



2016/07-08

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HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

ABC Optimist Sailors Earn Medals

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Easy Summer Sailing



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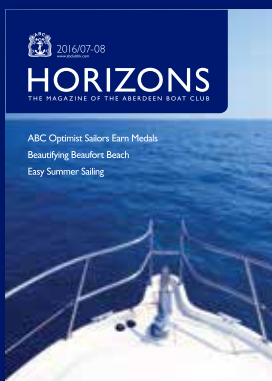
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Horizons welcomes ABC member contributions of articles and photos.
Please contact the editor at ann.white@ppp.com.hk



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Commodore's Letter

The intense thunderstorm activity that caused the cancellation of the third summer restaurant race on Sunday 12 May was another reminder of the variety of weather conditions we enjoy (?) in Hong Kong, which coupled with the numbers of islands and inlets makes boating of such interest here. It was also the third keel boat event cancelled due to weather in the current season; an illustration of climatic changes compounding that variety.

The Club's focus on waterborne sports extends beyond craft reliant on wind or motor as the means of propulsion (see reference in my June letter), to include those needing only a strong set of muscles and a keen sense of balance. Namely paddle-boarding, or more specifically, stand-up paddle-boarding, or SUPs as the boards and practice are known.

Often thought of as a new sport, the origins go back centuries to Hawaii: Capt Cook's artist illustrated one such in 1778. From these origins the modern sport was developed in Hawaii through the efforts of one Thomas Blake in the 1930s. Hong Kong's association (HKSUPBA) was founded in 2011.

Your club owns six paddleboards and runs courses with one qualified instructor, Simon, amongst the dinghy staff. Open to all ages – with a greater or lesser degree of training. With Middle Island on summer hours, and ferries running from 11 am to 7 pm daily, there is ample opportunity for all comers. And after a strenuous day's exercise what better for SUPs than SUPper in the Club! But you may have to compete for space with dinghy sailors actively enjoying the extensive summer programme; plus others attracted back to sailing by the



supervised Saturday lessons.

Finally a reminder on rules (the GM's letter explains in more detail) with respect to use of the Club by personal staff and visitors. Lease conditions are quite explicit in this regard and the Club is responsible to the Lands Department for strict observance.

That said I wish all members an exhilarating summer at the Club.

Chris Pooley
Commodore



Flag Officer's Report

It is six months since I was elected rear commodore. In some ways, I feel as though the time has passed with little to show but in reality it has been a remarkably busy time. We have completed a successful Waglan race series, some very decisive dinghy series, postponed and resailed the Four Peaks race, and held the first two Summer series races. We arranged a completely revised set of courses to align with Marine Department's requirements to keep us away from one of the world's busiest shipping lanes. It has been challenging but fun! All this could not have been completed without the fully professional support of Alex Johnston and his team in the Marine Office.

Perhaps it is time to tell you a little about myself. I have been sailing competitively with the ABC since 1983 in

the winter series as well as the first Four Peaks race on *Lone Star*, a new and very competitive Yamaha 36, campaigning that boat as a new "offshore" sailor. I took part in the 1984 China Sea Race with a crew with wide-ranging experience. This was followed closely by the birth of my son, Robert, who recently returned to Hong Kong for work and now sails with me on *The Farr Side*. This continuity is one of the joys of Hong Kong.

I started out as a complete sailing novice when my first boss, who happened to be commodore of the RHKYC, recruited me to sail on *Ruffians*. After a couple of seasons racing in the harbour I moved to offshore boats, taking part in several crossings of the South China Sea, an exciting first race to Vietnam, many happy Kings Cups and other regional series plus over 30 years



of ABC races. I also have enjoyed many years of cruising my own boats, a Hurley 22, Yamaha 26 and a Cape Carib 33; and of course the wonderful *Farr Side*.

I hope you all enjoy the ABC as much as I do. The Club has inspired me and I am immensely proud to serve it. I wish you all fair wind and enjoyable times on the water and in the Club.

Alan Child
Rear Commodore – Sailing



Staff News

You may have noticed that ABC House Manager Steven Ng has been away from his desk due to illness for quite some time now.

We have been following Steven's situation with the 10 specialists taking care of him at Pamela Youde Nethersole Eastern Hospital. All our staff and committee members have visited him in hospital regularly and we shall continue to show support to his family and bring hope to him and them.

Steven is not expected to be back with us very soon as he

has been in a coma for over a month now and shows limited signs of recovery. I shall keep you posted.

Should you wish to send Steven a message of support, do go through the Club. His family already has many people asking about his progress regularly and more questions and messages, whilst surely appreciated, probably would impose upon them unnecessary extra pressure. Please send messages to gmpa@abclubhk.com and we will pass them to Steven and his family.

– Philippe de Manny



Member Benefits



ABC Members Eligible for 15% Diesel Discount at Fuegy Fuels

The ABC has signed an agreement with Fuegy Fuels to offer members the following diesel fuel discount: 15 percent off the published Hong Kong pump price for diesel fuel on the day of delivery.

Members may take up this exciting offer in the following manner:


- For the membership form, email admin@fuegy.com or complete the form in person when fuelling up for the first time at the Fuegy Fuel barge – located

at the western entrance of Aberdeen harbour – or download the Fuegy smartphone app and enter "ABC" in the "referred by" section.

- Members will need to present their ABC membership card upon each fuelling to the barge operator.
- Members will be charged 85 percent of the published Hong Kong diesel pump price at the time of fuelling.
- The ABC will charge individual members

accounts accordingly, as per normal monthly operations.

This is a great offer for ABC members, especially as the new Fuegy fuel barge, pictured below, has a state-of-the-art fuel-cleaning system.

For more details, please contact Marine Services Manager Alex Johnston or the Marine and Yacht Coordinator in the ABC main clubhouse's Marine and Sailing Office at marine.services@abclubhk.com. 





General Manager's Letter

Plastic removal practice proposal

"stage one": In addition to all of our ecological efforts, this will be implemented over summer. Rather than just removing plastic straws which would inconvenience Members, I shall provide you with biodegradable Food Safety Council-sourced eco-straws that meet all FDA regulations. We may also join the U.S.' "Last Plastic Straw Movement" to showcase our corporate responsibility by removing one of the worse pollutants of the sea.

Our other policy change is to stop giving plastic bags for ice and wine and to request that Members bring their own container or buy our multi-use ABC isothermal bag. After purchase, we will give free ice for a month to ease the pain of changing habits and buying our bag. Stage two will be implemented by the end of the year.

Eco-F&B containers: Vegware is a UK-based eco-friendly company with very interesting products made of vegetable waste and corn paste that we will use in place of our plastic and non-plastic takeaway containers. Vegware's compostable containers can withstand heat and after single use will compost into fertiliser within two months. See <http://www.vegwareglobal.com/products.html>. The cost is not drastic enough for any noticeable change to our F&B accounts.

F&B training courses: This month we will send staff for wine-knowledge training at Asian Wine Service and Education Center to sit for the WSET Level 1 award in wines. This qualification introduces the main styles of wines available to front-line staff involved in the service or sale of wine. The qualification will give our staff basic knowledge and skills in the storage and service of wines. As the sessions end they must pass a closed-book examination that consists of 30 multiple-choice questions to receive an official Wine and Spirit Education Trust certificate, well-recognised within the profession.

Our staff will gain another great professional certification through a two-day course on butler work, a rare opportunity for Hong Kong through the Institute of Vocational Education.

The two-day course is taught by an ex-butler for the royal family, now an instructor at the prestigious Savoy Butler Academy. Our staff will earn a certificate for professional butlers covering protocol, etiquette, body language, F&B safety, F&B service, cigar service, guest service, quality service delivery and personalised attention for VIPs.

