

July-August 2023

HORIZONS

The Magazine of the Aberdeen Boat Club



Summer Series 2023





June – August 2023

Dates	Holidays	ABC - Yacht Races	Dinghies	Others
June 2023				
Sat 3				HHYC Summer Saturday Series D1
Sun 4		ABC Summer Series 1		
Sat 10				RHKYC CR5 - Coastal Race (Short)
Sun 11			ABC Tong Po Chau Summer 1	HHYC Typhoon Series D1
Sat 17			HKSF FOS Sailing Fun Day	HHYC Summer Saturday Series D2
Sun 18		ABC Summer Series 2	HKSF FOS Sailing Fun Day	
Thu 22	Dragon Boat Festival			
Sat 24				HHYC Typhoon Series D2 (Mirs Bay) / COA DBF Men Challenge
Sun 25			ABC Tong Po Chau Summer 2	HHYC Typhoon Series D2 (Pursuit Race)
July 2023				
Sat 1	HKSAR Establishment Day			HHYC Summer Saturday Series D3
Sun 2		ABC Summer Series 3		
Sun 9				HHYC Typhoon Series D3
Sat 15				HHYC Summer Saturday Series D4
Sun 16		ABC Summer Series 4		
Sat 22				COA Mid Year Seafood Speed Cruise
Sun 23			ABC Tong Po Chau Summer 3	HHYC Typhoon Series D4
Sat 29			HKSF 29er and Laser Selection Regatta	HHYC Summer Saturday Series D5 (Final)
Sun 30		ABC Summer Series 5	HKSF 29er and Laser Selection Regatta	
August 2023				
Sun 6				HHYC Typhoon Series D5
Sun 13		ABC Summer Series Race 6		
Sat 19				COA 4 Pubs Rally
Sun 20			ABC Tong Po Chau Summer 4	HHYC Typhoon Series D6
Sat 26				HHYC Typhoon Series D7 (Final)



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Horizons welcomes ABC member contributions of articles and photos.
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COMMODORE'S LETTER



Chris Pooley
Commodore

JULY

*In Hong Kong the feature quotidian
When the sun is upon the meridian,
In July, is the heat,
Which cannot be beat,
Till drinks flow when the sky turns obsidian.*

[CJP—2023]

An overly simple ditty on life here during the summer, which captures the essence of the enervating heat but does not tell the full seasonal story. As new members are quickly discovering, ABC offers many cooling escapes daily: water sports galore, the shaded tropical sanctuary of Middle Island and sunset drinks on the main Terrace or Coffee Shop. We also benefit by the harbour and sea from the long light evenings as the sun does not set before 1900 until 9th August, so ABC's al fresco bars beckon.....On that topic the F&B team plan to offer a special range of long cool rum cocktails over the summer period so watch for the news or ask one of the staff.

Aside from daily opportunities for individual water sport activities the organised events over the next two months are: the Summer Restaurant Series Races 3 to 7 [and prize-giving party]; Tong Po Chau Dinghy Series events 3 and 4; and the 29'er and Laser Dinghy Selection Regatta over the last week in July. And, if a booking can be secured [!], the ever-popular Junk for daytime or evening trips, Cobo being the point of contact.

F&B special events continue on varied themes, see the GM's article for details. Similarly, the Main Building Renovation plans are making progress with the tender selection and commencement of work taking place over the summer. Graham Price,

Rear Commodore House, gives more detail, with his usual enthusiasm, in his article this month.

On the Marine front a significant new improvement was completed in late May: **ALL** the old steel mooring buoys---102 in total--- have now been replaced, in phases, by new longer-life, reduced maintenance special material 'EVA Polyurea' buoys. At a cost of course, but a long-term benefit to the Club and mooring holders before the Typhoon season sets in. No typhoons yet this season but there will be, and ABC Marine Dept is prepared: are you--- Boat Owners?

On Membership, we continue to have a healthy new intake monthly and will end our Financial Year above both Budget and Target numbers, pausing as usual during July. Looking ahead we are planning another Members' Social Evening in Sept following the successful event held on 17th June which drew favourable comments. So, keep an eye open for the invitation.

Until then ABC has much on offer to help members who remain in HK or return from leave 'beat the heat', so it's all there for you to make the most of it. As will I !

Best Wishes for the summer ashore or afloat.

ABC Junk for Hire

Available for Parties, Day Trips and Water Sports



Picture by Fragrant Harbour

Pick-up at ABC, Central pier, Causeway Bay or TST public pier. The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks.

Email fmb@abclubhk.com

Rental of speedboats, banana boats and water ski can be arranged via Freely Marine Services at 9276 2932.

Daytime: 9am – 5pm

Night-time: 6pm – 11pm

Monday – Friday: \$5,800

Saturdays, Sundays and public holidays: \$6,800

BOOKINGS - For junk booking please contact the Receptionist on 2552 8182 via booking@abclubhk.com

GO GREEN WITH ABC!

Say **NO** to a printed magazine and say **YES** to a digital version!



SCAN ME
to Opt out
of receiving
printed
magazine.



Dear Members, please remember to display the correct 2023 label on your windscreen. Wrongly displayed or not displayed at all labels will not allow you access to the carpark.

Please contact Cobo Liu our Membership Manager to apply for the right label for any of your cars.

Email: mbs@abclubhk.com



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

Dear Members,

Main Clubhouse Refit Project Starts

In the coming months, you will see hoardings being erected by the roadside, on the Club wall where the old Anchor is. This will be the sign that the long overdue main clubhouse refit has started. The general plans were divulged in previous issues of *Horizons* by Graham Price, our Rear Commodore of House and Building.

This first step in the long-term major work is a full re-piping of our Club. The new piping system will be completely accessible from the road, making repairs and maintenance much more efficient and feasible. Today, our 40-year-old – and then some – system has become a real financial burden each time a leak happens, as most pipes are concealed within the concrete of our walls. That makes any leak undetectable, so preventive maintenance is impossible, and repairs are very costly.

At the same time, refurbishment of the third- and second-floor toilets is being planned, as well as the possible relocation of our linen storeroom, with the current location becoming the new staff ladies changing room. You have certainly noticed the increase of ladies on our team, and the Club has the duty to provide them with decent facilities, especially as today they are cramped in a room made for 10 ladies while we have over 30 now.

During this work, the big Anchor will have to be relocated and a new place found for it. Being a fixture of the Club, it will not be discarded, particularly as in these days of social media it has appeared many times around the web. I have sometimes been asked about it, and to be honest I had little idea. I then asked Dr. Stephen Davis, now a life absent member living in France, if he had the story behind it. Here is what his memory recalls regarding the history of that Anchor:

The Anchor was found during the preliminary work for the Ap Lei Chau bridge, completed in 1977, and Ashley Wagg – a past Commodore of the Club – was somehow or other involved in securing it for the Club. The Anchor arrived not that long after the new clubhouse was opened. The thinking was, when it was discussed and folk pondered where to put it, that it was probably an anchor that served to hold one end of a warping line that was used to get ships in and out of the dry docks in Aberdeen (if they were quite large, they couldn't turn in or out on their own, but had to be worked around using warps and tugs). The negative to that line of thinking is that such anchors generally had a fluke that would stand proud of the water, folded back along the top of the stock, to make sure that they wouldn't be easily fouled. If, on the other hand, the anchor had been placed in shallow water over on the Ap Lei Chau side opposite the dock entrances (which had to be reclaimed for the bridge to "land"), then folding back the upper fluke may have been seen as an unnecessary cost.

It is a pretty standard Admiralty Pattern anchor of a design introduced in 1852 and finally superseded in the Royal Navy in 1903, and used in sailing vessels probably until just after WW1. It's likely that the anchor was redeployed from the Aberdeen Docks, possibly left behind by a ship that was condemned or upgraded. Its ballpark date would be late 19th century. Given that it was past its sell-by date because newer, fancier stockless designs had swept the field and, as a huge forging, it would have been tough to break up, putting it to such a use would have made sense – better than it lying around the dockyard getting in the way.

All anchors that were made and put to use had to be “proofed” to show that when loaded up, they wouldn't break. The “proofing marks” appeared in various places (the shank, crown and flukes were common spots, and some anchors would have marks in all three places). Between them they could give a lot of info, such as who made the anchor, for whom the anchor was made, the anchor weight, the stock weight (if present), the month and year that the proofing or other tests were conducted, as well as other relevant information. The ABC's Anchor is pretty old and, until treatment, was pretty corroded. Still, these days there are various techniques from chemical etching very faint marks through infrared thermography to fancy waistcoats like X-rays (reflection and transmission), scanning acoustic microscopy and electron channeling contrast - but many of those would mean taking the Anchor to a lab! If the Anchor were cleaned of all its treatments, it may be possible to spot the faint traces of proofing marks, and if anyone has chemical etching experience, maybe something can be discovered.

Surely, knowing Dr. Stephen Davis, I will receive more information soon.

Yearly Increases Imminent

Every May and June, the Club prepares its new financial year budget, and this year is no different. At the time I am writing this article, the budget has not yet been voted on, but there will be – as decided some years ago – regular increases on 1 January, 2024. Subscriptions will go up by 4.5%, while car and boat label and mooring fees will follow the agreed 5-year plan, and will see an increase of 5%.

