TIME HORIZON

40 YEARS OF THE ABERDEEN BOAT CLUB

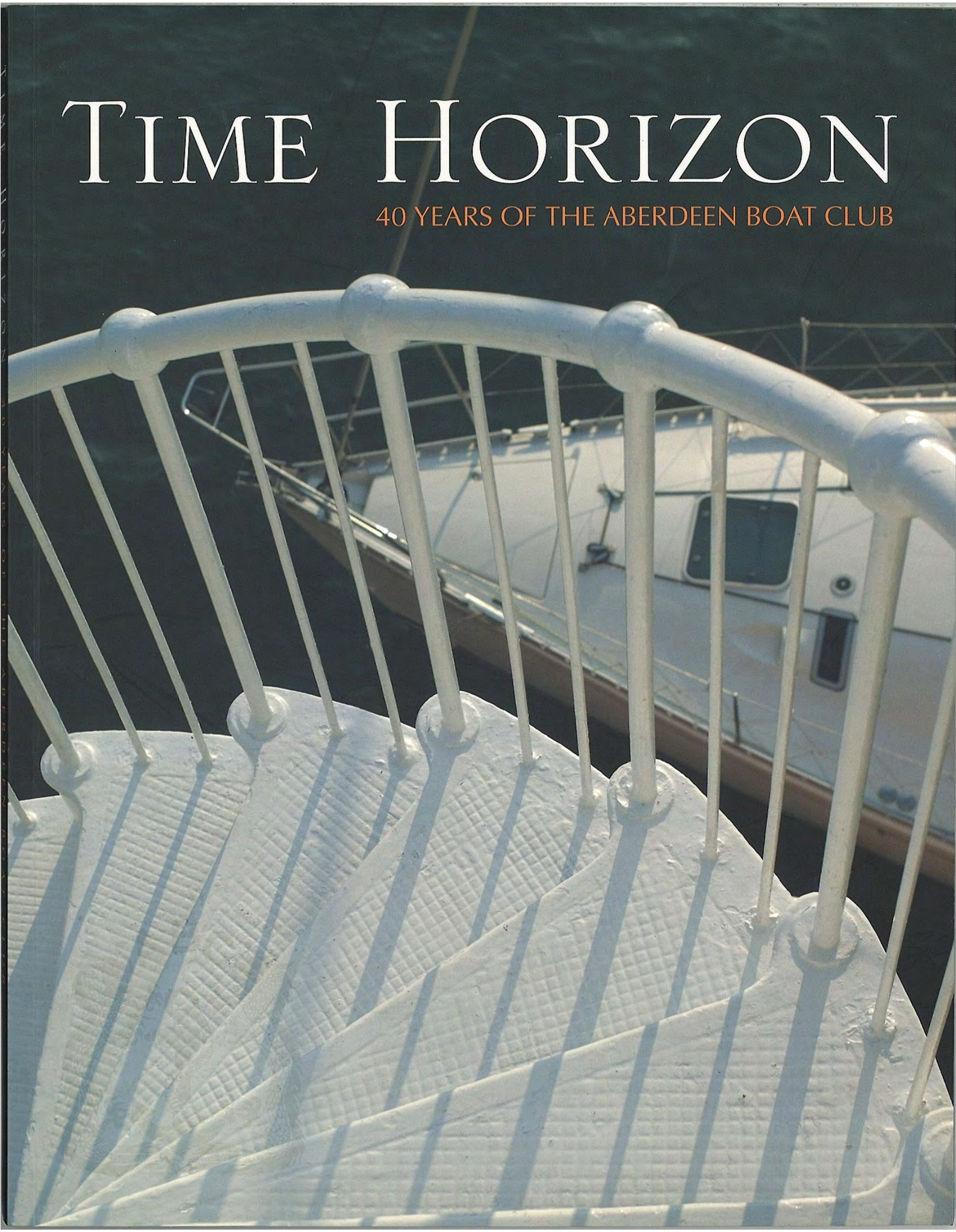




Image: The Aberdeen Boat Club



Image: William Furniss



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TIME HORIZON

40 YEARS OF THE ABERDEEN BOAT CLUB

COMPILED BY MEMBERS OF

THE ABERDEEN BOAT CLUB

JULY 2007







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This commemorative book has been commissioned, written and published by members of the Club. Any club is a reflection of the sum of its members and the Aberdeen Boat Club is no exception.

As one of the more modest clubs in Hong Kong, its members over the years have made the Club one of the friendliest and happiest clubs. The various committees, flag officers, and staff past and present who put their valuable time, ability and resources into the running of the club are to be given heartfelt thanks on this occasion of the Club's 40th Anniversary.

This book is in part a snap shot of the Club as it is today, in addition to a brief history and pictorial tribute to the club's finest moments, features, events and people.

ENJOY.

Chas Doyle
Commodore
Aberdeen Boat Club
July 2007



ABERDEEN BOAT CLUB FLAG OFFICERS – JULY 2007
From left to right: Tristan Stewart, Jim Fulton, Nick Bodnar-Horvath, Chas Doyle, Barry Hill, Park Ng

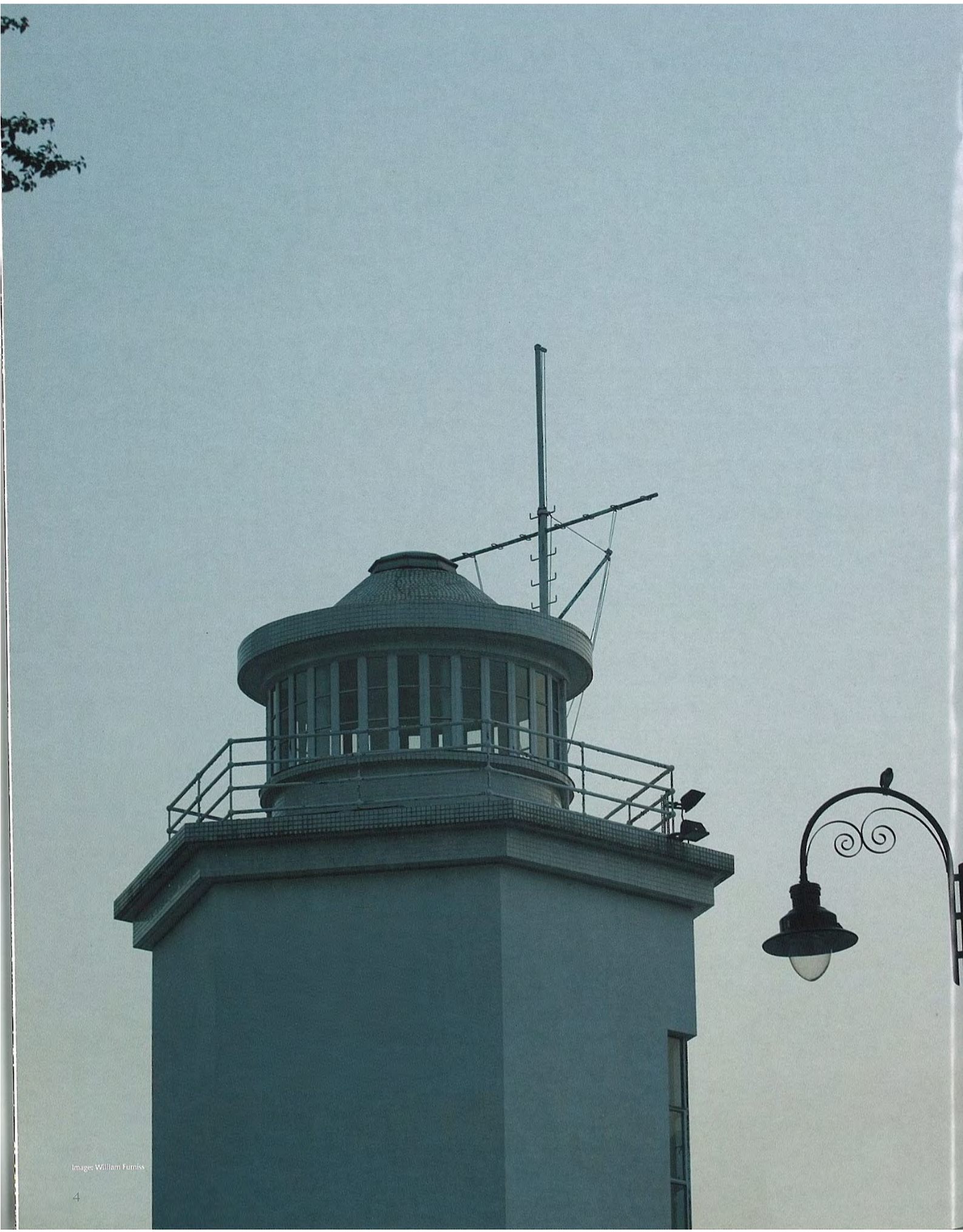


Image: William Furniss

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Image: The Aberdeen Boat Club

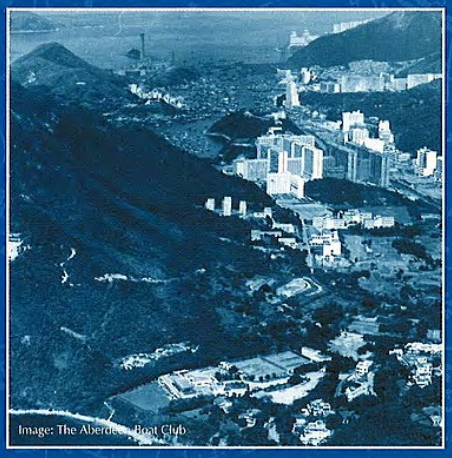


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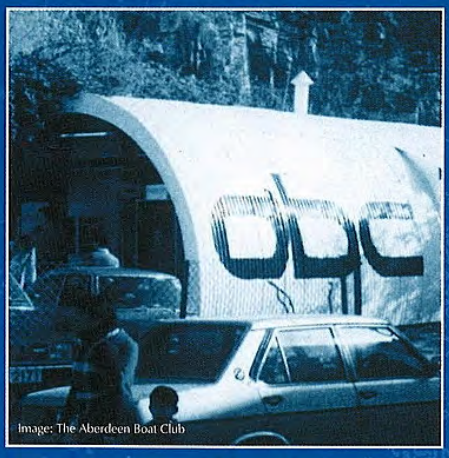
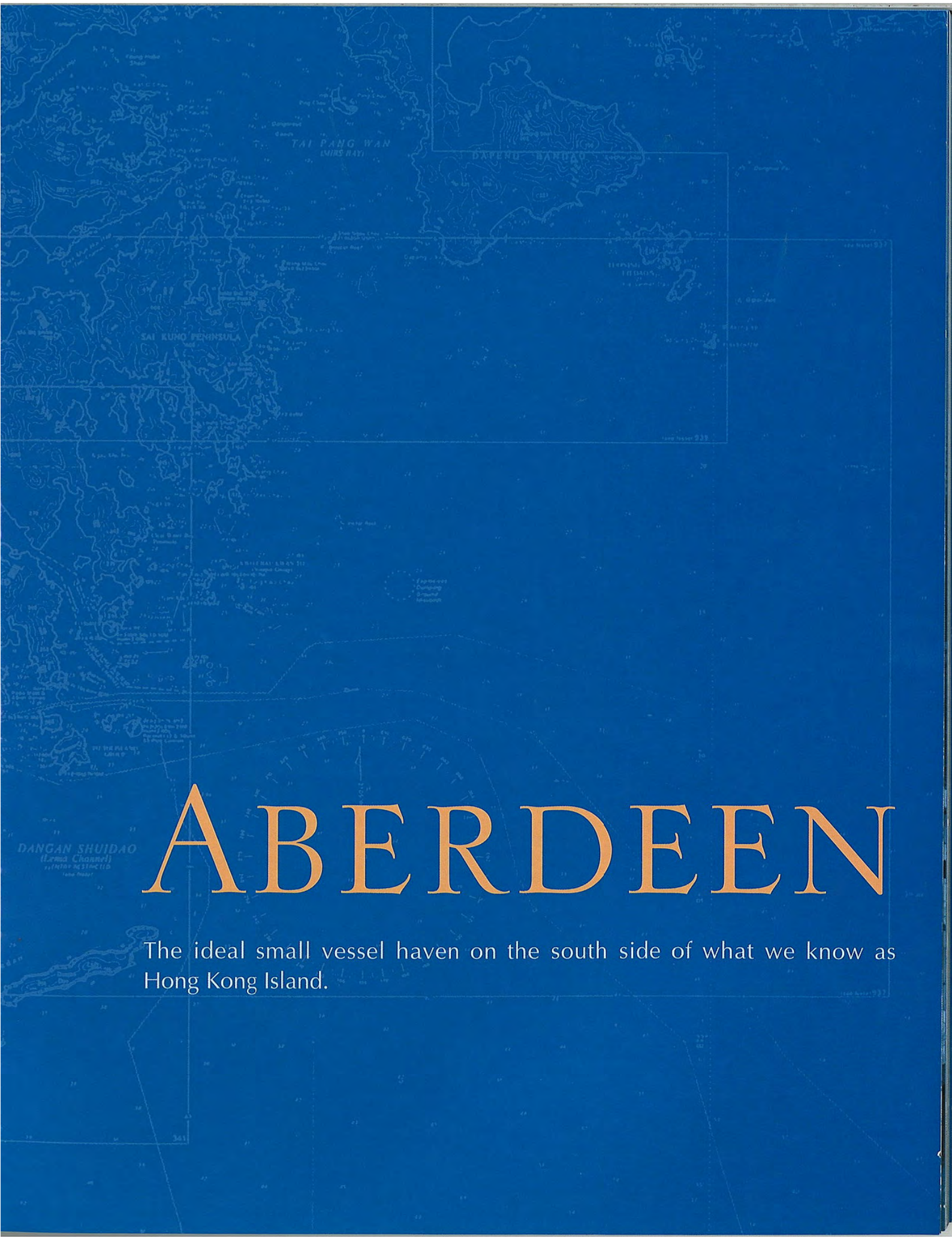


Image: The Aberdeen Boat Club



ABERDEEN

The ideal small vessel haven on the south side of what we know as Hong Kong Island.

ABERDEEN

Victoria Harbour may have been where the British first officially took possession of Hong Kong, but it wouldn't have been a yachtie's first choice.

The ideal small vessel haven was on the south side of what we know as Hong Kong Island, providing easy access, shelter in all winds, good water, gently graded shores for careening, a thriving boat-building community, mature timber for repairs and fertile fields for provisions. Busy Shek Pai Wan, fronting the hamlets of Tin Wan, Kau Wai and San Wai (the last two comprising the small village of Heung Kong Tsai), was a no-brainer.

Indeed, if the archaeological record were not so utterly destroyed, we would probably discover that folk have been living around our haven for five or six thousand years. After all, Hong Kong's oldest ceramic artefact is a Neolithic bowl found on Chung Hom Kok beach.

By the 1760s a Portuguese trader, Sr. Felis Mendoça, seems to have known of Heung Kong O, though we don't know from whom or why. Perhaps it was because ours was the original 'fragrant harbour' from which, according to one theory[1], the fragrant wood for incense sticks came. Perhaps it was the



Image: The Aberdeen Boat Club

[1] No one knows for sure which Chinese characters ought to be used for the name, literacy not being a priority for fishermen and farmers on the fringes of the Celestial Empire, who spoke a Canton dialect anyway.



