the right of a businessmen to make and sell arms to whoever he pleased, causing him to risk being in breach of contract ... and out of pocket.



The original design of the "Rebel Ram"
(US Navy History and Heritage Command)

When the dust had settled, the British Treasury bought the two ships and Laird's completed them for the Royal Navy, making a bit extra on the deal. Everyone was happy except the Confederates, who didn't deserve to be anyway.

The new ships were named HMS *Scorpion* (ex-*North Carolina*, ex-*El Tousson*) and HMS *Wivern* (sic) (ex-*Mississippi*, ex-*El Monassir*). They weren't really what the Navy wanted because, having been designed for inshore work in the shoal waters of the US East Coast, they were not very good sea boats. Although they seem to have been able to ride out bad weather, they did so more as semi-submersibles than surface ships, and work on deck (only 1.4m above the sea) was impossibly dangerous.



The *El Tourron* (*Scorpion*, left, completed) and the *El Monassir* (*Wivern*, right, incomplete) off Laird's yard before their arrest (*Illustrated London News*)



A misspelled *Wivern* showing her sea legs.
(*Illustrated London News*)

Meanwhile, in the high halls of imperial strategy, much thought was being given to how the ever-growing empire, entirely dependent as it was on its seaways, garrisons and coaling stations, could adequately defend its vital nodes. To cut a long story short, someone came up with the idea of having what were called guard ships stationed here and there. They weren't expected to be able to work as full-on parts of the fighting fleet. Rather they were to be floating batteries that could be shifted around locally to beef up defences and release the fighting fleet to rush hither and thither. Should some rotten johnny-foreigner have the impertinence to try tweaking one of the lion's many scattered noses ... including Hong Kong ... it would be johnny-foreigner's nose that would be bloodied.

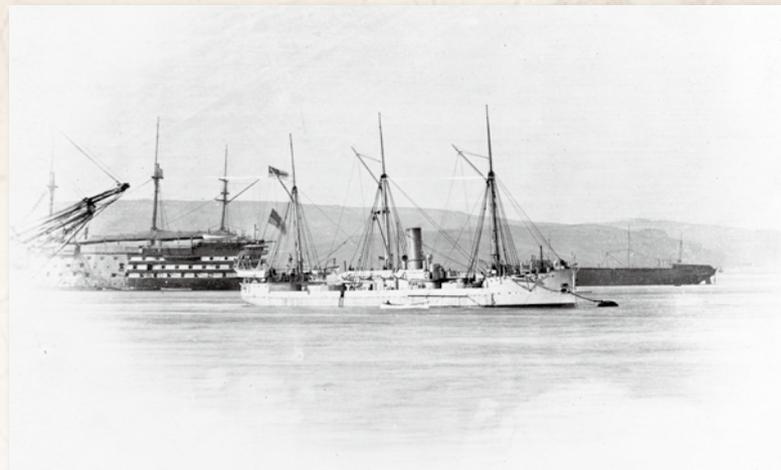
Segue forward to the 1880s and Britain's rising worries about the designs of the French and even more so those of the Russians. Hong Kong was vulnerable. So, with the uncanny brilliance of bureaucrats everywhere, the wizard wheeze was devised whereby a largely useless, obsolescent, poor sea boat would be sent by sea across half the world, become Hong Kong's guardship and do it on the cheap. The original wheeze had been to send the *Wivern* to Hong Kong with two torpedo boats as mobile armament, borne as deck cargo. Then someone realized that would probably mean the capsizing should any rough stuff happen along, so the torpedo boats were sent out on another ship and reunited with the *Wivern* in Hong Kong.

The *Wivern* arrived on station on 22 June 1880 and her deployment proved to be less of a disaster than all the lively critics at the time – including Britain's leading naval architect, Sir Edward Reed

– had expected. Along with her two small torpedo boats, in the event of hostilities she could in principle patrol Hong Kong's island bespattered waters as a sort of mobile fortress. As the Governor, Sir John Pope-Hennessy, put it a few months later, "We have in the harbour at this moment a most efficient turret-ship, the *Wivern*. That ship is here for local purposes. The Admiralty will not carry her away from us..."

For the next 21 years, as naval technology was transformed around her, the *Wivern* was a fixture in Victoria Harbour. Her occasional forays to sea were fine if it was a question of heading up the Pearl River or the weather was fair. When she headed south of the Island, it was another matter: "Struck by a heavy sou'wester and with seas breaking over her, the *Wivern* very nearly sank and had to return to harbour," as the *Hong Kong Telegraph* reported. But she did play a useful role in the Great Crisis of 1885, when British fears of Russian adventurism were at their peak and the China Squadron forward deployed to Port Hamilton (and that's a whole other story), confident – on paper at least – that Hong Kong had been left adequately defended.

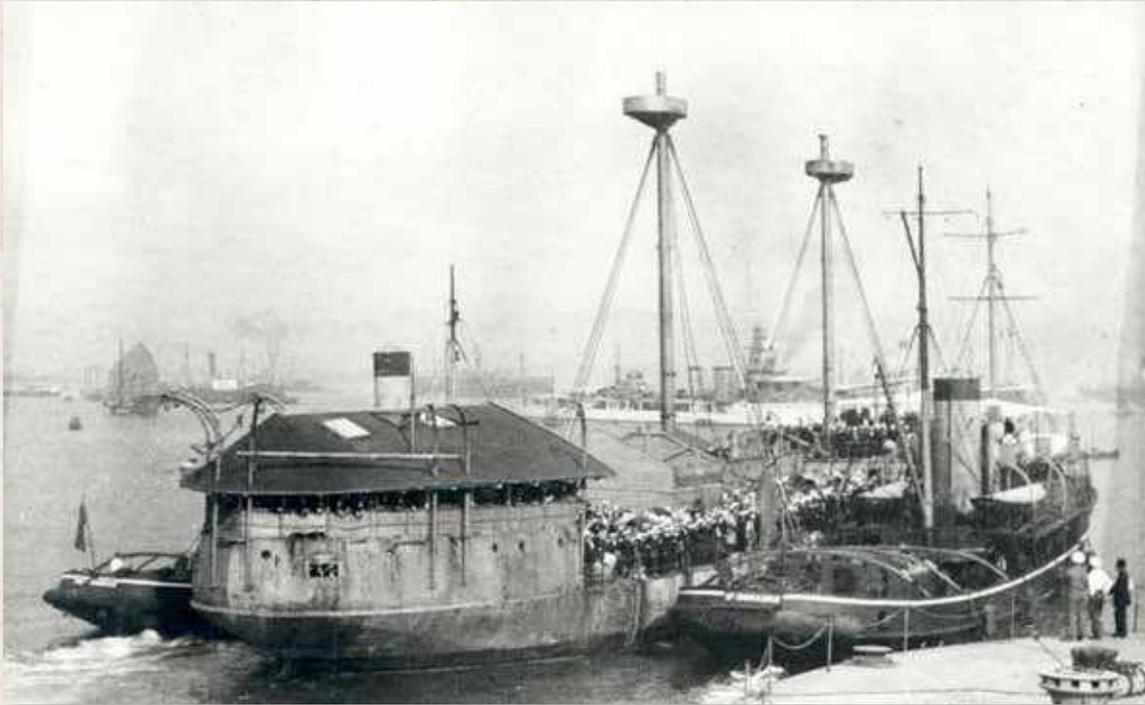
With the easing of tensions, the *Wivern* was sent back into reserve. By the mid-1890s, bar regular gunnery practice, she seldom moved and mostly lay to a mooring off the Kowloon Naval Camber in Yaumatei, ostensibly protecting the Navy's coal depot. In 1901, she was hulked and turned into a distilling ship, making water for the ships of the



