



2013/05  
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# HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

Spanish Month at the Club

Mad as March Hares:  
an Easter Escapade

“Gone with the Wind”  
and other sailing surprises

Summer Sailing:  
The ABC's Popular Programme





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*Horizons* welcomes ABC member contributions of articles and photos.  
Please contact the editor at [ann.white@ppp.com.hk](mailto:ann.white@ppp.com.hk)



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## Commodore's Letter

The issue of moorings has been of serious concern to boat owners and clubs alike for some time. In March, the Marine Department issued notices to 'hundreds' of boats on private moorings in the Aberdeen South Typhoon Shelter, giving boat owners 14 days' removal notice, for the boat either being oversized for the designated mooring length or not being owned by the holder of the mooring licence. It is not clear where all of these vessels now will go, or have gone, even with a 14-day extension.

The shortage of available mooring spaces for pleasure vessels, the reluctance of Government to provide for further moorings, and the widespread subletting of private moorings all have been issues apparent for some time. The Marine Department called a meeting of clubs on 9th April to discuss its approach to such issues. It appears that the way forward has not yet been fully considered, and further movement will be needed to resolve these and related matters.

We congratulate 13-year old ABC member Matthew Wright who has qualified to be part of the team of five sailors representing Hong Kong at the 2013 International Optimist Dinghy Association Optimist World Championships in Riva del Garda in Italy in July.

The Development Committee was recently briefed by the Middle

Island development architect on the progress of the consultancy and on the thinking behind evolving plans, giving an opportunity for feedback on the ideas. On further refinement these plans will be shown to members in the near future.

After a wet April in the change of monsoon time, we look forward to better weather and clearer skies over the summer, hopefully in time for the Classic Yacht Rally on the 4th and 5th of May, the ABC vs Mandarin Sport Fishing Club tournament on Saturday 18th May, and for the Summer Series race 1 where cruisers are inviting dinghy sailors to join their crews and expand their experience.

Safe boating.



**John Berry**  
Commodore



*The ABC's Matthew Wright on his way to the Optimist Worlds*

## General Manager's Letter

### **Around the Club**

Twice during the month of March, children could not be located as the family readied to leave the Club, which generated a burst of panic among staff and Members alike. Our staff were, as ever, very proactive in helping locate the children, but this takes them away from the Galley coffee shop and the Patio, especially on busy Sundays. Please be reminded that parental supervision is actually a Club rule and not our staff duty.

The reopening of the swimming pool

once again has raised the issue of wet clothes and swimsuits inside the indoor coffee shop. Wet floors that result from dripping water are dangerous. In addition, proper attire must be worn in restaurants. That precludes swimsuits. We address this again, especially to your children. Please follow the rule and help the Club avoid an accident, especially around the passageways and counter area where hot food and heavy foot traffic mix poorly with wet flooring.

Separately, there have been



complaints about domestic helpers attending to children while parents enjoy the Club facilities. I cannot reinforce enough the necessity for parental supervision, especially with young children. If you decide to have your dedicated domestic helper as your guest at the Club, then he or she is not supposed to work – as your guest would not work.

Lastly, recently we have seen an increase in large tables of guests on busy days at the Coffee Shop. To avoid complaints and for us to not need to restrict the number of guests you and we can accommodate, please allow our staff to set tables for you, preferably on the patio. Space is limited inside and should be kept open for a maximum of members. I thank you in advance for your kind cooperation.

#### **Marine matters**

Those with a mooring or space for your dinghy with the Club will shortly receive a renewal letter for the year 2013. To avoid unnecessary printing of booklets, after obtaining legal advice, this letter of renewal will be signed by both parties. Club receipt of the necessary documents will suffice to ensure the validity of the agreement between the Club and the mooring-holder. A new contract is needed only if a new mooring or space is allocated.

Soon you will see at the main Clubhouse pontoon, depending on the delivery time from New Zealand, two new self-deploying ladders and a safety box equipped with a search torch and a fire extinguisher. This is in response to a few incidents at night when members have missed a step getting onto their dinghy and fallen into the harbour.

The Marine Department (MarDep) is currently actively chasing moorings where boats longer than the designated length permits are moored and moorings that have been sublet to a person other than the mooring owner. The Club is actively working on clarifying points with the MarDep and hopefully will have no issues.

The weather is becoming more pleasant; water sports and boating activity will increase in May and the coming months. Let me remind you that the speed limit in the harbour is limited to

5 knots. On Deep Water Bay the speed limit is 5 knots within the designated area between 8 am and midnight on any Saturday or public holiday, or on any day during the period from 1 July to 15 September. This speed limit precludes towing of water skiers within the zones.

**“If you have not booked for our Mother’s Day buffet our food and beverage manager surely will be able to find you a space in one of our venues.”**

**“On Saturday, 18 May, on Middle Island, we will have a Spanish Fiesta with a Spanish guest chef, flamenco dancers and a wonderful array of food and wine.”**

#### **Sailing news**

By the time you receive this magazine, the ninth running of the ABC’s Classic Yacht Rally will be well-underway over the weekend of 4th and 5th of May. As usual all sailing boats are invited; this year we define every vessel over the age of 25 years as classic. This event attracts between 20 to 30 sailing crews and families and is dedicated to design classes like Taipans, Cape Caribs, various Cheoy Lees, Flying Fifteens, Dragons, Sonatas, Ruffians and Impalas.