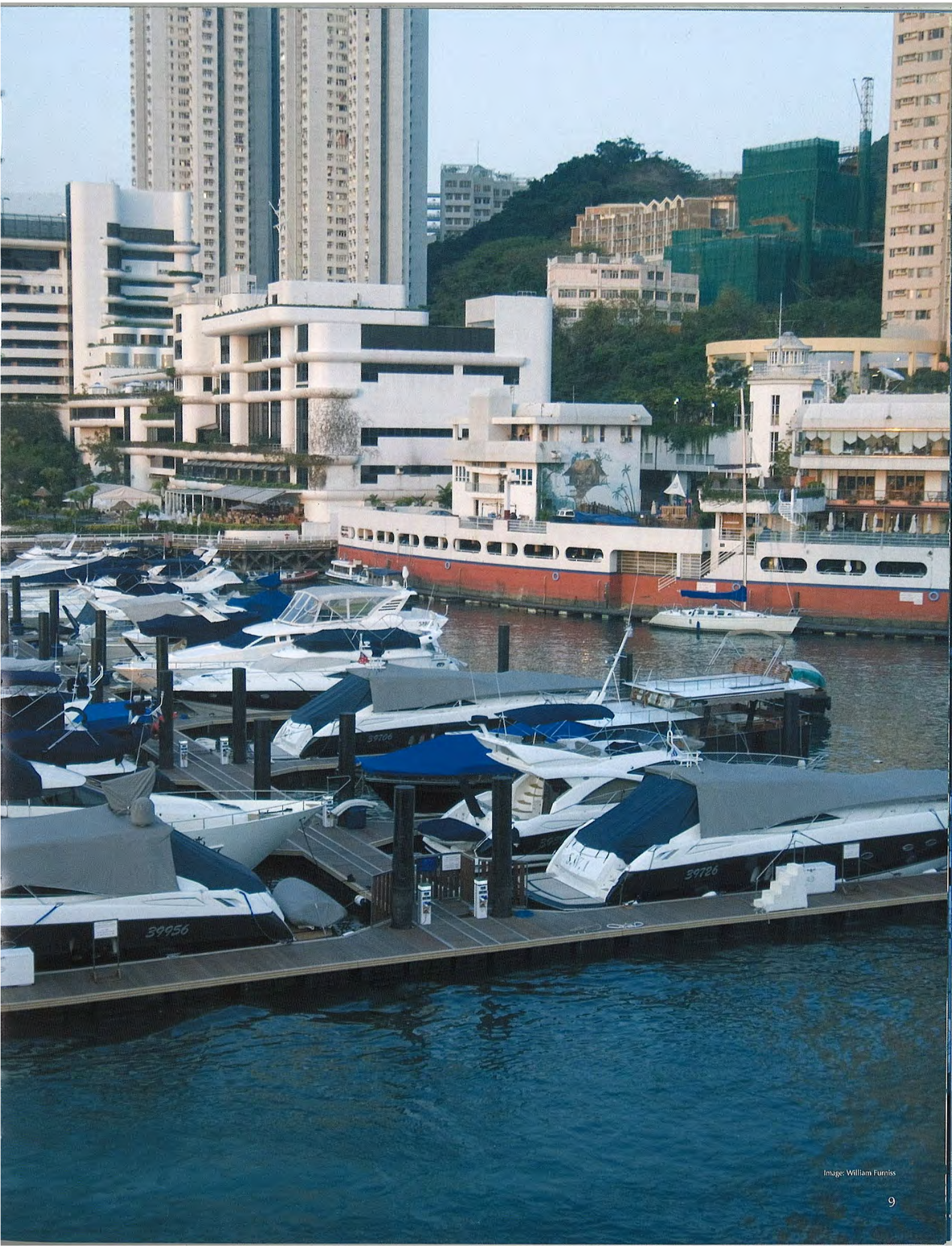


Image: William Furniss



Image: Imperial War Museum



Image: The Aberdeen Boat Club

Local people – about 2400 living on around 400 boats and 220 or so in the villages – mostly ignored the First Anglo-Chinese War that resulted in the cession of their home to the British in 1841.

fact that sweet water could always be had, a place where a river ran, red with iron, to the sea.

The first concrete evidence comes from 1792, when a sea-otter pelt and Hawaiian sandalwood trader from Massachusetts, John Kendrick, was led into Heung Kong O, probably by a local fisherman, to repair his storm-battered sloop the *Lady Washington*[2]. Kendrick, provocatively cocking a snook at Chinese, British and Portuguese alike, called it Port Independence. It is not thought that he ever called again, but he did leave a glowing write-up and instructions on how to find us – instructions which, one has to say, are a monument to how *not* to write sailing directions and to what has happened since to Hong Kong and its general atmosphere: "A white beach in Po Chong Wan (where today stands a shipyard, the ABC and the Marine Police HQ) visible from the masthead at six miles".

Heung Kong O's villagers and fishermen got on with their lives uninterrupted for another 15 or 16 years, until around 1807-08 or so, (we must surmise from the cartographic record), the Bombay Marine's Lt Daniel Ross in the *Antelope* happened by during his brilliant first survey of the Guangdong coast. He seems to have kept things to himself – our theory is because he had a secret base – because the chart he drew so carefully doesn't show Shek Pai Wan. Yet we know he knew of it, and its virtues, because he led the futile British Amherst embassy here for three days in 1816. That's why the valley of Wong Chuk Hang – now a noisome concrete trough – was once called Staunton Creek.

Ross is probably also responsible for why the name of a local village is today that of the whole SAR. What is Hong Kong Island seems actually to have been called Hung Heung Lo[3]. But because our harbour, Heung Kong O, was the original foreign stopover, on the authoritative London-produced edition of Ross's chart (by James Horsburgh, not Ross himself) its name was misattributed!

Heung Kong O no doubt happily ignored the building problems up in Guangzhou in the 1820s and '30s and instead lucratively welcomed passing foreign ships. Fishermen pilots (*yuyinren*) led them to Macau Roads. Some careened into Careening Cove, under the lee of what was once an islet off Ap Lei Chau where the bridge now lands. Many watered from the generous waterfalls at Waterfall Bay (Wah Fu), and the mouth of Staunton Creek (silenced now by the Aberdeen reservoirs). Otherwise, local life went on as it had done since the terrible, anti-piracy, scorched earth years of 1662-69, that had left the whole Guangdong coastline ruined and abandoned.

Local people – about 2400 living on around 400 boats and 220 or so in the villages – mostly ignored the First Anglo-Chinese War that resulted

[2] Fascinatingly a replica of John Kendick's ship now sails round Gray's Harbour in Washington State, USA. Its home port, believe it or not, is Aberdeen. Time for a hook-up?

[3] Shan Red Incense Burner Mountain – it's thought from its shape



Image: The Aberdeen Boat Club



Aberdeen was a bustling fishing community, always rather separate from the foreign world that prevailed on the other side of the hill.

in the cession of their home to the British in 1841. The first they probably knew of their new landlords, at a time when Stanley (Chek Chu) was still the new territory's administrative capital, may have been when a bunch of soldiers appeared from the direction of Pokfulam to garrison the harbour in late 1841.

This arrangement did not last. Relatively healthy Chek Chu was too far from the action and had a running piracy problem, which might be more accurately described as a case of local disdain for *the gweilos*. Our home, like the rest of Hong Kong, was malarial and disastrously so. The small garrison suffered badly and in 1843 was withdrawn leaving Shek Pai Wan and Heung Kong Tsai to their own devices.

Twenty years elapsed with only the occasional visits from foreign ships, most of which ventured into our waters for careening or repair purposes. The quality of our haven only asserted itself once more when Mr. Douglas Lapraik (one of the founders of the HSBC) and his partner Mr John Lamont, realised that Hong Kong was in need of decent dry-docking facilities, and in 1863, on the stretch of flattish land where the main Aberdeen shopping centre now stands and with financial support from the British Admiralty, also in need of docking facilities, opened Lamont Dock. Four years later, Hope Dock was completed and for the next ten years, Aberdeen as it was now called, became the new colony's main dockyard. It's hard to imagine today, but in 1887 the first class battleship *Audacious* at 6010 tons, length 280ft, beam 54ft, and draught 23ft, came through the NW entrance and docked where the Abba Centre now stands!

Not long after, the founding of the Hong Kong and Whampoa Docks at Hung Hom, together with the Taikoo Dockyard on Hong Kong Island's north shore in the last decades of the 19th century relegated our harbour to a commercial backwater. The increasing size and draft of ships, and the land needed for slips, workshops and storage, meant the Aberdeen docks could not compete.

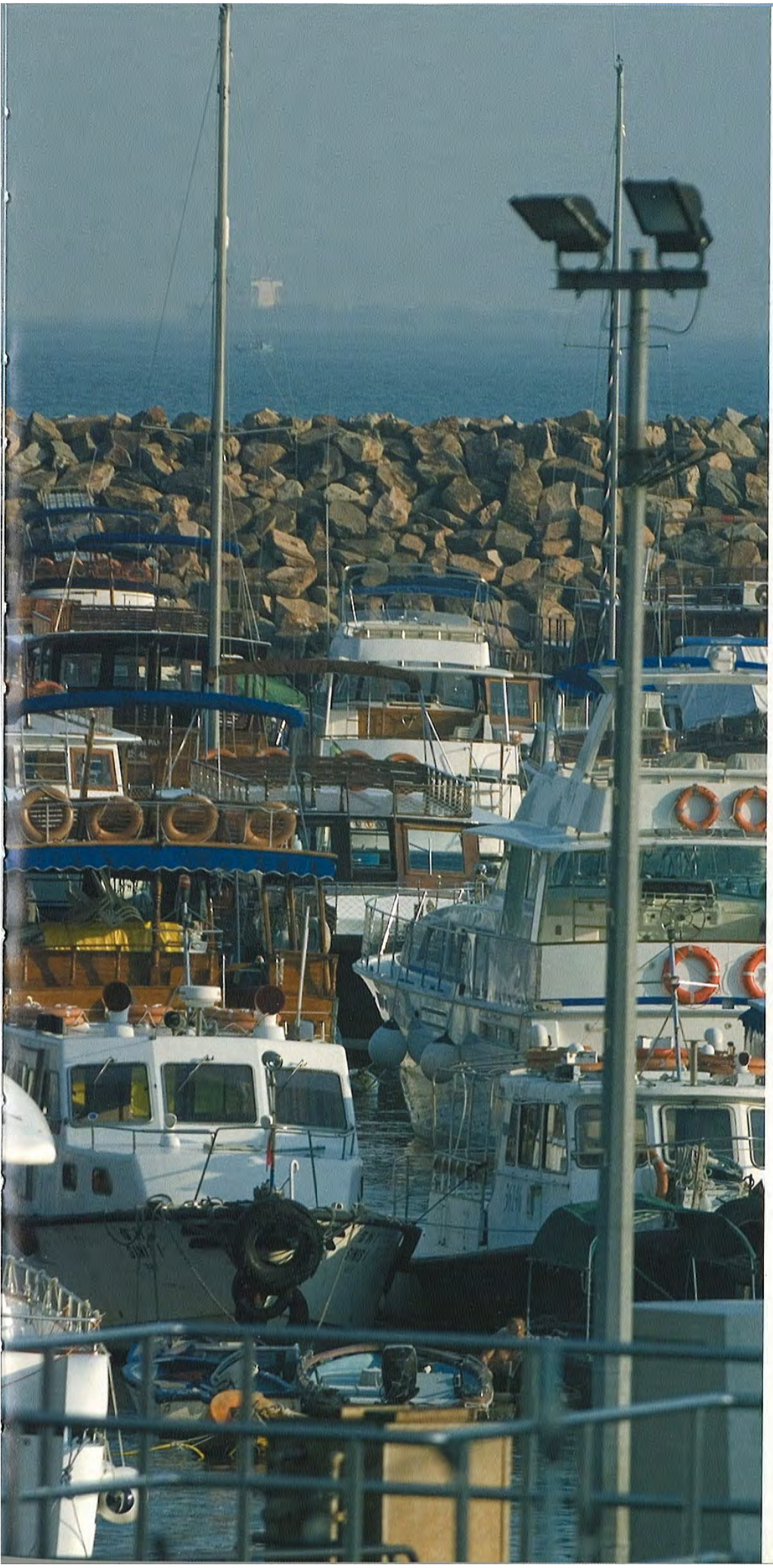
But we had our moment of glory in 1941 when the remains of the second MTB Flotilla, after a gloriously reckless battle to halt the Japanese invasion, made its dashing escape to Mirs Bay, carrying with it the one-legged Chinese admiral, Sir Andrew Chan Chak. Otherwise, Aberdeen was a bustling fishing community, always rather separate from the foreign world that prevailed on the other side of the hill.



Image: Barry Hill



Image: William Furniss



The busy shipyards that lined the shore building umpteen types of sailing – and later motor – fishing vessels are shadows of their former selves – and on temporary leases.

In the 1960s, that began to change: a change as much physical as demographic, social and economic. Comparing Sir Edward Belcher's 1841 chart of our haven with the 1966 edition, the only significant change is the two dry docks. Fifteen years later, on the chart of 1981, our harbour is almost unrecognisable: typhoon shelter walls; factory complexes; power station; nascent bridge; the beginnings of a marina in Shum Wan; reclamations; the ABC...

The disused dry docks, where those who founded the ABC first kept their yachts (what a marvellous heritage harbour marina that would have been!) are now reclaimed land. The spacious haven with its islets and welcoming shallows for careening has shrunk by over 50%. Its fragrant streams have dwindled to stagnant and polluted trickles. Aberdeen's old, tree-lined praya is now 100-200m back from the waterfront. Ap Lei Chau, in 1970 a small village accessible only by ferry, is now the world's most populous island. The enormous floating and stilt village that once blocked the wide, shallow entrance to Staunton Creek disappeared beneath towering factories, now themselves obsolete! The busy shipyards that lined the shore, building umpteen types of sailing – and later motor – fishing vessels are shadows of their former selves – and on temporary leases. Soon they will disappear. The sawyers are silent; the tap of caulking hammers is gone. By 2010 it is thought that most of the fishing craft will be gone too.

And what of the ABC, now 40 years old, which has been witness to so many of these changes? Our guess is that as Aberdeen continues to adapt to Hong Kong's fast changing challenges, our harbour will more and more become *the* home for water-based recreation, adding another chapter to the history of Heung Kong O.



Image: William Furniss


觀光遊艇



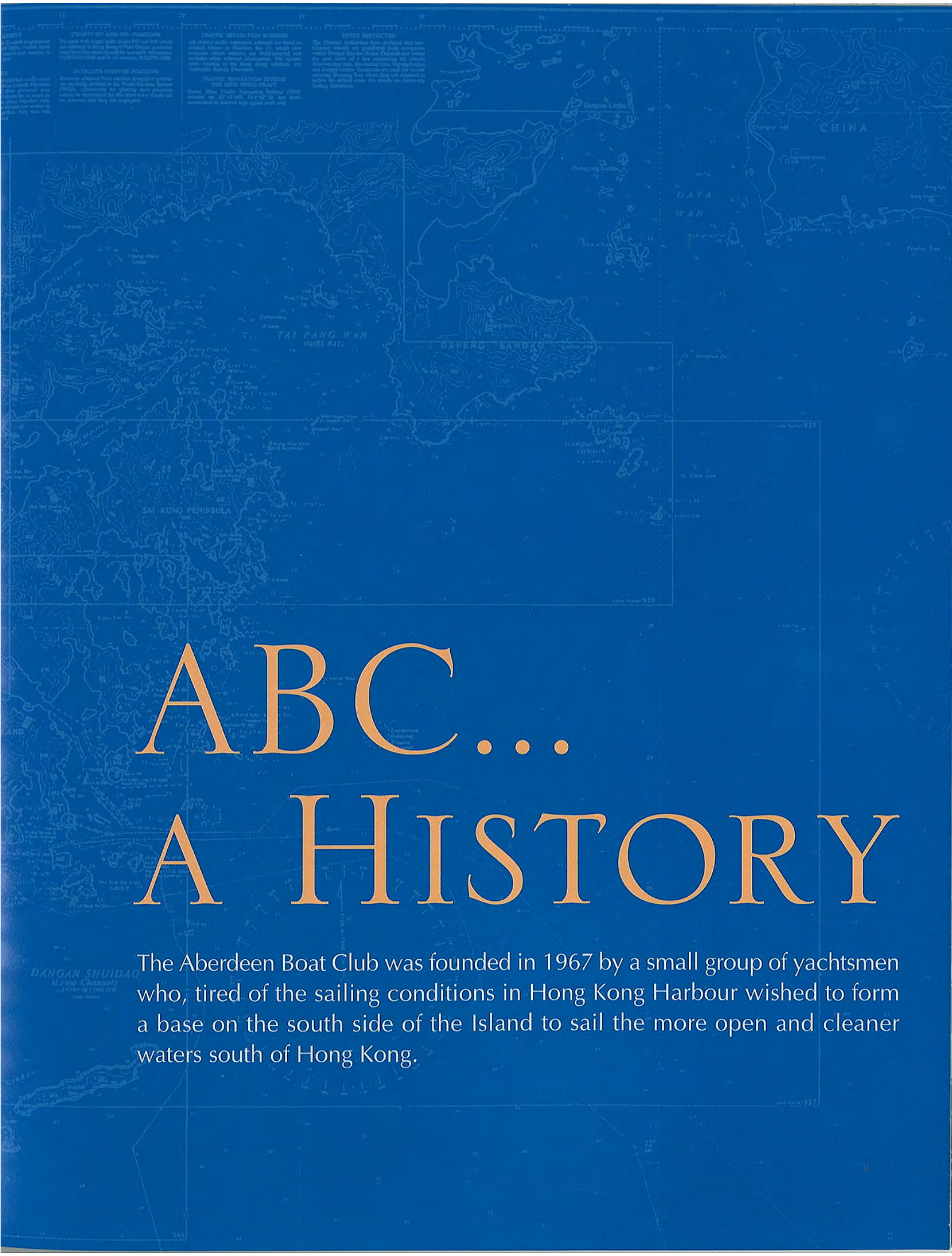
Image: The Aberdeen Boat Club



Image: The Aberdeen Boat Club



Image: William Furniss



ABC... A HISTORY

The Aberdeen Boat Club was founded in 1967 by a small group of yachtsmen who, tired of the sailing conditions in Hong Kong Harbour wished to form a base on the south side of the Island to sail the more open and cleaner waters south of Hong Kong.