Middle Island permits renewal report (the Panadol file continued):

We have been working since April with Knight Frank on HAB and BD permit renewals. After many inspections, exchange of drawings and justification of alterations we met the BD officer, Felix Chau, who had no adverse comments on our renewal but wanted us to formally submit:

- (i) the minor work submission records,
- (ii) previous structural condition surveys report, and
- (iii) An as-fitted layout plan.

We have already amended the record plans and produced all supplementary submission to BD. Subsequently, the officer told us that he had to check if other departments had any adverse comments, and that we would likely hear the result by the end of June. As there is no performance pledge for the BD to handle renewal of TOP application, it seems to me that he would likely wait until the last moment, i.e. end of July, just before the expiry of the current permit. We will closely liaise with him so that the permit will be issued on time.

Water tank removal progress (the

Panadol file continued): As you all know we have been informed that the two water tanks on the hill were built in the wrong place back in the 1980s and the District Land Officer has asked us to remove them. After reviewing options it appeared that only a new pressure pump system would be suitable to replace the loss of nearly 3,000 litres of reserved water.



This was approved in principle at the last meeting of the ABC General Committee so work will start very soon. We need to be conscious that we are losing 50 percent of our water reserves on Middle Island but with the new water management system we should not feel the pain so much.

Boaters and sailors, please refrain from washing your boat or refilling tanks at Middle Island. We have a proper water supply at the Main Clubhouse.

Locker replacement up-dates:

Some months ago we looked at the deteriorating lockers on Middle Island and ordered replacements, this time in plastic to avoid rust and with coin locks to avoid lost keys and misuse of the lockers. The order was placed and confirmed, the deposit was paid and the company totally forgot about it. We followed up and they are now only starting to build them. Delivery will be made within the month of July.

Summer Middle Island hours: As in every summer we will open Middle Island every day. In previous years we sent staff at 9 am to open the bar for teaching courses and closed at 5 pm. While this works well for the courses it does not for Members or for income. The proposed opening hours are midday lunch time with closing time and last Members' ferry at 8 pm with a policy of last orders at 7 pm. That should give the staff enough time to clean and leave at 9 pm and hopefully attract more members for early evening BBQs or cocktails in our new MI restaurant.

Golf society report: The 2016 calendar is very exhaustive with 10 matches planned for you to enjoy. We have a mixed schedule of ABC-only matches, joint society matches with the Hong Kong Cricket Club, the Foreign Correspondents Club and the Hong Kong Seniors, and finally invitational matches to join the Wednesday Afternoon Golf Society (WAGS) in which many of our members have dual membership. If you missed our first three matches try not to miss the ones listed at the end of this letter. If you are not yet on our golfers list, do contact me now.

In Mid-March, Sebastian Hughes and Steve Warwick defended the ABC colours at the invitational WAGS game in Kau Sai Chau East, a dreadful course for beginners with greens that you can only see once you are on them, but an absolute beauty to walk, with superb scenery. We shall throw a humble veil on that day and pass on the results as sometimes things do not go the way they should on the course.

On the brighter side, Steve Warwick and Jim Mackie recently joined another WAGS match at Clear Water Bay Golf Course. Despite this match not being one of the invitationals, it is important to note that Steve Warwick won the Stableford competition with an astounding 45 points. Surely the comfortable 35 handicap will take a hit on that performance. Jim bravely finished in the middle of the pack. Are we finally getting results outside? Well, it looks like it, and we soon shall be feared.

The 22 April ABC Golf Society match at Deep Water Bay did not have a great turnout but had great entertainment after the game where Steve Warwick (again), Vincent Lee and William Areson enjoyed a curry dinner as a reward for their hard work on a scorching day. Overall winner was Vincent Lee with 34 points Stableford; net score winner was Steve Warwick with 58 and most golf winner was William Areson with 86 gross. Everyone won something.

30 May at Deep Water Bay was our first society "rumble in the jungle"

against the Hong Kong Seniors. Well, they might be seniors, but they surely are hard to beat. In our defense we were outnumbered nine to seven. We had 16 participants for the team Stableford competition and the Seniors won but only by two points. We will beat them for sure at the revenge match on 29 August. The day was very hot; so hot that we lost three players along the way, one ABC and two Seniors. At least the heat tried to help us win but to no avail; they still managed to take the cup.

June 17 at Kau Sai Chau South was the ABC-HKCC Challenge Team Stableford. We had 20 entries and a gorgeous day of golf on the score-friendly high-handicappers course.

Next golf matches for your diary:

1. Monday, 29 August, Deep Water Bay ABC v Hong Kong Seniors: the revenge
2. Thursday, 15 September, Kau Sai Chau East. Join WAGS for multiple mulligan matches
3. Friday, 30 September, Deep Water Bay Challenge ABC v FCC team Stableford
4. Friday, 28 October, Kau Sai Chau South ABC only – net score on handicap
5. Friday, 18 November, Kau Sai Chau East. Join WAGS for the Annual Charity Day team scramble
6. Friday, 16 December, Deep Water Bay. Join WAGS for an individual Stableford match

Rules reminder: I must remind members that your personal staff are not members of the Club hence the refusal to sell anything to them. Selling to non-Members is against Club rules and against our lease conditions. It has been a bad habit that some Members have taken to sending personal staff into the Club and that our staff let it happen. In line with the tightening of Club rules allow me to remind you of the following very important rules, 3F in our bye-laws,

to be followed:

Purchasing of services

(i) Goods and services provided by the Club should be ordered by presenting a Membership card.

(ii) Alternatively a member, their spouse and their children may sign receipts with their usual signature and write legibly the account number and name in block capitals at the place provided on the receipt.

(iii) A member shall be responsible for the payment of all receipts signed by their spouse or children.

(iv) Cash coupons, for visiting Absent Members for the purchase of food and drinks are available from the General Office and from the Waglan Bar by presentation of the membership card.

As summer is around the corner, you will certainly have guests enjoying the day with you. I must also remind you that the Lands Department (the holder of our lease) requires a quarterly report on all activities that includes a report on member and non-member usage of the facilities. That requires a very strict recording of visitors. As the sporting activities are usually booked in advance this is not an issue but when it comes to social life in the Club we rely on you to sign in your guest whether using the swimming pool or the restaurants. I did raise this a year ago and after a good start it seems that we now lag in fulfilling the simple duty of writing the name of your guest at the guest book at Reception.

3D Guests Club policy:

(i) All Guests must observe the Rules of the Club and Members are responsible to ensure that their guests comply with them.

(ii) All guests must sign the Visitors' Book kept at the reception.

(iii) Cadet Members are not entitled to invite guests.

Lastly, best wishes to all for safe and enjoyable holidays.

Philippe de Manny
General Manager



Iyengar Yoga Classes to Restart at the ABC in September

As the ABC Monday yoga classes break for summer, our instructor, Gaelle Foulon Daffner, takes a look at these past five months teaching a small but very devoted group of six or so members:

"It's been such good fun teaching at the ABC. The group is dynamic, full of self-deprecating humour and very motivated. I view practicing yoga as a gift we give ourselves each time we step on our mat. It's been really great sharing this gift with some of my fellow ABC members.

"We have already agreed to resume our class on Monday in September and I hope more will join".


"Gaelle's yoga class is a fantastic way to start off your week," says student



Dee. "She motivates and encourages you. The combination of workouts and calmly focusing the mind have converted me into a big yoga fan".

Another regular, Amanda, says "A spectacular view, a relaxing atmosphere and thoughtful instruction and care by

Gaelle to each of us ... what a lovely way to start the week".

Gaelle's Iyengar yoga classes will begin again on Monday 5 September at the ABC. For more information, and a class schedule, contact Gaelle at Gaelleinla@yahoo.com or 9685 0086. 