HMS *Wivern* at Plymouth, c.1880 before her dispatch to Hong Kong already in her tropical paint scheme. (US Navy History and Heritage Command)



MEMBER'S ARTICLE



Poet Chaucer (left) and *St Monance* (right) tow the fully manned hull of the *Wivern* away 13.3.1923 – on the bottom right, the mole of the Naval Dockyard's tidal basin (Richard Cox Collection).

China Squadron, to combat the drought conditions Hong Kong experienced around that time. By the First World War, she was being used primarily as an accommodation ship additional to the *Tamar*. When the war ended in 1919, she was...

...well, exactly when she was decommissioned and sold is one of HK's many naval mysteries. All we do know is that in April 1922 she was advertised for sale and bids were invited. She was bought by

a local shipbreaker and after 43 years on station, on 13 March 1923 she was towed away, sides fully manned, by the Royal Navy's wonderfully named tugs *Poet Chaucer* and *St. Monance*.

With that sad moment Victoria Harbour's long link to the high drama of the American Civil War ended, though where exactly the remains of James Bulloch's design ended up, I don't know.

¹ James Ash of Salcombe, Devon worked as a naval architect for both C.J. Mare and the Thames Shipbuilding Co, until opening his own yard in 1862. It folded in the banking crash of 1866 that did for Dent & Co. in Hong Kong a year later.

² Joseph McKenna, *British blockade runners in the American Civil War*, Jefferson NC: McFarland & Co., 2019.

³ That's a possible since there is an obscure Singapore reference in 1866 to a British barque called *Ly-ee-moon* working Bangkok, Singapore, Hong Kong under a Captain Crowninshield – if a member of the noted Boston Brahmin shipping family, then a renegade, since all records make the family stout supporters of the Union.

⁴ In *Lloyd's Register*, Dent & Co are given as owners continuously from 1864 to 1870. Her skipper from 1860 to 1869 was Norman Hill, who on the proceeds of his work built 'Ly-ee-moon House' in the London suburb of Upper Norwood that, after being damaged by a bomb in WW2, was demolished in 1960 ... along with its stained-glass window showing the ship.

⁵ William Benjamin Walker (1820- 1889), the son of the firm's founder and boss when the *Ly-ee-moon* was bought, was one of the founding members of the Royal Sydney Yacht Squadron.

⁶ You can visit the Green Cape cemetery where the victims are buried ... and read the plaque recounting the history of the ship that tells a less than accurate tale of the ship's early days.

⁷ Mary Helen MacKillop (1842-1909) was canonized St Mary of the Cross on 17 October 2010, her feast day is 8 August.

⁸ You can read the Confederate version of the tale by the ships' designer and on-the-spot super-spy for their construction, James Dunwoody Bulloch, *The Secret Service of the Confederate States in Europe, or, How the Confederate Cruisers were equipped*, London: Richard Bentley & Son. 1883. Bulloch was most famous for getting the notorious confederate raiders CSS *Alabama* (which made one foray into the South China Sea in January 1864) and CSS *Florida* built in Liverpool. His half-sister Martha was the mother of U.S. President Theodore Roosevelt and grandmother of First Lady Eleanor Roosevelt!



Smoky Vessels

By Graham Price



Photo - Design Hong Kong

I have a boat moored in Deepwater Bay, and I am appalled by the blackening of its white surfaces. Much of this pollution results from shipping. We have all seen ships sailing past Aberdeen and “blowing their diesels”, and creating big clouds of black smoke.

On 1 January 2019, the Air Pollution Control (Fuel for Vessels) Regulation came into force. This mandates vessels to use compliant fuel (including low-sulphur fuel, with sulphur not exceeding 0.5 percent) within Hong Kong waters.

Designing Hong Kong recently reported how residents of Ap Lei Chau, Tin Wan, Wah Kwai, Wah Fu and Pok Fu Lam – who have an excellent view of East Lamma Channel, one of the world’s busiest navigation channels – joined a smoky vessel spotter campaign.

It is an offence to emit smoke as dark as shade two on the Ringelmann Smoke Chart continuously for three minutes or more. The chart is a piece of cardboard with different shades of grey and black printed on it. One can hold it up, and determine whether a smoke plume is dark enough for prosecution action. Next, spotters pull out their phones and record a continuous video of the smoke plume.

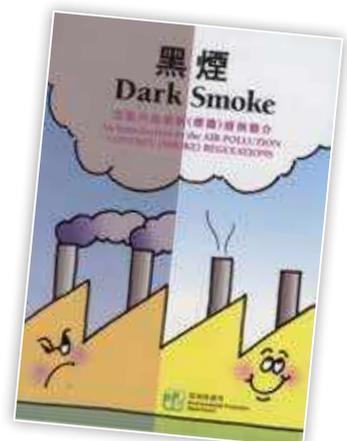
Have you seen commercial vessels emitting smoke? Become a smoky vessels spotter! Find the Ringelmann Smoke Chart on-line, and when you see an offending vessel, record a video of at least three minutes continuously and send it to mi1ohps1@mardep.gov.hk

Without help, it is difficult for EPD to enforce the regulations. And if vessels continue to use “dirty diesel”, all our boats and cars will continue to get “painted” with a layer of black every day. Not to mention what it does to your lungs!

For more information see the Environmental Protection Department’s Dark Smoke pamphlet.



Scan to view the pdf





A Weekend Away

A tale of Boys, Beers, Boats & Beaches - and Budgy Smugglers

By Murray Brechin

Day 1

06.30, my alarm bell rang, but I'd been awake for hours full of excitement. The day had finally arrived for a "boys' voyage" up north over the April long weekend.

We would set sail for Millionaires Bay, Sai Kung, at 9.30am onboard our trusty steed, Camargue. The 26-foot (42yr old) Robber had been freshly ridden of barnacles and was ready to rumble.

Rendezvous was ABC for 9am' supplies consisted of 2 eskies [coolers], one filled with "vital provisions" and the other frozen meat, for the beach BBQs over the following 3 nights. Tents, litres of factor 50 sunscreen and plenty of "plonk" wine were not far behind. Mei Fung was almost filled to the brim by the time we squeezed on for the ride to Middle Island.