ABC... A HISTORY

The name "Aberdeen Boat Club" was chosen over "Aberdeen Yacht Club" to reflect the fact that the Club wished to cater not only to sailors or 'yachties', but to anyone and everyone with an interest in boats and boating.

The founding meeting of the Club took place at City Hall on 15 June 1967, with founding members including Bill Blaauw, Henry Litton and Graham Henderson, each of whom would become early Commodores of the Club.

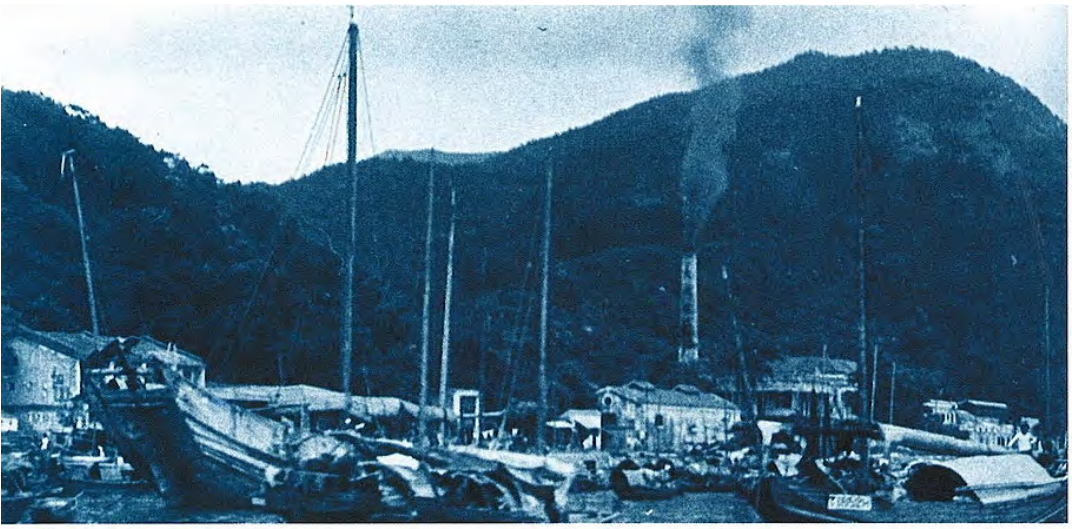
In May 1968, a small piece of land and stretch of water opposite the Marine Police Station at Shum Wan was obtained from the Government on a recreational lease, and the Aberdeen Boat Club became a reality. Very quickly, the informal, friendly atmosphere that has become the trademark of the Club was established.

Members moored their boats in the then uncrowded Aberdeen Typhoon Shelter and at the old naval dockyard that is now the Aberdeen Centre. In 1971 the Club 'took over' the Hong Kong Motor Boat and Ski Club, substantially increasing the number of power boating members. As a direct result of this takeover, an area of land on Middle Island was acquired.





Image: The Aberdeen Boat Club

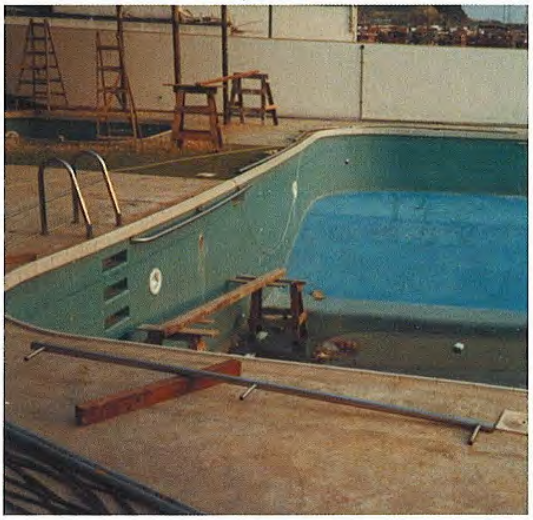









BULOVA











Back in those early days, one of the competitors would double as race officer, and, forming a start line with his boat, would weigh anchor before catching up with the rest of the fleet!

The first organised yacht race was held in December 1971, attracting just nine entrants. While there had been some racing prior to this, these were just 'friendlies' and no records of the results were kept. Back in those early days, one of the competitors would double as race officer, and, forming a start line with his boat, would weigh anchor before catching up with the rest of the fleet! The atmosphere of relaxed, friendly racing has continued over the years and the Club has always allowed anyone interested in joining a race to just pitch up at the start and enter. Early racing was based mainly on the Portsmouth Yardstick performance handicap, introduced to the Club by Ashley Wagg, who later became the Club's eighth Commodore in 1980.

One of the most striking changes to the Club over the years is the increase in the size of the competing yachts. When racing first started, the average yacht was a 22ft Pandora, with some larger 28ft Taipans. By the late 1970s, the hottest boats were Yamaha 30s and 33s. Today, they are in the 40ft to 50ft range and are more racing machines than the cruiser/racers of 20 years ago.



Image: William Furniss



Very quickly, the informal, friendly atmosphere that has become the trademark of the Club was established.

In addition to the normal cruiser racing season – now called the Waglan Series – the Club sponsors two other 'off-beat' events each year – the Four Peaks Race and, more recently, the Classic Yacht Rally.

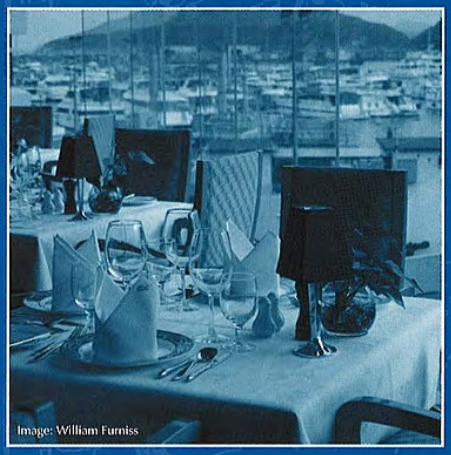
The Club has an active dinghy sailing section and there is good cooperation between the ABC and the Royal Hong Kong Yacht Club dinghy fleets based on Middle Island.

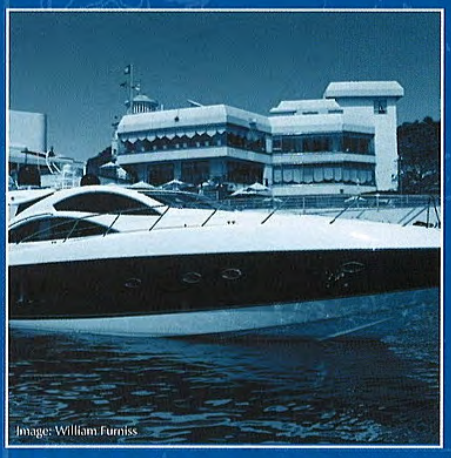
The ABC doesn't only cater to sailors, as many members join the Club because they own a junk, motor boat or speed boat. Indeed, more than half the Club members who are 'boaters' are 'motor boaters'.

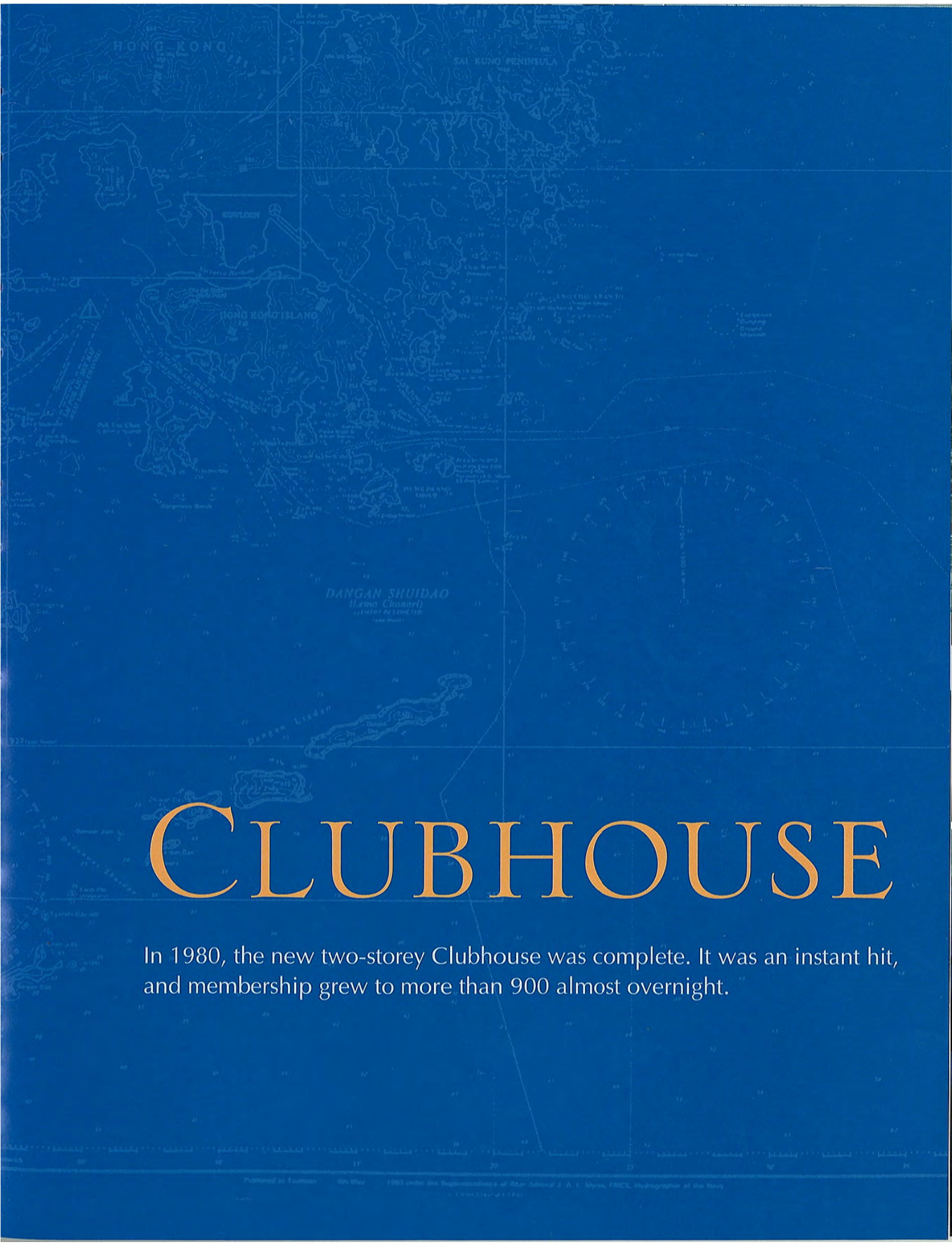
From modest beginnings 40 years ago, the ABC has grown considerably and takes pride in maintaining its reputation as one of Hong Kong's friendliest clubs.



Image: William Furniss


Image: William Furniss


Image: William Furniss



CLUBHOUSE

In 1980, the new two-storey Clubhouse was complete. It was an instant hit, and membership grew to more than 900 almost overnight.

CLUBHOUSE

In May 1968, a small Nissen Hut was purchased for the royal sum of HK$5 'or thereabouts' from the army camp in Chatham Road and the first Clubhouse was erected on the newly acquired Government-leased land.

The hut itself consisted of an area of about 1,000 square feet, a space where almost all Club activities took place and included a restaurant and, of course, the mandatory bar.

In 1970, the cost of building a permanent Clubhouse was estimated at HK$3m. While this may not seem like a lot of money today, 37 years ago the Club had fewer than 200 members and could not afford to entertain the idea.

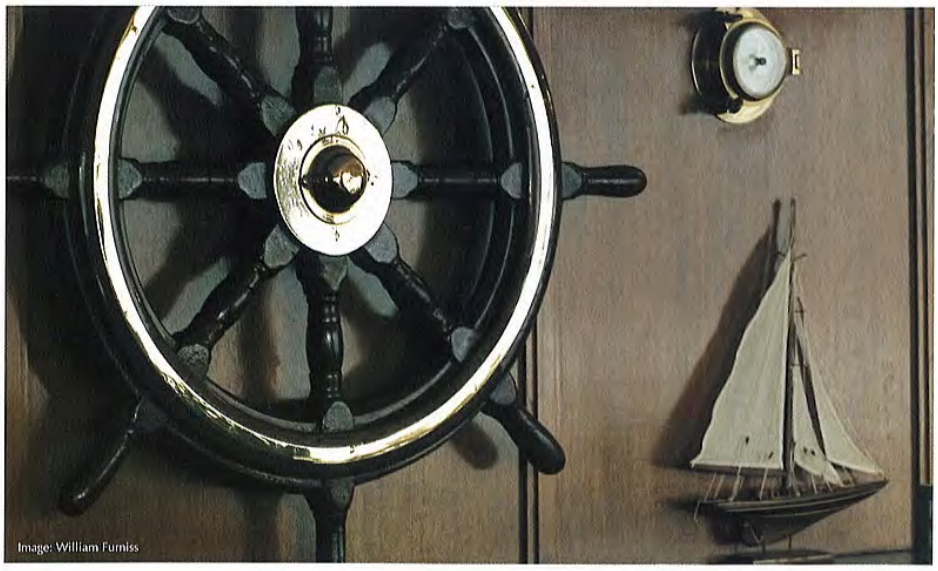


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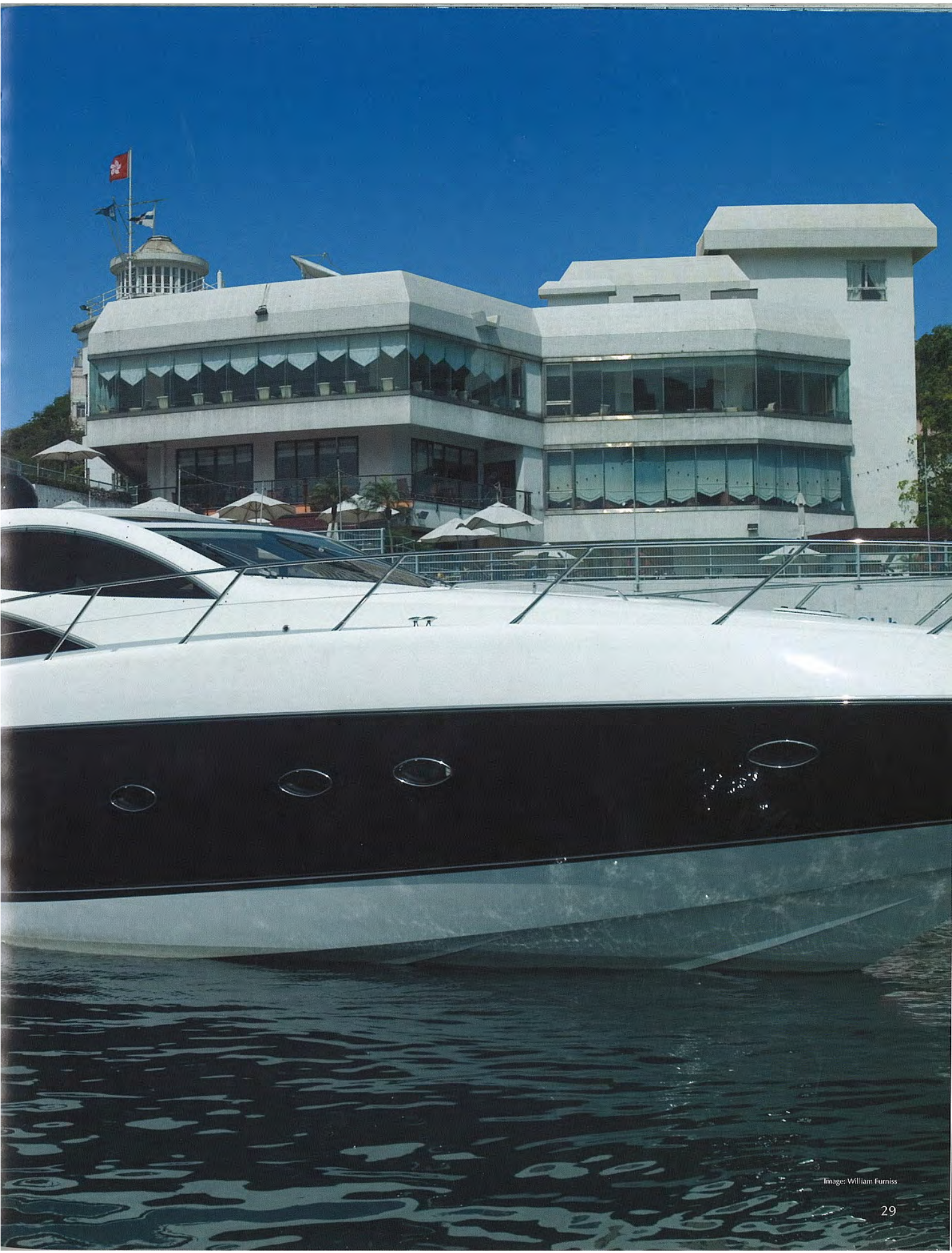