Dear karate students,

Sifu Tom Hudak will be away from Hong Kong during the summer break. There will be no classes on 20 June until 28 August. Sifu wishes to spend some time with his parents since they are getting a little older.

Please continue to stretch and practice your drills. Sifu will bring back some karate items for his students.

If you have any questions, you can email me at sifutomhudak@gmail.com. You can also WhatsApp or SMS me at +852 9036 0658.

Thank you for your great hard work during the past school year.

Stay well, listen to your parents because they love you, and I will see you soon.

Best regards,

Sifu Tom



Quiz: Sailing Knowledge for Skippers

See page 23 for answers

Contributed by Stephen Hilton, ABC member

1. How many islands are there in Hong Kong?
2. What is a “rhumb line”?
3. How are underwater pipelines and cable landing points identified on the shore in Hong Kong?
4. When the courses of two power-driven vessels are going to cross, which one gives way?
5. What does the inverted black cone on the yacht pictured below signify?
6. Hong Kong has four main Traffic Separation Schemes (TSS). Can you name them?
7. What rules should local vessels navigating in the vicinity of Traffic Separations Schemes follow?
8. What is a “topping lift” used for?
9. What is the recommended method of securing a rope around a cleat?
10. There are some 14 recognised international distress signals that can be made from a vessel at sea – how many can you name?



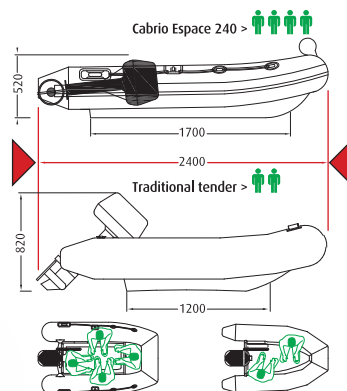
“
It is not the ship so much as
the skilful sailing that assures
the prosperous voyage

– George William Curtis ”

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Top quality Italian-made inflatable tenders featuring a unique folding transom which allows the engine to remain attached whilst stored flat on board. The SPACE model is compact owing to the patented design but none-the-less very stable and with increased space on board compared to other tenders.



MODEL	DIMENSIONS	KG	HP	PERSONS
CABRIO ESPACE 240	2,40 X 1,40 X 0,51	40	10	4
CABRIO ESPACE 270	2,70 X 1,40 X 0,51	50	10	4
CABRIO ESPACE 320	3 20 X 1 64 X 0 90	110	30	5

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July F&B Events at the Club

The Four Peaks' menu will offer various lobster dishes.

In the Galley and Patio, you can enjoy a number of different Caribbean dishes.

July's featured wine from Chile

Cousiño Macul Antiguas Reserve Merlot – Maipo Valley, Chile 2012

Cousiño Macul Antiguas Chardonnay – Maipo Valley, Chile 2015

By the glass, \$46, by the bottle \$220

July's featured beer from Australia

Vale Ale (330ml)

By the bottle \$33

July Cocktails

Spiced Pineapple Daiquiri

White rum and Triple Sec, fresh pineapple and ginger mixer \$60/\$40 non-alcoholic

Green Apple Daiquiri

White rum and Triple Sec, fresh green apple, apple syrup and mixer \$60/\$40 non-alcoholic

Watermelon Sangria

Fresh watermelon and berry mix, white port, Midori liqueur with a splash of lemonade \$65/\$140, one-litre pitcher

July Events

Greek Buffet and free wine tasting

The Galley and Patio, Saturday, 9 July
6:30-9:30 pm
Adults \$220, concessionary price for members over age 65, \$180, children \$120 (ages 3-12)

Texas Barbecue

The Patio, Saturday, 23 July
6:30-9:30 pm
Adults \$280, concessionary price for members over age 65, \$240, children \$180 (ages 3-12)



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



Home Wine Delivery July 2016

	\$/Bottle	Quantity	Amount
SPARKLING			
Foss Marai Native Prosecco DOCG Strada di Guia 109 Extra Dry With a rich bouquet, this extra-dry stands out for the intensity and elegance of its acacia and apple aromas. Its freshness and residual sugars blend together exquisitely, resulting in a truly delicious flavour.	\$150		
WHITES			
Down to Earth Wrattenbully Sauvignon Blanc 2014 A very good example of modern Sauvignon Blanc, intense fruit characters combined with a good texture and exemplary varietal characteristics.	\$168		
Wynns Coonawarra Chardonnay 2015 The palate is elegant and refined showing classic Coonawarra regionality of soft white stone fruit and pear, which adds to the creamy cashew texture and mouthfeel of the wine. Crunchy grapefruit and apple acidity.	\$185		
Masseria Altemura Fiano Salento IGT 2014 The wine's perfumes are restrained and are based on distinctly fruity notes. Fiano's personality is characterized by an appealing freshness combined with a rich, mellow texture. It displays attractive sensations of peaches and apricots as well as delicately scented flowers.	\$125		
REDS			
Masseria Altemura Sasseo IGT 2014 This wine offers the nose full and intense aromas with hints of plums, red fruit jam and sweet accents of spices. A wine with a good body, it has a mouth-filling flavour that is warm and soft and expresses a highly mature fruitiness, supported by a pleasant complex of sweet tannins.	\$148		
Twinwoods Margaret River Cabernet Sauvignon 2011 Big rich ripe Cabernet Sauvignon characters dominate the wine with the aid of fine French oak. Dark berry fruits and dark chocolate tones finish the profile. The palate shows rich, ripe and complex flavours with good structure. The middle palate is very rich, with smooth and ripe tannins.	\$175		
Rupert & Rothschild Classique Cabernet/Merlot 2014 Inviting cranberry and raspberry aromas with an earthy, mineral focus and a lingering cinnamon and walnut finish. Decanting recommended. Serve with duck confit, cassis jus and spiced braised red cabbage.	\$185		
ROSÉ			
Frescobaldi Alie Rosé 2014 Alie appears as a pale pink enhanced by hints of peach. Notes of citrus predominate on the nose, along with scents of wild strawberry and white melon. It enters crisp and full-flavoured in the mouth, quickly opening to generous, aromatic fruit that continues through to an intense, lingering finish.	\$158		
	Total		

**Free Wine Tasting at the Galley and Patio,
Saturday, 9 July, 6:30-8:30 pm at the Greek Buffet**

Remember to place your wine order together with your catering needs.

***Minimum order – 12 bottles and mixed case available.**

Member Name: _____ Membership Number: _____

Tel (Office): _____ Tel (Home): _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

Total amount will be charged to Member's account. Orders accepted by post, fax or in person. Contact the Food & Beverage Department on 2555 6216 or Fax: 2873 2945
Free delivery for orders of 12 bottles or above. Please allow three working days for delivery. All wines are subject to availability.





August F&B Events at the Club

The Four Peaks' menu will offer various lobster dishes.

In the Galley and Patio, you can enjoy a number of different Caribbean dishes.