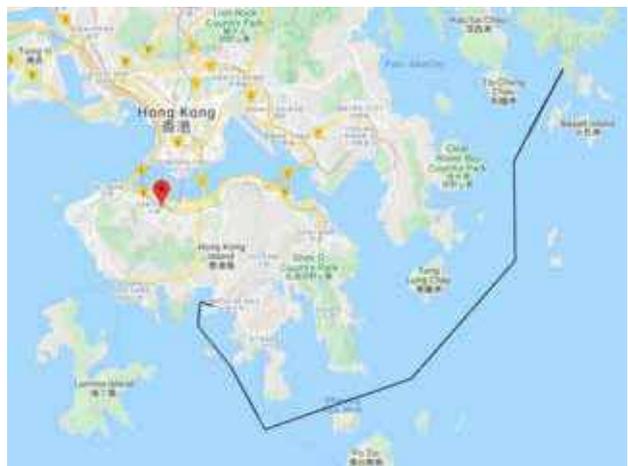
Curious members were asking, "Where are you going?" "Do you have enough food?" "How long will the sail be sail up?" And to be honest, we didn't exactly know. ... It was all a guessing game for each of us.

On board were: Skipper Callum Brechin, flatmates Luke & Matt, and myself, Murray.

The 6.3 NM journey (which we doubled easily with "fast paced" manoeuvres) was met with a strong headwind most of the way.

The voyage started just after 9:30am, motoring out of Middle Island with the boys prepping the sails and stowing away the goods. We made a point to resist the use of our powerful 9.8hp outboard, and sail all the way.

It was a gorgeous day. Cruising past Castle Rock and Beaufort Island within 2 hours of leaving Middle Island. Tacking up back and forth we passed Tathong Channel and were peering into Clearwater Bay in no time. Then, in classic Hong Kong style, the wind died. Dead in the water for 45 minutes, the beating sun persuaded Skipper to drop the outboard in and get this show on the road. With the help of the engine, we beelined towards "Snakes Bay". By 5pm we were passing the recent shark spotting site of Bluff Island. The small speedboats of Sai Kung began to be lost



from sight, and the golden sand we would be calling home seemed so close!

We dropped anchor, nestled close to shore among a handful of the locals' boats.

With his innovative young mind, Luke blew up a small kid-sized boat (forenamed the Explorer 100) and loaded it up with the tents and provisions. This allowed easy transfer of equipment back and forth from boat to beach. We had set up our tents and a fire for the BBQ. Time to enjoy a cold beer. By 7pm, we were a lone sloop in the bay.

Day 2



Twas a morning of glorious sunshine, no rain and beautiful scenery, however the Skipper woke up a bit worse for wear, and may not have taken in the beauty at the crack of dawn. The rest of the crew were ready for a day in the sun. Boiled eggs and avocado on toast for breakfast; who said this wasn't "glamping"? A quick snorkel around Camargue to check all was well revealed a pocket of brightly coloured coral on the rocky outcrop in the middle of the bay. Strange exotic fish and huge sea urchins were living right beneath us in transparent water – a rarity in Hong Kong waters that was very welcome.

We explored the popular Sai Kung beach, boasting beautiful rock pools filled with bright clear water, a rock-face for climbing, and soft sand. It did not take long for the competitiveness of 4 boisterous blokes to pour out. A game named 'Rennis' was devised (Rugby-Tennis). A court was made out of some drift rope. It must have been a streak of bad luck; I didn't win a single game.

This remote beach was of particular interest for the boys, as a convenient Yau Lei Restaurant was a short motor around the corner. A perfect lunch spot. I heard the food could rival the ABC's favourite,





MEMBER'S ARTICLE

Ming Kee on Po Toi; this is open to discussion. Nonetheless, the lads were well fed and hydrated. We picked up some extra ice and beers from Simon, Yau Lei's owner, as our beers had mysteriously disappeared the night before.

The sun was beating down all afternoon; thank god we had a resident Engineer at hand. Matt paddled over to Camargue to fetch the boat cover. Within two shakes of a lamb's tail, a fully functional cover was erected. It didn't take long for all of us to have a European-style siesta under the boat cover early afternoon.

Our fashionable Budgy Smugglers [teeny-tiny swimming briefs] were worn all day, every day, for the duration of our stay. Some visitors to the beach appreciated them more than others.

Our evenings consisted of wine and BBQ burgers. Cards, particularly Monopoly Deal, was the favoured game. The bottles emptied and the stars came out overhead, it was a magical evening in Hong Kong for us to be "stranded" on a beach.



The picture shows Callum (left) reading the newspaper, Matt and me, proud of our shelter, and Luke's shuttle service boat.)

Day 3



Another bright and early start for the lads in paradise. What was a quiet calm morning soon turned into an Ibiza-like party. It seemed as though the whole of Sai Kung Town descended on the beach. Food, tables, chairs and floaties filled the beach. Even a few familiar faces who brought much welcomed fresh fruit and water for us.

It didn't take long for our hangovers to dissipate, when food and beers were all provided unexpectedly! We were the Boys in Budgies – mythical beings in Sai Kung to this day.

The party continued into the early evening when something terrible happened.

We ran out of ice.

Much like the Innkeeper took pity on the Virgin Mary, a small tender was lent to us to skirt around the bay to Yau Lei Restaurant to top up our supplies. With the eskies replenished, the party continued on into the night.

Day 4



Our time in Millionaires Bay had come to an end. What an epic weekend!

We packed and ferried everything onboard by 8am. Our tired, sleep-deprived bodies hauled the anchor on board, and we set sail for Po Toi for lunch. Expecting a similar breeze to our journey North, a spinnaker ride downwind was the plan. However, the wind had done a full 180, and was now blowing fresh South China Sea on our Bow. So, another long, zig-zagging sail.

Morale was running on empty. Our energy had been entirely used during the weekend activities. Our sun kissed shoulders were aching, a strange epidemic headache was rumbling. That was until 12 noon, Korean time, when a powerful phrase was spoken to lift us from despair: “Beer?”

We had risen from the ashes. Po Toi was in sight and morale was high. Camargue was slicing through the water like a salmon, as if she could taste the fried squid.

We had conquered the bank holiday weekend in style. Sailed further than Camargue had ever been, and showed Sai Kung how the Islanders party! Great company and great wine. It was a fine weekend. I can’t wait for the next trip.

“To young men contemplating a voyage, I would say go.” - Joshua Slocum.





SOUTHSIDE REGATTA

28 & 29 NOVEMBER 2020



ENTRY DEADLINE - 23 November

ENQUIRIES - misportsrec@abclubhk.com

Notice of Race and Online entry form available at:

www.abcmiddleisland.com/southside-regatta or scan QR code





Covid-19 Related Closure

By Richard Knight

As has been widely reported, on the 15 July the Government stepped up their social distancing regulations in the effort against the third wave of COVID-19 in Hong Kong.