The main attraction of this event is its relaxed atmosphere, with the high point being the Saturday evening beach party. Whether or not you have a boat you can join crews for the two-day race or join the fun on the evening of Saturday, 4 May, on Tai Tam Hobie beach. Please contact me if you would like to participate in such an event or to see old riggings not often

seen these days on the water.

#### **Staff movement**

Sadly we saw Galley Senior Waiter Lee Yik Sang leave last month after nine years of dedicated service to the Club. Despite all attempts to convince him to stay, he preferred to try something new and potentially better for him. Let us wish him all the very best in his new job. On the other hand, I am sure you know by now that Choy Piu Kee, one of our senior coffee shop cooks, and Martin Yu Chun Kwong, our Club senior waiter, have returned to the ABC after nine months away.

The Sailing and Marine team has been enlarged with the arrival of Eileen Sze, appointed as keelboat and marine assistant manager, and John Tsoi, dinghy instructor. Eileen, who is a fully qualified dinghy and keelboat instructor, will take care in the first instance of all matters around racing and moorings management, and will assist our marine manager across the department. John is a fully qualified sailing dinghy instructor and on top of being in charge of dinghy teaching, training and supervised sailing, also takes responsibility for the maintenance of our dinghy fleet.

Our Pastry Chef Ng Nan On is now recovering slowly at home after suffering what appeared to be a stroke last month. We have all been visiting him regularly, and one of our junior chefs is staying overnight at Nan On’s home to ensure that he has support should he need anything. Let us hope that he will fully recover soon.

Before you all forget, 12 May is the day you must call your mum or treat her to a good relaxing day.

If you have not booked for our Mother’s Day buffet our food and beverage manager surely will be able to find you a space in one of our venues.

Watch for the Spanish food and wine promotion throughout the month. On Saturday, 18 May, on Middle Island, we will have a Spanish Fiesta with a Spanish guest chef, flamenco dancers and a wonderful array of food and wine selected and directly imported from Spain.

Do not miss this long-overdue Middle Island party.

#### **Philippe de Manny**

General Manager



## Spanish Cuisine Celebration, May 2013

Too often confused with Mexican food, Spanish cooking bears more resemblance to the cuisines of France and Italy with its robust, exciting tastes.

Come to the ABC and enjoy throughout the entire month one of Europe's most flavoursome yet least-known styles of cooking.

### TAPAS

**Brochetas de langostino con tomate, tomillo y feta** \$38  
*Skewered prawns with tomato, thyme and feta cheese*

**Chorizo frito con ajo** \$38  
*Fried chorizo with garlic*

**Chanquetes fritos profundo** \$48  
*Deep-fried whitebait*

**Champiñones al ajillo picante** \$30  
*Mushrooms with chilli and garlic*

### ENSALADA

**Ensalada tibia de mariscos cítricos** \$58  
*Warm citrus seafood salad*

**Tortilla de patatas** \$42  
*Spanish potato quiche*

**Almejas ajo vino con tomates picados** \$78  
*Garlic wine clams with chopped tomatoes*

### MAINS

**Pollo con salsa de almendra** \$88  
*Chicken with almond sauce*

**Pizza de tomate, chorizo y espinaca** \$58  
*Tomato, chorizo and spinach pizza*

**Tenera con salsa de queso azul** \$138  
*Veal with creamy blue-cheese sauce*

**Cazuela de mariscos** \$118  
*Seafood casserole*

### DESSERT

**Buñuelos de Manzana** \$32  
*Asturian apple fritters*





# News from Food and Beverage Manager Gisele Isabella Gaggino

Dear Members,

Throughout the entire month of May, the Food and Beverage team brings the exquisite flavours and tastes of Spain to all the Club's restaurants for your dining pleasure and that of friends and family.

We start the fiesta with a Spanish barbecue and tapas night at Middle Island on Saturday, 4 May, with white chorizo, tortilla de patata and delicious desserts.

The fiesta continues at the Patio and Galley on Friday, 10th May, when members can sample the wines from the ABC's specially selected May Home Wine Delivery listing, alongside our chefs' freshly prepared tapas, that wide and appealing variety of finger food and snacks that is uniquely Spanish.

Mother's Day at the Club this year has a distinctly Spanish flair. The ABC invites all mothers to come to the Club on Sunday, 12 May (with the family of course), to enjoy the special spread we have planned for you. All mothers will receive a special gift. Children will have the opportunity to design their very own cookie especially for Mother. A clown/magician will



Photo by Matthew Tsui

be on hand to entertain the children with games and balloon-twisting. Please see the special menu for Mother's Day and reservation details elsewhere in this issue.

On Saturday, 18 May, Middle Island will host the ABC's Spanish Fiesta, with a guest Spanish chef, variations of paella, Spanish wines, and flamenco dancers. Todos son Bienvenidos.

Finally, the ABC's annual prize-giving night is on the 25th of May at Middle Island. Sailors and non-sailors are welcome alike. Come, join in the festivities and enjoy the food.