August's featured wine from Stellenbosch, South Africa

Spier Vintage Pinotage 2013
Spier Vintage Chenin Blanc 2015

By the glass, \$54, by the bottle \$260

August's featured beer from the United Kingdom

Spitfire Kentish Ale (500ml)
By the bottle \$55

August Events

Lamb-on-a-Spit and free wine tasting

The Galley and Patio, Saturday, 6 August
6:30-9:30 pm
Adults \$238, concessionary price for members over age 65, \$198, children \$138 (ages 3-12)

Olympics Quiz and Curry Buffet

The Harbour Room, Saturday, 13 August
7 pm onwards
Including unlimited beers and wines, Adults \$249

Pinot Noir Wine Dinner with Port Tasting

The Four Peaks, Saturday, 27 August
7 pm onwards
Four-course gourmet dinner with exclusive wines and port. Adults \$589



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



Home Wine Delivery August 2016

	\$/Bottle	Quantity	Amount
SPARKLING			
Henri Bonnet Clairette de Die AOC Tradition, Rhône Valley, France Notes of lychee, tea leaves and citrus zest on the nose. Fruity but not too sweet.	\$135		
WHITES			
Paracombe Chardonnay 2014, Adelaide Hills, Australia Attractive bouquet of delicate nectarine, pineapple and melon aromas. JH88.	\$155		
Archangel Riesling 2011, Central Otago, New Zealand Attractive bouquet of honeydew melon and lime with hints of apricot and floral notes. WA89.	\$220		
Porca de Murca White 2014, Douro, Portugal Floral aromas with hints of lime and white fruits. Lively acidity.	\$120		
Patrice Moreux Pouilly-Fumé 2014, Loire Valley, France Complex nose of candied fruits with a whiff of lime and white fruits.	\$220		
REDS			
Hollick Wrattontully Shiraz 2012, McLaren Vale, Australia Fresh dark berry and cherry chocolate flavours are balanced with hints of liquorice. JH90.	\$200		
Bodegas LAN Crianza 2012, Rioja, Spain Spanish beauty made from 100 percent Tempranillo; delivers spicy red berry fruit.	\$185		
Mendel Malbec 2013, Mendoza, Argentina Wonderful nose of dark fruits, dark chocolate, spices and hints of graphite. WA92.	\$235		
Porca de Murca Red 2013, Douro, Portugal Notes of white pepper add to the roasted plum and dried red berry flavours. WS90, top 100 wines of <i>Wine Spectator</i> 2015.	\$120		
ROSÉ			
Brotte Tavel Les Églantiers Rosé 2015, Rhône, France Red fruits (red cherry and strawberry) with white-fleshed stone fruits.	\$180		
	Total		

**Free Wine Tasting at the Galley and Patio,
Saturday, 6 August, 6:30-8:30 pm at the Lamb-on-a Spit event**

Remember to place your wine order together with your catering needs.

***Minimum order – 12 bottles and mixed case available.**

Member Name: _____ Membership Number: _____

Tel (Office): _____ Tel (Home): _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

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BORRELLI WALSH 保華

Hebe Haven Slam Open Dinghy Regatta

By Pénélope Martin, photos by Herman Ng

Again waking up early on a weekend! This is the moment I hate. Once I meet my friends on the team, and once I am fully ready in my boat preparing to compete, I am truly happy but I cannot help it: I HATE waking up in the morning.

The Hebe Haven Slam Open Dinghy Regatta 28-29 May meant it was the second time in the month we had to go to the Northern Territories (after the Tai Mei Tuk regatta in the beginning of May), so we had to leave home extra-early to be on time.

This was the first regatta in my (brief) sailing life (I am only 11 years old) where

I felt really good. Not only because I won the second place for all of the competing girls, and not just because I earned second place in the 12-and-under category (another ABC sailor, Augustin Clot, won first place), I felt really good because I could even beat one of the best sailors in Hong Kong at the top mark of one race: I was third at the top mark before Duncan Gregor. I could not believe it!

Of course, on downwind, he took me over, but still, for me, it was like something inside of me just clicked.

Out of the six races we did during this weekend, I ended up being seventh in three races. And the final results gave

me an eighth place overall out of 34 sailors. I realize I improved my sailing by making better starts than before, and by doing better in upwind. I know I have to improve my downwind.

My mum (who is always right) tells me there is no secret: I have to practice as often as possible. And really this is what I am trying to do. I come regularly to ABC training (Wednesdays afternoon and Saturdays all day) ... because really what a great sensation to be called onto a podium ... I want to do it again.

Thanks, Akira, for being so nice, and so helpful, to make us sail better and better. H



Pénélope Martin on the podium with Hebe Haven Commodore Chun Keung Chan



Pénélope Martin (L)

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The ABC and WWF's Coastal Watch: Adventures Abound as ABC Volunteers Clean Up Beaufort Island

Words and photos by Jon Zinke

The final WWF Coastal Watch clean-up of the beach at Beaufort Island had been scheduled for Saturday 24 April, but unfortunately, inclement weather then forced a rescheduled date of Saturday 4 June.

Each of the three previous clean-ups had had their surprises, whether it was an encounter with a rotting pig carcass, thousands of plastic bottles or abandoned toilet seats.

This 4 June clean-up proved to be no less exciting, with elements of kidnapping, a hasty retreat from Beaufort Island as dark, threatening clouds and stormy weather rolled in, and the salvage/rescue of a small fishing boat and its crew on the way home.

The WWF was represented again by the dedicated and capable Maggie Kwok, along with her helpful assistants Martin and Zoe. The ABC kindly donated the use of the new Cheoy Lee, *Shun Fung*.

The ABC clean-up team consisted of 17 willing volunteers who understood they were going to Beaufort Island for the beach clean-up and Mimiko Stewart who thought the boat was going to Middle Island as a ferry! Being the gracious person she is (or was it Stockholm syndrome?), Mimiko agreed to be "kidnapped" and became the 18th member of the team.



A storm forced us to leave the island



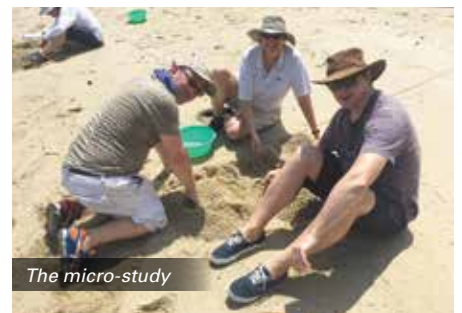
These two fishermen asked us for a ride before they sank!



The volunteer crew by Alan Miguel



The macro-study



The micro-study

We arrived at Beaufort Island at about 1 pm, and after Maggie briefed us, she and her team went ashore to set up the grid and parameters for the scientific portion of the clean-up. The Club general manager had kindly arranged for the clean-up team to have a light but sustaining lunch to fortify the troops before going ashore. Once the parameters for the clean-up were set, the team was transferred ashore and undertook a micro-, macro- and ecological study of the beach, as previous ABC volunteer teams had done, most recently in November 2015.

Initially, the weather was very hot and humid and as there is very little shade on the beach, it was hard work. After a while, clouds started to roll in and by 3 pm the skies absolutely looked threatening. The ABC staff on *Shun Fung*, having noted a thunderstorm warning had been posted by the Observatory, brought the ABC runabout ashore to evacuate us back to *Shun Fung*. It took three trips to

get everyone on the mother ship and by the time the second group was going ashore the skies had opened up and it was pouring rain. Fortunately there were no thunderstorms at Beaufort Island – as there were in Aberdeen – but the wind and waves kicked up substantially on the trip home.

Foundering fishing boat

About halfway between Beaufort Island and Stanley, a small fishing boat was seen foundering in the increasing seas with its two occupants waving frantically for a rescue. The ABC marine staff skillfully maneuvered *Shun Fung* such that the two fisherman could be safely brought on board the boat and the small fishing boat was towed behind *Shun Fung* with the ABC runabout further behind. There was some discussion amongst the ABC volunteers about the finer points of vessel salvage, but in the end the fishermen were reunited with their boat off the

Aberdeen breakwater and they gratefully went their merry way.

In spite of the stormy weather at the end of the clean-up, which slightly shortened the process, the beach was left in much better condition than when we arrived and useful scientific data was collected for the WWF. This was the final clean-up under the two-year project funded by the government, but we let Maggie know that the ABC was willing to participate in future studies if needed.

