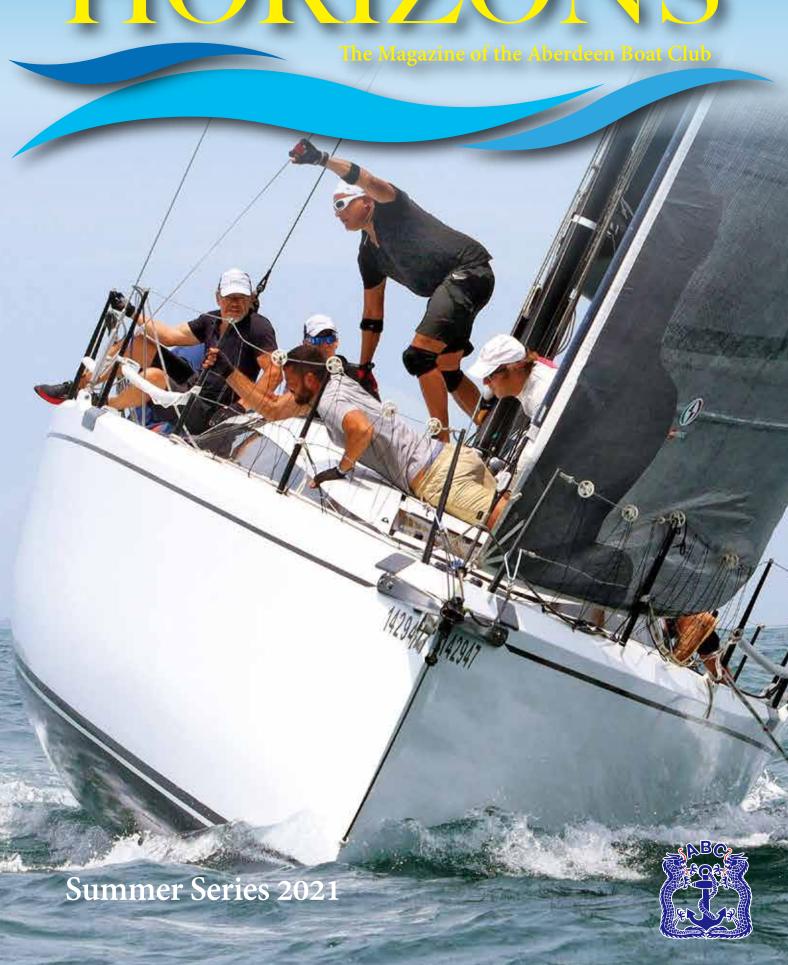
July-August 2021

HORIZONS





May – August 2021

Dates		Yachts - ABC Dinghles		Yachts - Others Clubs
	, " N		May 2021	
Sat	1	ABC Classic Yacht Rally		
Sun	2	ABC Classic Yacht Rally	RHKYC Post Christmas 5	
Mon	8			RHKYC Summer Cup
Sun	9		ABC Dinghy Cruiser Challenge	RHKYC Summer Cup
Sat	15			RHKYC Inter-Class Festival / COA Mirs Bay Raily
Sun	16		ABC Tong Po Chau Series Spring 4	RHKYC Inter-Class Festival
Sat	22			RHKYC Spring Regatta / HHYC Open Dinghy Regatta
Sun	23	1 110		RHKYC Spring Regatta / HHYC Open Dinghy Regatta
Sun	30	ABC Summer Series 1		RHKYC Spring Regatta Resail
		1 10	June 2021	
Sun	6		ABC Tong Po Chau Series - Summer 1	HHYC Typhoon Series Race 1
Sat	12		- 11	HHYC Summer Saturday 1 / COA Mid Summer Rally
Sun	13	ABC Summer Series 2		COA Mid Summer Rally
Mon	14			COA Mid Summer Rally
Sat	19			HHYC Typhoon Series Race 2 (Mirs Bay)
Sun	20	1 11	1	HHYC Typhoon Series Race 2 (Mirs Bay)
Sat	26			HHYC Summer Saturday 2
Sun	27	ABC Summer Series 3		
		1//	July 2021	
Sun	4	ABC Summer Series 4		
Sun	11		ABC Tong Po Chau Series - Summer 2	HHYC Typhoon Series Race 3
Sat	17			HHYC Summer Saturday 3
Sun	18	ABC Summer Series 5	1 1 11	COA High Island Seafood Rally
Sun	25	1		HHYC Typhoon Series Race 4
Sat	31	70.		HHYC Summer Saturday Final
			August 2021	
Sun	1	ABC Summer Series 6		
Sun	8		ABC Tong Po Chau Series - Summer 3	HHYC Typhoon Series Race 5
Sun	15		7.10	HHYC Typhoon Series Race 6
Sat	21		W-	HHYC Typhoon Series Final
Sat	28			COA Four Pubs Rally
Sun	29	ABC Summer Series 7		













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Chris Pooley
Commodore

We saw the fire as only one entire wall of fire---it made me weep to see it [Pepys---Great Fire of London 1666]



A Night to Remember.....

Would that it wasn't, but alas! The photo shows the view of the wall of fire taken by the GM from the Club Terrace. Like many such emergencies it struck on the graveyard watch, without warning and, without exaggeration, truly spread like the wild fire it was. Uncontrollably fed by exploding LPG canisters, combustible boat materials, cracked fuel tanks spreading diesel and gasoline to set the sea on fire, all fanned by a stiff breeze; the

conflagration leapt from boat to adjacent boat and across mooring lines like some incendiary virus. In one witness description boats simply melted and went up in seconds like Roman Candles.

By the Grace of God, no human casualties but a grievous tragedy nonetheless for those who lost boats, possessions and far worse for some, their homes. Some 20 boats lost all told, despite the best efforts of HK's Rescue Services. They were prompt to arrive in force and were able to contain the spread within its uncontainable limit. The Marine Police were quick to react, one member received a call only 20 minutes after the outbreak! An Ops Room was immediately opened to aid crews who swam for their lives and temporary accommodation was arranged for those who had lost their homes. One family had no need of that help with accommodation as Good Samaritans GM and his wife opened up their Club home to them. Club service indeed!

ABC's Emergency Response System, members should be reassured to know, was tested and worked as intended: the Marine Manager was on site a mere 30 minutes after receiving the call at home closely followed by Managers, the R.C Sailing and others. GM was on the spot of course, and so a coordinated response was soon actively afloat ready to lend service ----but as with the professional Rescue Services unable to quench the fires raging in place. As for the Club as a whole, as members are entitled to expect, Staff and regular services 'Carried on Calmly" with but minor disruptions, the major ones being the enforced cancellation of the Summer Race and Sailing lessons for the day.

A daylight inspection revealed a scene of devastation: two large gaps in the mooring lines where only hours before boats had lain peacefully secured; wreckage, charred boat parts, oil slicks and ashes galore widely afloat. Some sunken wrecks protruding above the surface, others visible just below. A major wreck removal programme to come, and, judging by the charred state of some buoys, mooring inspections and replacements as well.

Theories, rumours, are circulating in the press and anecdotally as to the ultimate cause, but idle speculation would be fruitless. The cause will no doubt be forensically established and lessons learned published. One thing all Owners on moorings should bear in mind when reviewing their fire precautions and equipment is that with such closely packed mooring lines a fire on one boat, howsoever arising, can so easily spread alarmingly to others.

The last Letter warned of necessary precautions to be taken ready for the Typhoon season, which has yet to hit! But no-one foresaw such a fire disaster which of course has to be borne in mind as an ever present danger, both ashore and afloat. Food for thought for us all: how to prepare for the unforecastable? We may soon receive some guidance on that from Govt Depts in the wake of the fire..........

Leaving aside that disaster, without distracting from its impact in this letter, briefly two other matters:-

----- ABC's Financial Year ends on 30th June. Despite the Covid impact and thanks in large part to the Govt subsidy we have come through in fairly good shape, no staff redundancies, head above water and now moving ahead strongly.