## May at a Glance at the Club

Throughout the month: Spanish Food Promotion

Date	Activity
<b>Dinghy</b>	
2 May	School Training
2 May	School Training
4 May	Supervised Sailing and Team Training
5 May	Dinghy Spring Races 9 and 10 and Team Training
8 May	Team Training
10 May	School Training
11 May	LASER 2000 Course and Adult Beginner Course, Supervised Sailing and Team Training
12 May	LASER 2000 Course and Adult Beginner Course and Team Training
15 May	Team Training
18 May	LASER 2000 Course and Adult Beginner Course, Supervised Sailing and Team Training
19 May	Adult Beginner Course and Team Training
22 May	Team Training
23 May	School Training
24 May	School Training
25 May	Adult Beginner Course and Annual Prize-giving and Team Training
26 May	Dinghy Sailing Trip and Team Training
29 May	Team Training
30 May	School Training
31 May	School Training

Date	Activity
<b>Keelboat</b>	
1 May	J/80 Sailing Trip
4 May	Classic Yacht Rally
5 May	Classic Yacht Rally
18 May	The ABC vs Mandarin Sport Fishing Club Gamefishing Tournament
25 May	Annual Prize-Giving

<b>Food and Beverage</b>	
Throughout the month	Spanish Food Promotion
Every Sunday	Sunday Breakfast Buffet and Family Lunch Buffet
4 May	Spanish Barbecue and Tapas Night on Middle Island
12 May	Mothers Day Buffet at the ABC with a Spanish touch
18 May	Paella Evening on Middle Island
25 May	Aberdeen Boat Club Annual Prize-giving 2013

<b>Activities</b>	
1 May	Buzz Dragon Po Toi Competition
Every Monday and Wednesday	Karate with Si Fu Tom and Yoga with Higy
Every Tuesday and Sunday	Buzz Dragon Boat Training
Every Monday and Thursday	Mandarin Divers Scuba Dive Training
Every Monday	Swimming with Nicola



# Spanish Barbecue and Tapas Night, Middle Island Saturday, 4 May < **EVENT CANCELLED** >

6:30 pm – 8:30 pm

Reservations required

## EVENT CANCELLED

Your choice of assorted Mediterranean salads and tapas, tortilla de patata, barbecued white chorizo, chorizo Oreado, chorizo Aragon, Spanish spare ribs, grilled beefsteaks and delicious desserts.

Adults: \$148 per person

Children:

14-16 years old \$108

10-14 years old \$68

9 and under free

To reserve for your family and friends, call The Galley at 2554 9494

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### Hahn Premium Lager

**\$36 per bottle**

Alcohol 4% by volume

Hand-crafted with higher malt levels and a blend of three special hops, Hahn Premium lager is a true premium beer. Hahn Premium is brewed using genuine German Hersbrucker hops grown on the Hersbruck Hills north of Munich. The hops add a high aroma value with a relatively low level of bitterness. The hops are added very late in the brewing process to enhance their aromatic quality and provide a fresh, green and herbaceous aroma.



## Beer of the Month

Aberdeen Boat Club 香港仔遊艇會



**Mango Julius** Vanilla ice cream and milk with fresh mango slices

**By the glass \$42**



## Children's summer drink

Aberdeen Boat Club 香港仔遊艇會



**Sweet and Sour Cooler**  
Passion fruit, peach, orange juice and yogurt

**By the glass \$40**



**Bailey's Shake**  
Bailey's Irish Cream, caramel liqueur, chocolate ice cream and fresh milk

**By the glass \$45**



## Cocktails of the Month

Aberdeen Boat Club 香港仔遊艇會



## Mother's Day Buffet Lunch, the Four Peaks Restaurant and Harbour Room, Sunday, 12 May

**Noon – 3 pm**

**International buffet lunch with a special gift for all mothers.  
Your choice of a wide selection of assorted international  
cuisines and delicious desserts.**

**For the children, a cookie decoration table from 1:30 pm – 2:15 pm,  
to make that extra-special present for Mum.**

**Adults: \$228 per person (including a complimentary soft drink)**

**Children:**

**14-16 years old \$118**

**10-14 years old \$88**

**9 and under free**

Reservations required. Please call the Four Peaks Restaurant on 2553 3422



# Mother's Day Buffet Menu

## Starters

selection of fresh breads and rolls  
selection of cold cuts and savouries  
roast Mediterranean vegetable crostini  
Spanish potato omelette  
crudités and dips

## Salads and Seafood

fresh salad greens  
red cabbage, potato and bacon salad  
chilli garlic mushrooms  
Valenciana salad  
garlic wine clams with chopped tomatoes  
whelks, mussels, oysters and yabbies  
smoked salmon

## Dressings:

French, Italian, and herb vinaigrette

## Condiments:

bacon, grated Parmesan cheese,  
toasted pine nuts, spring onions and croutons

## Soup

smoked ham, tomato and butter bean soup

## Hot Dishes

home-made dim sum  
roast beef tenderloin  
chargrilled tuna with tabbouleh  
grilled chicken with chocolate sauce  
lobster E-Fu noodle  
crispy oysters  
chicken Massala  
steamed rice  
sautéed spinach with prosciutto  
garlic mashed potatoes  
baby carrots  
scalloped potato and leek casserole

## Desserts

classic bread and butter pudding  
lemon cherry trifle  
baked orange caramel custard  
honey-wine pastries  
English cheeses with grapes



## Spanish Fiesta Night, Middle Island Saturday, 18 May

**Spanish Fiesta with a visiting Spanish guest chef who will demonstrate the finer points of paella. Featuring flamenco dancers and a wonderful array of food and wine selected and directly imported from Spain.**

**6:30 pm – around 9:30 pm  
Reservations required**

**Adults: \$198 per person**

**Children:**

**14-16 years old \$118**

**10-14 years old \$88**

**9 and under free**

**Selected Spanish wines on offer on the day  
By the glass \$45, by the bottle \$230**

To reserve for your family and friends, please call The Galley at 2554 9494



## Squid Fishing at the ABC

**Date: Thursdays, 16 & 30 May, Friday 14 June & Wednesday 26 June**

**Time: 7 pm to 10 pm**

Evening squid fishing is fun and entertaining. Bring along a group of friends or make some new ones. These excursions are run during May and June only. Book fast as they are very popular.