It was without doubt a big blow to the summer programme and we would like to thank all our sailors, their parents and especially our instructors for their understanding and patience at this time. We are dealing with weekly updates from the government and since 15 July we have been working towards the day when we can reopen. Hopefully by the time you read this we will be back in operation again or at least have a good idea when we will be.

We are confident that sailing and watersports as an activity is a low risk one. It is an outdoor sport with only 1 to 3 people in the same boat.

The Club has been taking all the necessary precautions onshore and we endeavour to maintain a safe environment for everyone. We look forward to welcoming everyone back when we are allowed to do so.



UPCOMING COURSES

→ Assistant Instructor Training



Congratulations to latest group of Assistant Instructors who completed their training in June and July.

The next course is scheduled for 19 & 20 September. The entry requirements and more details are available on the website: <https://www.abcmiddleisland.com/instruct>

→ Powerboat Training Courses



- RYA Powerboat Level 2 2 Day Course
- RYA Safety Boat Course 2 Day Course
- Powerboat Refresher 1 day
- Powerboat Trip 1 day

→ Adult Sailing Courses



The following courses are scheduled throughout the year. For more details and dates visit the website. <https://www.abcmiddleisland.com/adult-sailing>

- Adult Beginners
 - 5 Day Course Monthly & some weekday courses
- Intermediate Courses
 - 1 Day Course Most Saturdays
- Adult Racing Club
 - 1 Day Course Most Sundays
- Intro to Lasers
 - 2 Day Course Once per month
- Adult Level 3
 - 5 Day Course Next course in November
- Advanced Courses
 - 2 Day Course By request



MARK LAYING COURSE

We have scheduled the next Mark Layer course for 11 and 18 October.

This course is for people who already hold the RYA Powerboat Level 2 qualification and are interested in helping with on the water Race Management, specifically with mark laying. This course is subsidised by the Club on the expectation that we are training up future Club race management volunteers.

What is mark laying?

Before a race can start the Race Officer needs one or more marks set in the water. This could be a single mark for the start line for an Islands Course race, or 6 marks on a typical windward/leeward course with a leeward gate, alternative windward marks and separate finish line.

Setting the mark sounds easy and can be made to look easy but for it to rest in the right location requires a good understanding of the wind and tide effect, as well as good boat handling, use of VHF, GPS, and set up of the anchors, chain, warp and the buoy.

This will all be covered in the two day course along with practice during the Club Dinghy Race.

Check out the website under Powerboat courses for more details and to book a place on the course. <https://www.abcmiddleisland.com/powerboating>



ABERDEEN RACING ACADEMY

After a disrupted summer schedule caused by COVID-19 restrictions the sailors and coaches are eager to get back on the water. The key events of the year that our sailors are planning to take part in include,

1 - 4 October 2020	HKODA Optimist Championships	@ HHYC
21 -22 November	HKSF Selection Regatta	@ Middle Island
28 -29 November	ABC Southside Regatta	@ Middle Island
19 -24 January 2021	Hong Kong Race Week	@ Middle Island
13 -14 March	RHKYC Interschool Sailing Festival	@ Middle Island
20 -21 March	HKSF Festival of Sports	@ Middle Island
22 -23 May	HHYC Open Dinghy Regatta	@HHYC

We are also hoping that there will be opportunities for safe overseas travel in 2021 so that our sailors can take part in international regattas. Typically we would plan to join events in Singapore in March, Thailand in May and then Europe in the summer.

UPCOMING COURSES

Junior & Youth Sailing Courses



The Autumn course schedule is online and open for booking. We have courses throughout October on weekdays as the schools have different half term weeks off. Check out the latest schedule online at <https://www.abcmiddleisland.com/training>.

 If you have a group of 4 to 6 sailors of a similar standard you can also email our Chief Instructor Howie at chiefinstructor@abclubhk.com to enquire about extra group lessons.

Junior & Youth Explorer Team



If you are looking for weekly sailing sessions which are not focused on racing then the Explorer Teams are for you. We are excited how these teams are developing and this Autumn we have doubled the capacity. You can find out more details online.

<https://www.abcmiddleisland.com/explorers>

ARA Trial Days



We will be hosting trial days in the Autumn/Winter, please contact us if you are interested in joining one of these trial days.

Contact Richard : misportsrec@abclubhk.com
<https://www.abcmiddleisland.com/ara-team>

FAREWELL TO SZYMON

BY: RICHARD KNIGHT

In July we said farewell to Szymon as he made the decision to move back to Europe. Szymon Mokowski worked at the Aberdeen Boat Club from 2017 to 2020 as the Club's High Performance Racing Coach and in 2018 he took on the role as Head Race Coach, leading the Clubs Racing Academy.

During his time at ABC Szymon earned the trust and respect of sailors, parents and colleagues. As well as the weekly training, he organised and led Club teams to national and international competitions in Asia, Australia, United States and across Europe.

He managed all aspects of the trip including logistics for moving boats and equipment to and from the venues as well as the coaching for our sailors there.

He has a great ability to identify talented sailors and develop a plan to accelerate their learning so they can reach their potential in the quickest way possible.

Szymon also recognised when sailors worked hard and it was obvious that's what motivated him the most as a coach. Szymon was a key member of the management team at the Club and we are fortunate for the time he has invested here at ABC.

We wish him the very best in his future endeavours.

Whilst we say goodbye to Szymon we are also excited to welcome a new member of the team. Look out for a full introduction of our new Head Race Coach in the next edition of Horizons.





2020 Autumn & October Half Term Sailing Courses

Starting from end of August:
Saturday - Junior Stage 1, 2, 3 & Reacher

Visit our website to view the full schedule
and book online

www.abcmiddleisland.com/training





OPENING REGATTA 2020

19 & 20 September



PERONI
ITALY



Supported by:

60 secs to start... and counting...

For people who are in a rush

Marine

Yacht Sailing

Other activities

Typhoon Preparations

Do the preparations sooner rather than later.

Pontoon access

Pontoon access cards **are not transferable.**

Dinghy Sailing

Sailing Courses

Scan the relevant QR codes on page 9 for details of the September & October courses

Dinghy Match Racing

The next dinghy match racing will be held on **6 September**

Register your interest on www.abcmiddleisland.com

Southside Regatta 2020

The regatta will be held on **28 & 29 November**. Visit www.abcmiddleisland.com for NOR and registration.

Waglan Series 2020-2021

First race of the series will be held on 4 October!

Summer Series 2020

Prize giving date to be confirmed

Opening Regatta 2020

The annual Opening Regatta will be held on **19 & 20 September**

Four Peaks Race 2021

The 2021 edition of this adrenaline fueled overnight race will be held on **6 & 7 February 2021**.