-----Wishing all members a much improved summer to come.







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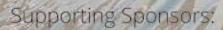
REGATTA

















For advice related to yacht insurance and risk management, contact your Aon consultant now:











Classic Yacht Rally 2021

All word and pictures
BY FRAGRANT HARBOUR DAVID ROBINSON

The Aberdeen Boat Club's Classic Yacht Rally was first held in May 2005. Twenty two boats showed up to take part in three divisions – Classic, Non-Classic and Taipans. It was a great success with the overall 'winner' being *Attica*. The best-performing Taipan was *Don Quixote*. What's more, the Fragrant Harbour Voila Chevalier watch for the best classic presentation went to lain Chapman, owner of *Attica*.

Over the years, the rally has attracted some beautiful boats. In 2013, *Rona* (1895) graced the event, along with *Merrymaid* (1904) and the pretty Sparkman & Stephens local classic, *Snow Goose II*. Not forgetting the historic *Jadalinkir* (1946) and, more recently, the Harbour School's *Black Dolphin*.

The rally has gone through its ups and downs and sadly, last year, due to Covid-19 restrictions, it had to be cancelled.

But, this year on the 1st of May, a rejuvenated rally attracted 14 boats and even two powerboats. Destination – the Soko Islands. The start was off the southeastern shore of Lamma Island and Rally Officer, Alex Johnston, chose Route 2 for the day. At 1130, in light airs, Johnston sounded the horn and the fleet headed off in a building breeze.









By the time the lead boats had rounded the bottom of Lamma, there was 8 to 10 knots from the south-southwest. Great conditions for everyone, including Eric Bouveron's open catamaran, *Bouton d'Or*. The wind held pretty much all the way to Siu A Chau and its protected, semi-circular south-facing beach but a strong ebbtide of some 2 knots saw most of the boats resorting to their engines to pass the committee boat and find safe anchorage.

But, being a rally, and as Johnston told everyone on the radio, engines were perfectly acceptable. "It's just a rally folks."

Five-O-One finished at 1530, then came the Grand Banks-ish cruiser, No Name, with friends and family of sailing participants onboard. Quite spread out, 12 boats crossed the 'finish' with Mystique recording a time of 1715. But where was Bouton d'Or? On the committee boat, concern began to grow and one of the support boats was asked to do a quick search and radio back.

Hidden from sight, *Bouton d'Or* was found motoring furiously against the tide, but managing to cross the finish at exactly 1800.

It wasn't long before everyone had been ferried ashore by Sai Fuk in his sampan and the happy sailors got stuck into the delicious curries prepared by the club's catering division. The beer and the wine flowed and then it was time for the event prizes with social distancing being strictly observed on a large beach with plenty of space.

Being a rally, the emphasis was on attitude rather than performance. So, the Concourse de Elegance award went to *Pizzazz*, at 47 years *Ragamuffin* won Oldest Boat, *Karma* picked up the Most Colourful Crew for its dancing monkeys at the start and Spirit of the Event went to an Elvis impersonator. Best Classic Yacht was a tie between *Sawadee* and *Taka Ano*, and the Smallest Boat was won by the brave little catamaran, *Bouton d'Or*.

Of course, yachties being yachties, there had to be some reward for performance and a First Arrival prize went to *Five-O-One*. Best Performing Classic Yacht was won by *Kantadur Luk*.

Oh, and everyone else got a prize for attending. Roll on the Classic Yacht Rally 2022!













There was much preparation for the inaugural Beneteau Cup Hong Kong with the Aberdeen Boat Club engaged as caterers, marine logistics and race management. The event took place over the weekend of the 15th and 16th of May 2021 and attracted an impressive 21 boats while the combination of fine weather, agreeable racing conditions and excellent support set a high standard.

For 35 years, Beneteau has enjoyed an enviable reputation in local sailing, thanks largely to Mike Simpson who was appointed the representative for this popular French brand in 1985. What's more, a number of Beneteau events, most notably the rallies and rendezvous held from the late 1990s, attracted names like *Ichiban*, *Polar Star* and *O'Sea* which, amazingly, appeared on the start line of the Beneteau Cup Hong Hong Kong 2021 – a tribute to the resilience and durability of these production boats.

The southeasterly winds were a little shy of the Force 3 to 4 predictions for Saturday, the 15th of May, but enough for Race Officer, Alex Johnston, to choose IRC Course #18. This caused some initial confusion as there were two divisions – A

and B... and both were HKPN. Over the radio, Johnston explained and repeated and, in the end, it all became clear. Unfortunately, due to the Covid-19 restrictions, a formal Race Briefing had not taken place but had been done in small groups or individually at Simpson Marine's office on Thursday afternoon. Not all of the skippers had attended! Johnston also told everyone to drop Chesterman Buoy as a mark of the course due to the strong tide and an objection from Marine Department for ABC's event race permit to use the mark.

The committee boat, *Shun Fung*, was stationed south of Middle Island with the ODM in towards Repulse Bay. The RO, aware that some of the crews lacked experience, set a long line with no windward mark. The five-minute countdown for Division A began at 1055.

On the 1100 gun, Sea Monkey and Polar Star III were called OCS and had to return but it wasn't long before the A boats were bowling along, picking up some nice lifts off Chung Hom Kok. Seven of eight entries in Division B started at 1105 (no show by Le Petit Bateau).















Under blue skies and puffs of white cloud, 20 Beneteaus sailed around Bluff Head and into the Beaufort Channel, leaving a club mark to port.

The boats then passed Fury Rocks and rounded Sung Kong to starboard before tacking back through Lo Chau Mun – at 71 metres the deepest channel in the territory.

By this time, the wind had eased a little and the RO was considering a shortened course. But it wasn't long before the leaders had rounded Castle Rock and begun their run to the finish off Round Island.

First home at 14:14:08 was *Polar Star III* but, on corrected, had to settle for 2nd in Division A behind *Generations*. In 3rd was the Oceanis 51.1, *Legende II*.

In Division B, and despite a late start, line and handicap honours went to *Foxzhead*. 2nd place went to *Shindig* and 3rd to *Yaeger*. *Arete* retired and the last boat home was *Captain Ernie* at 16:36:53.

From the finish it was a short hop to the ABC's Middle Island clubhouse and a sumptuous buffet with tables of food appearing around every corner! The wine flowed and the *ti'punch*, a French speciality, added to the occasion.









Then the hard crew work started, tacking back and forth through Lo Chau Mun. Fortunately, things were made a lot easier by the wind funneling between the two islands, Beaufort and Po Toi. After leaving Castle Rock to starboard, it was a run into Tai Tam Bay and a prize-giving on a secluded beach on the western shore of the d'Aguilar Peninsula.

Division A winner was *Sparkles*, followed by *Legende II* and *Calamansi*. *Lottie* retired.

In the B division, White Crane took the honours, with Foxzhead in 2nd and Yaeger 3rd.

Again, the F&B division of the Aberdeen Boat Club did a sterling job of setting up a bivouac, ferrying supplies ashore and providing a barbecue with ice-cold drinks to the sunburnt sailors. Prizes were presented by Vianney Guézénec of Beneteau and Richard Allen of Simpson Marine. Alex Johnston was presented with a prize as a 'thank you' to Aberdeen Boat Club for hosting and running the event.

11

From ABC to the French Olympic Skiff Class

Malo Kennish

I first jumped into a dinghy when I was 9 years old, when my parents enrolled me in the Optimist course level 1 at ABC during the October holiday. I remember picking up the basics rather quickly, and having a lot of fun discovering this new sport.

Hooked by this new sensation, I continued sailing during my holiday in Brittany, France, and entered the ABC after-school sailing program on my return. I seemed to catch the eye of my instructors, and was introduced to the Aberdeen Optimist racing team with coach Rory Godman, who transferred me to his squad. I was impressed with my teammates, but quickly discovered that I wasn't the only Frenchman on the team, and I became great friends with Anatole Martin.