As for the building levy, it will continue for another 2-year minimum at today's level, but now new members

will have to pay a building levy catch-up added to the entry fees. This is still on the drawing board, but has been felt necessary and fair for other members paying the levy for many years already.

The minimum monthly Food and Beverage spending will increase from HK\$350 to HK\$380 from 1st January 2024.

A more comprehensive list of changes in fees will appear in the next issue of *Horizons*.

Members' Social Evening

By the time this article is published, the first two evenings organised by the House and Building Committee will have been held. The popularity and effectiveness of this event triggered the need to have it scheduled quarterly. It started with only new Members being invited, for familiarisation with the Club usage and customs, explained by Committee Members and Managers. It has now developed from a meet-and-greet event to much more of a meet-and-hear session, about what any Member has to say about the Club future improvement. Being open to all and on a quarterly basis gives much more opportunity for a better understanding of your needs and views. The room being limited to 80 persons, a first-come, first-served booking system will be put in place, so look out for advertisements for the next evening in September.

Sports and Recreation Dinghy

Youth and Adult Dinghy Summer courses have been advertised since May, but we will have space if you are staying in Hong Kong over Summer. Contact Howie or Jane in the sailing office to book sailing courses for your child (or children), and why not book for yourself as well and do the adult course at the same time? – It's a great way to spend quality time at sea as a family.



GENERAL MANAGER'S LETTER

Children's Fun

Splash Hours and Water Pool games are BACK! This time we are including drink and food for children, on Tuesdays and Fridays from 5-7pm; HK\$60 per child with one glass of squash and one simple meal of the day.

New at the Playground: Children's Corner Saturdays, between 11am to 2pm, with an entry fee of HK\$160 – featuring Bouncy Castle, Candy Floss, Popcorn, Balloons, Tattoo & Video Show and a special Children's Happy Meal (Nuggets, Fries, Pasta, Pizza, Steamed Broccoli and Hot Dog). Drop your kid off at the playground, and enjoy your Rosé.

Fun For All

ABC Presents Cook with Chef Aurelien between 2pm and 3pm on Wednesdays, from 5 July to 2 August. Learn to cook like a Chef in ONLY 5 weeks!

* Attend all 5 classes to obtain a certificate & branded apparel*. Maximum of eight participants per class. HK\$198 per adult per class, with two dishes cooked per class.

- | | |
|--------------------------------|---|
| 1 st week, 5 July | : Tuna Tartare, Red Pesto Fusilli and Roasted Pine Nuts |
| 2 nd week, 12 July | : Mushroom Soup, Pan Fried Mahi Mahi and Mixed Veggies |
| 3 rd week, 19 July | : Nepalese Momo and Spicy Tomato Sauce Aloo Chop |
| 4 th week, 26 July | : Gazpacho Stuffed Squid and Cauliflower Rice |
| 5 th week, 2 August | : Apple Crumble and Cookies |



Keep Fit

YOGA for all with Embody Studio: every Tuesday shift seamlessly between postures with VINYASA flow, while each Saturday features a BACK CARE morning session; HK\$ 120 per hour. All abilities, flexibility and strength are well covered. Book with us, fast.

On these last words, let me wish you all a happy summer time. Stay hydrated, protected from the rays, and see you in September.



Get Social with Us!



aberdeenboatclub



ABC Summer Activities (July & August)

**Summer Children's Corner *Limited Spaces*
maximum of only 20 kids!**

Activities: Bouncy Castle, Candy Floss, Popcorn, Balloons,
Tattoo Stickers with Kids Happy Meal & Cordials.
11am to 2pm on Saturdays, at the Children's Playground
HK\$128 per child

ABC Presents: Cooking School at Middle Island

Learn to cook like our French chef, Aurelien
- from starters to desserts in only 5 weeks

Attend all 5 classes to obtain a certificate & branded ABC apron

Maximum of just 8 participants per class
HK\$198 per adult per class (2 dishes cooked per class)
2-3pm on Wednesdays, from 5 July to 2 August

1st week 5/7

**Tuna Tartare
Red Pesto Fusilli and Roasted Pine Nuts**

2nd week 12/7

Mushroom Soup

3rd week 19/7

Pan Fried Mahi Mahi and Mix Veggies

Nepalese Momo and Spicy Tomato Sauce

4th week 26/7

Aloo Chop

Gazpacho

Stuffed Squid and Cauliflower Rice

5th week 2/8

Apple Crumble

Cookies

Splash Water Pool IS BACK!
**- and this time, we are including drink and
food for children**

From 5-7pm on Tuesdays & Fridays,
at the Swimming Pool and The Patio
HK\$60 per child, with one glass of squash plus one meal
(pasta/pizza/hot dog)

BOOKING



HOUSE COMMITTEE UPDATE:

By Graham Price, Chairman, House and Building Committee

In his column early in this issue of *Horizons*, the GM has already mentioned that we are expecting to start work on the “Refit Project” very soon. (Refit is that time of complete overhaul undergone by a ship after a long period of service.)

As I write this, we are in the final stages of selecting the contractor for the work that we expect to start in July. This will be replacement of what we call the services spine, the major pipes which bring in water and take out wastewater and sewage. The toilets on the 2nd & 3rd floors (Waglan Bar and Harbour Room levels) will be ripped out and new facilities provided.

What this means is that, for a period of time, a large hoarding will be erected where the Anchor is outside the Club, to protect members of the public, and there will be some disruption when the toilets are closed for refurbishment, which will be phased one floor at a time. I hope you will be understanding as we carry out this necessary work, and I apologise for the inconvenience (pun intended!).

This is the first evidence you will see of a long scheme of improvements to be made. Next is planned to be a fresh new entrance to the Club,

along with improvements to the staircase and entrance lobbies and the coffee shop.

Longer term we will be improving changing facilities for staff and members, and improving facilities for the disabled. It is our ambition that we will one day have a passenger lift, and we are seeking ways to overcome the obstacles to providing one.

We do plan to provide more information about longer term improvements to the Club, before the AGM.

MEMBERS’ SOCIAL EVENT

Many of you attended the social event on 17 June. We aimed to meet two objectives for the gathering:

1. To connect new members with longer term members of the Club, and to introduce the staff; and
2. To gather feedback from Members about what the Club does, what they would like to see, comments about buildings or service, and to inform Members about future aspirations.



We succeeded in both these aims; thank you to those attending for your feedback, and it was a great pleasure to make new friends. As the GM notes in his column, we are planning to host these events quarterly, so watch out for the next one!



OPENING UP THE CLUB

As you know, we open the Club to outside individuals and organisations, thus meeting government requirements.

On 22 June, we were pleased to welcome the 36th Hong Kong Scout Troop to the Harbour Room. The scouts held a prize-giving dinner, during which badges and awards are presented, typically films of recent activities and expedition are played, and a fabulous age-appropriate ABC buffet is “noshed”. Some of you may remember the 36th Scouts performing a flag breaking ceremony for us at Middle Island on the 25th anniversary of the HKSAR. In years gone by, they also assisted the Four Peaks Race.





2023 Summer SERIES

RACE 1 4 JUNE

RACE 2 18 JUNE

RACE 3 2 JULY

RACE 4 16 JULY

RACE 5 30 JULY

RACE 6 13 AUGUST

RACE 7 27 AUGUST

supported by:

Carlsberg



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SUMMER SERIES 2023

Race 1

WORDS & PHOTOS BY
FRAGRANT HARBOUR

An entry list of 20 boats shows the enduring popularity of this 'warm-weather' series. Hosted by the Aberdeen Boat Club, the format is simple and the approach 'lite' – seven races, held at two-week intervals and spread over three months, with finish lines never too far from a waterfront seafood restaurant.

Sunday 4 June nearly saw the full complement of entries but *blowers daughter*, sadly, didn't make it. Thus, 19 boats gathered around the committee boat, *Shun Fung*, including some unfamiliar names like *Parnassus*, *Manbude*, *2 Easy* and *Jahoo!* and, at 10:10, assistant race officer Jennifer Li welcomed everyone and announced the courses.

The four boats in IRC 1 and three in IRC 2 would sail Course 37 (L), starting at 10:30. They would sail to a windward mark set 300 metres in towards Repulse Bay and, from there, leaving Bluff Head to port, on to Fury Rocks just before Sung Kong. North-northeast from here, passing outside Tung Lung Chau, it would be a rounding of Steep Island and a sprint to a finish line at the entrance to Clearwater Bay. Altogether 13 nautical miles.



New name on the course, Jahoo!



Crystal off Clearwater Bay

There was no Chesterman Gate and, Jennifer emphasised, if anyone found themselves in the traffic separation scheme, they were to use their engines, take times, and inform the RO after the race. Finally, lunch would be at Fat Kee Seafood Restaurant in Po Toi O.

The two HKPN fleets – nine in A and four in B – would sail basically the same course, leaving out Fury Rocks; and, instead of rounding Steep Island, would sail closer inshore past the Clearwater Bay Marina breakwater. Distance, 1.4 nautical miles shorter than the IRC fleets.