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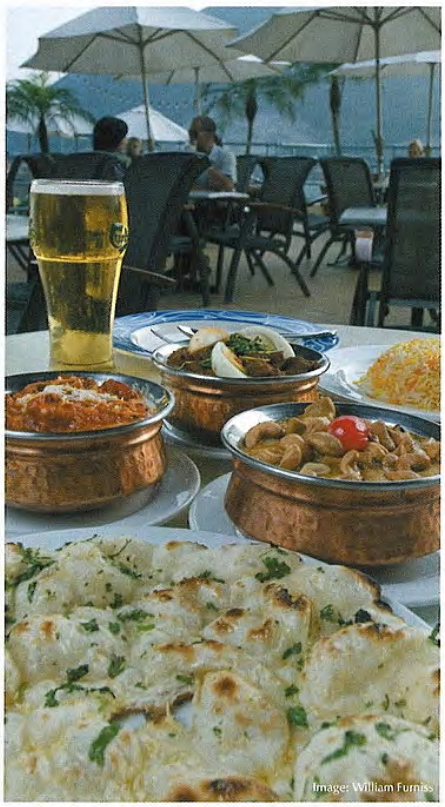
Between 1970 and 1975, other options for a permanent clubhouse were considered by the General Committee but it became clear that the only suitable site for the Club was on reclaimed land north of the Marine Police Station.

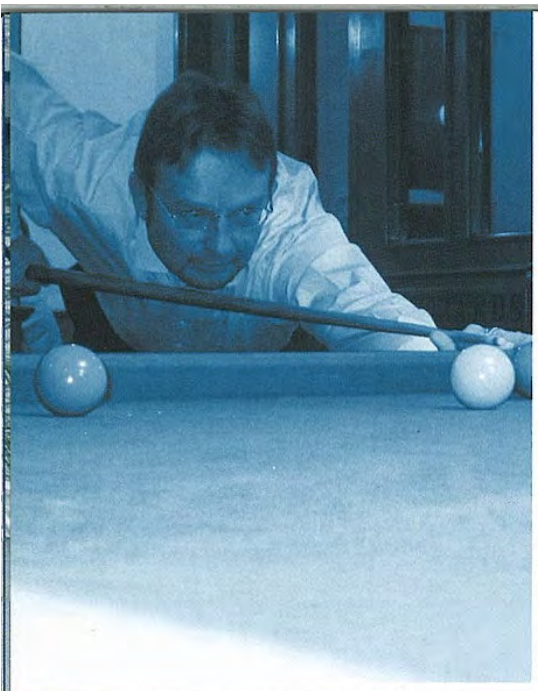
Between 1970 and 1975, other options for a permanent clubhouse were considered by the General Committee but it became clear that the only suitable site for the Club was on reclaimed land north of the Marine Police Station. Around this time, other clubs in Hong Kong were successfully raising funds to build or expand facilities by selling corporate and nominee memberships. The General Committee decided that this method could also be used by the ABC, not only to fund the necessary reclamation, but also the building of a modern Clubhouse and facilities. This scheme was finally approved by the Club membership at the AGM in December 1976.

In 1980, the new two-storey Clubhouse was complete. It was an instant hit, and membership grew to more than 900 almost overnight. Not long after, the new facility was operating at full capacity

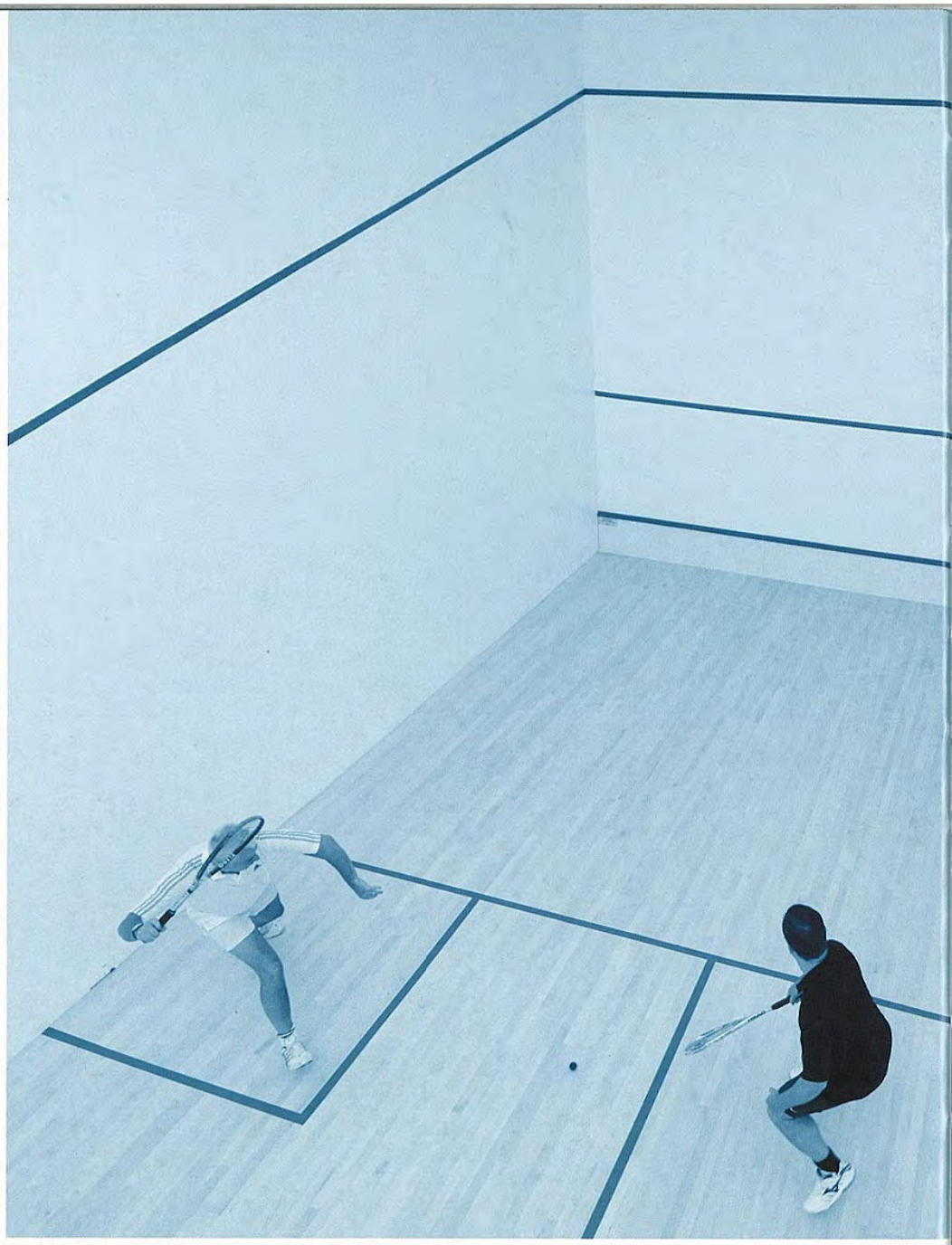

Image: William Furniss


JUMBO
珍寶
歡光迎臨
Image: William Furniss


Image: William Furniss

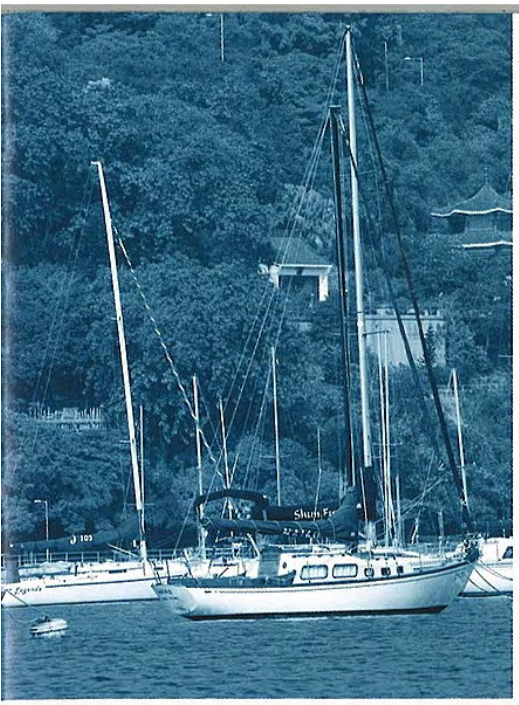



DRAGON BOAT
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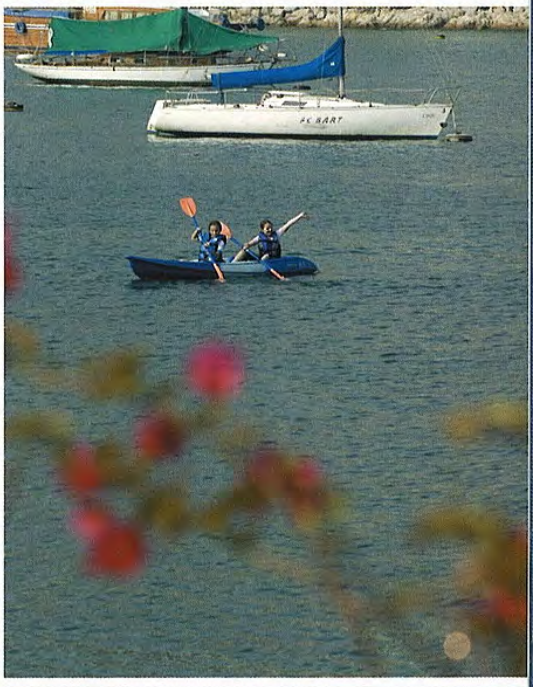


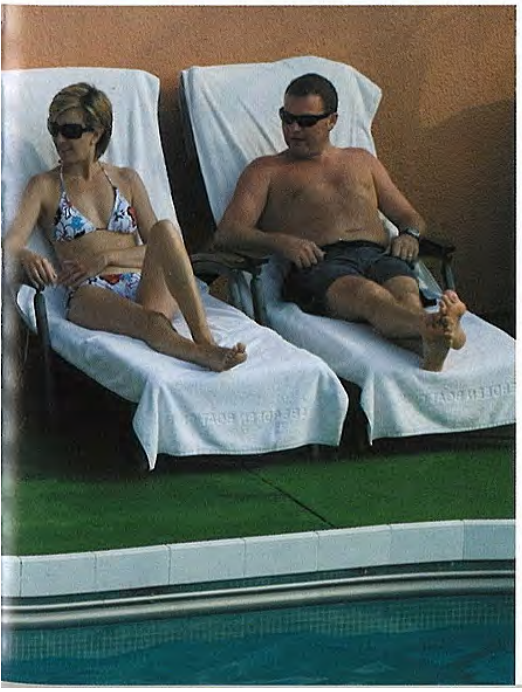




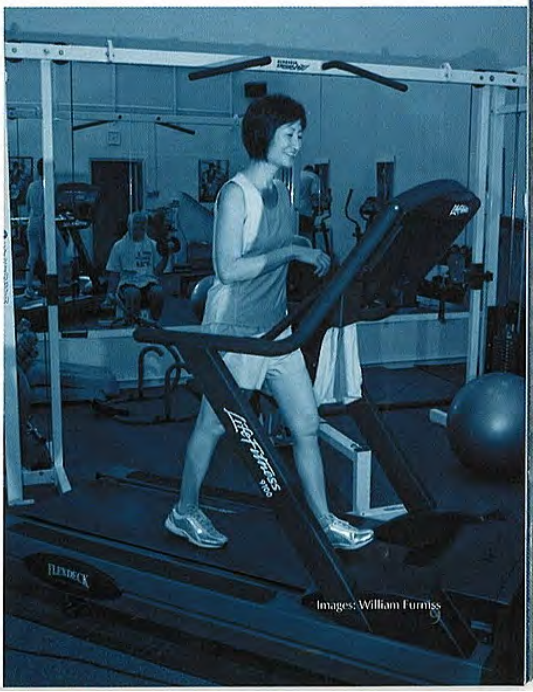












Images: William Furniss



Image: William Furniss

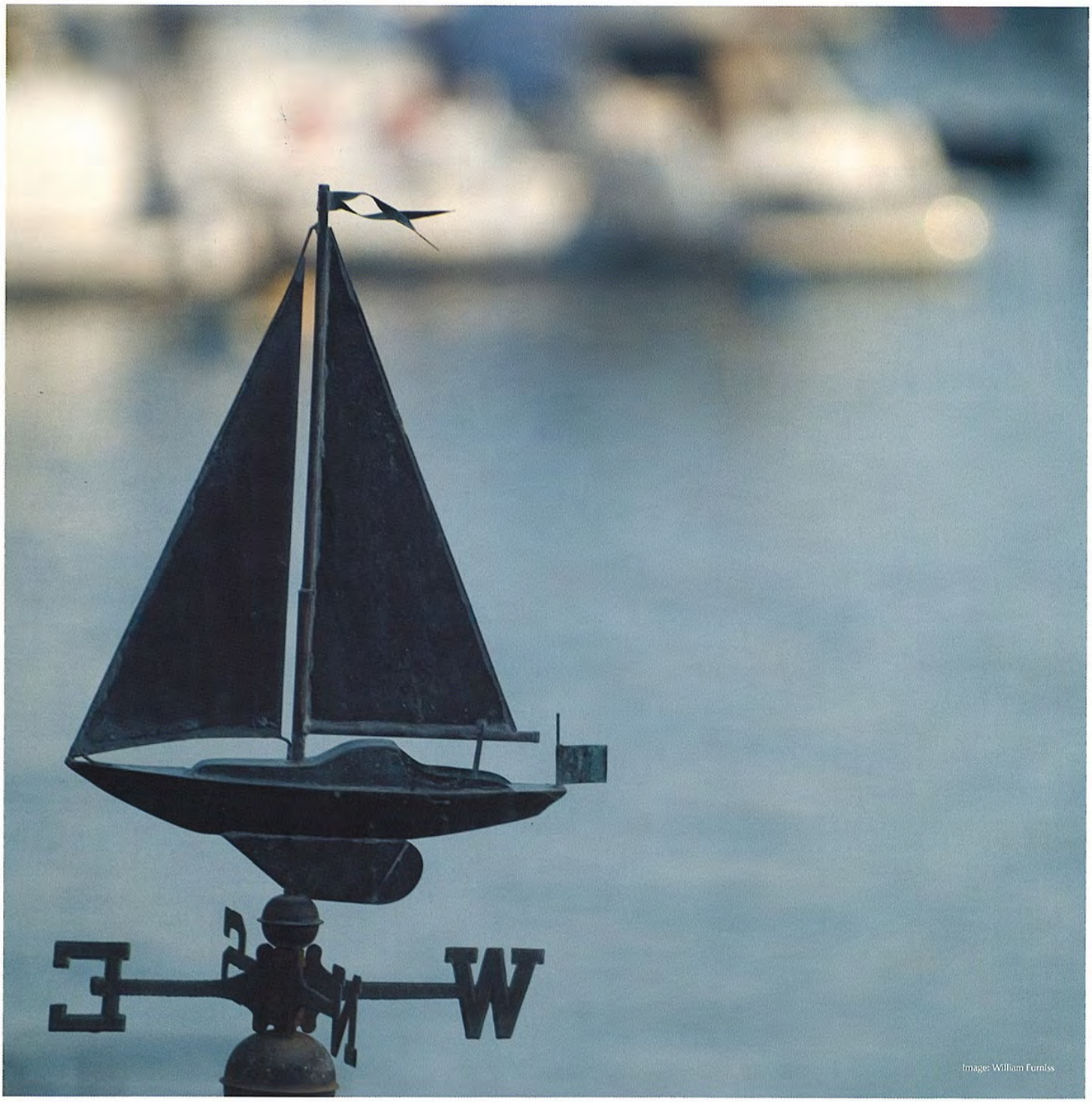


Image: William Furniss

and with nearly HK$6 million 'lying idle' in the bank, the decision was made to further expand the Clubhouse. A third floor was added to the building, housing two function rooms and a billiards room, and on the ground floor, a coffee shop and kitchen with a sun terrace above. The grand opening of the new Clubhouse was held in November 1985.