We competed in many optimist events over the following 3 years, traveling abroad to Australia and UK, building a stronger friendship despite our close rivalry. Often when racing, I remember watching the 29er fleet fly through our course, and began to develop a dream of one day competing in the Olympic 49er class. I later understood that Anatole had the same desire...



Towards the end of my third year in the optimist fleet, coach Rory invited the older members of the team to switch to 29er. Anatole and I asked to sail as a team, but before this was accepted, we had to show that it would work. Guess what, it worked just fine.

Anatole and I owe a lot of our basic sailing skills to Rory. He transmitted his passion for sailing through dedication and a strong voice! To this day, my ears still ring from his enthusiasm.

In 2016, Anatole and I participated in our first World Championships in Medemblik, Netherlands. We didn't do so great, but our coach believed in us. We returned to Europe and had better results in the following years, achieving 15th position (out of 179 boats) at the European Championships in Quiberon, France, in 2017. The same year, we qualified to represent Hong Kong at the Youth World Championships in, China (finishing 11th out of 30 boats).







Our travels abroad for championship events with Rory continued each summer, until Szymon Makowski replaced him as head coach in 2018. Szymon accompanied us to two Youth World Championships, in America and Poland, two World championships, in Hong Kong and Poland, and a European Championship, in Italy.

The 2019 European Championship on lake Garda in Italy was our last event together before I had to move to Europe. We had an unfortunate breakage on the last day of the event, and were forced to abandon the remaining races of the day. Although disappointed by this last day, we finished the regatta 15th out of 210 boats and this actually forged an incredibly strong determination to not end our journey with such an experience.

I left Hong Kong for France, and joined the French 29er team. Leaving Hong Kong, my birthplace and lifelong home, was a tough decision. In addition, I switched from helm to crew, which was a huge challenge, but it taught me many new skills that I know will be invaluable in my future sailing endeavors.

Anatole and I have now been accepted into the French 49er Youth sailing team. From September onwards, we will be sailing together for France in the Olympic skiff class. We start a new chapter in aiming for our goal together: to one day reach the Olympics.

















Anatole won a Mini Derby sailing in July 2014 in France and was awarded by the famous sailor Loïck Peyron





"When Our Dream Almost Comes True ... We've Been Selected to Join The French 49er National Team to Start Preparing for The Olympics..."

Anatole Martin

Like many other sailors around the world, I learned to sail on an Optimist. Soon after my arrival in Hong Kong, from Japan – where I was born and lived the first 8 years of my life, my parents enrolled me in the ABC Optimist squad.

I had already experienced sailing on my parents' J105, in the bay of La Baule (west coast of France) during summer holidays, but never actually raced a sailboat.

After proudly joining the Aberdeen Racing Academy in 2012, I started competing in the local regattas. My first overseas regatta was the Top of the Gulf regatta in Thailand. in May 2013, and I was quite impressed by the number of Optimist boats competing. Fortunately, I was among several ABC sailors participating in this regatta

and didn't feel alone. I reached the peak of my Optimist racing career at the age of 13, in the UK Nationals in 2015 in Pwllheli, in Wales. ABC sent us there as a team, with Rory Godman as our coach.

I never had excellent results in Optimist; the best I ever did was 3rd place in a local regatta in HK, but sailing on an Optimist made me passionate about sailing.

At the end of the 2015 season, I joined my best Optimist competitor, Malo Kennish, to form a 29er team in the Aberdeen Racing Academy. We were the first 100% French speaking boat to race a 29er in HK. What an achievement!

Thanks to this unusually young age to start racing on a 29er (indeed, Malo was 12 years old and I was 13 years old),

we learned to sail as a team and got very comfortable with the specificities of the 29er boat before most of the other 29er teams, who usually start at 15-16 years old. We might have missed precious years of learning in an Optimist, but they were traded for even better years on a 29er. In Hong Kong, we won the ABC Opening Regatta in 2016, 2017, the HK Nationals from 2017 to 2019, the HK Race Week in 2018 and 2019 and the HKSF Festival of Sports in 2018.

Thanks to Rory Godman's coaching and the support of the ARA, we were able to compete in every summer's European and World Championships from 2016.

In total, we participated together in three Youth World championships and four World and European Championships, before Malo returned to France in early 2019. At an event in summer 2017, a French coach came to talk to us, because he was intrigued to see two Frenchies sailing under the Hong Kong flag!

Last year, from September 2019 to 2020, after Malo left Hong Kong for France, I could still keep sailing with another very good sailor, Eloi Defline (a former 420 helm), in order to keep on practising.

When Malo and I applied a few months ago to join the Olympic French Team in a 49er, we knew that selection would be hard because France has very good sailors. We put all our efforts into giving our best performance on the selection days in January, in La Baule (West Coast of France) and in Marseille (future Olympic sailing site in 2024); and we were so thrilled to learn that we were both selected to join the French Olympic team.

This could never have happened without the great support of the Aberdeen Boat Club, their coaches, and the Hong Kong Sport Institute (from 2017) and our parents.

I will be eternally thankful to Aberdeen Boat Club for all the resources they invested to allow us to participate in all these overseas regattas.



A short history of The ARAWA Bell

By Malcolm Brocklebank

My wife Laetitia Brocklebank (nee Finlay) had had some experience sailing in her youth on a 26ft Folk boat which was owned by the Finlay family and trailered to the Med, North Sea and the Channel. Well, it just so happened that one night in 1983 at the Hong Kong University bar Laetitia was talked into a boat partnership with Philip Cooke (who had no experience of sailing but liked the idea of owning a boat) by an Australian Dentist named Eric Carter who was endeavoring to sell a wooden boat named ARAWA owned by one of the original members of the ABC, Mr Douglas Payne (A professor at the HKU). Eric had initiated a friendship with us when he rushed me to the Queen Mary Hospital in May, 1981 with a serious medical condition that turned out to be nothing more than a severe migraine.

The following day, we went to the Aberdeen Boat Club and took the ferry around to Middle Island and had tea on ARAWA, which was, at 28ft and built in Japan, somewhat similar to the folk boat. We owned ARAWA (the name of a Maori tribe) for eight years, four of them in partnership with Philip and Margaret Cooke. Initially, we moored ARAWA in Tai Tam Bay where Typhoon Ellen hit her in September 1983 and, although rather damaged, she remained afloat, and we claimed the insurance and refurbished her to a grade A1 condition.

Naturally, I learned to sail in no time, passing the PVOL exam, moving ARAWA to the ABC D27 mooring in Deep Water Bay and found that I loved sailing. Laetitia and I made a great crew, especially when we raced, as she would steer the boat, and I would work the foredeck both peeling foresails when and where necessary and hoisting and lowering the spinnaker, all by myself.

We loved her and we loved being aboard her for long weekends. We went from local trips to sailing to and from Macau, winning the race on occasion. Given our 147 handicap (which meant for every 100 minutes the race lasted we had 147 minutes to do the course), it was the long races that gave us the best chance of winning – especially the

Four Peaks Race, where I was the only skipper to enter the same boat in the first seven races.

In 1985 the Club asked members to sponsor prizes for 'new races' and as Laetitia was friends with a brass factory in the New Territories, she bought a 'Cathedral bell' and had it engraved with the name, "The Arawa Bell" which we donated to the Club for the winner of a pursuit race.

My Christmas present that year was a book on how to tie knots, so I stitched together a hanging rope and a 'striking cord' for the bell (which are still on the bell to this day some 35 years later) and we duly donated it to the Club. From there, it spent a few years tucked away and then reappeared at the Middle Island Club House where it stood in the bar for nearly a decade. I used to take guests into that clubhouse to show them "my bell".