Register for the race at www.4peaksrace.com

Club dinghy race

Our Autumn Dinghy races will start on 11 October, visit www.abcmiddleisland.com for more info

Learn to mark lay

Want to learn? Contact Richard at misportsrec@abclubhk.com

Volunteering for race events

Interested in helping or becoming an ARO? Drop us a line: marinecoord@abclubhk.com

Staying in touch

To know our latest news, make sure you provide us your latest email address.

Update: mbs@abclubhk.com



Hot Pots by Hotshots Dominate Sailors' Snooker Tourney

By Dave Hilling



On Monday 22 June, we held the slightly belated Spring edition of the 3-cornered snooker competition between the 3 sailing clubs – Royal Hong Kong Yacht Club, Hebe Haven Yacht Club and Aberdeen Boat Club – in the Hong Kong Club. With Covid-19 restrictions sufficiently relaxed to allow snooker to return and the ability to have gatherings of more than 8 people, just lifted the Friday before, it was time to dust of the snooker cues.

We were back to the normal format in which each club provided 4 players a team for the tournament, after the Autumn 2019 edition only had 3 players a team due to the social unrest. So as soon as health declaration forms had been submitted and temperatures taken, we were underway. It was, however, quite clear throughout the night that the majority of all players were a bit rusty, but then it has been 2-3

months with all snooker rooms being shut across Hong Kong.

Wayne Robinson and Nick Horvath both chalked up solid victories against their HHYC counterparts, to get us off to a good start. However, RHKYC team were equally impressive in their early matches, and it was quite evident that this new generation of RHKYC players under the management of Gordon Robinson include some who are very skilful. This became evident when ABC's players started to lose against them in their respective matches, where there were top breaks of 24 and even a 29. There were some gallant efforts, not only by the ABC players but also by HHYC's players, but the hotshots from the RHKYC just always seemed that one break ahead. So despite another victory by ABC captain Dave Hilling against the HHYC's captain CK Chan, the scores

after the singles matches were 7 to RHKYC, 3 to ABC and 2 to HHYC.

Now there was one important change in proceedings at the Hong Kong Club, where we have always had a sit-down dinner between the singles and doubles matches, but this time there was an Indian buffet in the snooker room. This allowed matches to continue whilst others could eat, and allowed a much greater chance to finish all the matches on the evening. The food was delicious, and it certainly was great to support your team members playing whilst having some food.

The doubles matches were closer than the singles, but even then RHKYC were still able to get 2 more matches to give themselves a well-earned victory on the evening. There was just 1 doubles match between ABC and HHYC not played due to time restraints, but it would not have made any difference in the final standings: RHKYC with 9, ABC with 5 and HHYC with 3, thereby resulting in RHKYC's very first victory of the 3-cornered snooker tournament on the 8th running of the event, which was well deserved. We all look forward to the next 3-cornered snooker tournament in Autumn 2020, which is not too far away now; and with the raising of the bar in snooker skills we will all have to bring our best match play in a few months' time.



What Makes a Beer BOMTASTIC?

By Graham Price, House Committee Chairman



Each month, Aberdeen Boat Club promotes a “Beer of the month”

– known as BOM to the staff and the accounting system.

Unlike our house wines, we have never held a “beer tasting”, so the BOM promotion encourages you to try different brews from your normal refreshment. I remember many years ago, the BOM was merely a low-cost beer promotion for the month, and the main criteria were “low price”. In 2020, we are a little more sophisticated.

So, what does it take to be considered as a BOM?

The idea is to introduce new/different beers each month, outside the menu/regular pouring.

Starting in 2017, we have tried to include locally manufactured craft beers as many times as we can in a year, as this seems to be the new trend here in Hong Kong. This is also consistent with our “farm to table concept”, and our aim to buying from local producers wherever possible.

We are also very grateful to our two major long-time sponsors of beers for The Waglan Series & The Four Peaks race, Peroni and Carlsberg, respectively. Each brewer is allowed to promote a “BOM” from their portfolio for 3 months in a year – hence there could be some repetition/s for the selections. We would also like to thank Sky international for being the beer sponsor for Opening Regatta.

And so last month, in August, we had a great favorite of mine from army days in Germany, “Grolsch”, which is from the Peroni stable, as was the amazing Kozel Dark Beer in April, for which I developed a real taste: it was great with food and had an amazing story on the label. Carlsberg is not all “probably the best”; they have some other great brews, including the very refreshing Somersby Cider which is a perfect drink over ice on a hot summer day. Carlsberg also brought us Yau Lager – a very popular Hong Kong’s own brew. The Yau’s double-skinned glass is supposed to keep the beer cold even during summer days; most members agree this works, and many of them have the glasses from the “buy 2 pints and get 1 free glass” during the quiet months of June/July.

For your recollection, here is the list of the “BOMs” for the past year:

THE LOCAL CRAFT BEERS:

Cereusly +50dB IPA, Heroes Beer, Hong Kong (October 2019)

North Cloud Dark Lager, Moonzen, Hong Kong (June 2020)

Thunder God Ale, Moonzen, Hong Kong (May 2020)

HK Yau Lager, Hong Kong (March 2020)

Black Kite Golden Ale, Wong Chuk Hang, Hong Kong (January 2020)

Gweilo IPA, Hong Kong (September 2019)

THE INTERNATIONAL CRAFT BEERS:

Stone & Wood Pacific Ale, New Zealand (September 2020)

Grolsch Beer, Netherlands (August 2020)

Somersby Cider, Denmark (July 2020)

Kozel Dark Beer, Czech Republic (April 2020)

Big Wave Golden Ale, Hawaii (December 2019)

MOA Lime Pilsner, New Zealand (November 2019)

Piston Broke Hoppy Golden Ale, UK (October 2019)

I hope this has given you a new interest in exploring the different tastes and the moods of our “BOMs”. We are all used to the concept of “wine tastings”; perhaps we should also organise a “beer tasting” – if that appeals please let me and/or our F&B manager Robin Sherchan know!

Taking The Sustainability Measures To a Next Level at our Bars:

By Robin Sherchan, Food and Beverage Manager

The word sustainability has gathered much steam over the last few years and we as a club are taking step by step approach in every aspect to make it practical operation wise. We have the paper straws (which are only served on request), takeaway boxes are encouraged to be reused with 5% rebate on foods, the single-use plastics are almost nowhere to be seen and now we are working on the other aspect – waste and packaging reduction, in particular – single-use glass bottles for spirits. The production of one glass spirit bottle creates around 550g of carbon emissions and it is predicted that the world will manufacture over 40 billion of them this year alone. Even if the bottles are recycled, it consumes a huge amount of energy to do so and a very low percentage of these bottles are being recycled here in Asia.