The grand opening of the new Clubhouse was held in November 1985.

In the late 1980s a small barbeque facility was opened at Middle Island. In the early 1990s, plans were made to develop the site and after approval from the Government, land was filled in and a Clubhouse and facilities completed in January 1995. Unfortunately, obtaining an occupational permit proved to take much longer than originally planned and the official opening did not take place until January 1997.



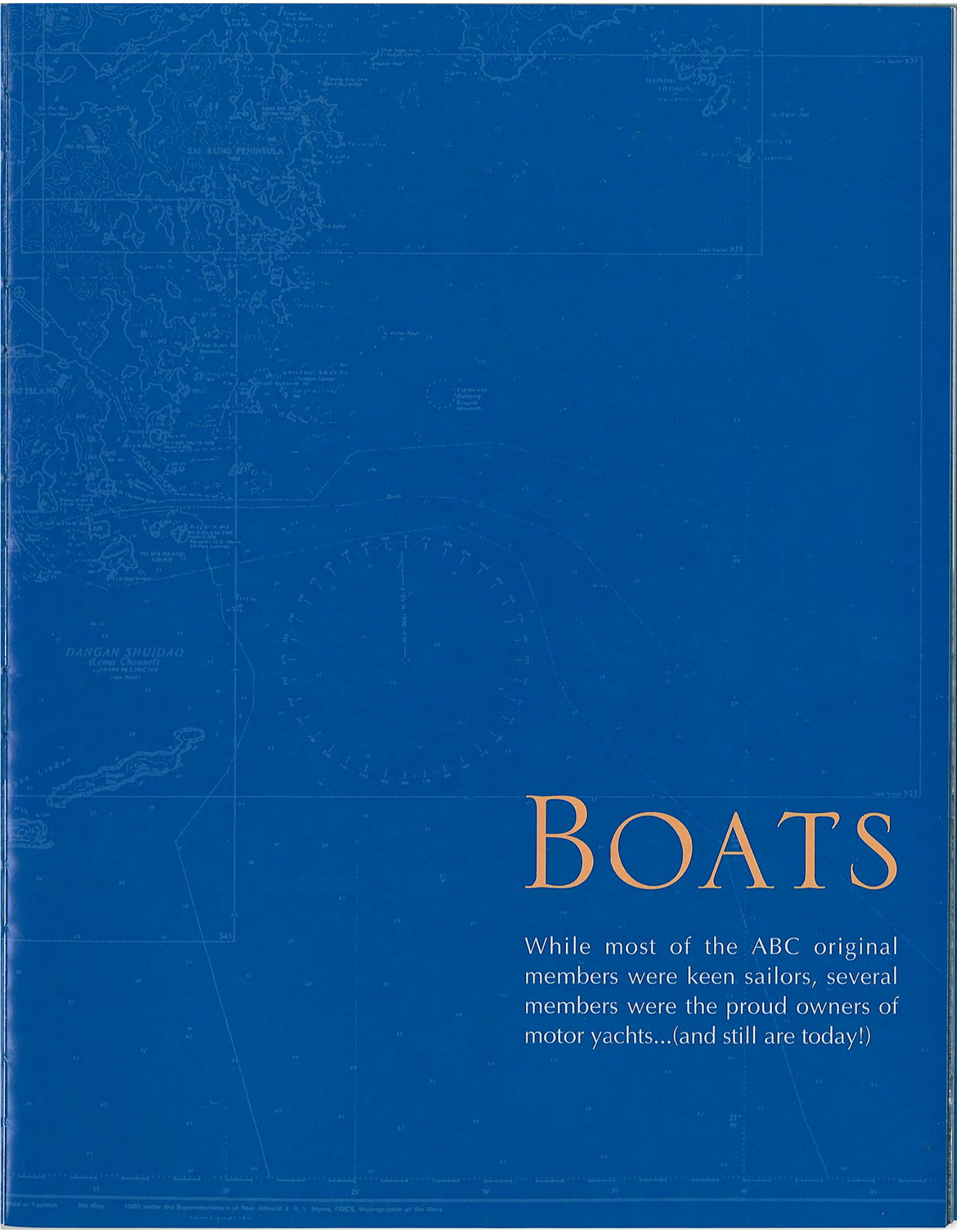
Image: Barry Hill



Image: William Furniss



Image: Barry Hill



BOATS

While most of the ABC original members were keen sailors, several members were the proud owners of motor yachts...(and still are today!)

BOATS

Back in 1969, in the days when the ABC was housed in a small metal hut, there were a number of shipyards and slipways in front of where the ABC Clubhouse and the AMC building now stand.

While most of the original ABC members were keen sailors, several members were the proud owners of motor yachts...(and still are today!)

Most of the motor yachts around in the late sixties and early seventies in Aberdeen were built in Hong Kong by shipyards such as The New Scientific HK, Super Craft and Choy Lee. Hiptimco used to build most of the 16-18ft speed boats which were popular for water skiing around Deep Water Bay and Repulse Bay. Of course, the most popular boats were the Chinese junks. Built originally from hard timber, they are still popular today, although the more recent models are moulded from fibreglass. The original wooden junks are timeless and beautiful, and if well-maintained are desirable even today.

Back then, cruising routes were limited to the South Side, Stanley, and Lamma. Sai Kung was infamous as a route which was open to the risk of pirates and I remember once being followed for an hour by a fishing junk as we were heading back to the Club. It was dark, and the junk had all its lights turned off. Luckily, even at 12 knots, our Alaskan 49 trawler hull managed to out-run what we were then convinced was a pirate junk!

Towards the mid-to-late seventies, Hong Kong had an influx of American motorboats built by Richard Bertram, Hatteras and Chris Crafts. The Hatteras were the best quality fly bridge motor yachts, and the Bertrams were the superior fishing fly bridge yachts known as "Convertibles".



Image: William Furniss


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Image: Barry Hill

Names such as Dyna Craft, Horizon, Montefino, Gold Island and Johnson became the most popular boats in HK for the next ten years.

Aberdeen was swamped with wooden junks and these modern, luxury, fibreglass, US boats, capable of 20-24 knots - considered very fast at the time – were very impressive. They had semi-displacement hulls, rather than the contemporary full-planing hulls available today. By now, Hong Kong boaters were venturing into Sai Kung waters, but Dai Long Wan and Double Haven remained relatively remote. As time went on, ABC members were upgrading their motor yachts, but the mainstay of boats in the marina belonged to the yachties. The eighties saw big changes, when literally hundreds of Taiwanese motor yachts, based on the design of American vessels, came flooding onto the market. Names such as Dyna Craft, Horizon, Montefino, Gold Island and Johnson became the most popular boats in Hong Kong for the next ten years. They were spacious and pretty fast too, with a top speed of around 25-28 knots. The engines were the same GM / Caterpillars and Cummins fitted on the American boats, and were just as reliable. The first English brand that came to Hong Kong in the eighties was Jack Powles, a modern and sleek fibreglass boat ranging from 50ft to 56ft, and considered extremely fast, reaching over 30 knots at top speed. These were definitely the most advanced motor yachts of the time.



Image: Barry Hill


CLEW
DOYLE



The number of motorboats and sailing yachts was growing rapidly in Hong Kong, and boating areas such as Dai Long Wan and Tolo Harbour started to become very popular, especially with the crews of high-speed vessels. The '90s saw an influx of large Italian yachts, which stretched from 60ft to 95ft, and were the "mega yachts" of their time. Brands such as San Lorenzo, Azimut and Technima were appearing on the scene, and the whole Sai Kung and Dai Long Wan area was now getting crowded at the weekends. The boating scene remained lively until the recession of 1998, when more than 300 boats were sold, mainly the Taiwanese brands. The marinas became half empty, but the sailing scene remained quite healthy, with numerous regattas – despite dropping numbers as a result of the expatriate exodus after the handover in 1997.

From then until 2003, yachting and boating became something of a hobby of the past and ABC members came and went. Numbers are now increasing again however, and the latest surge has seen large numbers of UK and Italian motor yacht-brands such as Azimut, Fairline, Princess, Ferrettis and Sunseekers – being imported. With American boats such as those manufactured by Sea Ray filling the gap in the 25ft to 35ft market, and other brands continuing to import boats ranging from 50ft to 110ft, 2007 is seeing the Aberdeen Marina full and the yachting scene alive once more.

The marinas became half empty, but the sailing scene remained quite healthy, with numerous regattas – despite dropping numbers as a result of the expatriate exodus after the handover in 1997.



Image: Barry Hill



Image: William Furniss



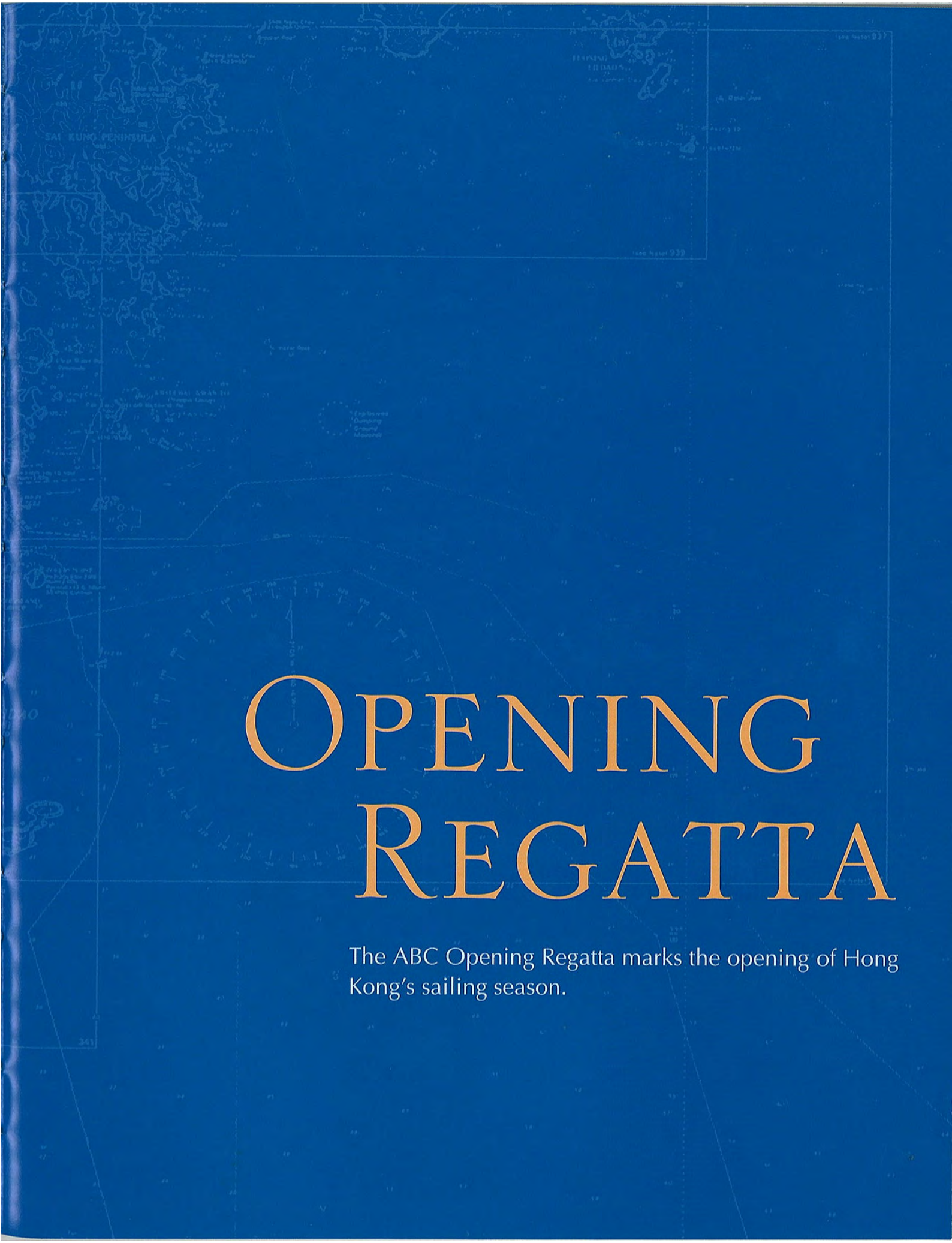
Image: William Furniss



Image: William Furniss



Image: William Furniss



Opening Regatta

The ABC Opening Regatta marks the opening of Hong Kong's sailing season.

Opening Regatta

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Normally held on the first or second Sunday in September, it is open to boats of all types and sizes, from the smallest dinghy to the largest, fastest, racing yacht, and it is often those on the smallest boats who prove to be the keenest competitors!

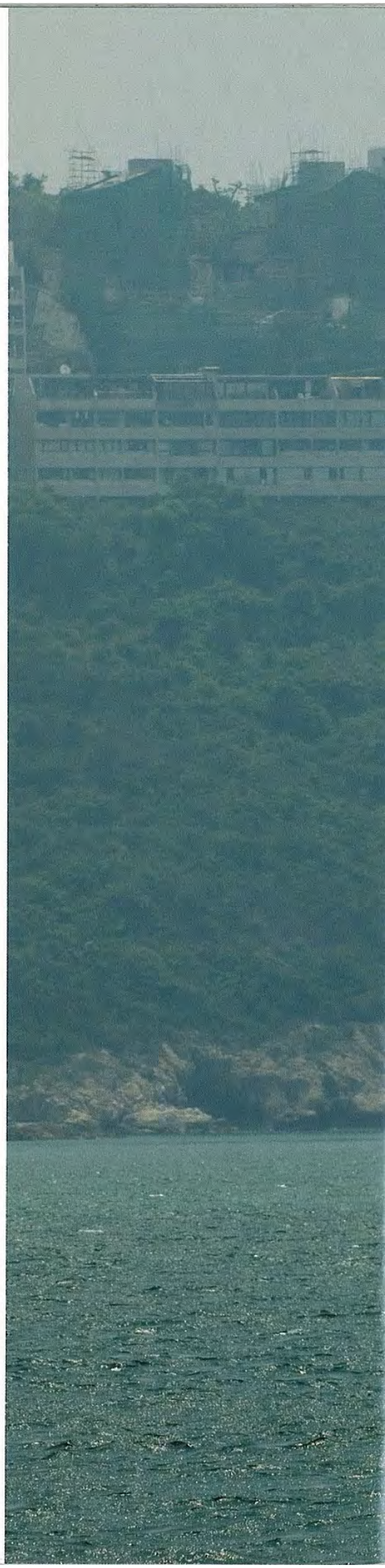




Image: William Furniss





Image: Barry Hill



Image: William Furniss



The course is designed to test all aspects of the crews' sailing skills

The course is designed to test all aspects of the crews' sailing skills and, based on the traditional Olympic triangle, is laid out in the Eastern approaches to Hong Kong Island, between Lamma and Po Toi.

The regatta usually draws over 500 competitors, in up to 100 boats, and is arranged in five divisions based on the type of boat. Starting times for each division are staggered and the fleet soon spreads out to provide a spectacular array of brightly coloured boats and spinnakers across the skyline.

Over 35 prizes are awarded to the winners of various classes and divisions, with a prize event that is a highlight of the members' social calendar.