Around 2016, when Middle Island was being refurbished, the Bell turned up hanging in the Bar of the Main ABC Club House. I told Laetitia about this and we decided we should donate a plaque to sit beside it to commemorate our gifting. Laetitia was the first-ever woman on the General Committee and had she have stayed in Hong Kong past 1989 she would have most likely been the first female Commodore (they still have not had one).

Earlier in 2020 I discussed with Laetitia what the plaque should read and she wrote the following: "Presented by Laetitia and Malcolm Brocklebank – Co-owners of Arawa from 1983 to 1989". Sadly, before I could get that engraved, she passed away and so I completed the project myself and had it posted early in 2021.

If you are at the Aberdeen Boat Club, you are most welcome to stop by and look at the presentation, but beware, do resist striking the bell as that will incur a round of drinks on your account!



48C Marine Typhoon Preparations

The ABC Marine Office would like to take this opportunity to remind you to make the necessary typhoon preparations ahead of the 2021 storm season here in HK – such as inspecting your mooring lines, swivels and shackles. These should be replaced, if required, as part of your regular repair & maintenance of your vessel on a mooring.

However, it has been brought to our attention that some boats are not using the correct equipment on Club moorings.

There should be a galvanised shackle attached to the ring on the top of the buoy, then the swivel, then another shackle onto your mooring lines, which should have a metal thimble. Some moorings have the swivel attached directly to the ring on top of the buoy, which is not correct and results in wear/stress. There have been boats lost off moorings in past typhoons due to this incorrect practice.

All components in system should be galvanised – not stainless steel which becomes brittle over time when exposed to the marine environment.

Please see the example in the photo.

Please also note that the shackles should also be wired through the pin and shackle body, to prevent the pin becoming unwound when



under load.
To protect
the marine
environment,
please do
not use
plastic cable
ties.



▲ The correct method of attachment to a mooring buoy: buoy ring - shackle - swivel - shackle to the mooring lines, with a metal thimble to prevent wear and tear on a particular spot. This allows movement of all of the components in the mooring system, which absorbs excess energy.

Some other important reminders

- Ensure that your vessel has sufficient fenders on both sides of the vessel if moored in the Aberdeen Typhoon Shelter (TYS).
 Powerboats which have high freeboards should have fenders at both at deck and water level, to prevent contact with other vessels.
- Place extra storm mooring lines with suitable chaff protection through the fairleads on the deck of your vessel. If in the Aberdeen TYS, you will require extra lines on to your mooring buoys, fore and aft. Top tip – use washing-up liquid to provide some lubricant through the fairleads.
- All loose equipment and other belongings such as tenders and paddleboards must be securely tied down or stowed below. Otherwise, during a storm these will be blown away, causing damage to your vessel or others in the vicinity.
- All sails on yachts should be secured, with extra lines over the main sail cover, or removed entirely. Boats with furling jibs should also drop the sail and stow below especially if on an open water mooring which is more exposed to the weather. If a furling jib becomes loose during the storm, it will flog in the wind and potentially put the yacht's mast and rig at risk, due to the excessive stress.

- Yachts should place halyards forward to act as additional security for the rig. If secured to the base of the mast, they will hit the rig and chafe in the high winds.
- All hatches and openings in the hull should be closed securely and watertight.
- Make sure all cockpit and deck gunnels are clear, to allow excessive water to drain.
- Once the T3 is issued, all Club ferry and sampan services will be suspended, until this or the T3 following higher signals is lowered.
- If you have any additional questions regarding your Typhoon preparations – please contact the ABC Marine Office.

IMPORTANT:

For Club moorings in the Aberdeen Typhoon Shelter, please *DO NOT* tie your mooring buoy(s) with an adjacent mooring. This puts additional load and stress onto your mooring system. The buoys must be able to move, to absorb the energy when the wind or sea state is high.

Summer Series 2021

Words and Photos by Fragrant Harbour





The Aberdeen Boat Club's Summer Series 2021 kicked off on Sunday, the 30th of May, in fine sailing conditions with a 10-strong IRC fleet rearing to go at 1030 and 11 HKPN boats staying back, preparing for their start at 1035. The wind was a good 12 knots, sometime 15, from 2350.

At the one-minute signal, a fierce contest between *Juggerknot* and *Red Kite II* began to develop. As the two boats approached the line, *Red Kite II* (the leeward boat) held its course, forcing Steve Devlin to bail out within metres of the committee boat. Quick crew work, though, had the J-111 back in the game and *Juggerknot* was soon giving chase to the IRC leaders.

Having just crossed the line, *Redeye* on starboard and *Intrigue* on port had a close call, but all boats were soon heading southwest for the windward mark.

Race officer, Alex Johnston, had chosen Course 37 for both IRC and HKPN. For Division 1 and 2 of IRC, this took in Fury Rocks (p), Tung Lung Chau (p), passing Steep Island to starboard and a finish off Clearwater Bay, for a distance of some 13 nautical miles. The seven HKPN boats in Division A and five in Division B left Bluff Head to port, Tung Lung Chau (p) and finished off Clearwater Bay. Distance, 11.6nm.

Nick Burns, in his new *Witchcraft*, entered but without an HKPN rating wasn't expecting a result.

Race 1

















After Fury and the Beaufort Channel, the boats went east, using their kites for speed and the committee had to get a move on to set up a finish line off the mouth of Clearwater Bay, arriving at just in time to give *Redeye* the gun at 12:01:45. On corrected, *Redeye* was 2nd behind the well-drilled crew on *Jinn*. In 3rd place was Sunny Chai's *Daydream*.

In IRC 2, *Red Kite II* claimed a deserved 1st on handicap, in front of *Calamansi* and Keith Mowser in the veteran Young 11, *Gambit*.

It wasn't a long race as the idea was to get boats in to Po Toi O for a lunch and presentation and most completed their courses by 1230. *Water Rabbit* radio-ed in that they were retiring at 1233.

Surprisingly, they were within a few hundred metres of the line but had spinnaker problems with a crew eventually going up the mast to free a jammed halyard.

In HKPN, 1st place in Division A went to the big Beneteau, *Legende II*. Regular participant in club racing, Eddy Lee, took 2nd in *Generations*, with *Lisa Elaine* 3rd. Division B was won by Shun Shui, with Sunny Leung's Jibulai in 2nd and Five O One 3rd.

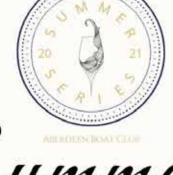
Bottles of wine were presented to the four boats that stayed to enjoy a seafood lunch, concluding a great start to the Aberdeen Boat Club's Summer Series 2021. Race 2 is scheduled for Sunday, the 13th of June 2021.



Adventure with friends

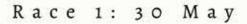






Summer Series 2021





8055

Race 2: 13 June

Race 3: 27 June

Race 4: 4 July

Race 5: 18 July

Race 6: 1 August

Race 7: 29 August





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During the promotion period, present your membership card to enjoy the following offers exclusively at TAG Heuer Causeway Bay Boutique

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Meet Our Expert Now for Exclusive Privileges!





By Dave Hilling

On 28 April, the inaugural snooker match between Hong Kong Cricket Club (HKCC) and ABC was held at the HKCC. This team had been recently formed by the HKCC's sports development manager, Kingsley Kelly, and we had been trying to get a match in the diary since the middle of last year. Despite it being a new team, Kingsley had managed to identify a number of strong snooker players within the club, so it was always going to be a close-run event.

The HKCC have two snooker tables, so we had plenty of time to complete all the matches, whilst also having some food before we cued off the night. First up were matches involving ABC's Tong Yun Fat and a star player (Mukesh) for HKCC; and on the other table ABC's Barry Hill vs another very competent player. Both matches were close, with some solid long potting and tactical safety play – so a fitting start, after which the score was one each.