\$158 per adult;

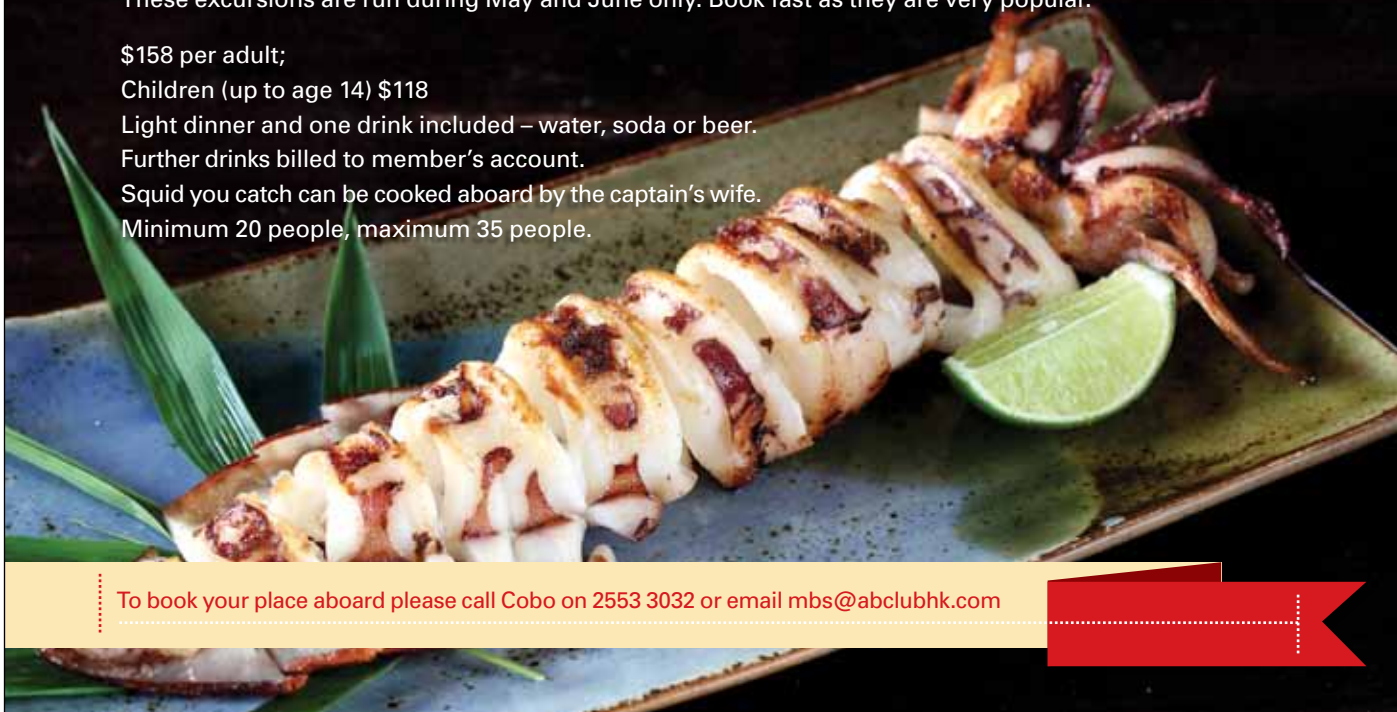
Children (up to age 14) \$118

Light dinner and one drink included – water, soda or beer.

Further drinks billed to member's account.

Squid you catch can be cooked aboard by the captain's wife.

Minimum 20 people, maximum 35 people.



To book your place aboard please call Cobo on 2553 3032 or email [mbs@abclubhk.com](mailto:mbs@abclubhk.com)

## Vin de Pays d'Oc Chardonnay-Sauvignon 2010

*Produced in Languedoc, in the south of France, in the foothills of the Eastern Pyrenees.*

*Bright and pale-gold in colour. The wine's nose combines the very ripe white fruit and citrus of the Chardonnay with the crisp floral and herbal aromas of the Sauvignon.*

*Suggested pairing with fish, white meat, poultry, seafood, but also a fine aperitif.*



## C'est La Vie Pinot Noir-Syrah 2009

*Also from France's Languedoc region.*

*A lovely gamet-red colour, the wine is very fresh on the nose with notes of liquorice, pepper and spices.*

*On the palate, it is very fleshy and generous with a good body and soft tannins.*