The Farr Side



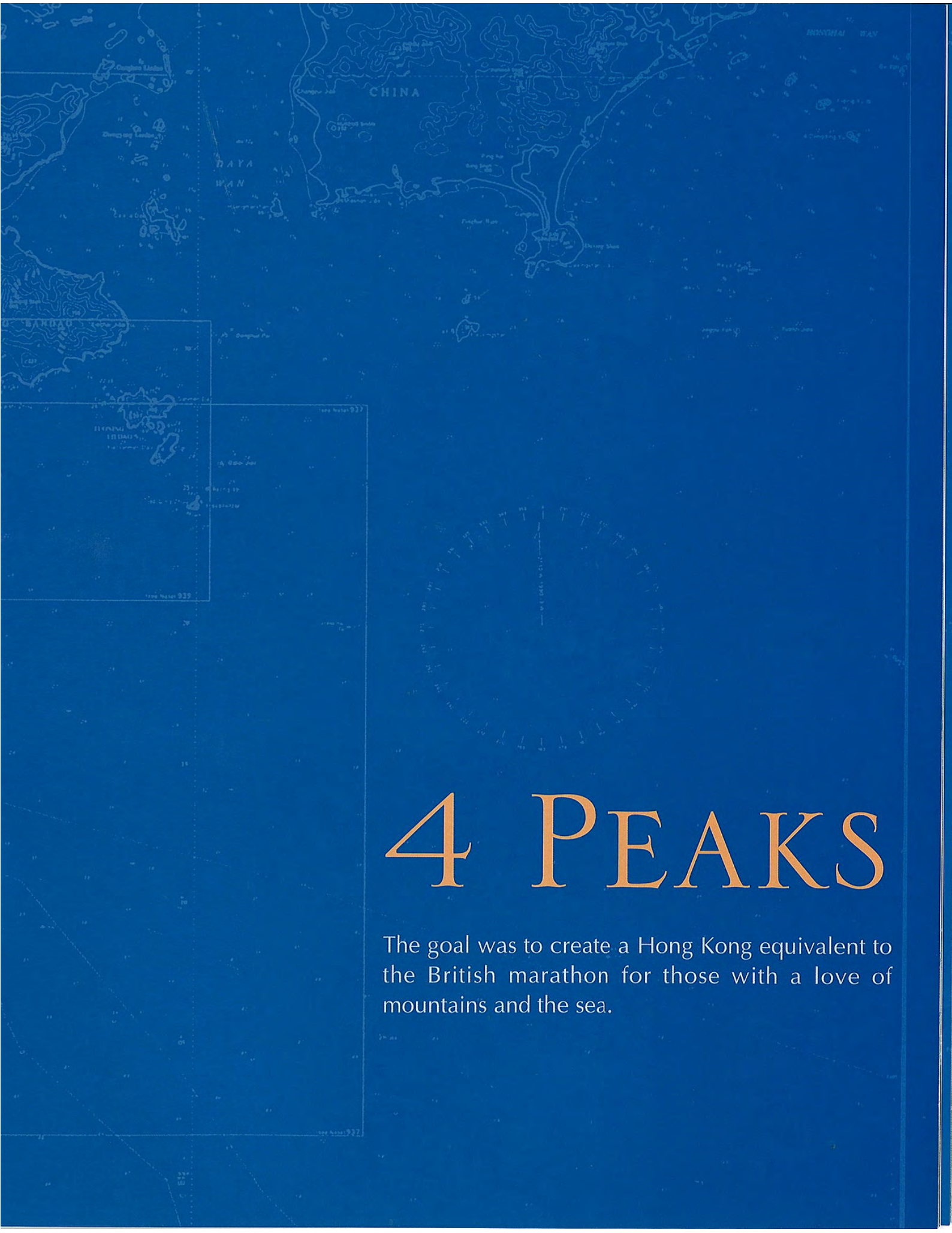
Image: William Furniss



Image: Barry Hill


Image: Fragrant Harbour Limited


Image: Fragrant Harbour Limited



4 Peaks

The goal was to create a Hong Kong equivalent to the British marathon for those with a love of mountains and the sea.

The 4 Peaks Race

The ABC 4 Peaks Race was the second peaks race to be founded in the world.

Up until the advent of popularity in extreme sports into the millennium, Hong Kong knew of no other race even remotely like it.

Our first race was held in 1985, the inspiration coming from the pioneering British 3 Peaks Race, the late, great Bill Tilman, and the race's progenitor, Stephen Davies. The goal was to create a Hong Kong equivalent to the British marathon for those with a love of mountains and the sea. But Stephen's influences and Hong Kong's singular topography and way of life meant the ABC race was different – with *four* peaks for a start.

Bill Tilman's vision was one resembling the all-Corinthian seaman's race. Like Bill, every participant was expected to sail onto and off an anchor, hand, reef and steer, rush up and down mountains, get cold and wet...and enjoy it!

But Hong Kong yachties are busy folk, and the sailing calendar is crowded. Spending a week getting sore, sweaty and seasick guaranteed zero entrants. So, the ABC 4 Peaks course was designed to be completed in 36 hours...at least that's what Stephen estimated back in 1983 when he first drafted the rules from his Yamaha 25.

On paper that meant starting at Shek O, sailing on to Ma On Shan overnight, the long way round to Lantau Peak, across to Mount Stenhouse on Lamma and on to Violet Hill, with a sprint for the finish line off Chung Hom Kok.





Image: Barry Hill








Images: Fragrant Harbour Limited

As time passed, The Race Committee, who has always responded to feedback, tried to make the race more attractive and sought to avoid apparent pitfalls.

By late 1984, the General Committee gave its hesitant approval of a budget of under HK$500! To save cash, printed material for the race was typed up, photocopied and stapled together in Stephen's room at Hong Kong University.

Back then, judging was a matter of trust, with peak checkpoints only manned during daylight hours and only on selected peaks. Before this time, scrutiny was not a factor, there was no such thing as a safety boat and each yacht would mark down its own finishing times before the cut off time of 23:59 on Sunday evening.

Much to everyone's surprise there were 16 entrants. With minimum crews of four, that meant there were at least seventy nutters willing to try something new. Sadly, at that inaugural event the wind didn't cooperate, though looking back over the 23 year record there have only been four or five truly windless races. Of the six finishers, the last home was Stephen Davies' *Fiddler's Green*, just 15 minutes before the midnight cut-off.

For the first race, monitoring of the peaks was left to retired British Army Colonel John Makin's contacts (in particular Mike Alden of the Gurkha Signals), and Graeme Large's mates in the Volunteers, who made it possible to lay on the army for a limited time on a couple of peaks by deeming the event excellent training!

Since then, the system has continually improved. Hutchison's sponsorship of the second race with four of Hong Kong's first mobile phones enabled *Fiddler's Green* to call ten minutes after the start of the race to report that her mast had collapsed! Today of course, mobile phones are the key component in the safe and efficient running of the race.

As time passed, The Race Committee, who has always responded to feedback, tried to make the race more attractive and sought to avoid apparent pitfalls. The original course, which took everyone up and down the Lamma Channel via Datum Rock and on to Lantau Peak, was dropped for the third race in 1987 for a straight run to the south-east Soko Islands.

A run of changes between 1992 and 2004 has resulted in the formation of today's popular route, and thanks to the many protests of anxious spouses, corporate medics and ageing four peaks enthusiasts, each crew is now permitted three non-runners!

In 1992, count back finish times were introduced to guarantee results, and with them contenders for the growing plethora of prizes, even if the wind wasn't on side. By 1995, records of peak running times were being kept: in 1985, time allowance for the hill sections was set at what then seemed a realistic six hours. By 2001, the recorded aggregate had fallen to 3 hours, 56



Image: Fragrant Harbour Limited



Image: Fragrant Harbour Limited



Innovation has been a benchmark of the race since it began.

minutes and 11 seconds. The 2002 incorporation of the Violet Hill drop zone added extra time, as did the increasingly impenetrable shaggy around Mount Stenhouse. By 2007, the aggregate of 5 hours, 26 minutes and 14 seconds was closer to the 1985 scratch time.

The course has varied between 1997 and 2005, but ultimately there has been only one major change from the format that had emerged by 1991: Violet Hill now counts as the second peak and not the last. In addition, the Violet Hill drop zone was increased to include Tai Tam Bay – an enormous improvement to the race's tactical challenges – which conversely shrank the Lantau drop zone to exclude Shek Pik. In 2004, a controversial ban on the use of oar power by yachts in the drop zones was also introduced.

Innovation has been a benchmark of the race since it began. In 1987, a motor boat division was proposed, but with zero entries it has not been proposed again. However, the introduction that year of a motor-sailing division for slower, heavier boats proved popular, at least once the rules were refined to prevent a repeat of the abuse of the system that marred the 1987 race.


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1978
C 28



Image: Barry Hill



Image: Fragrant Harbour Limited

In 1997, a division for multihulls and sportboats was introduced. The shorter B Div race was devised in 1997, replacing Lantau Peak with Po Toi, though the new stop was dropped in 2005 to make Div B a three peak race.

In true ABC style, the Committee has been open-minded about oddballs throughout the race's history: a small crabber, the Outward Bound's open luggers and the entry since 2005 of the Hong Kong Outrigger Club's Hawaiian Outriggers spring to mind.

Of course, statistics and stories could run to a book in themselves – amazing running times, death-defying beach landings, triumph and disaster, and every kind of weather. Yet year after year the race epitomises the club spirit of the ABC. Every year, over 40 volunteers give up a weekend to shiver on hills, spend a sleepless night in the control room, patrol the waters in the safety boat, or sit on the Committee in an attempt to constantly improve the rules.

For 23 of the club's 40 years, the 4 Peaks Race has been one of the jewels in the ABC's crown. Long may it continue!

Of course, statistics and stories could run to a book in themselves - amazing running times, death-defying beach landings, triumph and disaster, and every kind of weather.

Real 2007 Values of Race Sponsorship & Entry Fees 1985-2007

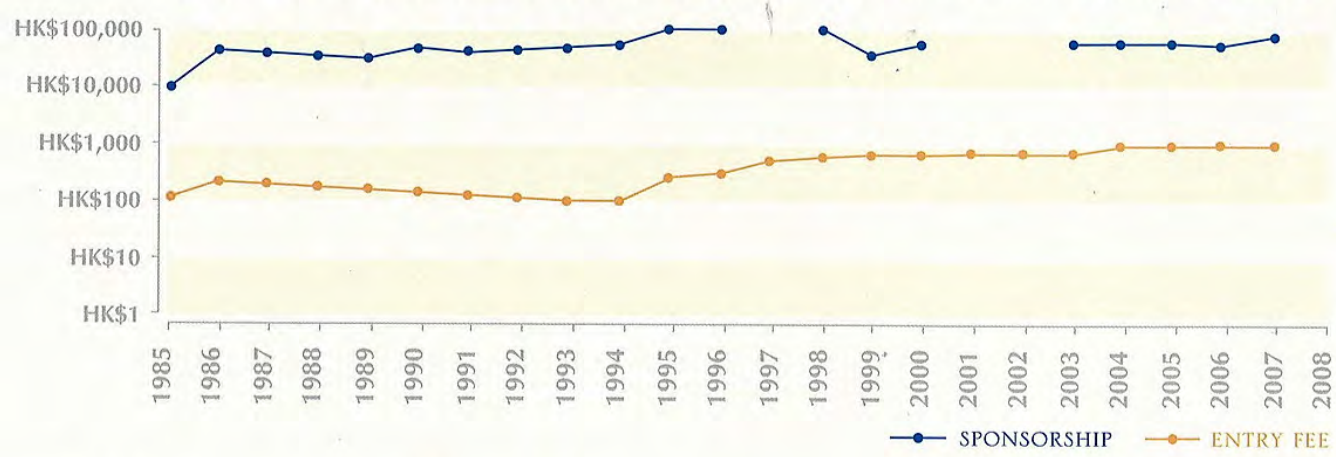


Diagram – Value of sponsorship pretty level – steadily rising entry fees!

4 Peaks Sponsorship

Year	Sponsor	Amount	at 2007 prices
1985	International Paints	4,400	8,984
1986	International Paints	20,000	39,412
1987	Edwin Palfrey & Asso (EPA)	20,000	36,180
1988	EPA	20,000	33,011
1989	EPA	20,000	29,405
1990	EPA	30,000	41,020
1991	Atal	30,000	37,557
1992	Mazda	34,455	39,300
1993	Fragrant Harbour	40,000	42,057
1994	Tag Heuer	50,000	48,918
1995	Tag Heuer	95,000	88,906
1996	Tag Heuer	95,000	88,221
1997	ABC		
1998	Land Rover	100,000	90,045
1999	Land Rover	40,000	37,089
2000	Land Rover	50,000	47,882
2001	ABC		
2002	ABC		
2003	Volvo	50,000	50,559
2004	Chesterton Petty	50,000	50,672
2005	Chesterton Petty	50,000	50,701
2006	Chesterton Petty	50,000	50,418
2007	Aedas	80,000	80,000

4 Peaks Entry Fees

Year	Amount	at 2007 prices
1985	50	102
1986	100	197
1987	100	181
1988	100	165
1989	100	147
1990	100	137
1991	100	125
1992	100	114
1993	100	105
1994	100	98
1995	250	234
1996	300	279
1997	500	451
1998	650	585
1999	650	603
2000	650	622
2001	650	629
2002	650	639
2003	650	657
2004	800	811
2005	800	811
2006	800	807
2007	800	800

Fastest Elapsed Times Div A

1987-1997 course	1996	Sky Song	17hrs 02mins 45secs
2001-2005 course	-	-	-
2005- course	2007	Wizard	-

Fastest Aggregate Hill Times

Course	Year	Time
pre 2001	1995	3h 56m 11s
2002 - present	2003	5h 11m 35s

Hill Time Records

Hill	Ma On Shan	Violet Hill (<2001)	Violet Hill (>2002)	Lantau Peak	Mt Stenhouse	Po Toi
Boat	Sky Song	Wizard	F37	X-Calibur	Koala	Taikoo Wing Fung
Time	1h 23m 00s	0h 37m 00s	0h 57m 00s	1 hr 09m 05s	0h 38m 44s	0h 22m 00s
Year	1996	2001	2003	1997	1999	2000