The solution could be simple – going back to my childhood days, while I was growing up in a small town in Kathmandu, we used to drink cola/sodas out of glass bottles which had to be returned to the store to get few cents refund. The sheer motivation to get some money in return was immense, though the act did help to lower the wastage. Gone are those days and day in day out, all the single-use bottles these days go into the rubbish bin, where some percent of it will be recycled and most of it regretfully will go to the landfills. This led us to look for solutions for innovative partner distributors who put

sustainability at the core of their business. We are glad to announce that we have taken a small step forward to help lower the carbon footprint and the wastage.

We have partnered with ecoSPIRITS, who claim to make use of “The world’s first low carbon, low waste spirits distribution technology”. The fact is that 70% of the cost of spirits is supply-chain related – by lowering the packaging cost, the manufacturers can put in the resources to improve the quality of the product. This seems to be the case with ecoSPIRITS as we did a horizontal tasting with our current house pouring spirits and hands down, the nose, taste, and the overall quality was significantly better.

In short, instead of purchasing spirits in single-use glass bottles, all the spirits from ecoSPIRITS will come packaged in an ecoTOTE – the reusable vessel that carries 4.5L of the spirits, which will be poured into the respective bottles for serving. When they are empty, the supplier will bring them back to their plant, cleaned, sanitized, refilled, and re-fitted with tamper-proof sealing for the distribution. This helps reduce our back house storage area, significant improvisation on the quality of spirits served, and most of all, reducing the carbon footprint as we drink one drink at a time!

We are starting with the top-selling house spirits at the club which are namely, Gin, Vodka & Dark Rum.



Widges Gin

The Widges Gin is distilled by some of the most experienced Gin Distillers at the renowned Langley distillery in England. Jason “Widge” Williams developed this flavor profile with the craft bartender and with the world’s great Gin drinks in mind. The higher ABV brightens up cocktails and the botanicals play nice with all the classic recipes. No additives of any kind.

Tried & True Vodka

Distilled in the Picardie region of France from organic wheat grown and milled in France. Proofed down to a cocktail appropriate 44% ABV using RO demineralized well water from the Cognac region. Strictly no additives – no citric acid, glycerine, or sugar are added.

Plantation Original Dark Rum

The rich and intense style of Jamaica and Barbados, with their notes of plum, banana, and vanilla, is enhanced by meticulous blending and further maturation, in France. The result is a profound structure spiced with notes of cinnamon and clove, whose smoky quality adds texture. An ideal companion for cocktails.

The best part of embracing this effort is that you, our valued members will not need to pay anything extra. Yes, you heard it right, the house pouring spirits will continue to be available at only \$24 per serving!!

We are very much looking forward to welcoming you to your club – while you sip your Gin Tonic or Vodka Soda or Rum Coke, you should be proud that you are playing a part in protecting our beautiful planet earth.



F&B PROMOTION



SEPTEMBER PROMOTIONS

The Galley & The Patio
North East Asian Cuisine

The Four Peaks Restaurant
New Autumn Dishes

OCTOBER PROMOTIONS

The Galley & The Patio
Contemporary Cantonese Fare

The Four Peaks Restaurant
New Autumn Dishes



Aberdeen Boat Club 香港仔遊艇會

September & October Cocktails of the Month



Kit-Katino Martini

HK\$75

- Kitkat, vodka, kahlua,
- Cold brew coffee, vanilla liqueur
- Garnished w/ Kitkat

Horizon (non-alcohol)

HK\$50

- Homemade ginger syrup, raspberry, mango,
- dash of angostura bitters
- Garnished w/ raspberry

Surprise Me

HK\$75

- Brandy, Crème de Casis,
- Homemade jasmine tea syrup, topped up with prosecco
- Garnished w/ orange wheel

Berry Bliss (non-alcohol)

HK\$50

- Fresh berries, cranberry juice, simple syrup,
- Freshly squeezed lemon juice, topped up with soda water
- Garnished w/ fresh berries



Aberdeen Boat Club 香港仔遊艇會

Beer & Wine of the Month Promotion - September



Mas Andes Reserva Chardonnay

Tasting Notes:
The nose opens on delicate yellow fruit aromas, supplemented upon airing by tropical fruit notes such as mango and passion fruit. The expressive and succulent attack reveals yellow fruit flavours such as apricot and peach, leading into a dense mid-palate marked by the return of the tropical fruit found on the nose sustained by fine notes of toasted brioche.



Mas Andes Reserva Cabernet Sauvignon

Tasting Notes:
The expressive and elegant nose is dominated by red berry fruit and bilberry aromas, lifted by some peppery notes. From a fresh and fruit-driven attack the mid-plate, underpinned by refined and stylish tannins, reveals blackcurrant, raspberry and wild berry flavours accompanied by some slightly spicy notes.



HKS 50 / GLASS
HKS 220 / BOTTLE




BEER OF THE MONTH
45/BOTTLE




THE ORIGINAL.
Fruity Hops. Cloudy Haze. Refreshing Finish

Beer & Wine of the Month Promotion - October

MEYER-NÄKEL
Spätburgunder
Pinot Noir 2018
\$298/btl
\$66/gls

DR. LOOSEN
Red Slate Riesling
Dry, Mosel 2018
\$260/btl
\$58/gls




Presented by **THE MERCHANTS**
The House of Arrows U.K.
Drink Responsibly



Beer of the Month
CEREUSLY
| +50dB IPA | ABV 6.2% |



Aberdeen Boat Club

2019 澳洲國際啤酒大獎賽銅牌
Australian International
Beer Awards 2019
Bronze Medal




\$52

HEROES
BEER CO



F&B PROMOTION

Tokyo Izakaya Night

The Galley & The Patio



**Saturday
12 September
7pm**

Come and enjoy the delights of 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
HK\$297
only**

**Concessionary
price for members
over 65 years of age
HK\$247
only**

**Children
HK\$197
only**



Aberdeen Boat Club 香港仔遊艇會



Autumn BBQ

at The Patio and Complimentary Wine-Tasting for home delivery

The Galley & The Patio

Saturday / 26 September / 7pm

*Join us for ABC's traditional way of celebrating autumn:
with a delicious BBQ on the Grill.*

*There will be everything from steaks and burgers
to seafood and premium sausages – and it's all you can eat!*

Adults: HK\$229 only

**Concessionary price for members
over 65 years of age: HK\$179**

Children(3- 12 yrs old): HK\$129 only



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

Mid-Autumn Moon Festival Buffet



The Galley & The Patio
Thursday | 1st October | 7pm

We will celebrate the festival of lanterns and moon cakes with a sumptuous array of Chinese traditional and contemporary dishes.

Our popular Chinese chefs will surprise you with their creativity, making this a not to be missed event!