*Suggested pairings: roasted meats, game and strong cheeses.*



by the glass \$47  
by the bottle \$200



## Wines of the Month

Aberdeen Boat Club 香港仔遊艇會



# Home Wine Delivery May 2013

	\$/Bottle	Quantity	Amount
<b>Sparkling Wines</b>			
<b>Massolino, Moscato d'Asti DOCG 2012</b> With pear, green tea and white peach notes and a refreshing mineral finish. A medium sweet wine with a light spritz. Enjoy its fruity charms young and fresh.	\$165		
<b>White Wines</b>			
<b>Bertani Soave 2011 DOC</b> The nose opens up with sweet scents of elder and pear blossom and develops into apricot, pineapple and melon. In the mouth, it is deep, mellow and very harmonious with a full body, soft and round mouthfeel and a note of spice and oak on the finish.	\$185		
<b>Domaine Valentin Zusslin, Gewürztraminer Bollenberg 2006, Alsace AOC</b> Very floral with lychee aroma that is pleasant and pretty. On the palate, orange and chrysanthemum flavours are accompanied by crisp acidity. The wine combines Gewürztraminer flavours that go well with a range of cuisines, including Shanghai and Sichuan food, Peking duck and Thai food.	\$240		
<b>Red Wines</b>			
<b>Quinta da Romaneira Douro DOC 2007</b> <i>Awards: Wine Spectator – 94 points</i> Offers a refined mix of meat, spice and fruit flavours seamlessly woven together. Fine-grained tannins and plenty of Asian spice notes are also on display. The finish is smoky, seductive and juicy.	\$350		
<b>Pasquale Pelissero, Barbaresco DOCG Bricco San Giuliano 2008</b> <i>Awards: Wine Spectator – 93 points</i> A sweet cherry note on the nose. The palate is framed by vanilla and tobacco in this supple, elegant red. The bright acidity enhances its pure fruit character on the glide to the long finish.	\$320		
<b>Jean-Luc Baldes, Clos Triguedina 2005, Cahors AOC</b> <i>Awards: 4/5 Decanter</i> Fine black fruit and bramble aromas and spice notes. Youthful. Good fruit. Vital, bright, firm tannins and appetising freshness. Drink 2009-15.	\$260		
<b>Château Trianon 2006, Saint-Emilion Grand Cru AOC</b> <i>Awards: Wine Spectator – 88 points</i> A balanced and fruity red, with berry and sweet tobacco aromas and flavours. Medium-bodied, with silky tannins and a delicious finish.	\$430		
<b>Umani Ronchi, Costamorro 2007, Montepulciano d'Abruzzo Colline Teramane DOCG</b> <i>Awards: Wine Spectator – 89 points</i> Black plum and boysenberry notes are concentrated, with layers of spice and toasty oak. Cocoa, tar and grippy tannins drive the fine finish.	\$250		

**Free Wine Tasting  
with assorted tapas**

All of the above wines will be available for free tasting at the Galley on **Friday, 10 May, 6:30-8:30 pm.**

Member Name: _____	Membership Number: _____
Tel (Office): _____	Tel (Home): _____
Delivery Address: _____	
Delivery Date: _____	Member Signature: _____

Minimum order of 12 bottles. Mixed cases are available. Total amount will be charged to Member's account. Orders accepted by mail, fax or in person. Contact the Food & Beverage Department at 2555 6216 or fax: 2873 2945  
**FREE delivery will be offered for purchase of over 12 bottles;** please allow 3 working days for delivery. All wines are subject to availability.





# Aberdeen Boat Club 2013 Prize-giving Saturday, 25 May, Middle Island

**7 pm Pre-dinner drinks**  
**8 pm Set dinner service**

**Smoked Breast of Duck**  
*with vegetables and miso*

**Pork Tenderloins**  
*with coconut curry sauce*

**Brazilia chocolate tart**  
*with vanilla ice cream*

**Coffee and tea**

**\$188 per person**

To reserve, please call Cobo at 2553 3032



# RHKYC Middle Island Regatta 2013

Words and photos by Kevin Lewis

The annual Middle Island Regatta, held this year on 13 and 14 April, is the biggest dinghy event organised by our friends at the Royal Hong Kong Yacht Club. This time around saw one of the largest-ever fleets, with over 80 boats racing. The ABC sent a team of 22 dinghies with 35 sailors, one of our largest groups ever. Our Club youth dinghy squads took part, supplemented by a strong showing of adults in Lasers and Laser 2000s – it is great to see adult participation increasing!

With good wind forecast for Saturday but set to decrease on Sunday, the RHKYC changed its race schedule, managing to run three races on a windy and challenging first day in waters off Stanley Bay. It was a long day, especially for the Optimists, but after day one everyone was glad the extra effort had been made and three races, enough for a series, were completed.

Sure enough, day two dawned with flat, calm and mirror-like waters, and competitors stayed ashore waiting for developments. Gradually a breeze came in and the fleet returned to Stanley Bay to complete two more good races in what turned out to be near-ideal 10-knot winds with even occasional bursts of sunshine!

ABC sailors fared well, with Cosmas Grelon and Akira Sakai taking first place in the 29er fleet. Yann D'Argenlieu and Nathan Bradley might well have finished second had they not decided to sail an extra lap in the final race! Matthew Wright was the leading ABC Optimist sailor, and Oliver Edmonds and Oliver Wong were first in Laser 2000. Special mention must go to Aditya Krishna and Ralph Summers sailing one of their first-ever regattas in the RS Feva. Huge thanks go to race organisers RHKYC, sponsors Crocs and all the ABC sailors who made such great efforts throughout the weekend. H



*Aditya Krishna (L) and Ralph Summers*



*Oliver Edmonds and Oliver Wong en route to their Laser victory*



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The Pico division at the 2010 regatta



The ABC team at the 2012 Macau Regatta

# 22 and 23 June, Associação de Vela de Macau 澳門風帆船 Macau to Host International Dinghy Regatta 2013

By Kevin Lewis



Every year the ABC sends a team of sailors to support the annual dinghy regatta held off Hac Sa beach in Macau. Not only do our sailors attend, the ABC and Hebe Haven Yacht Club also ship Pico dinghies and a safety boat to support our teams. It's perhaps one of the most fun events of the sailing year, and very family-orientated. Most competitors choose to stay in the well-appointed Westin Hotel, with its superb facilities and direct view of the sailing area.