Indeed, the volunteers expressed interest in going back to Beaufort Island, or another suitable beach, simply to continue the good work of keeping Hong Kong beaches clean.

A big thanks goes to all the volunteers (many of whom participated in multiple clean-ups), the WWF and the ABC for sponsoring a worthy cause.

And special thanks go to Wayne Robinson who spearheaded the concept of helping the WWF with the project. H



A Well-fought Season: ABC Dragon Boaters Win Triple Crown

By Caroline Que and Nick Ball, photos by Bryan Diehl

The ABC Buzz Dragons racing team has had a very busy season, of which we all should be proud. Starting with our first race at Sha Tin on 28 April, and through to the Hong Kong International Dragon Boat races on 11 and 12 June, this race season has been non-stop.

We set some very high goals for ourselves coming into the start of the season in January, and trained hard as a team to achieve them.

This has been a year of firsts for Buzz. Our mixed team wrote history by being the first team to win the “triple crown” at the fishermen’s invitational races at Po Toi Island, Tai Tam and Stanley. In doing so we beat some of Hong Kong’s strongest fisherman teams.

This was also the first year we participated in the Mui Wo race in Lantau, with our men’s team winning the gold cup, their first championship since winning at Discovery Bay in 2012!

The last two weeks of the season were hectic, with four races in one week. The whole team rose to the occasion of the Tuen Ng holiday and paddled through the waters of Chai Wan, Aberdeen. There we joined with another Aberdeen club, Shum Woo Dragon Boat Association, to participate in the 50-man dragon; always a special privilege on festival day.

This was closely followed by two wet days at the Hong Kong International races in their new location at Central



Buzz crossing the finish line at the Stanley fishermen’s mixed gold cup final



Buzz team

waterfront. Victoria Harbour made for a spectacular backdrop for an intense weekend of racing against the sport's best teams from Hong Kong and overseas.

With the dragon boat racing season over now, the team will have a short break to recharge. Then it is time to regroup and build on the foundations we have continued to develop this season that will allow us to challenge other teams at the highest levels again next year.

"In as a team, out as a team," is the Buzz motto, capturing the way we approach the sport. Thanks go again to ABC for its continued support and sponsorship; we really could not have achieved this without you!

If you would like to learn more about the sport, or to join Buzz for the 2017 season, please contact us at info@buzzdragon.com. We will send you information about our off-season programme, training times and team membership. ✨



Buzz pyramid

	<p>Shelter Cove Homes \$35~48K</p> <ul style="list-style-type: none"> • 3-4 Bed Duplexes & Houses • Idyllic Waterfront Location • Private Terraces / Gardens • Sea Views, Carparking • Short Stroll to Yacht Clubs 		<p style="text-align: right;">C-027656</p> <p>The Property Shop Ltd</p> <p>Specialising in Clearwater Bay & Sai Kung Properties</p> <p style="text-align: center;">2719 3977</p> <p style="text-align: center;">www.thepropertyshop.com.hk</p>
<p>CWB Sanctuary \$65K/26.5M</p> <ul style="list-style-type: none"> • Private Pool, Tropical Garden • Sea & Mountain Views • 5 Large Bedrooms • Spacious Living/Dining Room • Popular Location, 2C/p 		<p>Private Detached Villa \$98K</p> <ul style="list-style-type: none"> • 4 Double Beds with Ensuites • Stylish Modern Decor • Lawn Garden & Private Pool • Quiet Exclusive Location • Tree & Mountain Views 	

Hong Kong in Visitors' Eyes

By Stéphanie and Christophe Bergamelli

Stéphanie and Christophe Bergamelli visited Hong Kong in May and were welcomed to the ABC as visiting yachtsmen. Here they relate something of their voyage and their time in Hong Kong.

Yo!" is an Ovni 385, a French 40-foot sailing boat, with a centreboard made entirely of aluminium. From her design concept, she is perfectly fit for long-haul trips. Thanks to high-quality craftsmanship, she is solid and reliable, suited to difficult sailing conditions as well as for wandering through treacherous coral seas.

After a round trip to the Red Sea back in 2008, we decided to reach the East by classically going through the Atlantic Ocean and then island-hopping: through the Galapagos and Marquesas islands,

French Polynesia, New Zealand, Papua New Guinea, Indonesia, Singapore, Malaysia, the Philippines and Japan.

We departed France on 3 August 2013, and landed in Hong Kong on 14 May 2016, after sailing roughly 25,000 nautical miles.

A warm welcome

After rounding the Paracels and experiencing a cyclonic low 100 nm before Wanshan Qundao, the welcome in Hong Kong from the ABC was so nice that we quickly asked for permission to stay longer than originally anticipated. The formalities with port authorities went so smoothly that we felt at home.


The mythic Aberdeen Harbour has, of course, changed over the course of time, but sailors still pay respect to Tin Hau, which we did.

As far as the city is concerned, multi-dimensional is how it is best characterised, layered in roads, streets, flats, etc. ... making it fun to find one's way.

In Hong Kong, the level of energy is incredible, and shopping is a window to the world, (with top quality French haute-couture as well as cheese). Each stall represents a food lover's paradise and a drink on some of the rooftops reinforces the feeling of uniqueness.

In a matter of a month, we sailed from Singapore to Hong Kong; two Chinatowns that, in different ways, go beyond limits. We are lucky sailors, thanks to the sailing community.

We left on 28 May, sailing east to the Bashi channel (beware) then Ishigaki ... we plan to spend a year in Japan.

Follow the voyage of Stéphanie and Christophe at www.yodyssey.com. 



Yo! and sunset in Tahanea, French Polynesia



Sailing Course News

This Summer: ABC introduces a new Optimist Course

From 8 – 12 August, the ABC will run "Optimist Race Week". This five full-day course is open to all young sailors who have already completed their Optimist Stage 3 or Stage 4 courses.

The focus of the week will be racing, offering a great opportunity for sailors to improve their skills and gain confidence. Successful participants will have the opportunity to join the ABC Optimist Squad.



Stéphane Bulle and his six-year-old son

Stand-Up Paddle-Boarding at the ABC

By Stéphane Bulle, photo by Kevin Lewis

Stéphane Bulle joined the ABC in 2015 and is a keen paddler. He is often to be seen at Middle Island, paddling together with his six-year-old son. Here, Stéphane relates his experiences with the world's fastest-growing water sport, and stand-up paddling at the ABC.

I was happy to join the ABC in September 2015; the whole family enjoys being in or on the sea every weekend! We are originally from France, but have lived in Hong Kong for 10 years.

I happened to try paddle-boarding around three years ago and became a fan of this peaceful but very “complete” sport for a couple of reasons. First there is this feeling of “hiking on the water” from an elevated point of view due to the standing position, and enjoying coastal and marine wildlife. Then it’s a very complete sport, the whole body is working out; calmness and balance are necessary.

Recently, inflatable board technology has greatly encouraged this sport. Boards are much easier to carry, and there is a tremendously wide range available – many of which are quite inexpensive. And, of course, inflatable boards can be kept in a Hong Kong apartment!

Paddle-boarding activities include “touring” (just gentle local paddling), long-distance trips, racing, even SUP yoga and fishing!

I used my first inflatable board almost as a dinghy, and took my then-five-year-old son on it. He quickly showed interest in

trying it himself. Now my son has his own board and is paddling with me – at the age of six! When he gets more practice, and gains good balance and strength, we will start paddle-surfing! I often paddle around Middle Island; and sometimes we go for a father-and-son ride to Deep Water Bay or Repulse Bay.