Adults

HK\$298 only

Concessionary price
for members over
65 years of age

HK\$248 only

Children

HK\$198 only



Aberdeen Boat Club 香港仔遊艇會

ABC
SPECIAL

2020

Homemade Custard Mooncakes

LIMITED ORDERS

\$48 Piece

\$280 Box



Pre-Order Now at 2554 9494 (at least 48 hours)
or Email to bar@abclubhk.com



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

Oktoberfest

Prost! **Cheers!**

OKTOBER BEER FESTIVAL

The Galley & The Patio
Saturday, 10 October, 6:30pm

Even 2020 can't put a stop to Oktoberfest, which has over 200 years of history in its native Germany, Oktoberfest, and is known and celebrated by beer lovers worldwide. Given the huge popularity of beers in ABC, we are now putting together an unforgettable fun night!

Set your face mask aside for a while, to sample our careful selections of ice-cold German and European beers. Plus, our buoyantly, ebulliently boisterous Bavarian party will include authentic German food.

Adults: HK\$259 only (add HK\$120 for 2 hours free-flow beers, 6:30-8:30pm)	Concessionary price for members over 65 years of age: HK\$219 only	Children 3-12 yrs old: HK\$159 only
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Aberdeen Boat Club 香港仔遊艇會

Semi-Bufferet with Premium Meats and Complimentary Wine-Tasting for home delivery

The Galley & The Patio
Saturday • 24 October • 7pm

If you wish, you could dine solely from the buffet, replete with fresh garden salads, starters, premium cold-cuts and delectable dessert. But for a true feast, there are also mains to order from the menu; choice of premium US Nebraska 1855 Beef, Free Range Chicken, Grass fed Australian Lamb, Grass fed farm Pork & Sashimi grade Scotland Salmon with appetizing sides.



Adults

HK\$298 (Beef & Lamb), **HK\$258** (Chicken & Pork), **HK\$288** (Salmon)

Concessionary Price For Members Over 65 Years Of Age

HK\$228 (Beef & Lamb), **HK\$198** (Chicken & Pork), **HK\$218** (Salmon)

Children (Between 3-12 Yrs Old)

HK\$158 with same choice of mains in kids portions OR may order à-la-carte



Aberdeen Boat Club 香港仔遊艇會

THIS HALLOWEEN
YOU ARE INVITED TO
THE PARTY AT

MYSTERY MANOR

SAT 31 OCT 2020

**PENDING COVID-19
SITUATION CHANGES**

Early Bird Offer:
First 50 pax - \$198

Regular Price:
Adult: \$298 ONLY
Kids (Under 18 y/o): \$198

RSVP:

Amy - booking@abclubhk.com



Home Wine Delivery September 2020

Free Wine Tasting (Saturday 26 September) 6:30-8:00pm at The Patio

CHAMPAGNE	Selling Price	Qty	Amount
Champagne Ayala Brut Majeur NV – Champagne, France In 2005 the Bollinger family bought this fine estate, with the intention of restoring it to its former glory. Light gold colour with notes of citrus and white fruits aroma. Well balanced with fruity freshness and long finish.	HK\$390		
ROSE	Selling Price	Qty	Amount
Rathfinny Rose 2016 – Sussex Sparkling, England Located in the South Downs National Park, Southern England. The light thin clay loam soils over chalk is similar to Champagne region. Rathfinny Rosé has a lifted nose of wild strawberries, giving way to a rich mousse and a silky, strawberry shortcake finish.	HK\$305		
WHITE WINE	Selling Price	Qty	Amount
BPR Escudo Rojo Sauvignon Blanc 2018 – Valle de Casablanca, Chile (Buy 5 get 1 Free) Beautiful pale yellow colour with powerful aroma of white peach and grapefruit. On the palate it is fresh while mid-palate reveals intense flavours of passion fruit and citrus zest. Long, expressive and mineral finish.	HK\$130		
Penfolds Koonunga Hill Autumn Riesling 2018 – South Australia (Buy 9 get 3 bottles Devils Lair Hidden Cave Shiraz Cabernet FREE) Pale straw colour with lime green hues. Aroma of fresh citrus, mandarin alongside floral notes of white flowers. Lovely typical Eden Valley mineral acid structure with wonderful length.	HK\$165		
Mannenberg Chenin Blanc 2019 – Western Cape, South Africa A crisp light bodied wine with light straw colour. Vibrant aromas of quince, pear and pineapple. Fresh stone fruit on the palate with refreshing acidity and minerality.	HK\$95		
Rupert & Rothschild Baroness Nadine Chardonnay 2017 – Western Cape, South Africa Lively aromas of peach blossom, lemon and mango supported by nuances of delicate nougat and lightly toasted macadamia nuts. Fresh acidity with a lingering soft textured palate.	HK\$235		
RED WINE	Selling Price	Qty	Amount
BPR Escudo Rojo Carmenere 2015 – Central Valley, Chile (Buy 5 get 1 Free) Carmine red with a purple tint. Powerful and complex with intense forward fruits like black plum and blackberry. A balanced concentration and acidity, with a silky tannins finish.	HK\$130		
Penfolds Koonunga Hill Seventy Six Shiraz Cabernet 2016 – South Australia (Buy 9 get 3 bottles Devils Lair Hidden Cave Chardonnay FREE) 72% Shiraz giving this wine vibrant bright colour. Aroma of spices, sliced dates and hints of oak. Medium bodied wine with red fruits like mulberry and red cherry with tannins and oak delivery.	HK\$165		
Rimapere Pinot Noir 2018 – Marlborough, New Zealand Single vineyard Pinot Noir from Wairau Valley, the heart of the Marlborough region. Complex aroma with black cherry, spices and dried pine. Core of red fruits with well-integrated and elegant oak notes creating a lovely and persistent structure.	HK\$235		
Stark-Conde Three Pines Cabernet Sauvignon 2016 – Stellenbosch, South Africa One of South Africa's most awarded Cabernets. This wine has a rich and intense tannin. Giving a fine balance between power and elegance. Good ripeness with nature acidity and Showing violet, cassis and black cherry notes finish.	HK\$275		
	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. Order accepted by email or in person.
 Order email : bar@abclubhk.com or call 2555 6216
FREE delivery will be offered for purchase over 12 bottles, please allow 3 working days for delivery.
 All wines are subject to availability