In a clean start at 10:30, the IRC boats crossed in 5-6 knots. Five minutes later, in a blur, the trimaran **Carbon3** flew past the committee boat to lead the HKPN fleets off the line to the windward mark. Surprisingly, and unusually for skipper Stefan Fillip, **Neo One** was late and had to manoeuvre among the bigger cruisers and J/80s to find clean air.

Once the last boat, **Water Rabbit**, had crossed the line, **Shun Fung** raised its anchor and followed the fleets past Stanley and into the Beaufort Channel. No club mark in the channel meant the majority of the boats sailed along the shore of Beaufort Island, and either cracked off to reach Fury Rocks, or headed out into the swells off Cape d'Aguilar.

From the committee boat, looking out to sea, **Carbon3** could be seen turning northwards for Steep Island. It was time to get a move on and lay the finish!



Neo One starts late



Carbon3 finishes in an hour and 18 minutes



Stefan Fillip steers Neo One to the finish



Manbude, 3rd in IRC 1

The easterly wind was holding steady at 6-7 knots and most boats were enjoying the favourable conditions.

Not surprisingly, the first boat home was *Carbon3* in an elapsed time of one hour, 18 minutes and 42 seconds. Half an hour later, Eddy Lee's *Next* rounded Steep Island and came storming across the finish line to claim both line and handicap honours in IRC 1.

Experienced sailor James Barker brought his big Swan, *Parnassus*, home two minutes later, followed by Sunny Leung's *Manbude*.

In IRC 2, *Zesst* pipped *Juggerknot*, with Richard van den Berg driving, by just 13 seconds. In 3rd on handicap was Amanda Leung's *2 Easy*.

Tipsy Easy took the honours in HKPN A with the J/80, *J Chi*, in 2nd and ABC stalwart, *Five O One* in 3rd. *Boss* won HKPN B, *Shun Shui* took 2nd place and the ever-determined *Water Rabbit*, last boat home at 13:24:29, filled 3rd slot.



Zesst leads Juggerknot to the finish



Crystal and J Chi

The stand-in race officer and Club general manager, Philippe de Manny, congratulated all finishers over VHF, and advised that four tables had been reserved at Fat Kee for them and there was even a sampan service to ferry crews ashore. He later went ashore himself, to present bottles of wine to division winners.



SUMMER SERIES 2023

Race 2

**WORDS & PHOTOS BY
FRAGRANT HARBOUR**

Rainstorm warnings yet racing in splendid conditions

In Victoria Harbour on Sunday 18 June 2023, it was pelting down. Rainstorm warnings were in effect and there were concerns that Race 2 of the Aberdeen Boat Club's Summer Series 2023 would be abandoned. But on the south side of Hong Kong Island, conditions were much less severe, with light rain and passing showers doing little to deter the 17 boats that showed up for the start off Lamma Island.

To the south, over the Lema Islands, there were strips of blue sky and, with 8 knots of southerly wind, it looked like a good day lay ahead. At 10:10, race officer Alex Johnston welcomed everyone and announced the courses. The two IRC divisions would sail Course 42 (L) and the HKPN divisions, Course 42 (S). For the faster boats this meant leaving Lamma to starboard, rounding a P1 buoy, then a weather beacon to the south, leaving Cheung Chau Rock to port, then sailing along the southern shore of Cheung Chau before finishing not far from Cheung Po Tsai Cave, southwest Cheung Chau. Distance – 12.3 nautical miles.



Clean start, IRC 2



Sea Eagle approaches Cheung Chau



Late starter, The Farr Side



Richard van den Berg helms Jaggerknot



The Swan, Parnassus, runs to the finish

Incidentally, Cheung Po Tsai (1783-1822) was a notorious pirate who operated in the eastern part of Guangdong Province during the Jiaqing period of the Qing Dynasty.

HKPN A and B were given the shorter version of the same Course 42, but they weren't required to sail around the weather beacon. Their course measured approximately 10 nautical miles.

At 10:20, a warning signal was sounded and, at 10:25, a gun was fired for the three boats in IRC 1 and four boats in IRC 2. A clean start in 9 knots from 160 degrees although, uncharacteristically, *Jaggerknot* was late. Away at 10:35 were the two HKPN divisions, totalling 11 boats. The *Farr Side* and *Boss* were quite some way behind, and so too was Niccolo Manno's speedy multihull, *Carbon3*.

With a total of 18 boats, and moderate winds, the RO felt there was no need for a windward mark.

At 10:50, *Carbon3* finally passed the committee boat, having had difficulties with its headsails while attempting to start. Then, in a flurry of spray, it headed straight for P1 Buoy and on to Cheung Chau. The committee boat, *Shung Fung*, upped anchor and set off at speed, realising that to dally near any of the course marks would mean *Carbon3* reaching the finish before the line was laid.

The wind held between 8 and 10 knots and the boats made good progress, keeping an eye out for the many squid boats anchored along the way.

A pleasing side story to Race 2 of the Summer Series was a call to the ABC from the concierge of the Four Seasons Hotel, asking if any boat had room for an experienced sailor from San Francisco. John Berry and crew obliged and an American, Mark Millet, was made to feel welcome on *Five O One*, with a convivial lunch at the New Baccarat Seafood Restaurant on historic Cheung Chau as a bonus.

First boat home was *Carbon3* in an elapsed time of 1 hour, 20 minutes and 10 seconds, giving it 4th place on handicap in HKPN A. Then, more than half an hour later, came Eddy Lee's *Next* to claim both line and handicap honours in IRC 1. Henning Mueller's *Zesst* won IRC 2.

Five O One claimed a surprise handicap victory in HKPN A, no doubt helped by the sailing skills of the visiting American. In HKPN B, another surprise victor was *Water Rabbit*, which finished at 13:08:09, ahead of *The Farr Side* and *Shun Shui*. Sadly, having crossed the line and recorded a finish, *Shun Shui* managed to snare the finish mark. Oh dear, how did that happen?



Carbon3 finally starts



2 Easy, formerly Arcturus, 3rd in IRC 2



US visitor, Mark Millet



Tipsy Easy closes the line



Zesst, 1st in IRC 2



Sea Eagle ducks behind Generations



Crustacean visitor



Claude Wong's Generations



Shun Shui finishes, then snares the mark



The ABC Open Fishing Tournament 2023

Text & photos by Kim Stuart

The ABC Open Fishing Tournament was held on 4 June, with two boats entered - Simon Yu's and Kim Stuart's Kidusi. The weather was hot, with light winds and slight seas, making for good fishing conditions.

Team Kidusi had an excellent performance, catching and releasing a total of 24 fish, equally divided between mahi and tuna, earning a total of 108 points. This impressive catch made them the clear winner of the tournament.

Simon's Team managed to catch a single mahi, earning them 6 points. Although this was a less successful performance, it is always worth remembering that fishing tournaments can be unpredictable, and even experienced anglers can have an off day.



The highlight of the tournament was the individual angler competition, with several talented anglers vying for the top spot. In the end, Daniel Strange emerged as the champion angler. The runners-up were John Berry, Steve Tenant, Stuart Valentine, and Tristian Stewart, who also put in impressive performances and made it a close competition.

Overall, the ABC Open Fishing Tournament was a great success, with plenty of excitement and impressive catches. Congratulations to Team Kidusi for their excellent performance and to Daniel Strange for being crowned Champion Angler of the tournament!

The competition is typically divided into various categories, including the largest fish caught, the most fish caught, Champion Team and Champion Angler. Participants can catch a range of fish, including mahi-mahi, tuna, and other species.



We hope to make The ABC Open Fishing Tournament an annual fishing competition, but will try to run a second tournament this year on 5 August. Mark your calendars.

It is unfortunate to report that the tournament BBQ was cancelled due to poor response. A BBQ is a great way to bring participants and their families together to celebrate the tournament and their catches, but sometimes events don't turn out as expected. It is worth remembering that events like fishing tournaments and BBQs require a lot of planning and effort by organisers, and it can be disappointing when the response is not as expected. However, this does not diminish the success of the tournament itself, or the impressive catches by the participating anglers.

Despite the cancellation of the BBQ, I hope that those who participated in the tournament had a great time on the water and enjoyed the thrill of the competition. Perhaps in future tournaments, the response to the BBQ will be better, and organisers can plan an even more enjoyable celebration for all the participants.

Thank you to all the anglers who supported the ABC Open Fishing Tournament, whether they were able to participate or not. Your passion and dedication to the sport of fishing are what make these events so special, and we look forward to seeing you at future tournaments.

Italy's Chill Winds and Tough Races Challenge Academy Youngsters



Aberdeen Racing Academy Lake Garda Trip, 1-9 April 2023

The Lake Garda Meeting, held on Italy's largest lake, is the world's biggest Optimist racing event, combining 1136 Optimist boats in six fleets, which means 211 competitors on one starting line.

Aberdeen Boat Club – Aberdeen Racing Academy was represented by four sailors: Chloe Kong, Kristen Hwang, Kiera Hwang, and Cleo Badenach.

Our trip started with five days of training, followed by four days of racing. Every day, the wind was blowing from the south of Garda Lake, with strength of 15 to 22 knots; the temperature ranged from 12–15°C.