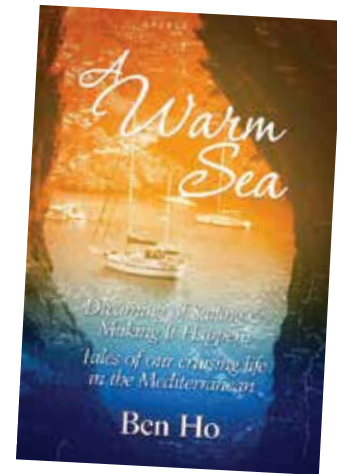
Obviously, safety rules are very important; in quiet areas like Middle Island I can let my young son paddle. It gives him autonomy to explore the sea. Middle Island is a very nice spot for paddling and it’s great to see the ABC SUP programme ongoing on many weekends, with Kevin introducing Club Members to this new sport.

One tip: there is a smartphone application called “SUP Trotter” useful for tracking your sessions. For safety, it is always good to carry your phone in a waterproof pocket. SUP Trotter lets you connect with many paddlers worldwide and helps you discover nice coastal areas everywhere around the world. Chances are there are many spots near your next holiday destination ... !

The ABC now owns a fleet of SUP boards of different sizes that are available for hire. We now have 55 Members on the SUP hiring list. To be added, Members need to attend a two-hour familiarisation session held by the ABC.

The ABC reminds all paddlers that PFDs and a safety leash must be used at all times when paddling. ✎

A Warm Sea, Part III: Gunkholing in the Mediterranean: The Turkish Coast



Words and photos by Ben Ho

(This is the third in a series of four excerpts from A Warm Sea, by Hong Kong-Canadian author Ben Ho. You may find the first and second excerpts in the May and June 2016 issues of Horizons.)

Gunkholing is a boating term that refers to a type of cruising in shallow or shoal water, spending the nights in coves and isolated anchorages. While *Three Rivers* does not have a shallow draft, the sentiment is the same – sailing and meandering from place to place, seeking out quiet bays and inlets, and staying away from crowded marinas and popular beaches.

One of the Med's best cruising grounds

By September, the scorching summer temperatures had cooled down enough for us to venture northwest out of our home port of Kemer to do some gunkholing around Turkey. This stretch of the Turkish coast is known as one of the best cruising grounds in the Mediterranean, with numerous coves and beaches that are very scenic and well-sheltered. We started with locations that were within a few days' sail. Around this cooler time of the year, wind typically comes from the north, and mostly on the nose for going that way, unfortunately meaning there would be plenty of motoring for us.

First we went to Cineviz Limani, a popular cove just a few hours away. The Turkish pilot guide describes this cove thusly: "The deserted bay is magnificent, with awe-inspiring cliffs dropping sheer into the sea ... there is no other anchorage on this coast as grand as Cineviz".

The cove is well-hidden amongst the tall cliffs on this rugged coast, and without an electronic chart, it would have been difficult to find. The entrance is only a few boat-lengths wide, guarded by steep craggy hills on both sides, with a large boulder awash in the middle. Once inside, the cove widens into a sizeable anchorage and the water is completely calm and serene. We dropped anchor in 16 feet (five metres) of water.

There were only a few other sailboats and powerboats when we arrived. To limit their swing, most other boats had also used a line at their sterns and tied it to another anchor or to rocks on the shore, holding both the bow and the stern of the boat in position. Otherwise, with only the anchor at the bow, a boat would swing a large circle whenever the wind direction changed, and as a result would require much more space. The main drawback of tying down both bow and stern is that if an emergency departure is needed, there is one more thing to deal with – as we found out later.

I took the same approach as the other boats, launching the dinghy with a long stern line and tying it to a piling at the shore. We had been sailing in the Med for a few months by now, but this was really our first time anchoring by ourselves, and I was happy with how well the anchoring went – at least that was what I thought. At noon the gullets (large wooden charter boats built like traditional sailboats) crowded into the bay with their hordes of noisy tourists and loud music, but by evening the secluded bay had quietened down, with only a few cruisers and some small fishing boats left spending the night.

Crystal-clear cove

The water was crystal clear and perfect for swimming, and the view was wonderful. Fishing was apparently good too, but we had no fishing gear on board. At night the darkened cove was nearly deserted, with only several faint anchor lights from a few boats reflecting off the still water. The tall dark cliffs surrounding the cove opened up to the night sky of brilliant stars like a picture frame. It was a unique experience and we had a restful night on the boat.

The next night, however, was far from restful. We spent the day relaxing on the boat, taking the dinghy to shore and exploring the pebble beach, jumping into the cool water when it became hot. Then after supper, as the sun went down, the wind began to build up. It roared through the entrance of the



cove and funnelled into the bay, and even in the dark, we could see whitecaps building up on the water. To our alarm, our anchor began to drag and our boat moved closer and closer to the rocky shore. It was pitch-dark, and all I could see was a faint outline of the white surf rolling onto the beach.

I started the engine to maintain the position of the boat, and rushed up to the foredeck and raised the anchor in order

to reset it. My wife Eliza was at the helm working the engine and steering, and our daughter Hazel was in the cockpit ready to help. The long stern line at the back of the boat was still tied to a post on the beach, so I had to lengthen the stern line. All this commotion woke up a fisherman sleeping in his boat at the shore, and he shouted something to me. I could not hear a word above the engine and wind noise, and even if I had, I could not have

understood it anyway, so I just shook my head and tried to wave him away.

It turned out he was probably asking if I wanted to leave my stern line and in his misunderstanding, he untied my stern line and cast it into the water. That was the last thing I wanted – a loose line in the water to foul up my propeller! I quickly put the engine in neutral and frantically pulled up the stern line, all 300 feet (100 metres) of it, while the boat



The secluded cove of Cineviz Limani, Turkey



Ancient theatre at Phaselis, Turkey

was slowly being blown to shore. After several tries I managed to reset the anchor, and not a minute too soon before running aground or worse – crashing into neighbouring boats. Another lesson learnt: set your anchor, and reverse your boat in strength to test it!

The fine atmosphere of Phaselis

Another bay we visited was Tekirova. The bay is very picturesque, with a long sandy beach and pine forests, backed by a tall cliff and distant mountains. What makes this bay unique is its historical ruins: the ancient city of Phaselis is just steps off the beach. Founded by colonists from Rhodes in 690 BC, the city was a prosperous trading port that shipped rose oil and timber from three harbours, the remains of which can still be seen today. Like almost every other city in the Med, Phaselis eventually succumbed to the Romans, but its magnificent, well-preserved ruins are maintained carefully by the Turkish authorities as a national park.

The pilot guide warned about many rocks above and below water, remnants of ancient breakwaters, and ancient debris on the seabed. Having learnt from our previous anchorage, I carefully anchored the boat with a trip line (to help untangle the anchor in case it got caught on rocks), and then put on my swim mask and fins and dove down to check the anchor. In near-transparent water, I could see the anchor securely dug in and buried in the seabed of sand. Satisfied that we were safe, we launched the dinghy and went ashore to explore the ruins.

We had given a name to our dinghy, *Putt-Putt*, as it deserves a special place in the hierarchy of our boating things. It always has been a crucial piece of equipment, second in importance to probably only the anchor, since we use it to get from and back to *Three Rivers* whenever we are at anchor. Perfect for transporting people and goods to and from shore, it is a little rubber inflatable, the type that most sailboats have. Its age is indeterminable; its color faded into a vague blue-grey from continual exposure to the sun. The dinghy has numerous patches due to its hard life of being rubbed against the davit, and there is a slow leak requiring it to be pumped up every couple of days. It has an antique outboard engine that works most of the time (but not always, as we found out later). But it

does a great job of carrying us around.