Thanks to Aedas for their continuing sponsorship for 2008



Image: William Furniss



Image: William Furniss

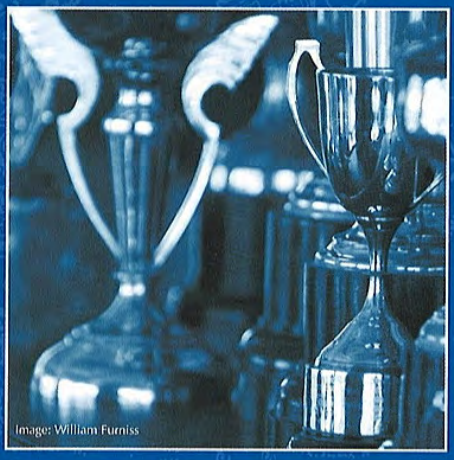
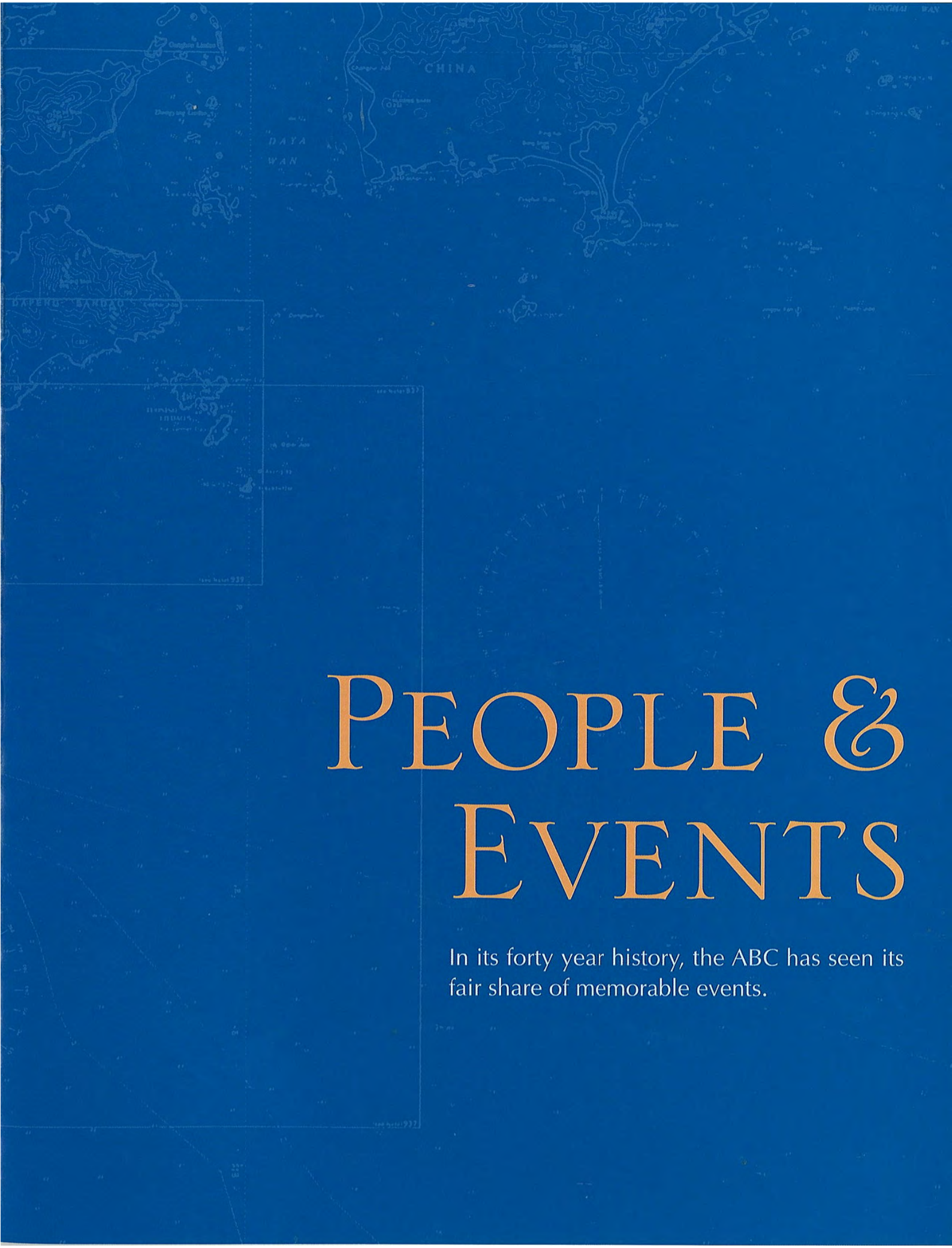


Image: William Furniss



People & Events

In its forty year history, the ABC has seen its fair share of memorable events.

People & Events

The 4 Peaks Race, Classic Yacht Rally, the Waglan and Summer Series are just some of the events to take place outside the bar.

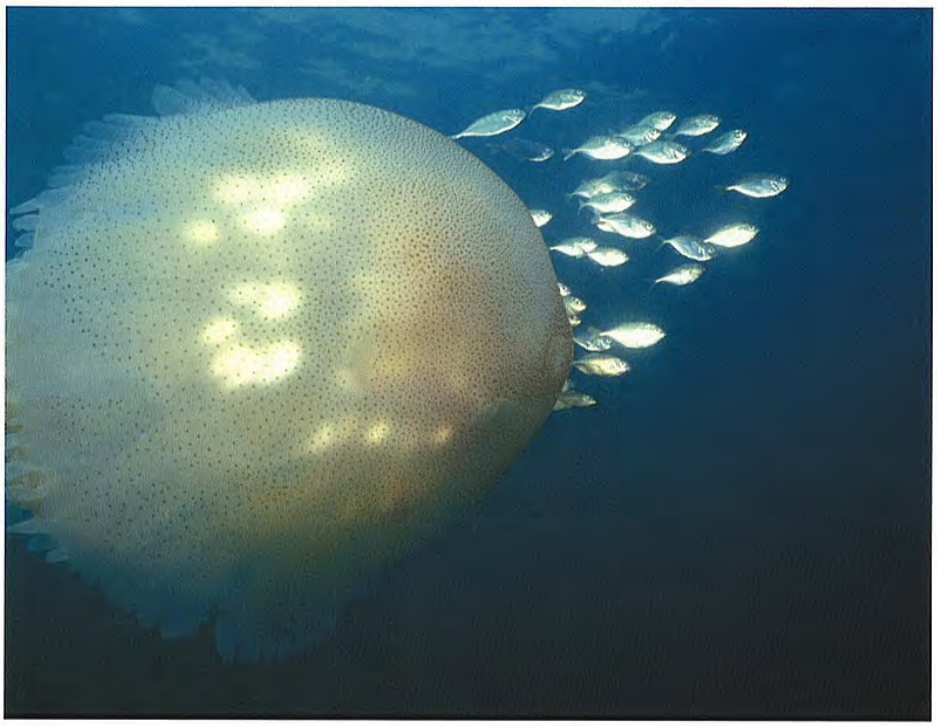
Then there's the Cruiser Racing Program, for those without sails - events which see ladies taking to the helm, some of our members going it alone, and even mixed double teams setting out in pursuit of we're not quite sure what! Not forgetting of course, the Club's active dinghy section, responsible for the summer and winter series and organised in cooperation with the RHKYC. And no member's social calendar would be complete without the annual prize giving party in May.

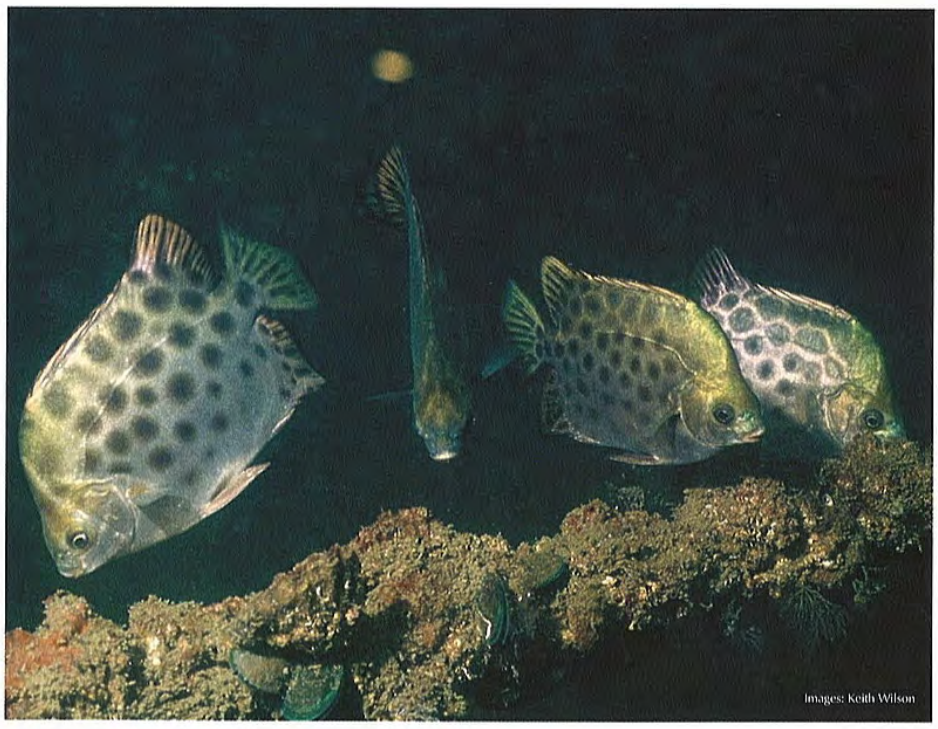
But with squid to be caught in what has now become an annual Club pillage and feast, cocktails to be drunk on the Club's sunset cruises, Mandarin Diver's Thursday night bar binge, Middle Island dragon boats and squash racquets, anyone affiliated with the Club will tell you that the ABC is not just about boats.





Image: William Furniss





Images: Keith Wilson













Invited in to shelter from the wintry weather in 1996, as a temporary measure, the South China Diving Club has been welcomed on Thursday evenings ever since. Existing to enjoy and promote scuba diving, the SCDC is a 28 year-old branch of the British Sub-Aqua Club and runs dive trips most weekends throughout the year, training courses from beginner to advanced, and a variety of non-diving social events. Members also arrange overseas trips on a regular basis, and diving ABC members have participated in a nice symbiosis. A strong supporter of marine conservation, the Club is keen to show that the bad press Hong Kong's underwater environment gets is not all justified, there being some fabulous sites to visit whether you have your own boat or not.

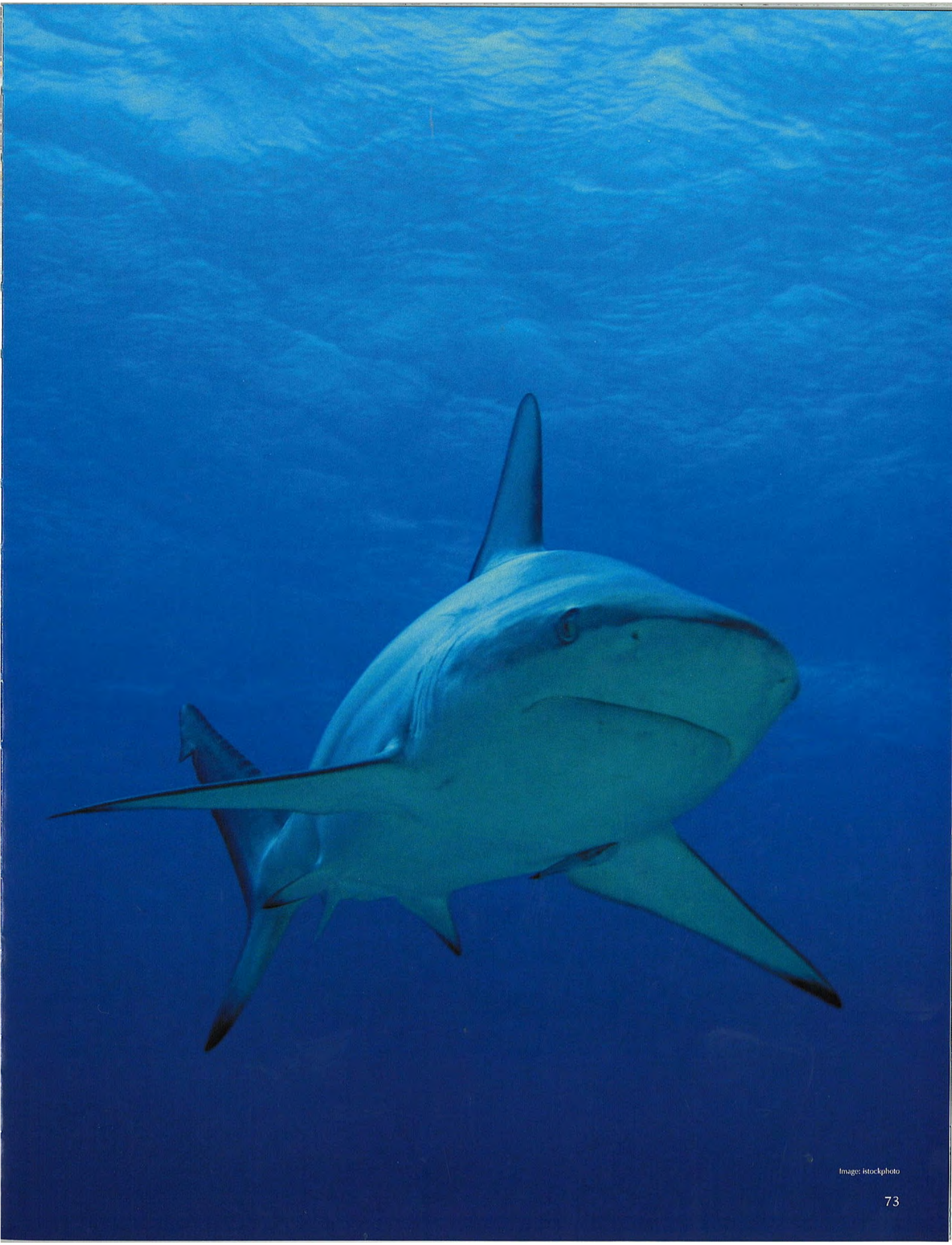


Image: istockphoto



Image: William Furniss

For more than 20 years, the Club has prided itself on bringing new ideas and flavours to our members' plates and at the same time maintaining our reputation for being the best value for money and people-focused club in town.

So what of the last 40 years? Well, for a start, ABC members have drunk more than nine million litres of beer, consumed over 200 tonnes of chicken breasts and eaten nearly 4,000 tonnes of potatoes!

For more than 20 years, the Club has prided itself on bringing new ideas and flavours to our members' plates and at the same time maintaining our reputation for being the best value for money and people-focused club in town.

Our themed events have become something of a trademark over the years. With the help of the wife of the Peruvian Consulate General we've enjoyed an authentic buffet of South American dishes that helped theme an evening for one of Hong Kong's first appearances of Brazilian dancers. Then there was the Italian Opera Dinner, an evening which featured some of China's leading western opera stars of the time, and a buffet prepared by the chefs of the Grand Hyatt; the German chef who set out to prove that there's more to German cooking than sauerkraut and sausages; and the Aussie who made it his mission to demonstrate that the old 'barbie' is in fact not the height of gourmet food downunder. We've also welcomed a Corsican-Argentinean chef from Cococabana restaurant to showcase his classic Mediterranean cuisine; and courtesy of the Ritz Carlton, a Japanese Sushi Master, who demonstrated the astonishing flavours and colours of Japanese food culture. Of course, surpassing all of these in culinary expertise is the annual General Manager's Extravaganza, where Philippe charges a fortune on a Monday evening for good old-fashioned – and extremely popular – home-cooked French fare.

We are lucky enough to have some of the best in-house chefs in Hong Kong. Chef Singh's special Indian/Asian outdoor cooking nights proved so popular that they became a



regular event, and things are moving the same way with our growing star, Chef Tse and his Middle Island Wok Show.

"Around the World in 50 Wines" was another popular event which saw members being supplied with their own specially-imported-from-France vintages and gathering around the patio and pool to sample wines from all over the world.

One event we won't be repeating for a while was the Greek party, when we decided to replace our crockery in the coffee shop and Middle Island. Dancing *sirtaki* on broken plates seemed like madness at the time, but that said, a good time was had by all!

The ABC's 30th anniversary party saw the whole 3rd floor turned into what it might have looked like 30 years before – a building site! And nobody could forget the handover (or should we say hangover?) of 1997 as the Club's boats and some members on yachts came together to make their way in the rain to Repulse Bay to wave farewell to the Royal Navy.

The Club's Nautical Auction was another very successful event and the first of its kind in Hong Kong, providing members and their guests with the opportunity to bid for a truly outstanding selection of nautical paraphernalia, which included old sextants, ships' bells, telegraphs etc. The event saw the Club's coffers grow by $150,000 – a sizeable amount for a Club event in 1992 – and it was from this event that the Club was able to acquire the historic fire panels from the Queen Mary, which now hang in the Club's upper lobby.

One of the more interesting Club events took place in the same year, when Sandy (with the aid of a few bar regulars) hung a 12ft trophy



Image: William Furniss


4735



Image: Barry Hill

Blue Marlin on the main wall of the dining room, prompting a mixed reaction from members. About half felt that the beautiful silver and blue specimen greatly enhanced the nautical character of the Club and restaurant, while others demonstrated whole-heartedly their non-appreciation for stuffed fish. While the fish eventually came down, the topic became a major source of debate in the Club's suggestion book for the next six months, and interestingly enough during that time, we received only one complaint about the Club's food – a good lesson perhaps for Club managers and committees alike!

With Duncan Miller, the newsletter went colour, the website was launched, the gym and the outdoor children's play area was opened and a very successful reciprocal agreement with Hebe Haven negotiated. In 2002, the club newsletter was renamed 'Horizon' and with the help of Karen Castillo, was transformed into a real magazine. In 2005 we held a competition to name the restaurant, and despite a couple of controversial entries which included the "GM's Hideout" and "MacGrub", we decided to opt for the more relevant nautical themes that we see today in The 4 Peaks Restaurant, The Galley Coffee Shop and The Waglan Bar.

The Club has around nine hundred members, who with their families hail from over 40 different countries and a myriad of professions. The running of the club is facilitated by a highly motivated, capable and cheerful staff that looks after members and their guests with the highest levels of service. The staff communicates fluently in English and Cantonese with some offering Mandarin, French, Hindi, and Nepali. Once you visit ABC it is easy to see why we are known as "the friendliest Club in Hong Kong".