The daily schedule was as follows:

8am	: running and exercises,
10am	: rigging the boats at the venue,
10:30am	: pre-training briefing,
11:00am	: launching,
3pm	: heading back to the harbour and packing the boats,
5pm	: dinner,
6:30pm	: debriefing, with analysis of the videos recorded during the training session,
8pm	: finish the day, and free time.

During the regatta, the girls were sailing from 11am to 5pm every day, in very challenging conditions – strong, freezing cold winds, with choppy waves.



Every day of sailing brought new skills that sailors learned. The improvements were seen after every session. Conditions in this area are very stable and reliable, which can't be really found in other parts of the world. Our students learned how to trim the sails in overpowered conditions, proper hiking techniques, bailing the water upwind while hiking, playing the waves on the upwind course, bearing away in overpowered conditions, surfing the waves on reaching and downwind courses, tactics and strategies for the specific venue.

The bag of skills our sailors bring from the trip is incredible. I have learned few things as well: our sailor's techniques are very good compared to the other teams, but we need to work on consistency; and sailing in such conditions, which are rarely available in Hong Kong would be beneficial.







Racing itself involved training and pushing sailors to the limit, to see where we have places to improve. Results at this stage are irrelevant, but Chloe and Kristen placed themselves in the Bronze fleet, which is the top half of the world! The last race for the girls was very promising, and finally – after good starts with good upwind tactics – they placed themselves well, with Chloe in 7th place and Kristen 16th out of 211 boats in the fleet!

The final results are – in Bronze fleet: Chloe 53rd (475th Overall) and Kristen 85th (507th Overall); and younger girls in Emerald fleet: Keira 117th (961st Overall) and Cleo 191st (1035th Overall).

I had a chance to consult with my coach friends regarding where our ARA team can improve. The final conclusion of the whole trip is that our sailors have a lot to catch up, after an unfortunate Covid lockdown. However, I believe that the main issue stems from the previous racing program, when sailors had time on the water limited to half Saturdays and alternative Sunday training sessions. Sailors at this age need to sail a lot to get consistent technique and develop a good boat feeling. This issue also impacted on our sailor's fitness level and competitive mind set. We are making progress towards improvement right now, and if we continue with training and regatta trips like the Lake Garda Meeting, our sailors will achieve great results and bring glory to Aberdeen Boat Club in a couple of years' time.

The sailors' parents were present on the trip, and took good care of the sailors and the coach. All the sailors, parents and coach came back happy and motivated with a bunch of new skills. We've received really good feedback from the parents on the trip.





ABC vs HKCC

After Three Draws in Three Matches, could Cricketers or Sailors Achieve Victory?

By Dave Hilling

On the 24 April, the ABC invited the Hong Kong Cricket Club (HKCC) for a night of snooker. The two clubs have always been very evenly matched; in fact on the three previous occasions the teams have played they have all ended in 3:3 draws. So could there be an outright winner this time?

First up was ABC's Adrian Lynch against Kingsley from HKCC, and it was Adrian who took to the occasion a little quicker. He was potting well and managed to have a strong break of 20 points to put the pressure on his opponent. Kingsley did manage to have a number of good pots himself, but just could not catch up the deficit, and it was 1:0 to the ABC.

In the second game we had Wayne Robinson from ABC vs Hugh for HKCC, and there was some very good match play with some foul shots along the way as well. However, Wayne was firing on all cylinders and just pushed ahead into the colours with an insurmountable lead, and Hugh conceded when there were too many snookers required.

In the next game we had ABC's Barry Hill up against James from the HKCC, and it was fair to say that James was a bit rusty as he hadn't played for a little while. Barry still had to concentrate throughout, as you have to capitalise on mistakes made by the other player, and he just kept edging further in the lead. So, with a couple of great pots amongst the colour balls, it was all over and the ABC found themselves 3:0 up.

In the final singles match it was the two captains, Dave Hilling for the ABC vs Mukesh for the HKCC. Now Mukesh is an excellent player, with none of the ABC players in any previous matches even getting close to beating him in a game. His long potting ability was on show again and could have totally blown Dave away, but Dave responded with the biggest break of the evening at 22 brought things level heading into the colours. The pressure was certainly on – because if ABC won this one, it would be the match winning game but Mukesh managed to pot the pink and brought the scores to 3:1 heading into the dinner break.

There was a great deal of laughter and comradery over the curry buffet, as is often the case with like-minded social snooker players. However, there were still two important games left and all to play for essentially, so back to the snooker we went.

In the first doubles match, it was Wayne and Dave for ABC vs Mukesh and Hugh for HKCC. Every player was contributing to the scoring with small breaks and then playing a safety to make it difficult for their opponent to pot next. It was not surprising that the scores were neck and neck heading into the colours, and despite the ABC being slightly ahead the HKCC were now looking the more consistent team. Then came a decisive choice for Dave on the final pink (which was the match ball): either play safe or go for a very tough long pot. The latter was chosen after deliberation and with collective gasps across the room the pink flew across the table and into the far corner pocket, so the match was won.

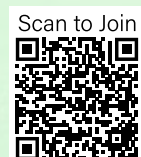
In the final doubles game, Barry and Adrian went up against Kingsley and James. There was certainly a drop in intensity after the last game, all apart from James who had suddenly clicked with his snooker. He was now potting balls from all over the table and ABC had no answer to his match play, so it was no surprise this game finished in favour of HKCC.

Overall, though, a very satisfying 4:2 victory to the ABC, and the very first result other than a draw by either club. It will now be back to HKCC later in the year for the return match, which is likely to be another competitive and fun night of snooker.

ABC Snooker Society

The ABC snooker society is growing, and we are looking to encourage a couple more players who would be interested in starting snooker or returning to their snooker pasts. As this is a social club, all levels of snooker players are more than welcome to join. We meet up twice a month after work at the ABC for snooker practice, a few drinks and lots of camaraderie. Then approximately once every 6 weeks we have a match with another social snooker club - giving plenty of opportunity to meet great people from other clubs over a few frames of snooker.

If you would be interested to find out more or join up for one of our snooker practices to see for yourself, please reach out to Dave Hilling (ABC snooker convener and captain) at davidhillling@hotmail.com; and we look forward to adding to our snooker society.





KCC vs ABC

Sailors vs Cricketers: What a Night of Snooker!

By Dave Hilling

On 25 May, Kowloon Cricket Club (KCC) invited ABC for a match in "The Sanctuary", which is the name of their snooker room, with three snooker tables in the belly of the club. It is always so impressive arriving there and seeing their snooker facilities. Each season, the match at the KCC is always the hardest to win given the talent at their disposal.

First up for the ABC was Johnson Wong, and to his horror he was drawn against Don McNeil, who is not only the KCC captain but also near semi-pro level. Great respect to Johnson as he just got straight to it and fired off a quick red followed by a black ball break, so it was game on. However, Don managed to get in amongst the balls and delivered a series of very impressive breaks. Johnson battled on until the end, but there was only going to be one winner here, and it was 1:0 to KCC.

Simultaneously, on the other table came ABC captain Dave Hilling – up against the very experienced John for the KCC. Not helped by a slow start by Dave and a bit of fortune on John's side, there was very soon a 20-point gap. It wasn't until the very last red was potted with a black ball following that the comeback was on. Despite Dave actually getting the required snooker on the blue ball to make a win mathematically possible again, John finished strong, and it was 2:0.

On the 3rd table, the ABC had Andy Chan making his snooker debut for the Club; and in fact he only joined the ABC snooker society on the previous Thursday as part of the new snooker members evening. Andy was also drafted in at the very last minute (earlier that morning in fact), when one of the ABC team members was unfortunately no longer able to join. Thank you, Andy, for making yourself available at short notice. He was playing the KCC hotshot Chris Lo, and there was certainly no going easy on our new team member with Chris pulling off long pots and breaks each time he came to the table. There was some strong snooker by both players, but KCC again just had too much fire power.

With it now being 3:0, the ABC needed to rally, and with the next round of singles matches this provided the opportunity to do exactly that. Tong Yun Fat for the ABC was playing another KCC hotshot called Alex, and what a game this was. Full of quality shots and great white ball positioning, it was a joy to watch two players having a right old battle. Fat just had that little more composure on the colour balls, and finally the ABC had a win to celebrate.

So, whilst Fat and Alex were slugging it out on the other table, we had the final KCC player, called Chris Liu, against Johnson. This was certainly more of a game of attrition with Chris not being as experienced as the other KCC players. Don was there giving him some coaching along with shot advice, and to Don's credit he was also giving some pointers to Johnson. Maybe he felt a bit guilty for giving Johnson the earlier masterclass of snooker in their match. After a combination of good shots, fouls and unexplainable misses, it was Johnson who just pulled away enough to see out another game for ABC.

Now it was 3:2, and on to Andy Chan's second singles match of the evening, which was against the long-potting Alex for the KCC. Despite the earlier loss, Andy looked to bounce back strong, and produced a calm and collected game of snooker. There were good breaks by both players and the lead did change hands multiple times, so it was really pleasing to see Andy bring it home for 3:3 on the evening.