The next two singles matches running simultaneously involved ABC's Nick Horvath on one table and ABC captain Dave Hilling on the other table. There was some good break building by the ABC players, and Nick did well to close out his match comfortably. However, things were not so straightforward on the

other table. Despite Dave having a comfortable lead and the HKCC player requiring snookers with only the colours remaining, there was then a string of fouls, and the match ended up being settled on the pink. So, after the completed singles, ABC led 3:1, and on to the doubles we went.

The first doubles match was dominated by some excellent play by Mukesh, and the ABC team just had no answer to his long potting and break building. Unfortunately, this was the total opposite to the table with Dave and Barry vs HKCC, where the number of fouls and in-off white balls was incredible. Therefore, even with some good passages of play, there were just too many points for the ABC to catch up.

Final score on the night was 3:3, and a well-earned draw for both clubs.

Soon, another snooker team will join the circuit, which already includes five clubs. The quality of play continues to rise, and the most important aspect of these inter-club snooker evenings is the comradery between clubs, making for enjoyable competitive snooker.

In Clash of Seafarers, Snooker Again Comes Out Top

On 17 May, the ABC invited Hebe Haven Yacht Club (HHYC) for the return snooker match. This was the final delayed match from the 2020 calendar, so we have now managed to catch up all those postponed matches and are back on track with the season.

With there still being the "hard" 10pm finish at the Club, we brought the start forward to 5:30pm to ensure all the matches could be completed. That said, ABC's Wayne Robinson wasted no time, and quickly raced through the first match with some excellent potting to provide an early lead on the night.

The next match, with ABC's Barry Hill vs HHYC's Gareth Williams, was a much closer affair, with tactical and safety play on show for all. Eventually, the ABC potting the final couple of colours allowed us to head into the next game with a 2:0 lead. This game started fairly edgy, with neither player able get into their stride, then it suddenly clicked for ABC's Tong Yun Fat and he reeled out a few commanding breaks to pull away comfortably.

At this point, half the players adjourned to the function room for the ABC's legendary curry buffet, and the remaining guys continued for the final singles match in the snooker room. ABC captain Dave Hilling had a steady game, where he kept chipping away with small breaks that all added up to an unassailable lead, ultimately allowing the players to swap across for the curry buffet as well. So, after the singles matches were all completed, the ABC were 4:0 up.

Finally, on to the doubles matches, and Tong Yun Fat continued his good form with a number of solid breaks, which again left the HHYC players too much to catch up. At this point, HHYC's captain CK Chan rallied his team into the last match of the evening and started to show some good form of his own. Eventually the match went down to the black ball, and it was down to captain Dave Hilling to provide a moment of magic with a tricky long pot, then the celebrations could begin.

It was a 6:0 victory to the ABC, but in the end the real winner is snooker again – because everyone is just happy to be back playing and being able to invite friends back to the Club.



Battle of the Robinsons Among Highlights of Clubs

On 16 June, the Royal Hong Kong Yacht Club (RHKYC) invited the ABC for a snooker match down at Kellet Island. With this, the snooker calendar is finally back on schedule after the disruption of the last 12 months. Everything is up to date, apart from the absence of the 3-cornered snooker tournament due to the numbers of players required and current restrictions still in place.

That being said, there is still one notable difference – with the current normal of a maximum of 4 people in the snooker room at a time, so we have to alternate players for the various matches.

The RHKYC are arguably the top ranked team in our snooker league, as they are the current holders of the 3-cornered snooker tournament and had not lost a match for over 1 year. Hence the ABC knew we had to play very well, especially as we were in their backyard.

Gordon Robinson got the RHKYC off to a solid start, with a captain's performance against ABC's Wayne Robinson in the Battle of the Robinsons. Home advantage was certainly helping, along with some good play as well. Next was ABC's Barry Hill, and what a performance – he simply powered into the lead and never allowed CK Chan to settle. After the first two matches it was 1:1, and things were set up nicely for the evening.

In a repeat of their match back in March, ABC's Tong Yun Fat was up against Alfred Lau, and this match certainly did not disappoint. It was another highquality game with long pots and break building from both players on show. Fat then turned things up a notch, and closed out the match to put the ABC in the lead.

For the final singles game of the evening, before the dinner, it was over to ABC captain Dave Hilling. The match started as a tight affair, but as the balls steadily fell it was the ABC that came out on top with a few coloured balls to spare. So: 3:1 to the ABC heading into the break.



The first doubles match was between ABC's in-form Barry Hill with Wayne Robinson against CK Chan with Gordon Robinson. In another consistent break building fashion, Barry kept the score board ticking along, and Wayne also came out on top this time, over Gordon.

Heading into the final match of the evening, the ABC had an unassailable lead and were brimming with confidence. This match was certainly closer, and even when RHKYC required snookers to win, Alfred Lau just kept on finding another snooker for ABC captain Dave Hilling to negotiate out of. Finally, the pink ball went down, and ABC could look back at a thoroughly satisfying night as it was 5:1 to the ABC.

A very enjoyable evening of snooker, and the RHKYC were perfect gentlemen in congratulating the ABC on our victory as the performance warranted the result. We look forward to having the RHKYC back to our snooker room in the Autumn, and hopefully we can show the same quality of play.



Website

www.abcmiddleisland.com

Email

sailingsecretary@abclubhk.com

Main Club Office

2518 9536

Middle Island Office

2812 2086



Summer Junior and Youth Sailing Courses

The summer programme is well underway, having started at the beginning of June, and will continue Monday to Friday until the end of August. Demand has been very high for all the courses, and we have included as many courses as possible to the schedule.

Look out for the schedule of autumn courses, which will be published online, or sign up for our newsletter via www.abcmiddleisland.com

https://www.abcmiddleisland.com/training





Adult Sailing Courses

Adults (age 18 and above) start with our Adult Beginner course, which follows HKSF syllabus for 5 days, plus a one-day Intermediate Sailing Day to consolidate your learning and launch you into the next stage of the pathway. You will learn the basics of sailing both singlehanded (Zest/Pico) and double-handed (Quest) dinghies. Successful sailors will be able to sail in light winds.

Experienced sailors can continue with the Intermediate Sailing Activity. This is a one-day activity after your Level 1 & 2, in which you'll have fun and make new friends, as well as polish your skills. You will also gain sailing experience in various wind and sea conditions, preparing you to participate in our cruising and racing activities.

Sailors who have completed 5 days of Intermediate Sailing Activity, including on some windy days, may join our cruising activity. During your Intermediate Sailing Activity, our instructor can advise whether you are ready for the challenge.

If you are interested to join club racing, you may sign up our Adult Racing Club (Zest/Pico) and Introduction to Laser (Olympic class dinghy). You may take them repeatedly for practice and friendly races.





Powerboat Training Courses

Our first course for powerboating is RYA Powerboat Level 2. It is a 2-day, mostly practical course, which provides the skills and background knowledge needed to drive a powerboat. Topics include low-speed close quarters handling, man overboard recovery, an introduction to driving at planing speed, and collision regulations.



After Powerboat Level 2, you can enrich your experience by joining our Powerboat Handling or Powerboat Trip. We will help you polish your close-quarter driving skills, and introduce you to a nice tranquil bay, perhaps along with a great seafood restaurant accessible by boat.

If you are interested to plan and make day boating trips to explore new destinations, our 2-day Navigation and Day Cruising Course is perfect for you. You will put the knowledge and practical skills learnt in Powerboat Level 2 to use. We will also have some fun navigation exercise, for you to boost your boating confidence.

https://www.abcmiddleisland.com/powerboating

RYA Powerboat Level 2 2 Day Course
Powerboat Handling 1 day Activity
Powerboat Trip 1 day Activity
Navigation and Day Cruising 2 Day Course
RYA Safety Boat Course 2 Day Course

Middle Island Fleet Update

The Club continues to invest in the fleet, and in April we took delivery of five new Zest dinghies and three new Tera dinghies. We also have three new Quest dinghies and one new RIB on the way, which should be with us by the end of August. On top of these, there have also been some other purchases that you may have noticed. Here is some more information about each of them.