We tied *Putt-Putt* to a rickety semi-submerged wooden dock. Just off the ancient harbour, a small strip of sandy beach opens to a wide, paved boulevard of large granite stones. It was now early evening; the park was already closed to regular tourists from the normal entrance, so we had it almost entirely to ourselves. The ruins of Hadrian's Gate, built in the second century AD to honour a visit from the Roman emperor, still litter the entrance to the boulevard. A large stone tablet from the gate, inscribed in Greek, still is almost completely intact. One can picture how Hadrian and his entourage arrived here, stepping off their boat at this exact spot.

Tall, fragrant Damascus pine trees shade both sides of the boulevard, which leads to a theatre. There are plenty of Roman theatres that are bigger and grander, but this little theatre is intimate and inviting, as it is perfectly situated on a clearing and surrounded by shade trees and overlooks a grand mountain vista.

Olympian heights

On the top row of the hushed theatre's eroded stone seating, we could see Mount Tahtali in the distance, glowing orange in the setting sun. Known as Tasolynma in antiquity, Tahtali Dagi rises sharply from the sea to a height of 7,762 feet (2,366 metres). At Chimera, a foothill of this magnificent mountain, natural gas leaks through subterranean cracks and feeds several patches of eternal flames. Legend has it that the first sacred fire used in the Olympic Games was brought from here.

Further along the boulevard, there is an impressive aqueduct, a Roman bath, and sarcophagi lying around as they had fallen. The next day at dawn we went ashore again in order to see the ancient grounds in the early light. Sitting on top of the theatre, we watched as the morning sun gradually brightened up Mount Tahtali in the distance, probably the same way it was seen in 600 BC.

By noon, though, Tekirova's little harbour had begun to get crowded. Gulleys filled with tourists from nearby cities were piling in, and the beach was noisy with people loudly playing and splashing in the water. It was time to leave. I started the engine and turned on the windlass to retrieve the anchor. But nothing happened. Again I pushed the "up" button; still nothing.

It looked as if the windlass motor, which I had had serviced only a few months ago, had finally died. So I had to haul up by hand the heavy anchor and 160 feet (50 metres) of chain. It was exhausting.

To make matters worse, as we started to leave the anchorage, the engine alarm sounded. The loud, buzzing siren, signifying something very wrong with the engine, is a sailor's most-feared sound. I rushed down to the engine room and found that a coupling for the hot-

water heater had broken, spilling all the engine coolant and causing the engine to overheat. I quickly returned to the bay, found a quiet corner and dropped the anchor so I could attempt an emergency repair. After some searching, I found a way to bypass the heater, and refilled the engine radiator with fresh water.

We made our way back to Kemer, to the relief of my crew, but my to-do list of repairs was rapidly growing.

To be continued ... ✎

A Warm Sea, written by Ben Ho, is an e-book available in English from Amazon at <http://www.amazon.com/Warm-Sea-Dreaming-cruising-Mediterranean-ebook/dp/B00J9RF0XC>

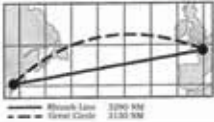
In Chinese, *A Warm Sea* is available from *eBook Dynasty* at <http://www.ebookdynasty.net/Lifestyle/AWarmSea/indexTC.html>



Answers: Sailing Knowledge for Skippers

See page 7 for questions

1. Hong Kong has around 263 islands, with Lantau the largest and Hong Kong island the second-largest. Many of the smaller islands are uninhabited and reachable only by small boats.
2. A rhumb line is a steady course or line of bearing that appears as a straight line on a Mercator projection chart. Whilst a rhumb line appears to be the shortest route, the great circle route has been proven to always be the shorter route. See the example here.


3. The landing point(s) for pipelines and underwater pipelines are marked in Hong Kong with a white diamond on a white post. If lit at night, the post is lit with a fixed white light. The post alerts mariners to be careful when anchoring in the vicinity of cables. Local charts show actual locations of pipelines and cables.
4. When two power-driven vessels are crossing each other in a manner that may risk a collision, under Rule 15 of the Collision Regulations, the vessel which has the other on her own starboard side shall act as the "give-way vessel" and if necessary shall avoid crossing ahead of the other vessel.
5. The yacht shows the motoring cone day signal, which means the yacht is using its engine for propulsion whilst the sails are raised. The signal lets other vessels know that the yacht should be treated as a motor vessel, not a yacht, under the Collision Regulations.
6. The four main Traffic Separation Scheme (TSS) zones in Hong Kong are the Tathong Channel, the Adamasta Channel, the West Lamma Channel and the East Lamma Channel.
7. The TSS have been established to assist ocean-going vessels with deep drafts when they are proceeding to and from Hong Kong. Local vessels navigating in the vicinity of a TSS shall:
 - Proceed in the appropriate traffic lane and in the direction of traffic flow for that lane.
 - So far as practicable keep clear of a traffic separation lane unless using it as intended.
 - Normally join or leave the traffic lane at the start and finish, but if joining or leaving from the side do so at a shallow angle and in the direction of the flow.
 - Avoid crossing the traffic lane but if obliged to cross, do so as near as practicable at right angles.
8. A line from the top of the mast to the end of the boom that holds the boom up when the mainsail is not in use.
9. The rope should be led to the "open" side of the cleat and then taken around once, then crossed twice, then around once again – recalled by OXO.
10. The following are recognised ways of showing that your boat is in distress. It is your duty to assist vessels in distress by every possible means.
 - 1) Mayday by voice or by using the DCS button from the ship's radio.
 - 2) SOS in Morse code
 - 3) Alert by electronic means including Electronic Positioning Indication Rescue Beacon (EPIRB)
 - 4) Flying the "N" flag over the "C" flag
 - 5) A signal consisting of a square flag above or below a ball.
 - 6) A person slowly and repeatedly raising and lowering outstretched arms.
 - 7) A fog horn sounding SOS (dot, dot, dot – dash, dash, dash – dot, dot dot) continuously.
 - 8) Gunshots or explosive signals at approximately one-minute intervals.
 - 9) A red star shell.
 - 10) A red parachute or red hand flare.
 - 11) An orange smoke signal.
 - 12) An orange dye-marker.
 - 13) An orange canopy on a boat.
 - 14) Flames – e.g. from a burning oil barrel.



Summer Youth Sailing Programme July – August 2016

The ABC Youth Summer Sailing Programme is already underway and course places for sailors aged seven to 18 are still available throughout the summer holidays. Full details are available at www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com.

Date and Time	Junior Course	Activity	Eligibility	\$ Cost (Member/ Non-member)
<i>July</i>				
Mon 11 – Fri 15 July AM	✓	Optimist Stage 1	Age 7 – 11, can swim with confidence	1,080/1,990
Mon 11 – Fri 15 July PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080/1,990
Mon 11 – Fri 15 July PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080/1,990
Mon 11 – Fri 15 July AM	✓	Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	1,080/1,990
Mon 11 – Fri 15 July		Watersports Week	Age 8 – 18, holds Optimist 2 or 3, or HKSF L2	2,650/3,980
Mon 11 – Fri 15 July		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with confidence	2,650/3,980
Weds 13 – Fri 15 July		3-day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,590/2,388
Mon 18 – Fri 22 July AM	✓	Optimist Stage 1	Age 7 – 11, can swim with confidence	1,080/1,990
Mon 18 – Fri 22 July PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080/1,990
Mon 18 – Fri 22 July PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080/1,990
Mon 18 – Fri 22 July AM	✓	Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	1,080/1,990
Mon 18 – Fri 22 July		HKSF Level 3 Improver Course	Age 12 – 18, passed HKSF L2, with one year of sailing since	2,650/3,980
Mon 18 – Weds 20 July		RS Feva Introduction Course	Age 12 – 18, passed HKSF L2	1,590/2,388
Thurs 21 – Fri 22 July		RS Feva Gennaker Course	Age 12 – 18, passed RS Feva Intro	1,060/1,592
Mon 18 – Fri 22 July AM		Adult HKSF Level 1	Adult (18 or over), can swim with confidence	1,550/2,325
Mon 18 – Fri 22 July PM		Adult HKSF Level 2	Adult (18 or over), can swim with confidence	1,550/2,325
Mon 25 – Fri 29 July AM	✓	Optimist Stage 1	Age 7 – 11, can swim with confidence	1,080/1,990
Mon 25 – Fri 29 July PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	1,080/1,990
Mon 25 – Fri 29 July PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	1,080/1,990
Mon 25 – Fri 29 July		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with confidence	2,650/3,980
Weds 27 – Fri 29 July		3-day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,590/2,388
Mon 25 – Fri 29 July AM		Adult HKSF Level 1	Adult (18 or over), can swim with confidence	1,550/2,325
Mon 25 – Fri 29 July PM		Adult HKSF Level 2	Adult (18 or over), can swim with confidence	1,550/2,325