There was time for one final singles game before the dinner, between ABC's Fat and Chris Lo for the KCC. Both players had been very impressive in their earlier victories, so this had all the hallmarks of being a classic. The crowd were not disappointed, as the quality of snooker was very high indeed – and with it being a black ball finish, what an end to the singles part of the competition. Fat just missed out, as Chris showed he could also pot under pressure, thereby it was 4:3 to the KCC as we went up to their restaurant.

It was decided that we would have 2 doubles matches, to ensure we had an overall winner for the evening. On table one, the ABC had the pairing of Tong Yun Fat with Johnson Wong vs Don and John for KCC. Could the student beat the master and was Fat also able to get his already high level up to Don's play? It would have been a fairytale end, but it was not to be as the KCC were just too strong.

That left Dave Hilling and Andy Chan for the ABC vs the two KCC hotshots, Chris Lo and Alex (with Chris Liu sitting this one out to practice). In a very evenly matched game, the 4 players all contributed pots and breaks to make it highly competitive. There needed to be a degree of safety play by the ABC, as you do not want to leave any easy shots on against these players. The tactic paid off, and it was down to Dave to pot the final pink to bring the proceedings to a conclusion.

What a night of snooker! - and even though the KCC had won the evening 5:4, it was a great effort by the team to go toe-to-toe, cue-to-cue in the Sanctuary against our toughest competitors of the season. We will relish having them back to the ABC later this year for the return match, with it all to play for.

Part 2

Something Hong Kong|Hongkong somethings

Words and Photos By Stephen Davies

Now you might think all this ship name stuff is strictly for “anoraks” – obsessives in niche subjects. At best, providing some did-I-need-to-know-thats for the weirder sort of pub quiz. More probably, why bother?

Well, the answer is simple. Getting a handle on the past begins with the details because it's the details that really matter. Get them wrong and you get the past wrong, and then much else ... but let's not go there.

As we saw in part one, using a focus on something as seemingly arcane as ship names that include HK is a great way to open up HK's extraordinarily rich maritime story. But there's much more, as there often is once the details are

put in a database and interrogated. At one level, as in part 1, with a bit of extra fossicking, the details help us see things like the real danger of life at sea in the last half of the nineteenth century, or how imperialist maritime warfare was an integral part of creating the world of modern maritime trade. But as we'll see now, the database of ships called Hong Kong or some variant of it also helps us get a handle on the history of shipping both in HK and more generally over the last century and a half or so.

For example, almost all of us know about how ships' power sources shifted from sail through steam to the modern marine diesel engine. But exactly when one gave way to the other anywhere like HK is often an exercise in hand-waving.

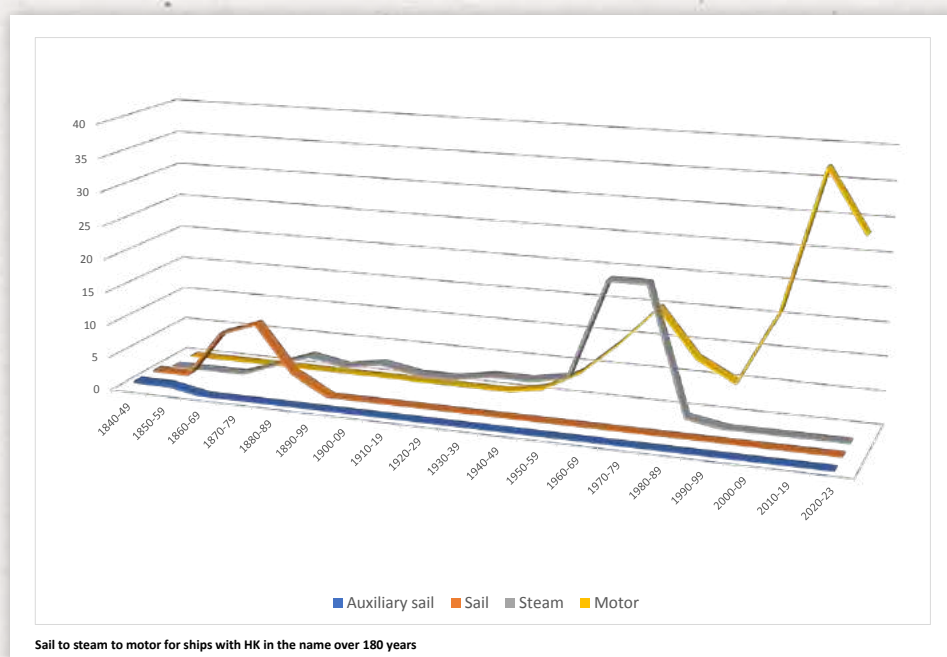


Figure 1 – Sail to steam to motor for ships with HK in the name over 180 years

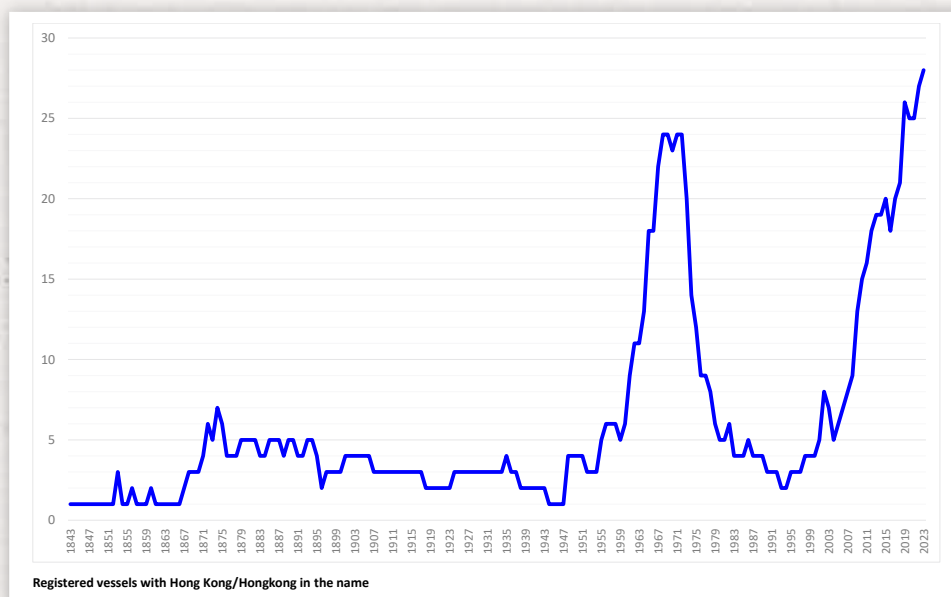


Fig 2 Registered vessels with Hong Kong/Hongkong in the name

What's interesting about figure 1 isn't how it pretty much confirms what we already know about the transitions in power systems. It's how it differs. Notice, for example, how, sail peaks in our sample in the early 1880s – that's a decade or two before the peak in the Atlantic sphere, and indicative of the quick uptake of steam in the westernized part of the China coast sea trade. But also indicative of the statistically invisible reliance of the whole China Seas maritime world on what was called the 'junk trade.' Factor that in – traditional wooden sailing junks were by far the largest cargo carrier by tonnage in HK through until the end of the first decade of the 20th century – and suddenly that quick uptake looks either the same as in the Atlantic sphere... or slower.

Much more interesting is the later data showing how steam's peak in the sample didn't come along until the 1960s and 1970s. That's some two or three decades after steam's peak in the shipping world in general. How come? The answer to that further opens up the story of the shipping biz in HK. Notice the long, bumping-along period from c.1890 to c.1960 – the period of dominance of the old, British owned colonial shipping interests. None of that lot – the Jardine Indo China Steam Navigation Co, the Butterfield and Swire China Navigation Co, the Douglas Steam Ship Co., etc. – usually called their ships by any Hong Kong variant name. It wasn't Hong Kong they were making their money out of. That was China.

In addition, back then ships got a name and usually kept it from launch to disappearance. All but one of the *Hong Kong/Hongkongs* from 1843 to c.1943 only ever had the one name. Post-WW2, the average *Something Hong Kong* *Something* had three to four names during its working life, with the record holder managing eleven, and a fair few having five or six. The big jump and rapid fall off of steam post-WW2 and the rise in the number of a ship's names over its lifespan show two things. On the one hand, how HK's feisty Chinese shipowners rose to fame and fortune on the back of HK's phenomenal economic growth. On the other, how they built their businesses by being part of the high turnover in the shipping market of cheap, war-surplus tonnage – mostly obsolescent steam ships – to carry Hong Kong's raw materials in and its manufactured goods out.

That also explains another stat: How ships called plain old *Hong Kong/Hongkong* gave way to *Something Hong Kong/Hongkong Somethings*, was because the '*Somethings*' were the giveaway add on. *Hongkong Transport, ... Trader, ... Manufacturer, ... Exporter, ... Importer, ... Pioneer, ... Producer, ... Success, ... Surety, ... Venture, ... Merchant.* They go on and on. Names asking for or endorsing the secrets of success. In Figure 2 you can see how the peak of that war surplus steam power is reflected in the peak of *Something Hong Kong/Hongkong Something* names.