Zest Dinghies

The arrival of this fleet is part of the rolling replacement for the Pico dinghies which have served the Club so well for the past 20 years. The first Zest arrived in 2019 as a replacement for a Pico lost in Typhoon Mangkhut, and was a used as a trial boat to see how it would perform in our programme. It obviously did well, as we included five more in the 2020-2021 budget so that we could replace half of the Pico fleet. We have ordered



another six for 2021-2022, so that we can complete the replacement.

The Zest is another of the RS Sailing Boats fleet that has been designed with sailing schools and clubs in mind. The hull is plastic, and is very robust and durable,

similar to the Pico. The main differences are that it is much more spacious and offers a more comfortable sitting position, particularly for larger adults. It has a high boom that makes taking and gybing easier and safer, which is important for all learn-to-sail courses. It includes a centreboard design, which is kinder to the boat than a daggerboard that an inexperienced sailor might forget to raise when returning to shore. This design also means there is more space in the cockpit area when it is raised on different points of sail. These dinghies are already in use on Adult Beginner courses as singlehanded boats, and on Youth courses as doublehanded or singlehanded dinghies.

Tera Dinghies

The Tera dinghies we have purchased will expand the fleet to 15 boats, which will allow us to offer more Junior Stage 3, 4 and Reacher courses. In these stages, the sailors are singlehanded, so we need to have one dinghy per sailor, whereas for the introductory Stage 1 and 2 courses the sailors are mostly = doublehanded. With the increase in courses, we now have more sailors moving up the pathway, and therefore a greater demand for singlehanded sailing, and these new boats will help us with this. These Teras also come with sails in two sizes, so that we can use the mini



sails for the lower stage courses or when the wind is stronger (generally in the autumn and winter), and the larger sails in the summer.

Sewing Machine

We reported earlier this year about the sail repairs we were doing in-house using a trusty old domestic Singer machine. We had some good success, but the types of repairs we could do were limited, as going through several layers of sail cloth was proving too challenging for the



domestic machine. We recently added an industrial standard machine from Sailrite; this has been a real game changer and a real asset to our maintenance programme.

Buoyancy Aids

With more courses and more members hiring equipment, we have increased the number of buoyancy aids available. If you borrow a Club buoyancy aid, please take care that you use the correct size, as identified on the label. After use, please rinse and return each buoyancy aid back to the correct space on the rack, so that we can keep these Club assets in the best possible condition for all users.

Hire of Club Craft

If you hire any Club craft, please be aware that we now ask for the names of all participants to be recorded on the hiring form, not just the member in charge of the hire. This allows us to know who and how many people are out on the water; and so that all participants are aware of the Club's indemnity policy.

If you have not hired before (or recently), please be reminded that you must be on the Club's approved hirer lists (except for kayak hire). Please see the website for more details:

https://www.abcmiddleisland.com/hire-fees

When you hire a craft, you will be asked to note down your expected return time; the latest return time being

4.30pm. These times are firstly important for safety. If you do not return on time, we will need to come looking for you. The end-of-the-day return time is also there so our staff don't end up working overtime, which can be charged to members who are late.



Aberdeen Racing Academy

ARA Team Training



For those new to the Academy programme, here is a little more information about the teams. It consists of Optimist and 29er race teams, and while other dinghies are occasionally used, these two fleets are our focus. Sailors generally start in one of our Optimist teams when they are 9 -11 years old, and they can race in this class until the year they turn 15. However, most sailors move into the 29er before this, as they grow too big for the Optimist.

Whilst in the Optimist teams, sailors will be invited to participate in Club and Hong Kong-wide competitions when the coaches feel they are ready. There is a ranking system run by the Hong Kong Optimist Dinghy Association, as this is the organisation that annually selects sailors to represent Hong Kong at the Asian, European and World Championships. We also invite sailors to join other regional competitions, principally in Singapore and Thailand.

The 29er is a doublehanded dinghy, so each sailor needs to train and race with another sailor. Coordinating with another person is one of the biggest challenges for the sailors, but is also another life skill they learn to develop. In the 29er team, the sailors will learn to become more in charge of their

own success, as they take on more responsibility for themselves, their team and the equipment they are using. The sailors need to develop their teamwork, communication and organisation skills to be successful. These skills are not unique to sailing, but we have plenty of evidence to show that our sailors have also become more successful at school as a result of learning to be successful sailors. The 29er teams will also participate in local and international competitions when they have developed the necessary skills. We will plan for at least one overseas trip for this team, so they gain valuable experience of what goes into preparing for and participating in a campaign. Competing against some of the best sailors in the world is the icing on the cake.

Alongside the 29er programme, we are also developing a new initiative that involves a foiling dinghy. This is an exciting new development that is the future of sailing, and is already becoming a mainstream discipline in our sport. We will have more about this in the next edition of Horizons.

If you would like to know more about joining the ARA team you can contact Daniel Dolega: headracecoach@abclubhk.com

HHYC Open Regatta and HKODA Team Racing

At the HHYC Open Regatta, Cameron Law was second in the Optimist main fleet, with Ethan and Nicholas also in the top 10. It was a weekend of shifting winds and courses, with some sailors getting caught off guard by different course selections by the race management team. It was a good effort from the whole team as well as coaches Daniel and Jono, especially as it was a particularly hot weekend. A total of 17 ARA Optimist sailors raced; and for some of our younger sailors this was their first big regatta.

In the 29ers, our ARA/HKSI sailors dominated, with Juliette and Maddie taking top spot ahead of Casey and Augustine. Ulysse and Jack took third, Douglas and Chak were fourth, and Chris and Aaron were seventh.

The following weekend, the ARA Optimist A team took part in the HKODA Team Racing Championships. They formed two teams based on their rankings; and the top team of Cameron, Ethan, Vernon and Nicholas topped the rankings of round-robin on day one, with only one race loss. Chloe, Emmanual, Kristen and Skyler finished the round-robin in sixth place with two race wins. On day two, Chloe substituted for Vernon in the first team, and Nathaniel joined the second team as the racing switched to a knock-out format. At the end of the competition, the ARA First Team finished in second place overall, losing out to HHYC A team in the final.

This was the first time the ARA team joined this team racing event, so it was a good start to our participation.



Optimist Start Racing

This summer, we will run a race training camp for sailors who have already completed Junior Stage 4, and are interested in racing. The three half-day training camps will introduce sailors to the Optimist Racing dinghy, so they can transfer the skills they have already learnt into this type of boat. We will also start to cover some of the key racing rules and skills, as well as some typical race training drills. Spaces are limited, so please book online. If a scheduled course is full, add your name to the waitlist and we will try to schedule another programme.



July Course

19, 20, 21 July (9.20am to 1.30pm)

August Course

16, 17, 18 August (9.20am to 1.30pm)



Pleasure Vessel Grade II Operator Certificate Courses (Part A Master, Part B Engineer)



Part A (Master)

Dates : 19, 20 August 2021; 4, 5 November 2021

Times : 7:00pm to 10:30pm

Syllabus : Rules, Lights, Shapes, Buoyage and Signals, Seamanship, Local knowledge and the Laws of Hong Kong Fire & gas

precautions.

Cost : HK\$1,800 for member/person/course. HK\$2,200 for non-member/person/course.

Part B (Engineer)

Dates : 26, 27 August 2021; 11, 12 November 2021

Times : 7:00pm to 10:30pm

Syllabus : Engine general construction, Diesel & Petrol fuel, fuel systems, electrical systems, ignition systems, Lubrication,

cooling & pumps, transmission systems, operation & maintenance, fire & gas precautions.

Cost : HK\$1,800 for member/person/course. HK\$2,200 for non-member/person/course.