While the regatta is aimed primarily at youth sailors in Picos and Topaz, a few

places are available for adults in Laser and Laser Stratos dinghies. Although most of the competitors traditionally are part of our dinghy teams, entry is open to any ABC members who hold at least either an HKSF Level 2 or Optimist Stage 3 Certificate.

This year we expect more entries than ever, and places are limited. Therefore it is essential that interested sailors and families enter as soon as possible. As usual, Kevin Lewis will coordinate entries and look after the team while in Macau. Note the Westin Hotel has offered a special reduced rate of only HK\$1,041

(plus 15%) for competitors. This special rate is valid until 22 May, so book soon!

Also this year, for the first time, the event will be run out of the purpose-designed Associação de Vela de Macau Sailing Centre, which provides an easier and far-safer launch and recovery for dinghies.

Interested sailors (and families) should contact Kevin Lewis as soon as possible at [DinghySailing@abclubhk.com](mailto:DinghySailing@abclubhk.com) to complete the entry formalities. 

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# ABC Youth Summer Sailing Programme

## June – July 2013

Following hot on the heels of ABC's Easter Programme, we now announce our selection of youth sailing courses and activities for younger sailors during the summer school holidays. Don't be late to sign up – we encourage you to apply early, **at least three weeks prior to the start date**, to ensure you get spaces, particularly on popular courses. (We will issue a separate programme for August and for French International and other schools with longer summer holidays.) Details and all application forms are available on our website, [www.abclubhk.com](http://www.abclubhk.com). For further enquiries please contact Angela Ho at [SailingSecretary@abclubhk.com](mailto:SailingSecretary@abclubhk.com).

Date & Time	Junior Course	Activity	Eligibility	HKS (Member)	HKS (Non-member)
Mon 24 – Fri 28 June am	✓	Optimist Stage 1	Age 7 – 11	840	1,215
Mon 24 – Fri 28 June am	✓	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	840	1,215
Mon 24 – Fri 28 June pm	✓	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	840	1,215
Mon 24 – Fri 28 June pm	✓	Optimist Stage 4 Supervised Practice	Age 7 – 11 Pass Optimist Stage 3	840	1,215
Mon 24 – Fri 28 June		Beginners HKSF Level 1&2	Age 11 – 18	2,520	3,650
Mon 24 – Tue 25 June		RS Feva Gennaker Course	Age 12 – 18, hold RS Feva Introductory or HKSF 3	1,008	1,460
Weds 26 – Fri 28 June		3-Day Supervised Practice	Age 12 – 18, hold HKSF L2	1,512	2,190
Mon 1 – Fri 5 July am	✓	Optimist Stage 1	Age 7 – 11	840	1,215
Mon 1 – Fri 5 July am	✓	Optimist Stage 2 (max 6 students)	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 1 – Fri 5 July pm	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 1 – Fri 5 July pm	✓	Optimist Stage 4 Race Course	Age 7 – 14, hold Optimist Stage 3	840	1,215
Mon 1 – Fri 5 July		Beginners HKSF Level 1&2	Age 11 – 18	2,520	3,650
Weds 3 – Fri 5 July		3-Day Supervised Practice	Age 12 – 18, hold HKSF L2	1,512	2,190
Mon 1 – Fri 5 July		Water Sports Week	Age 8 – 18, hold HKSF 2 or Optimist 3	2,520	3,650
Mon 8 – Fri 12 July am	✓	Optimist Stage 1	Age 7 – 11	840	1,215
Mon 8 – Fri 12 July pm	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 8 – Fri 12 July pm	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 8 – Fri 12 July pm	✓	Optimist Stage 4 Supervised Practice	Age 7 – 14, hold Optimist Stage 3	840	1,215
Mon 8 – Fri 12 July		Improvers HKSF Level 3	Age 12 – 18, Hold HKSF L2 for at least 1 year	2,520	3,650
Mon 8 – Weds 10 July		RS Feva Introduction	Age 12 – 18, hold HKSF L2	1,512	2,190
Thurs 11 – Sat 13 July		Laser Intro Course	Youth & Adult, hold HKSF L2	1,512	2,190
Mon 8 – Tues 9 July		Basic & Intermediate Windsurfing	Age 8 - 18	1,008	1,460
Weds 10 – Thurs 11 July		Advanced Windsurfing	Age 12 – 18, hold basic & intermediate	1,008	1,460
Fri 12 July		Windsurf Practice day	Age 8 – 18, hold basic & intermediate	504	730
Mon 15 – Fri 19 July am	✓	Optimist Stage 1	Age 7 – 12	840	1,215
Mon 15 – Fri 19 July pm	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 15 – Fri 19 July pm	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 15 – Fri 19 July		Beginners HKSF Level 1&2	Age 11 - 18	2,520	3,650
Mon 15 – Weds 17 July		RS Feva Introduction	Age 12 – 18, hold HKSF L2	1,512	2,190
Thurs 18 – Fri 19 July		RS Feva Gennaker Intro Course	Age 12 – 18, pass RS Feva Introductory course	1,008	1,460
Mon 22 – Fri 26 July am	✓	Optimist Stage 1	Age 7 – 12	840	1,215
Mon 22 – Fri 26 July pm	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	840	1,215
Mon 22 – Fri 26 July pm	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	840	1,215
Mon 22 – Fri 26 July pm	✓	Optimist Stage 4 Supervised Practice	Age 7 – 14, hold Optimist Stage 3	840	1,215
Mon 22 – Fri 26 July		Improvers HKSF Level 3	Age 12 – 18 hold HKSF L2 for at least 1 year	2,520	3,650
Mon 22 – Weds 24 July		RS Feva Introduction	Age 12 – 18, hold HKSF L2	1,512	2,190
Thurs 25 – Fri 26 July		RS Feva Gennaker Introductory Course	Age 12 – 18, pass RS Feva Introductory course	1,008	1,460



*Optimist sailors*

# A pictorial review: Easter Youth Sailing at the ABC

Words and photos by Kevin Lewis



*A capsizing drill*




Sailing solo



Righting an Optimist

As usual, the Easter school holidays are one of the busiest times for dinghy sailing at our Club. This year, we welcomed 87 sailors to 11 courses run over a two-week period by 14 ABC instructors and assistants.