Once you visit ABC it is easy to see why we are known as "the friendliest Club in Hong Kong"

...and how do we keep on track?

Aberdeen Boat Club is of course run by the members for the members and this is achieved procedurally by electing a Committee at the Annual General Meeting which is held in November each year. Each member elected is on the Committee for two years, and can apply for re-election. New faces are always very welcome.

Attendances at AGMs can be somewhat limited and sweeps sometimes have to be made through the food and beverage outlets, the snooker room, the changing rooms and outwards to the squash courts to achieve a quorum.

The Flag Officers of the Club are elected by the Committee itself and consist of the Commodore, the Vice-Commodore, two Rear Commodores, plus the Honorary Secretary and the Honorary Treasurer.

The Committee is charged with both the running of the Club (day to day management delegated to the Manager and his team) and its development. To that end, various Sub-Committees are established – these have changed over the years from quite a large number of separate functional responsibilities down to the present day consisting of the following: Finance, Staff, House/Building & Development, Membership, and Sailing & Marine.

The Commodore remains aloof from the Sub-Committees and selects the members for each after consultation with the officers. All general committee members will be on at least one Sub-Committee – the major ones meet monthly and each is headed up by an officer.

Taking the simplest ones first, Finance Sub-Committee deals principally with the budget; and Staff deals with remuneration.

Membership would appear to be self-evident and meets monthly.

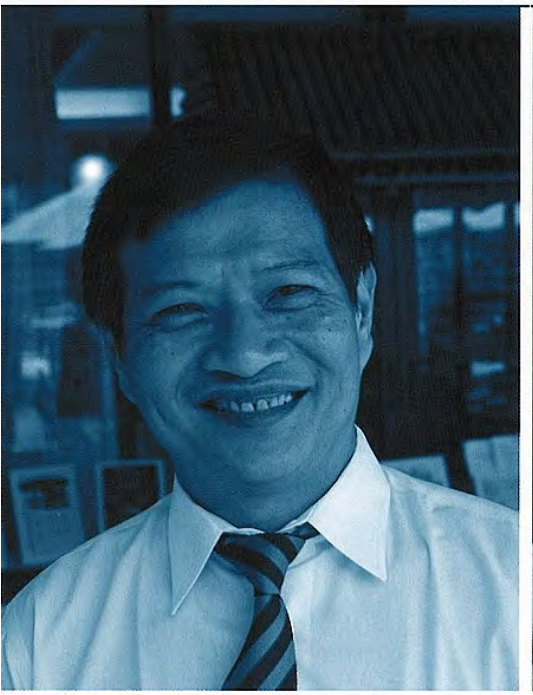
House/Building & Development Sub-Committee deals with a whole variety of matters, such as menus, pricing of F&B, social functions, replacing the carpets, swimming pool area enhancements, concrete problems in the car park and on and on. Current activity includes refurbishing the coffee shop kitchen, re-painting the entire club, renovating the changing rooms and buying more toys...It meets monthly.

Sailing & Marine Sub-Committee deals with matters nautical, although Middle Island often involves the House/Building people too. It arranges all the racing, monitors the rules, acquires club boats when appropriate etc. It meets monthly too.

So being a Committee Member is a commitment for those willing to get involved in the Club – there is a monthly general committee meeting, at least one sub-committee meeting... and of course the New Members' Evenings each month – this last the only occasion when the committee members can enjoy the hospitability of the Club without having to sign a chit!



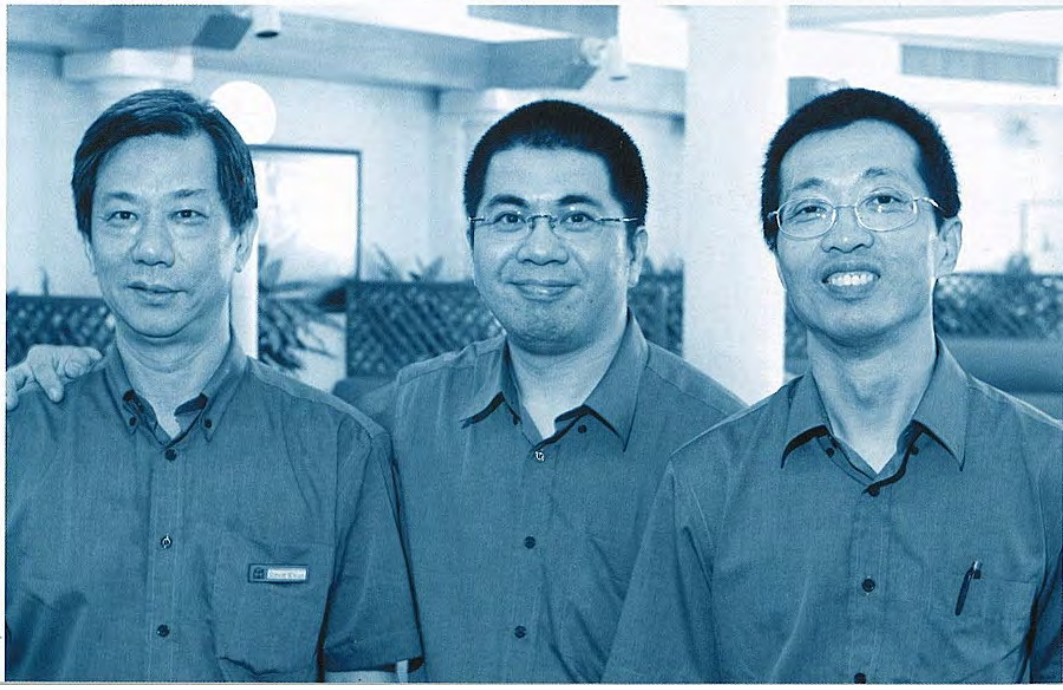






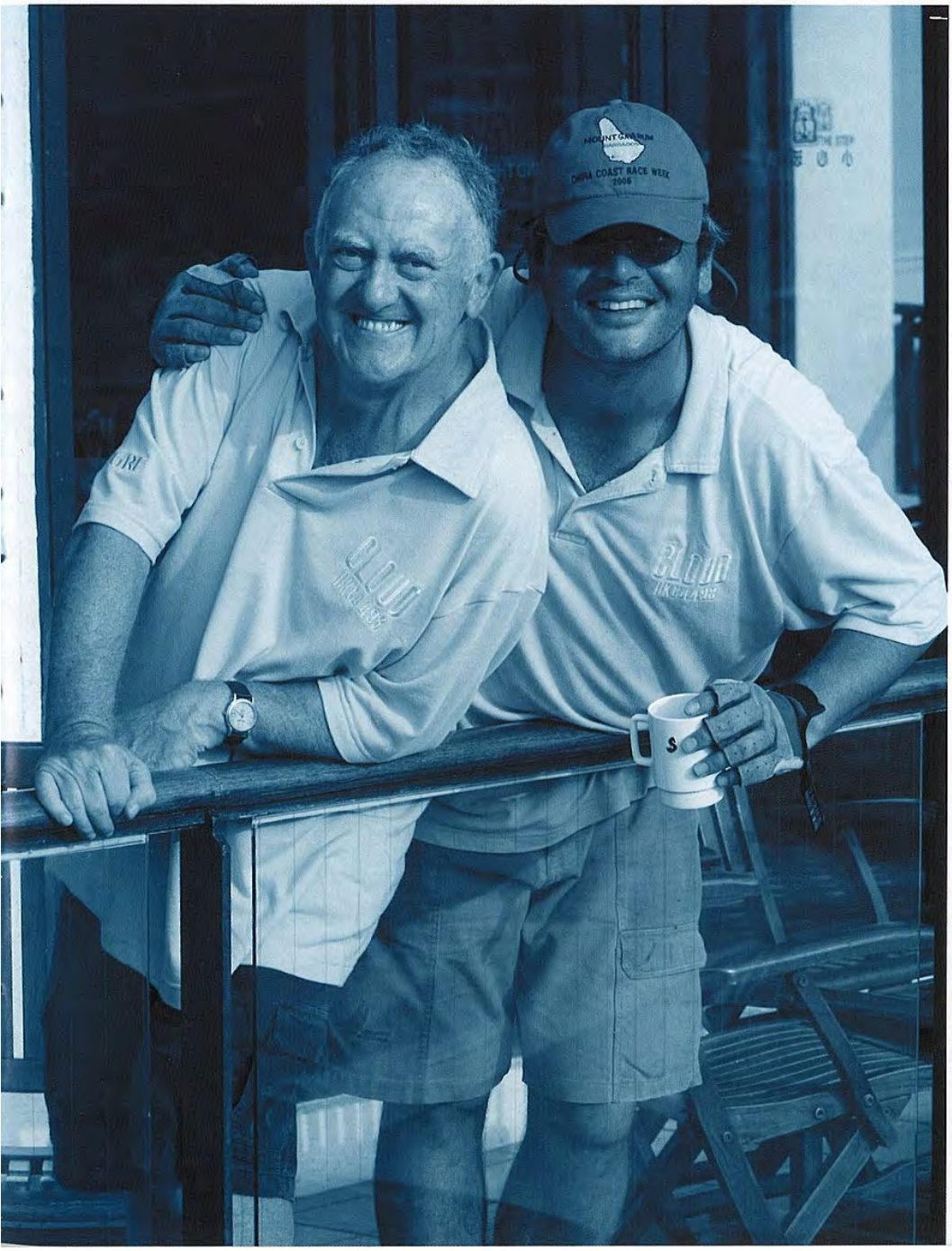


Images William Ehrhis








MOUNT GAMBIER
DMYA COAST RACE WEEK
2006




FRANKE

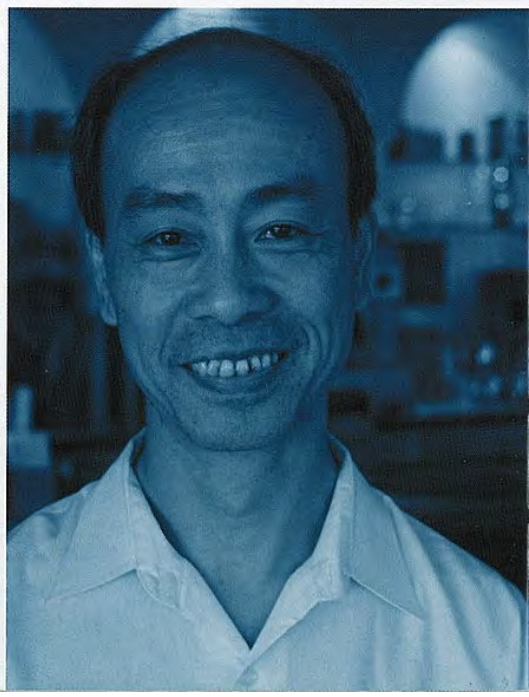



救生員
LIFE GUARD


Brenda Lee




Images: William Furniss




CLOUD






救生員
ABC


ABC14

MEMBER NATIONALITIES

ARGENTINA AUSTRALIA BAHRAIN
BELGIUM BRAZIL CANADA CHINA
DENMARK EGYPT FRANCE
GERMANY GHANA GREECE
HOLLAND HUNGARY INDIA IRELAND
ITALY JAPAN KENYA KOREA
MALAYSIA MEXICO MOROCCO
NEPAL NEW ZEALAND NORWAY
PAKISTAN PHILIPPINES PORTUGAL
RUSSIA SINGAPORE SOUTH AFRICA
SPAIN SWITZERLAND THAILAND
UNITED KINGDOM UNITED STATES
VIETNAM ZIMBABWE

COUNTRIES WITH
RECIPROCAL CLUBS

AUSTRALIA BAHRAIN CANADA
CHINA INDIA JAPAN MALAYSIA
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ENTREPRENEUR FINANCIAL
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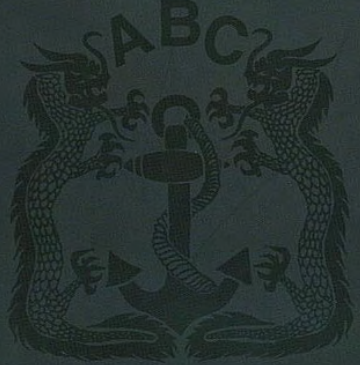


Images: Barry Hill

	Commodore	Vice Commodore	Rear Commodore	Hon Gen Sec	Hon Treasurer
1967-1968	W Nichol	K S Lo	W T S Wang	J Poole	R H Honnor
1968-1969	W Nichol	K S Lo	W T S Wang	J Poole	R H Honnor
1969-1970	A C W Blaauw	G W Cam	P J de Groot	R Howard	R Howard
1970-1971	C L C van Kretschmar	J M Park	-	H Brunner	D R Carlisle
1971-1972	R S L Frewen	A J Dyer	S Woo	R J R Plummer	G McLane
1972-1973	R S L Frewen	F C Hydes	W G Prior	G Robinson	W Areson
1973-1974	H Litton	D Payne	C Ching	G Robinson	W Areson
1974-1975	H Litton	D Payne	C Ching	P Ford	G McLane
1975-1976	H Litton	D Payne	J Crutcher	P Ford	G McLane
1976-1977	H Litton	D Payne	J Crutcher	P Ford	G McLane
1977-1978	J Crutcher	G A Henderson	A J Wagg	P Ford	P Mahoney
1978-1979	G A Henderson	C Ching	A J Wagg	H Hoosenally	P Mahoney
1979-1980	G A Henderson	C Ching	A J Wagg	H Hoosenally	P Ford
1980-1981	A J Wagg	D Payne	P Ford	H Hoosenally	E A Thompson
1981-1982	A J Wagg	D Payne	P Ford	H Hoosenally	E A Thompson
1982-1983	A J Wagg	P Ford	J Beavon	H Hoosenally	E A Thompson
1983-1984	P Ford	J Beavon	E G Liddiard	H Hoosenally	S R R Bourne
1984-1985	P Ford	J Beavon	E G Liddiard	H Hoosenally	S R R Bourne
1985-1986	P Ford	J H Casson	S N G Davies	E G Liddiard	S R R Bourne
1986-1987	P Ford	J H Casson	S N G Davies	E G Liddiard	S R R Bourne
1987-1988	J H Casson	E G Liddiard	C Madden	A P Robertson	Jim Fulton
1988-1989	J H Casson	E G Liddiard	C Madden	A P Robertson	Jim Fulton
1989-1990	E G Liddiard	C F Madden	W R Thompson	R Johnson	Jim Fulton
1990-1991	E G Liddiard	C F Madden	W R Thompson	-	Jim Fulton
1991-1992	C F Madden	W R Thompson	R Johnson	N Stirling	Jim Fulton
1992-1993	C F Madden	W R Thompson	R Johnson	N Stirling	Jim Fulton
1993-1994	Wayne Thompson	Bob Johnson	Chris Simpson	N Stirling	Jim Fulton
1994-1995	Wayne Thompson	Bob Johnson	Chris Simpson	N Stirling	Jim Fulton
1995-1996	R Johnson	C Simpson	M Quaile	N B Horvath	Jim Fulton
1996-1997	R Johnson	C Simpson	M Quaile	N B Horvath	Jim Fulton
1997-1998	Martin Quaile	B Humphrey	Ng Mun Hong	N B Horvath	Jim Fulton
1998-1999	Martin Quaile	B Humphrey	Ng Mun Hong	N B Horvath	Jim Fulton
1999-2000	Jim Fulton	B Humphrey	S Pearson	N B Horvath	Jon Zinke
2000-2001	Jim Fulton	B Humphrey	S Pearson	N B Horvath	Jon Zinke
2001-2002	Jon Zinke	Charles Doyle	S Pearson	N B Horvath	Jim Fulton
2002-2003	Jon Zinke	Charles Doyle	Barry Hill	N B Horvath	Jim Fulton
2003-2004	Charles Doyle	Barry Hill	Park Ng	N B Horvath	Jim Fulton
2004-2005	Charles Doyle	Barry Hill	Park Ng	N B Horvath	Jim Fulton
2005-2006	Charles Doyle	Barry Hill	Park Ng	N B Horvath	Jim Fulton
2006-2007	Charles Doyle	Barry Hill	Park Ng	N B Horvath	Jim Fulton
2007-2008	Charles Doyle	Barry Hill	Park Ng	N B Horvath	Jim Fulton

	Rear Commodore (S)
2005-2008	Tristan Stewart

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