Date and Time	Junior Course	Activity	Eligibility	\$ Cost (Member/ Non-member)
August				Application Deadline 18 July
Mon 1 – Fri 5 Aug AM	✓	Optimist Stage 1	Age 7 – 11; can swim with water confidence	1,080/1,990
Mon 1 – Fri 5 Aug PM	✓	Optimist Stage 2	Age 7 – 11; passed Optimist Stage 1	1,080/1,990
Mon 1 – Fri 5 Aug PM	✓	Optimist Stage 3	Age 7 – 11; passed Optimist Stage 2	1,080/1,990
Mon 1 – Fri 5 Aug AM	✓	Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	1,080/1,990
Mon 1 – Fri 5 Aug		HKSF Level 3 Improver Course	Age 12 – 18; passed HKSF L2, with one year of sailing since	2,650/3,980
Mon 1 – Weds 3 Aug		RS Feva Introduction Course	Age 12 – 18; passed HKSF L2	1,590/2,388
Thurs 4 – Sat 6 July		Laser 1 Introduction Course	Age 12 – 18; passed RS Feva Introduction	1,590/2,388
Mon 8 – Fri 12 August	✓	Optimist Race Week (five full days)	Age 7 – 12, passed Optimist Stage 3	2,160/3,980
Mon 8 – Fri 12 August		Watersports Week	Age 8 – 18, holds Optimist 2 or 3, or HKSF L2	2,650/3,980
Mon 8 – Fri 12 August		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with confidence	2,650/3,980
Weds 10 – Fri 12 August		3-day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,590/2,388



August 2016 French International Summer Youth Sailing Programme

To cater for FIS and other schools that have a longer summer vacation, ABC is pleased to offer two weeks of sailing courses that take place during the last two weeks of August. Full details are available at www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com. Please note an early-bird discount is available for bookings on or before 18 July, with the application deadline of 5 August.

Date and Time	Junior Course	Activity	Eligibility	Discounted cost if booked on or before 18 July \$ cost: (Member/ Non-member)	\$ Cost (Member/ Non-member)
August				Application Deadline 5 August	
Mon 15 – Fri 19 Aug AM	✓	Optimist Stage 1	Age 7 – 11, can swim with confidence	972/1,791	1,080/1,990
Mon 15 – Fri 19 Aug PM	✓	Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	972/1,791	1,080/1,990
Mon 15 – Fri 19 Aug PM	✓	Optimist Stage 3	Age 7 – 11, passed Optimist Stage 2	972/1,791	1,080/1,990
Mon 15 – Fri 19 Aug		HKSF Level 1 and 2 Beginner Course	Age 11 – 18, can swim with confidence	2,385/3,582	2,650/3,980
Weds 17 – Fri 19 Aug		3 day Pico/Feva Supervised Practice	Age 11 – 18, passed HKSF L2	1,431/2,150	1,590/2,388
Mon 22 – Fri 26 Aug AM		Optimist Stage 1	Age 7 – 11, can swim with confidence	972/1,791	1,080/1,990
Mon 22 – Fri 26 Aug PM		Optimist Stage 2	Age 7 – 11, passed Optimist Stage 1	972/1,791	1,080/1,990
Mon 22 – Fri 26 Aug PM		Optimist Stage 4	Age 7 – 11, passed Optimist Stage 3	972/1,791	1,080/1,990
Mon 22 – Fri 26 Aug		HKSF Level 3 Improver Course	Age 12 – 18, passed HKSF L2, with one year of sailing since	2,385/3,582	2,650/3,980
Mon 22 – Weds 24 Aug		RS Feva Introduction Course	Age 12 – 18, passed HKSF L2	1,431/2,150	1,590/2,388



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

Part A (Master)

Dates: 1, 4, 5 August 2016 / 1, 3, 4 November 2016

Times: 7 pm to 10:15 pm

Syllabus: Rules, lights, shapes, buoyage and signals, seamanship,
local knowledge and the laws of Hong Kong fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

Part B (Engineer)

Dates: 8, 11, 12 August 2016 / 7, 8, 9 November 2016

Times: 7 pm to 10:15 pm

Syllabus: Engine general construction, diesel and petrol fuel, fuel systems, electrical systems, ignition systems, lubrication,
cooling and pumps, transmission systems, operation and maintenance, fire and gas precautions.

Cost: \$1,700 for member/person/course. \$2,000 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the Hong Kong Marine Department after course completion. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays. You may go to the Marine Department address below to arrange your eyesight exam and register your exam. Please bring examination fee of \$1,255 (candidate must take both Part A (Master) and Part B (Engineer) exams together in the first attempt), one photo, one ID copy, and a copy of medical certification of the applicant's required eyesight standards. There will be a minimum of five 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 fax on 2873 2945 or by post or hand to the Club's Administrative Office.
6. See the Marine Dept. website for exam application information and dates:
http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier; the suggested date is 6 – 8 weeks after attending the first part of the course.)
Exam application form: <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight exam report: <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>
Marine Dept.: Seafarers' Certification Section, 3/F, Harbour Building, 38 Pier Road, Central, Hong Kong.
Telephone 2852 4941; Fax 2541 6754.



Pleasure Vessel Grade II Operator Certificate Courses

Application form

Part A (Master)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held 7 pm – 10:15 pm

() 1, 4, 5 August 2016 Monday, Thursday & Friday

() 1, 3, 4 November 2016 Tuesday, Thursday & Friday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing 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 pm to 10:15 pm.

() 8, 11, 12 August 2016 Monday, Thursday & Friday

() 7, 8, 9 November 2016 Monday, Tuesday & Wednesday

Please debit my account by \$1,700.

Non-members, please include a cheque with \$2,000, payable to Aberdeen Boat Club Ltd.

Mailing address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date

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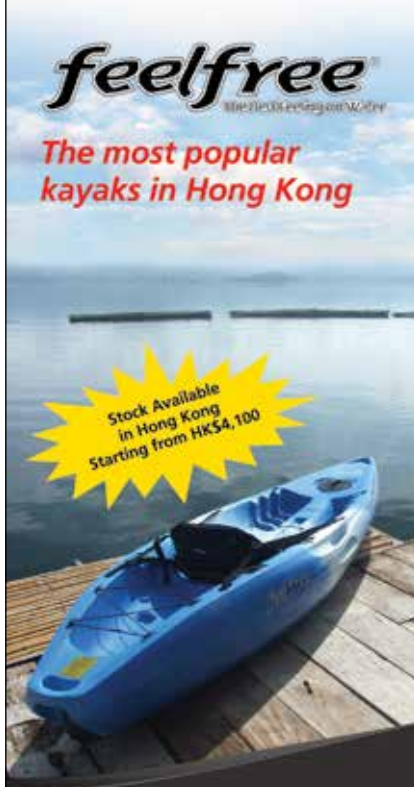

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