The weather varied greatly, with strong winds on some days requiring careful course management, reefed sails and smaller ABC-designed Optimist storm sails. Other days saw clear blue skies with good breeze, and still others had flat-calm conditions, or even torrential rain and thunderstorms.

Despite all this, a fun and successful week was had by all. If the action shown in the pictures appeals, remember our Summer Youth Sailing Programme starts on 24 June. Summer courses and registration details are highlighted elsewhere in this issue. 



Learning the ropes



Optimist sailors with instructors at Middle Island



Ten sailors and an instructor in an Optimist



Fine weather for a Feva



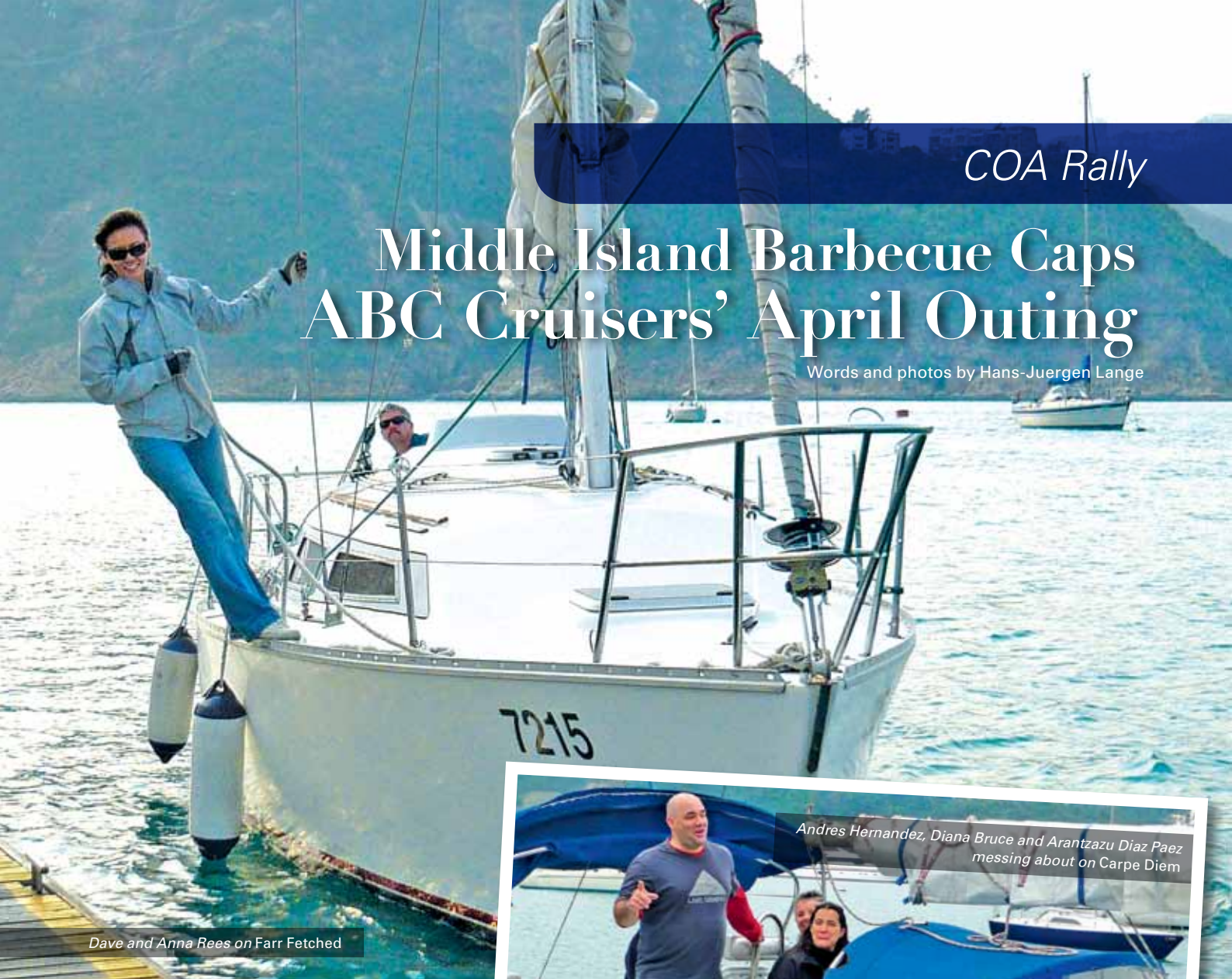
HKSF 1 & 2 sailors on a Laser



Getting the hang of an RS Feva

# Middle Island Barbecue Caps ABC Cruisers' April Outing

Words and photos by Hans-Juergen Lange




Dave and Anna Rees on Farr Fetched

A handful of ABC cruisers gathered together on Saturday, 13 April, for a communal Cruiser Owners Association rally that finished up at the ABC Middle Island Clubhouse for a spring evening's barbecue.