Later we'll come on to the second rise you can see towards today's end of the curve, which seems still to be going on. That's because, as we shall see, it reflects something quite different to homegrown ship owners basking in their own hoped-for glory.

But, in the meantime, we can take a quick look at another HK quirk in the curve furthest back in Fig 1. The up-then-down pattern between c.1990 and c.2000, rather than an up-and-up one, of the power source that eventually replaced steam, the diesel engine. I can't say I have any solid explanation. My guess is that this shows the final phasing out of the world's old, break bulk general cargo ships with diesel engines – that's the post c.1980 fall – and then the continued rise of modern, diesel powered boxships, tankers and bulkers as that's reflected, with a marked skewing, by the narrow sample of ships with Hong Kong in the name.

Another thing that the data on our select bunch of names reveals is the way in which, as shipping developed from the emergence of modern Hong Kong through today, ships got bigger and bigger. That too is a commonplace. But it is still interesting how, taking it decade by decade, the average ship with Hong Kong in its name got bigger and bigger, pretty much reflecting the nature of the change to the shipping world as a whole.

What we're seeing there are a number of things even with the small sample of just 127 ships. How small ships were for the first sixty years of Hong Kong's story. How steam and steel upped the ante a bit, though not that much, in the first half of the 20th century. And then how, as of the late 1960s, with a revolution in shipping operations, ship design and build, vastly expanding sea trade, and greater specialisation, especially in the bulk trades, ship size began to increase exponentially. You can also see, as of the turn of the 20th/21st centuries, how that trend seems to be levelling off as the limitations of and changes to port infrastructure, canals, trade patterns and so on are combining to cause a pause. Think of international air travel and the Airbus A380.

Back to that interesting uptick in names with Hong Kong in them from the late 1990s to today in Fig 2. If you are savvy about the HK maritime industries, you might think this has something to do with the creation of Hong Kong's own shipping register as of 1990. Interestingly, that doesn't seem to be the case. Of the 2,400 or so ships on the HK Register only five have Hong Kong in the name ... and one of those is the yacht *Spirit of Outward Bound Hong Kong*. That's a pretty small part of the 28 *Something Hong Kong/Hongkong Somethings* I've managed to identify that are still chugging about the world's waters.

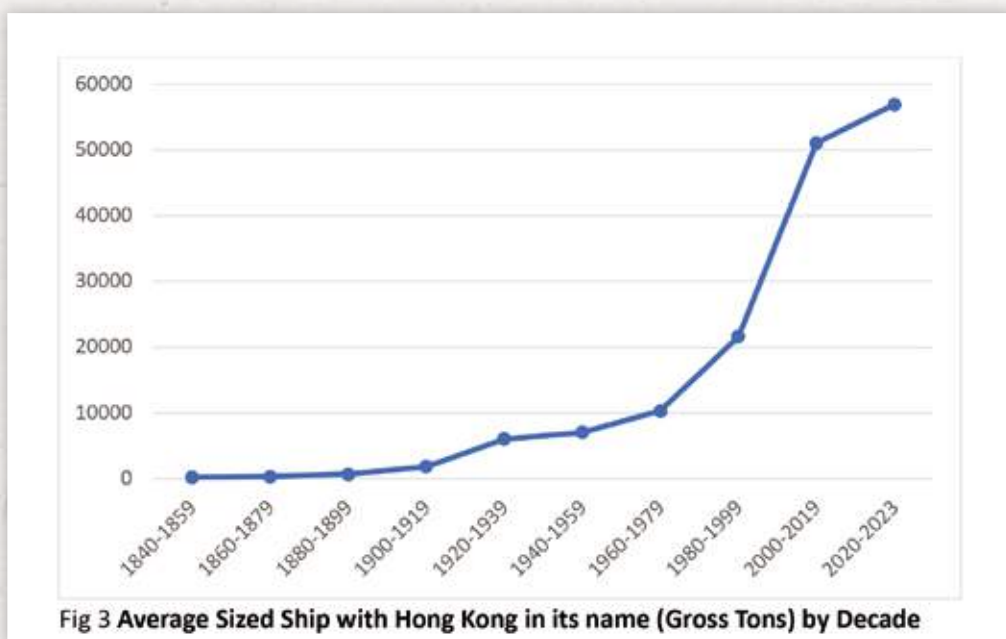


Fig 3 Average Sized Ship with Hong Kong in its name (Gross Tons) by Decade



Figure 4: The 15 ensigns worn by the c. 100 *Something Hong Kong Somethings*



Figure 5: The 31 ensigns worn by the c.4,000 ships in the Hong Kong owned fleet

So, what's the answer? At a guess, it's a combination of Hong Kong's still impressive locally owned fleet of nearly 3,000 ships sporting 31 different ensigns, less than half of which are on the HK register, the global nature of the modern shipping industry and HK's status as a major hub container port. Those combine with what we might call a turn to corporate crassness in the world of ship names – the need not just to flourish the corporate 'brand' in hull and upperworks livery, funnel colours and house flag, but to shove it right in your face with such ghastly monikers as *Ourbrand Gainful*, *PDQC Taxdodge* and suchlike. And finally comes the tax avoiding, deliberately legally opaque world of modern ship-owning, in which changing flags and ship names seem sometimes almost as obligatory as changing one's underwear. That's why around ten of the ships appear two or three times in the list, either being *Hong Kong Something* and later *Hong Kong Something Else*, or maybe *Something Hongkong*, then some other names before becoming *Something Hongkong* again.

My favourite is the 1976 *Hongkong Beauty* that in 1979, somewhat incongruously, became *Hongkong Beauty I*, as far as I can see as a result of being shifted from one company to another within a large ship-owning outfit's books.

Some final points (phew!, you breathe):

Getting into detail like this is also a fascinating insight into the development not just of shipping in general, but of the ships themselves. All wood, composite (iron frames and wooden planking), rivetted iron, rivetted steel, and welded steel construction. The need for sail with early steam engines and the shift from paddle to screw. The variety of sailing rigs. Though curiously – I have no explanation – the sail-powered *Hong Kong's* were all ship, barque or schooner rigged. No brig, the two-masted workhorse of the days of sail, seems ever to have had Hong Kong in its name.

The steam and motor ships cover a huge variety of designs: classic three-island types, early and late machinery aft types, old style to



The City of Hong Kong



One of many old Victory ships: *Hongkong Honour*, ex-*Waycross Victory*



Hongkong Success 1972 – a 1st generation boxship converted from an old break-bulk general cargo ship

enormous ULCC tankers, bulkers of all kinds, boxships, cargo passenger ships and all. In that last category, the elegant *City of Hong Kong*, launched in 1924 for the Hull-based Ellerman Lines, never came near Hong Kong. After working the Britain to India route before the outbreak of WW2, she served in convoys in the Atlantic, Mediterranean and Indian Ocean theatres, including as a storeship for Britain's invasion of Madagascar in 1942. She ended her life, as the Italian owned *Centauro*, being broken up in Genoa in 1955 after wrecking on a reef in Bermuda earlier in the year. The largest design group amongst the *Something Hongkong*

Somethings is some twenty ex-Victory ships. Curiously, the list includes no wartime Liberty ship or post-war SD14. But there are tankers from WW2 T2s to modern behemoths, and every generation of boxship, right up to the *OOCL Hong Kong's* brief spell as the world's largest in 2017-18.

There's even a floating restaurant – the 1962, Hong Kong built *Hong Kong Lady* – that was wrecked in Typhoon Wanda, but was salvaged to become *Singapore Lady* until she went out of business in 1972.



OOCL Hong Kong, a 6th generation boxship and in 2017 the world's largest.



Hong Kong Lady after Typhoon Wanda...



Singapore Lady in her pomp



The 1919 *North Pacific*, photographed in the late 1930s, became the *Hongkong Star* in 1961.

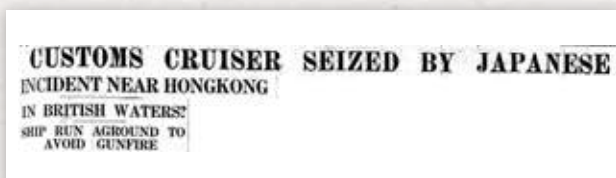
There are wildly different lifespans. Such as barely seven months for the 1882 *Hong Kong*. Also the remarkable 49 years of the *Hongkong Star*, built in Portland, Oregon in 1919 as the WW1 standard ship *Doylestown* for the US Government. In September 1968, after surviving the shipping slump of the 1920s and the Second World War, she foundered carrying fertiliser on a short voyage from Palembang to Tanjung Priok (Jakarta) in Indonesia.



HMS Premier which became ...



... Hongkong Knight



SCMP, 12.12.1937

Other examples include the 1971 *Hongkong Knight* that began life as the WW2 escort carrier USS *Esterio*/HMS *Premier*. The Shanghai built Chinese Maritime Customs cruiser *Cha Hsing* that was driven ashore at Castle Peak by the Japanese during the blockade in 1937, captured by them but abandoned, then towed to Macau where it spent the war as a storage hulk, before post-war serving from 1948 to 1960 as the local river ferry *Hong Kong*.