Notes:

- 1. Students who attend these two courses will be required to sit their examinations at the H.K. Marine Dept. after completion of the course. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
- 2. Courses are entirely theoretical for the related exams. Practical boating is not required for the examination.
- 3. Examinations are normally held on selected Thursdays, you may register for your exams with the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, eyesight exam result. Report from a registered doctor, examination fee HK\$1,255, cheque payable to "The Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together at the first attempt). There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
- 4. Course Instructor: Alan Chau.
- 5. Please forward the completed application form(s) to Ms Cobo Liu by email mbs@abclubhk.com or by post or hand to the Admin Office of the Club.
- 6. Website information for applying to take exams with the Marine Dept.

Website for Exam Date: http://www.mardep.gov.hk/en/pub_services/npvo2.html

(Please book your exams earlier, the suggest exam date is 6 – 8 weeks from the date the 1st part of the course is attended.)

Examination Application: http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf Eyesight Exam Report: http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf

Marine Dept.: Seafarers' Certification Section

Marine Department, 3/F Harbour Building,

38 Pier Road, Central, HK.

Telephone: 2852 4941 Fax: 2541 6754



Pleasure Vessel Grade II Operator Certificate Courses Application form

Part A (Master)			
Surname: Mr/Mrs/Ms		Forename(s):	
Account number:	Telephone: (Mobile)	(Office):	
	-		
Fax:	Email:		
Please enroll me on the course for H	Part A (Masters) to be held at 7:00	0pm – 10:30pm	
() 19, 20 August 2021	Thursday, Frida	ay	
() 4, 5 November 2021	Thursday, Frida	ıy	
Please debit HK\$1,800 from my acc	count		
For Non-Member please include a	cheque for HK\$2,200. Payable to	Aberdeen Boat Club Ltd.	
Address: 20 Shum Wan Road, Aber	deen, Hong Kong		
Signature		Date	
Part B (Engineer)			
Surname: Mr/Mrs/Ms		Forename(s):	
Account number:	Telephone: (Mobile)	(Office):	
Fax:	Email:		
Please enroll me on the course for I	_	_	
() 26, 27 August 2021	Thursday, Friday	•	
() 11, 12 November 2021	Thursday, Friday	·y	
Please debit HK\$1,800 from my acc	count		
For Non-Member please include a d Address : 20 Shum Wan Road, Aber	•	Aberdeen Boat Club Ltd.	
Signature		Date	







JULY PROMOTIONS

The Galley & The Patio Summer Caribbean Inspired Dishes

> The Four Peaks Restaurant New Summer Dishes

AUGUST PROMOTIONS

The Galley & The Patio Summer Coastal Japan Inspired Dishes

> The Four Peaks Restaurant New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會



Mixed Berry Mojito \$70 / \$48 (non-alcohol)

-White Rum , Creme de Cassie -Splash with Soda Water

Mango Colada \$65 / \$45 (non-alcohol)

-White Rum and Vanilla Liqueur -Mango Puree

-Garnished with fresh mango cream

Strawberry Moscow Mule \$65 / \$45 (non-alcohol)

-Sminoff Orange Vodka

-Fresh Strawberries, muddled well

-Splashed with ginger beer

Summer Iced Spanish Coffee \$48 (non-alcohol)

-Scoop Vanilla Iced Cream



Beer & Wine of the Month Promotion - July





Beer & Wine of the Month Promotion - August









Semi-Buffet Suuf & Tuuf Night

WITH FREE-FLOW OPTIONS

The Galley & The Patio

Saturday

17 July, 7pm

Fresh garden salads, starters, premium cold-cuts and delectable dessert on buffet. Mains to order from the menu: choice of premium US Beef OR Free Range Chicken OR Grass-fed Australian Lamb AND King Prawns with appetizing sides.



Adults

HK\$298 (Beef & Lamb), HK\$258 (Chicken)

Concessionary price for members over 65 years of age HK\$238 (Beef & Lamb), HK\$208 (Chicken)

Children (3-12yrs old) HK\$158

with same choice of mains in kids portion OR may order à-la-carte

To reserve for your family and friends, call reception at 2552 8182 or email booking@abclubhk.com







The Galley & The Patio, Saturday, 24 July, 7pm

During the scorchio days of summer, come treat yourself to scintillatingly spicy Mexican delicacies, and drinks. This night features Enchiladas, Quesadillas, Croquettes, Nachos, Tacos, Burritos, DIY Fajitas, chilled seafood dishes, plus much more!

Adult: HK\$299 only (Add HK\$78 for free-flow Margarita)

Concessionary price for members over 65 years of age: **HK\$249**

Children(3-12yrs old): HK\$199 only

To reserve for your family and friends, call reception at 2552 8182 or email booking@abclubhk.com









Southeast Asia Food Festival

with Free-Flow Options

The Galley & The Patio, Saturday, 14 August, 7pm

A compilation of food you must absolutely try from across the Southeast Asia region this Summer. There will be unlimited choices of fresh salads, starters, chilled seafood and a range of Asian-inspired foods from Malaysia, Singapore, Vietnam, Thailand, Indonesia and the Philippines.

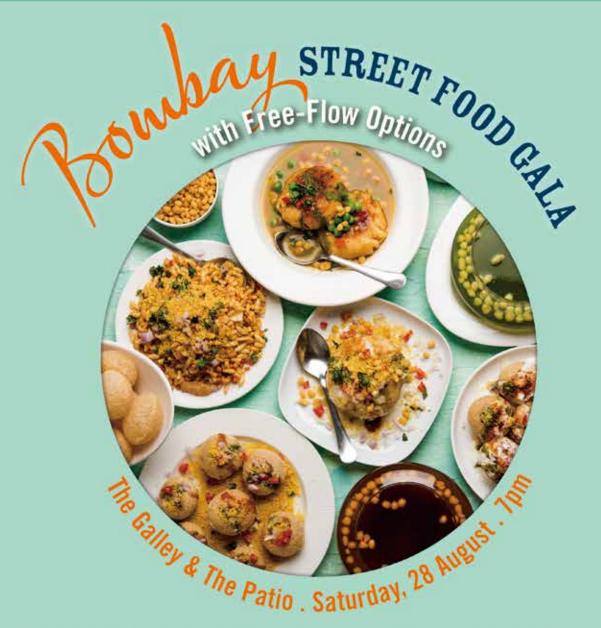
Adult: HK\$269 ONLY!!

Concessionary price for member over 65 of age: HK\$239 ONLY!!
Children (3-12yrs old): HK\$169 ONLY!!

To reserve for your family and friends, call reception at 2552 8182 or email booking@abclubhk.com



BACK BY POPULAR DEMAND!



Welcoming Autumn, this night will be filled with scrumptious savouries from medieval Bombay's Irani cafés - featuring a variety of renowned street foods like pani puris, bhajis, dosas and more, followed by famous ABC curries, tandoori, and naans. If you have room to spare after these mouth-watering dishes, enjoy our delectable Indian desserts!