Home Wine Delivery October 2020

Free Wine Tasting (Saturday 24 October) 6:30-8:00pm at The Patio

CHAMPAGNE	Selling Price	Qty	Amount
Louis Auger Brut NV – Champagne, France This lemon gold-hued wine with herbal aromatics leads to lip-smacking green apple and lime flavours with a layer of toasty brioche to give balance and weight.	HK\$230		
ROSE	Selling Price	Qty	Amount
Hecht & Banner, Cotes de Provence AOC 2018 – Provence, France (Buy 5 get 1 Free) <i>The 50 Best Rosé Double Gold Medal; Decanter 90pts</i> It is a plump, medium-bodied effort, marked by crisp, citrusy fruit. Passion fruit and grapefruit nuances give it a zippy, refreshing finish.	HK\$120		
WHITE WINE	Selling Price	Qty	Amount
Torresella Pinot Grigio DOC 2018 – Veneto, Italy (Buy 5 get 1 Free) A dry white wine, straw-yellow in color. It stands out with its finesse and persistence on both the nose and palate. Excellent as an aperitif, it also goes well with fish dish.	HK\$115		
Isabel Estate Sauvignon Blanc 2019 Marlborough – New Zealand Bursting with passion fruit and gooseberries, it does lose a little impetus on the medium-bodied palate, but it's still a bold, refreshing mouthful of wine and a lingering finish.	HK\$175		
Joseph Mellot La Gravelière Sancerre 2018 – Loire Valley, France (Buy 5 get 1 Free) Bright and clear to the eye, pale gold in colour with flecks of green. Powerful bouquet with floral and fruity aromas. The palate is elegant and well balanced, combining freshness, body and a remarkable persistence.	HK\$210		
Crystallum Agnes Chardonnay 2018, South Africa This wine has aromas of white peach, lychee and green apple. The palate has crisp acidity and flavours of lime zest and butterscotch with slight gunflint and smoke characters.	HK\$235		
RED WINE	Selling Price	Qty	Amount
Château La Pierrière Côtes de Castillon 2017 – Bordeaux, France (Buy 5 get 1 Free) The nose offers a beautiful aromatic complexity, marked by Grenache and a hint of blackcurrant brought by the ripe Syrah. On the palate, it shows complexity with tannins still present, but with finesse and elegance, and a beautiful freshness.	HK\$140		
Luciano Sandrone Barbera d'Alba 2017 – Piedmont, Italy Robert Parker 91pts Ripe, spicy black fruit nose with deep oak, framing a core of pure black berries and plums along with a very deep purple-black color. This shows blackberries and raspberries, with a chocolate and cocoa powder midpalate and hints of cassis. Concentrated, generous and mouth-filling.	HK\$210		
Mas Martinet Bru 2017 – Priorat, Spain Robert Parker 92pts There is unusual and unexpected freshness in wine. It's very relaxed and harmonious, approachable but not banal, with fine tannins.	HK\$245		
Moss Wood Ribbon Vale Cabernet Sauvignon 2017 - Margaret River, Australia <i>James Halliday 95pts</i> Medium-bodied but intense and long, opening with cassis and moving on to more savoury/earthy notes as the tannins click in. French oak is present, but has minimal impact.	HK\$325		
Grand Total :			

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

Tel No: (Office) _____ (Home) _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

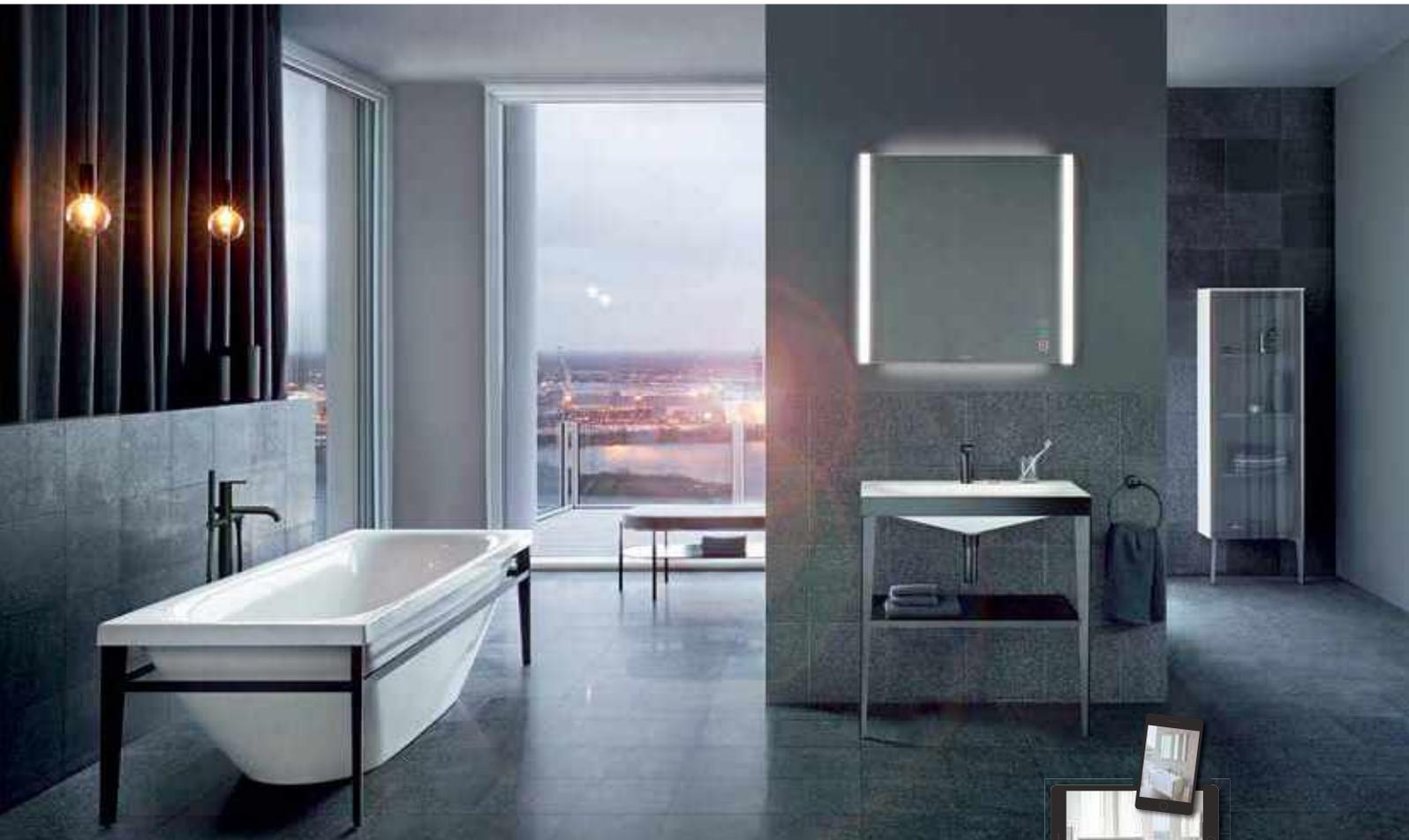
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GIORGETTI . PH. TIZIANO SARTORIO





What a Viu



Welcome to the bathroom of tomorrow.

The idea: Soft, organic inner forms meet geometric, precise outer contours. A fusion of different materials –ceramics, wood, metal, glass. The purpose: Perfection from every angle, technology for maximum comfort. The result: Viu. Design by sieger design, realised by Duravit. **What a Viu!** For more information **Duravit Asia Ltd**, Hong Kong, Tel: 2219 8780, info@hk.duravit.com and visit duravit.com



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