Ships with Hong Kong in the name are a fun way to study both the history of Hong Kong and the history of shipping. Even though I've only found some 127 of them, in looking at their details not much of either our local story or that marvellously complex global story gets left out.

"Hongkong" of Hongkong

She was specially constructed for the Canton Delta, though her builders could hardly have imagined her as she is to-day. She was required, as one of her designers bitterly remarked, to carry the equipment and armour of a battleship and yet to float on a heavy dew. The result of combining minimum requirements with maximum possibilities produced the anti-smuggling ship *Chahsing*—a fast and business-like Chinese Maritime Customs cruiser—and the "heavy dew" had to be increased to six feet of water to float her.

Chahsing was carrying out her duties when the Japanese started the blockade in September 1937. When a Japanese heavy cruiser anchored just outside the northern boundary of Hongkong waters, discretion became the better part of valour, and *Chahsing* was hastily withdrawn. However, familiarity breeds contempt. Considerable

SCMP, 26.1.1949.



Welcome to the New Members

January

Koo Yin Lun, Antonio
Helena Smith
Andrew Burgin
Danielle Bedard
Jennifer Ganz
Andrew Hong
Emily Kwan
Jacky Lee
William Leung
Jacob Laustsen
Kishore Rajvanshy
Tommy Yeung
Yuichi Yamashita
Peter Yuen
Ivan Yeung
Chan Tsz Hei
Bennett Wang
Atilla Cikar
Isaac Sin
Soham Manngaraj
Liam Owen
Marina Wilson Guang
Andrw Huen
Pong Kit Ho, Anna
Ho Wai Lok, Tommy

February

Lee Ho Tak
Jacqueline Lee
Bernard Mah
Benjamin Rudd
Jamie Ho
Andrew Pitchford
Nelson Wong

March

Brian Lam
Heather Fair

April

Solina Chau
Chan Wai Lo
Charles Edwards
Jimmy Lam
Candy Li
Michael Saunders
Addison Lee
William Zhang
Peter Michael
Michael Saunders
Addison Lee
William Zhang

Peter Michael Budd
Paul Urban Geiwald
Yiu Yim Yim Yvonne
Yung Wing Yun, Catherine

May

Tang Kai Fun
Eric Lam
Peter Chan
Wallace Hong
Stewart Hardy
Alfred Pow
Steve Wong
Raegan O'Brien
Jacqueline Dunn
Dennis Kwok
Carol Ng
Jenny Tsang

Farewell for the Leaving Members

January

Andrea Ng
Clive Chan
Paul Blandford
Matt Connolly
Gemma Simmonds
Sonny Lee
Chong Wui Seung
Yung Leung Wai
Adrian Pinna
Ivan Yeung

February

Thomas Scharsig
Woo Kam Tai, Peter
David Campbell
Ian Hendry
Vincent Lee
Jonathan Lee
Todd Barr
Alessandro Tirelli

March

Neil Thomason

April

Geoffrey Liddle
Bianca Long
Willi Peter Schulz
Ma Hong Hang, Gary

May

Vincent Cheng
William Clark
Dougles Leung
Belmira Iong
Lester Kwok
Samuuel Choi
Christopher McGaffin
Annie Hsu



F&B PROMOTION

JULY PROMOTIONS

The Galley & The Patio
Asian Summer Menu

The Four Peaks Restaurant
Summer Dishes

AUGUST PROMOTIONS

The Galley & The Patio
Western Summer Menu

The Four Peaks Restaurant
Summer Dishes



Aberdeen Boat Club 香港仔遊艇會

Bring Your Own Container



Receiving
5%
discount

For all takeaway orders.



Aberdeen Boat Club 香港仔遊艇會

Beer & Wine of the Month Promotion - July

CIDER OF THE MONTH
\$75 / Bottle

ASPALL
黑莓蘋果酒
PERRONELLE'S
BLUSH CYDER

A fruity, medium-bodied cyder with sweet notes of apple and blackberry.



brandwerthik brandwerk

Wine of Month
Clos du Mont-Olivet
Rive Droite
JGP du Gard 2019

*What Makes French Wine So Great?
Try it yourself.*

Petit Charlis
\$80/Glass
\$360/Bottle

Rive Droite
\$80/Glass
\$360/Bottle

Fruity with ripe apples. Crisp, refreshing and minerality offset taste.

Supple ripe red fruits with gentle spice on the palate. Elegant tannins and good balance.



brandwerthik

Beer & Wine of the Month Promotion - August

CIDER OF THE MONTH

HENRY WESTONS VINTAGE CIDER

The UK's number one apple cider in a glass bottle, crafted only from apples grown in a single year's harvest, then slowly matured in aged oak vats to deliver the exceptional character.

Aroma Rich & full of fruit

Taste A refreshing medium dry cider that is smooth and rounded in flavour packed with magnificently exceptional character

\$75 / bottle




WESTONS CIDER EST. 1840 brandwerthik brandwerk

Wine of Month
Can Sumol
Sumoll Garnatxa
2020

What makes Spanish wines so different?

Attis Albarino
\$80/Glass
\$360/Bottle

Can Sumol
\$80/Glass
\$360/Bottle

Tasty, powerful and round, with a wonderful perfectly integrated acidity. Great aromatic persistence.

A complete wine: elegant and delicious, harmonious and complex.

Juicy red wine with an intense nose of wild fruits and herbs from the Mediterranean forest.

In the mouth it is fine, light and elegant. Long finish and a pleasant acidity.



brandwerthik



JULY & AUGUST

Cocktails & Mocktails

Blueberries on the Beach

Blueberries, Syrup, Blue Curaçao, Lemonade, Rum

\$60/\$45 (Non-alcohol)



Limoncello Sunrise

\$60/\$45 (Non-alcohol)

Limoncello, Orange Juice, Grenadine, Vodka



Coconut Mojito

\$60/\$55 (Non-alcohol)

Syrup, Lime Juice, Coconut Milk, Mint, Coconut Rum



Fresh Coconut

\$55



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

Aberdeen Boat Club 香港仔遊艇會

Summer Okinawa Japanese Buffet

with complimentary Wine-Tasting



The Galley & The Patio
Saturday, 22 July, 6pm

Adults: **HK\$318** only

Concessionary price for members
over 65 years of age: **HK\$258** only

Children
(3-12 years old): **HK\$218** only



Summer specials with
Japanese assorted sashimi,
sushi & variety of traditional
Okinawa cold and hot dishes
with a live Okinawa Soba
station; finish with a range of
desserts inspired by Japanese
cuisine.

Photo for reference only

Scan to book



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

Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION



Spectacular Seafood Buffet

WITH SPECIAL CHILLED LOBSTER!



Photo for reference only

Middle Island | Saturday, 29 July | 12nn

Adults: **HK\$398** only

Concessionary price for members over 65 years of age: **HK\$348** only

Children (3-12 years old): **HK\$298** only



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

Aberdeen Boat Club 香港仔遊艇會



Mediterranean Night with Lamb on Spit

with complimentary Wine-Tasting

The Galley & The Patio
Saturday, 12 August, 6pm

Adults: **HK\$318** only,

Concessionary price for members
over 65 years of age: **HK\$258** only

Children (3-12 years old): **HK\$218** only

All-you-can-eat buffet, featuring cold and hot dishes prepared with authentic Mediterranean herbs and cooking style, perfect matched by roasted lamb on Spit, and accompanied by carefully paired desserts.

Scan to book



Photo for reference only



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

Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION



Photo for reference only

Spice it up!

Discover the Flavours of India's Culinary Heritage

The Galley & The Patio
Saturday, 19 August, 6pm



Pepper your senses with the magical spices of Indian Food. Savour captivating curries, Tandoori and naan prepared by our Indian Chef Yadau, followed by ABC's well-loved Pani Puri and Dosa Station plus our special dessert station. Fork and spoon optional.

Adults: **HK\$318** only

Concessionary price for members
over 65 years of age: **HK\$258** only

Children (3-12 years old): **HK\$218** only



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

Aberdeen Boat Club 香港仔遊艇會

Celebrate La Tomatina

with ABC's Spanish Tomato Buffet



Photo for reference only

Middle Island
Saturday, 26 August
12pm

Come celebrate La Tomatina – Spain's tomato throwing festival – not by lobbing tomatoes around Middle Island, but by enjoying our Chef Aurelien's skills through feasting on a variety of tomato-based starters and main courses along with classic dishes from different parts of Spain, and of course delectable desserts.

Adults
HK\$318 only

Concessionary price
for members over
65 years of age

HK\$258 only

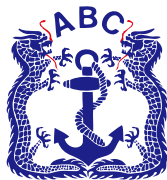
Add just **HK\$118**
for free-flow Sangria.
Salud! (Cheers!)