> Adults HK\$288 Only

Concessionary price for member over 65 years of age

1816\$228

Children (3-12yrs old)

18083103

To reserve for your family and friends, call reception at 2552 8182 or email booking@abclubhk.com



Home Wine Delivery July 2021

Free Wine Tasting (Saturday 24th July)

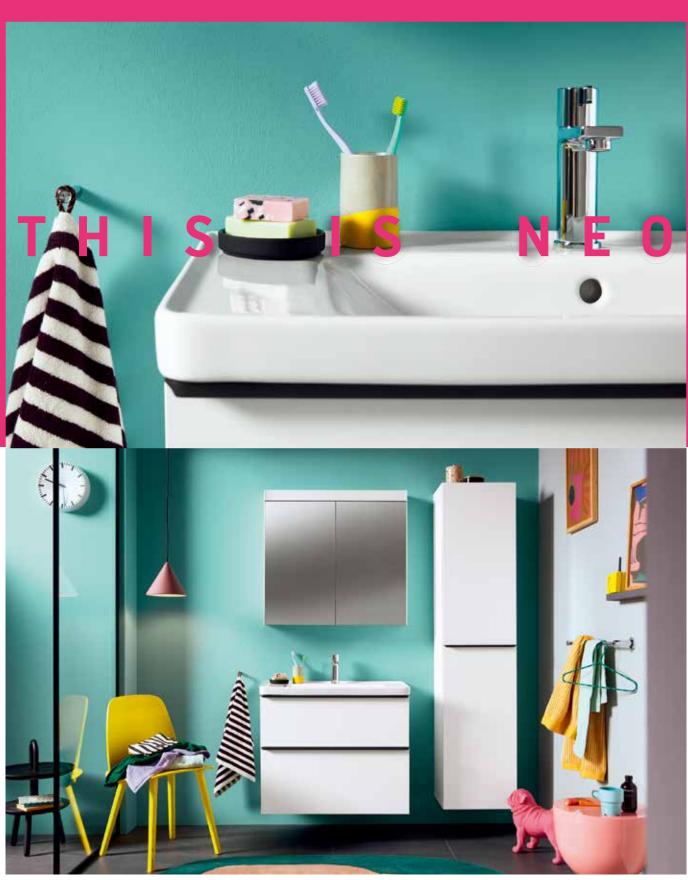
SPARKLING		Selling Price	Qty	Amount
Dopff Cremant D'Alsace Cuvee Julien Brut N.V., Alsace, France Dry and elegant Crémant, showing hints of quince and white flowers, fine bubbles with good length and weight.		HK\$135		
Alta Alella Mirgin Cava Reserva Rose 2017/18, Barcelona, Spain Fresh, light and clean aromas of citrus, peach and wood smoke lead t and tangerine flavors finish with latent toast, hard spice and spent yeast		HK\$130		
WHITE WINE		Selling Price	Qty	Amount
Maison Champy Chablis 2018, Burgundy, France A youthful and pungent nose, and some mineral nuance. The palate flavors of white fruit and spring blossom.	is fresh and harmonious with	HK\$230		
Mount Beautiful Sauvignon Blanc 2019, North Canterbury, New 2 By highlighting decadent tropical flavors, toning down the grassiness an all the way through to a crisp finish with bright minerality.		HK\$145		
Georg Muller Riesling Trocken Gutswein 2018/20, Rheingau, Ger Aromas of nectarine and a little acacia are the first impressions. Thym the presence of the fruit. The first sip confirms the variety. First of all an sweetness, clear acidity and notes of herbs at the end.	ne and vegetable notes replace	HK\$130		
Fabio Oberto Roero Arneis 2018, Pidemont, Italy The nose presents lemon, pineapple, peach and apricot notes with floral hints. On the palate, it is fresh, full-bodied, with mineral notes and a persistent finish.		HK\$100		
RED WINE		Selling Price	Qty	Amount
Innisfree Cabernet Sauvignon 2017, Napa Valley, USA (by Joesph Phelps) Bright red cherry, cranberry and pomegranate with notes of clove and dark chocolate. A fresh, balanced wine with integrated tannins structure and a lingering finish.		HK\$230		
Mount Beautiful Pinot Noir 2018, North Canterbury, New Zealan It begins with sophisticated fragrances of black cherries and violets expressive palate of ripe bramble fruit and subtle tannins.		HK\$215		
Jean Loron St Amour - Domaine Des Billards 2019, Beaujolais, Fr In the glass, an intense and dense garnet red color characterizes thi small red fruits combined with a spicy note of chocolate is unveiled qu round and supple, then a generous structure with beautiful melted tann pleasant finish offers notes of strawberries and raspberries.	s solar vintage. The aromas of ickly. In the mouth, the attack is	HK\$145		
Bodegas Cenit Villano 2017, Tierra del Vino de Zamora, Spain Complex nose offer pungent aromas of cherry, blackberry, liquorice, flowers and minerals. Supple and concentrated with juicy, sweet red fruit with floral pastille flavours. It has very smooth tannins that are followed by an excellent length and balance.		HK\$110		
Please Note: The listed items do not qualify against minimum monthly F	&B charges	Grand Total :		
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Tel No: (Office) (Home)				
Delivery Address:				
Delivery Date: Member Si	gnature:			

Home Wine Delivery August 2021

Free Wine Tasting (Saturday 28th August)

WHITE & RED WINE		Selling Price	Qty	Amount
ZARDETTO – Prosecco DOC Extra dry A gentle and silky Prosecco made from perfectly ripe Glera grapes from best hillside vineyards, in the heart of the most prestigious and historical Prosecco area. Elegant, well-balanced and complex wine with focused aromas, intense flavors and elegant finely textured perlage.		HK\$125		
GOSSET – Bru Extra NV This very pure wine boats a lovely creamy acidity. The aromas on the nose come through again on the palate along with those of wild peaches, mirabelle plums. This is a luscious Champagne now starting to express mature aromas resulting from its 4 years ageing on the lees.		HK\$365		
DAVID DUBAND – Bourgogne 2018 This wine is beautifully pure, with aromas of peonies. The graceful mouthfeel is blight tannins.	ouilt around very fine,	HK\$195		
DROIN – Petit Chablis 2018 This has such rich and ripe fruit with a very rich and fleshy style for Petit Chablis. The palate offers peach and pear flavors and great drinkability on release.		HK\$210		
VINCENT PINARD – Sancerre Nuance 2019 Ageing on lees, two-thirds in vats and one-third in one-year barrels. Nuance appealing bouquet and its precise and frank mouthfeel. Complex and lively, the bof pear, herbs, exotic fruits and white fruits. Perfectly balanced, fleshy, and a little fi	ouquet exhales notes	HK\$290		
CATENA ALTA – Chardonnay 2018 At almost 5,000 feet elevation in the Andean foothills, the Adrianna vineyard's calc climate are the promised land of Chardonnay. The fruit from has a purity of flat that is particular to this vineyard and can not be found anywhere else in Mendoz covered Domingo Vineyard makes up 20% of the blend. Elevage: 14 months in Fre	vors and a minerality a. The nearby, gravel-	HK\$405		
BERINGER – KNIGHTS VALLEY CABERNET SAUVIGNON 2018 This Cabernet Sauvignon is a generous Bordeaux blend, with soft and silky tannins and a plush mouth-feel. The generous and juicy upfront fruit makes it extremely enjoyable in its youth. Aromas of dried herbs, lavender, fresh boysenberry and lanolin join flavors of dark fruit led by figs, black cherry, and currants. The pronounced oak spice notes work well with the more traditional Knights Valley tones of black olive, wild sage and mocha. The wine is well-balanced with good acidity, structured tannins and a superbly elegant finish.		HK\$420		
VINCENT MOREY – SANTENAY LES HATES 2018 RED This wine showcase a slightly riper nose of poached plum, dark raspberry and ear obvious (though hardly invisible) oak toast.	thy is trimmed in less	HK\$330		
DAVID DUBAND – HAUTES COTES DE NUITS ROUGE 2018 The dress is of a red ruby bursting with beautiful dark reflections. The nose gets involved aromas of black and red fruits with a lot of neatness. The mouth is frank with a touch of licorice and one finale slightly spiced.		HK\$245		
CATENA – MENDOZA CABERNET SAUVIGNON 2018 The Catena Cabernet Sauvignon shows a dark ruby color with violet tones. On the nose, it offers intense aromas of ripe raspberries and cassis with notes of pepper, clove, and a touch of cedar. On the palate, it is full-bodied and rich and displays layers of black currant and black raspberry with notes of cedar and oregano. This Cabernet Sauvignon is an elegant wine with silky tannins that provide structure and a long and persistent finish.		HK\$170		
Please Note: The listed items do not qualify against minimum monthly F&B charge	95	Grand Total :		
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