Children
(3-12 years old):
HK\$218 only



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

Aberdeen Boat Club 香港仔遊艇會



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



Part A (Master)

Dates : 17, 18 August 2023 16, 17 November 2023
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\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

Part B (Engineer)

Dates : 24, 25 August 2023 23, 24 November 2023
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\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the PEAK Examination Centre, Vocational Training Council ("VTC") after completion of the course. Successful candidates after they get the license which issued by Marine Dept. will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative examination. Practical boating is not required for the examination.
3. Examinations are normally held on selected weekdays, you may register your examinations to the PEAK Examination Centre ("VTC") by post or online registration. Document required for the examination application:- a ready examination application form, a copy of your identity document, examination fee HK\$1,100 (HK\$550 for Part A and HK\$550 for Part B), cheque payable to "Vocational Training Council". 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. For applying the examinations to the PEAK Examination Centre ("VTC"), please visit <https://www.peak.edu.hk/exam/en/md> for more information.

Eye test certificate requirement: <https://www.mardep.gov.hk/en/forms/pdf/md687.pdf>

Note: Get your eye test certificate before booking the examinations

The address of the PEAK Examination Centre ("VTC"):
VTC Tower, 27 Wood Road, Wanchai, Hong Kong
Tel. no. 2919 1467 Email : cpdc@vtc.edu.hk

N.B. Before booking and fixing your examination date, you have to allow enough time for finishing all the model questions, so as to prepare the examinations efficiently.



Pleasure Vessel Grade II Operator Certificate Courses

Application form

Part A (Master)

Surname: Mr/Mrs/Ms _____ Forename(s): _____

Account number: _____ Telephone: (Mobile) _____ (Office): _____

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:30pm

() 17, 18 August 2023 Thursday & Friday

() 16, 17 November 2023 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address: 20 Shum Wan Road, Aberdeen, 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 Part B (Engineer) to be held at 7:00pm – 10:30pm.

() 24, 25 August 2023 Thursday & Friday

() 23, 24 November 2023 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

Home Wine Delivery July 2023

Free Wine Tasting (Saturday, 22 July) 6pm

SPARKLING	Price	Qty	Amount
Gosset Cuvee Extra Brut (Champagne, France) White flowers of Hawthorn with gourmet notes of pear and vine peach. It retains liveliness and freshness to balance its vinosity. 90 points - Wine Spectator	\$398		
WHITE WINE	Price	Qty	Amount
Laroche La Chevaliere Chardonnay 2022 (Languedoc, France) Lovely, expressive nose of peach and apricot aromas. Good balance, with delicate acidity and a smooth texture. Bronze Award - International Wine & Spirit Competition 2023	\$89		
Pierre-Jean Villa Condrieu Jardin Suspendu 2020 (Rhône, France) Lively aromas of yellow fruits and white flowers. It reveals an intense finesse and minerality as well as a good length in the mouth.	\$670		
Livon Collio Pinot Grigio 2021 (Friuli, Italy) Fragrant bouquet, with citrus, apples, vanilla and lime flowers. Round and supple.	\$140		
Ladeiras do Xil Valdeoras Gaba do Xil Branco 2020 (Galicia, Spain) Nose of green apple and white pineapple. Intense, bright with incredible minerality. Medium-bodied.	\$140		
Quartz Reef Pinot Gris 2022 (Central Otago, New Zealand) A bouquet of white peaches, apricot kernel and honeysuckle is followed by a delicious creaminess with a hint of sweet and salty flavours with floral honey lingering in your mouth. Smooth with soft layers and elegance. Champion Pinot Gris - New Zealand Organic Wine Awards 2022	\$220		
RED WINE	Price	Qty	Amount
Madame de Beaucaillou Haut-Medoc 2019 (Bordeaux, France) Really floral and pretty with currants, cherries and some violets and stones. Medium-bodied with a creamy texture. Attractive tannins and stony undertones. 88-90 Points - Robert Parker	\$235		
Reserve de la Comtesse Pauillac 2nd Wine 2018 (Bordeaux, France) Springs from the glass with vibrant scents of ripe blackcurrants, black raspberries and baked plums, plus suggestions of pencil lead, cedar chest, ground cloves and lilacs. Medium-bodied, the palate is elegantly crafted with fine-grained tannins and lovely freshness nicely framing the delicate fruit, finishing earthy. 92 Points - Robert Parker	\$630		
Bodega Lanzaga Lanzaga Rioja 2018 (Rioja, Spain) This is so beautifully balanced with bright fruit, creamy and crunchy acidity and delicate tannins. Full and compressed with very polished tannins that go on for minutes. 95 Points - Robert Parker	\$270		
Dog Point Pinot Noir 2020 (Marlborough, New Zealand) Dark plum and baking spices are pronounced on this aromatic and alluring Pinot Noir. Heady floral perfume of violets and rose add a complexing dimension. 96 Points - Bob Campbell	\$360		
Orin Swift Palermo Cabernet Sauvignon 2020 (Napa Valley, USA) Classic and traditional Left Bank Bordeaux-style nose of ripe cassis, blackberry and assorted blue fruits with a touch of chapparal. The entry is robust with notes of blackberry pie, black cherry, and impressive weight. Soft tannins and a bright finish round out the wine with a lingering touch of orange peel.	\$590		
Penfolds Bin 704 Cabernet Sauvignon 2019 (Napa Valley, USA) This is supple and sweet shows blood plum, raspberry, red licorice and even cocoa. The wine is long, lingering and shapely. 94+ Points - Robert Parker	\$880		
Please Note: The listed items do not qualify against minimum monthly F&B charges	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.

Email: bar@abclubhk.com

FREE delivery will be offered for purchase over HK\$2,000, pls allow 3 working days for delivery.

All wines are subject to availability.

Home Wine Delivery August 2023

Free Wine Tasting (Saturday, 12 August) 6pm

SPARKLING	Price	Qty	Amount
Champagne Palmer & Co. Brut Reserve (Champagne, France) The aromas are clear and rich with hints of pear, apples, apricot, subtle notes of honey, fresh coffee, grilled hazelnuts, dried currants and buttery notes. On the palate, this champagne is ample, round and fleshy. The finale is long lasting, harmonious and structured. Silver Award – The Drink Business 2022	\$390		
WHITE WINE	Price	Qty	Amount
Col d'Orcia Sant'Antimo Pinot Grigio 2021 (Tuscany, Italy) Aromas of citrus and floral pair with a subtle minerality. Full-bodied and elegant. Perfectly balanced, with lively acidity and a fine structure. Delicate aftertaste.	\$125		
Masciarelli Trebbiano d'Abruzzo Gianni Masciarelli 2021 (Abruzzo, Italy) Delightful combination of stone fruits with a round, concentrated mid-palate, finishes with minerality.	\$125		
Ollauri-Conde de los Andes Blanco 2018 (Rioja, Spain) Tangy nose, full of white almonds, dried lemon, sliced apple, toast and a hint of seaweed savoriness. Distinctive and long with a creamy and flavourful palate. 93 Points – James Suckling	\$250		
Frei Brothers Russian River Valley Chardonnay 2020 (Sonoma, USA) Notes of ripe green apple, citrus and pear on the rich, round palate blend seamlessly with hints of tropical fruit, cream and vanilla on the lingering finish. 90 Points – James Suckling	\$190		
Montes Limited Selection Chardonnay 2020 (Leyda, Chile) The nose shows great fruit expression, with aromas of ripe peach, pineapple, and tropical fruit. Fresh palate with balanced acidity and good body. Crispy and delightful in finish. 90 Points – James Suckling	\$95		
RED WINE	Price	Qty	Amount
Chateau de Fonbel St Emilion Grand Cru 2019 (Bordeaux, France) Attractive nose of cherries, olives, undergrowth, ground coriander and chestnut mushrooms. It's medium-bodied with fine, well-integrated tannins. Fleshy and flavourful with savoury character. 90 Points - Robert Parker	\$270		
Pierre-Jean Villa Saint Joseph Preface 2021 (Rhône, France) This wine is fruity, spicy and supple with integrated and silky tannins.	\$350		
Laroche Merlot de la Chevaliere 2021 (Languedoc, France) Crimson red wine with an interesting aroma of plums, chocolate and a hint of vanilla. It's medium-bodied with a generous, supple fruit structure and good length.	\$90		
Bodega Lanzaga Rioja LZ 2021 (Rioja, Spain) Intensive nose of fruity and floral aromas. Fresh red fruits accompanied by a spicy touch that are reaffirmed on the palate with its juiciness and freshness. Well-integrated acidity.	\$125		
Babich Black Label Pinot Noir 2021 (Marlborough, New Zealand) Dark cherry, cedar and spice aromas with fresh herbs and nutmeg. Expansive palate with great volume and medium weight. Pretty and sweet cherry notes with raspberry and juicy acidity. Savoury notes of leather and earth. Soft and fine tannin add textural interest. Warm with a hint of resin on the finish. Trophy & Gold Medal - Shanghai International Wine Challenge 2022	\$170		
Clos du Bois California Cabernet Sauvignon 2019 (California, USA) It displays aromas of black currant, blackberry and toasted oak. Concentrated black fruit and a smooth texture lead to a complex and slightly dry finish.	\$140		
Please Note: The listed items do not qualify against minimum monthly F&B charges		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.

Email: bar@abclubhk.com

FREE delivery will be offered for purchase over HK\$2,000, pls allow 3 working days for delivery.

All wines are subject to availability.

OPENING REGATTA 2023

23 -24

SEPTEMBER



Supported by:

HEPWORTH
CRAFT BEER AT ITS BEST