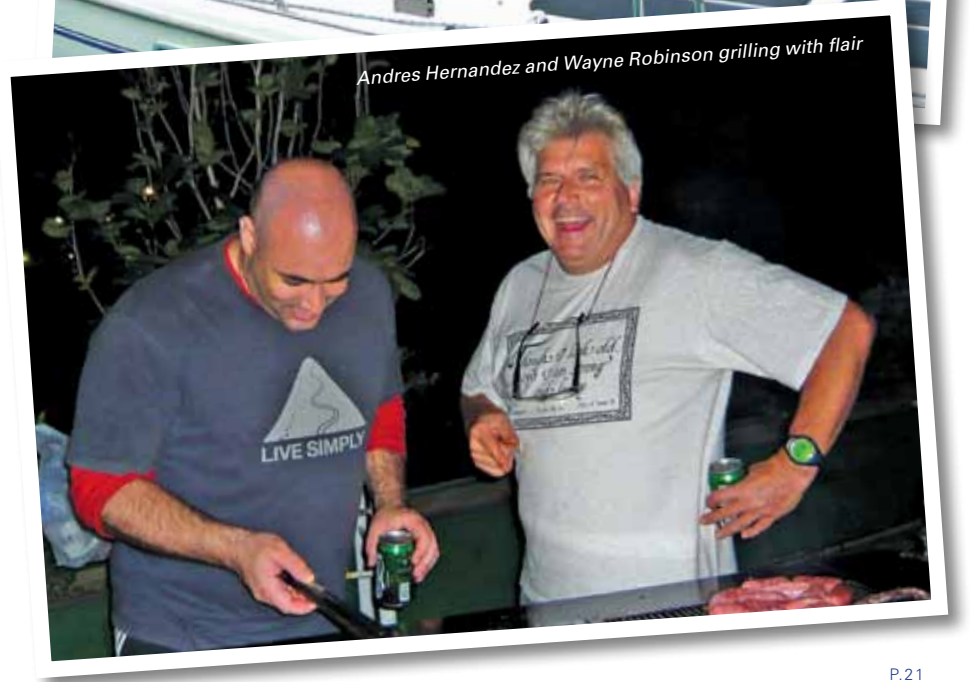
ABC cruisers *HanaFe*, *Sawadee*, *Farr Fetched* and *Alcoholics* enjoyed a pleasant day's sailing together, benefiting from a nice breath of wind around 12 knots from NE. The day was sunny with good visibility and a pleasant temperature of around 24 degrees Celsius.

*HanaFe*, *Sawadee* and *Farr Fetched* sailed first, welcoming *Carpe Diem* and *Alcoholics* on their way down from Shelter Cove to Middle Island. Sailing boats *Jarrah*, *Trillian*, *Pizzazz* and *Carpe Diem* joined to round out the party.

All boats rafted up, savouring sundowners on *Sawadee* first, and then stepping ashore for the barbecue party at the Clubhouse. Joining the evening barbecue were 26 adults and four children. 



Andres Hernandez, Diana Bruce and Arantazu Diaz Paez messing about on Carpe Diem



Andres Hernandez and Wayne Robinson grilling with flair

# Mad as March Hares: an ABC Easter Escapade

Words and photos by Elaine Morgan and Stephen Davies



Elaine Morgan helming FG3

Three boats signed up for the ABC Easter cruise this year. The forecast – wet, wet, and thundery wet – put off all but the nutters. But we hadn't bargained for a disappearing boat or steering failure.

On *FG3*, storing ship in Port Shelter on Good Friday, we began with a good omen. Close by was our first boat, *Barrico*. She'd taken us to Double Haven from Aberdeen on our first trip there. We hadn't seen her for 25 years.

In light winds under a grey sky, we motored, then sailed, with a lovely kite run across Mirs Bay – the only yacht in sight. Ghosting along in total silence under mainsail alone, we glided gently over the shallowest patch of the Back Passage past Meek's Mark and into the calm beauty of Double Haven. It was too peaceful to shatter with a rackety outboard so we sailed onto our anchor in Sam Ah Wan and enjoyed a drizzly supper in our luxury cruiser.

Overnight, the rigging thrummed occasionally in 10-15 knots as the wind built. Nice breeze for the others ... or so we thought ... but we couldn't check. No mobile signal. No forecast. So we pumped up the kayak and paddled ashore to walk to Lai Chi Wo village and have lunch in Sam Ah Tsuen on the way back.

Back in Port Shelter and Rocky Harbour, *Pizzazz* and *HanaFe* set out to join us. They sailed straight out into 20-25 knots, a rough sea and squally rain, busily tucking in reefs. Once round Bate Head, *HanaFe* dropped the main and freed off, doing 8 knots under partly furled genoa.

For *Pizzazz* life was getting very tricky. Turn right? Straight

on? Both okay. Turn to port? Nope. Something wrong with the rudder. No following *HanaFe*. Peng Chau loomed ahead. Prudence said turn back. *Pizzazz* headed in a large loop back for Port Shelter.

Meanwhile *HanaFe* had arrived in Sam Ah with a 25 knot squally indraft and a clap of thunder. To celebrate *FG3* picked up her hook and headed for the beach! Hans and Anna watched in dismay. Little they could do.

The squall passed. The J/80 had come to a halt before she grounded. The rain pelted down. *FG3* skipper and mate lunched, sheltered and waited, blissfully ignorant.

Twenty minutes later, on the pier ...

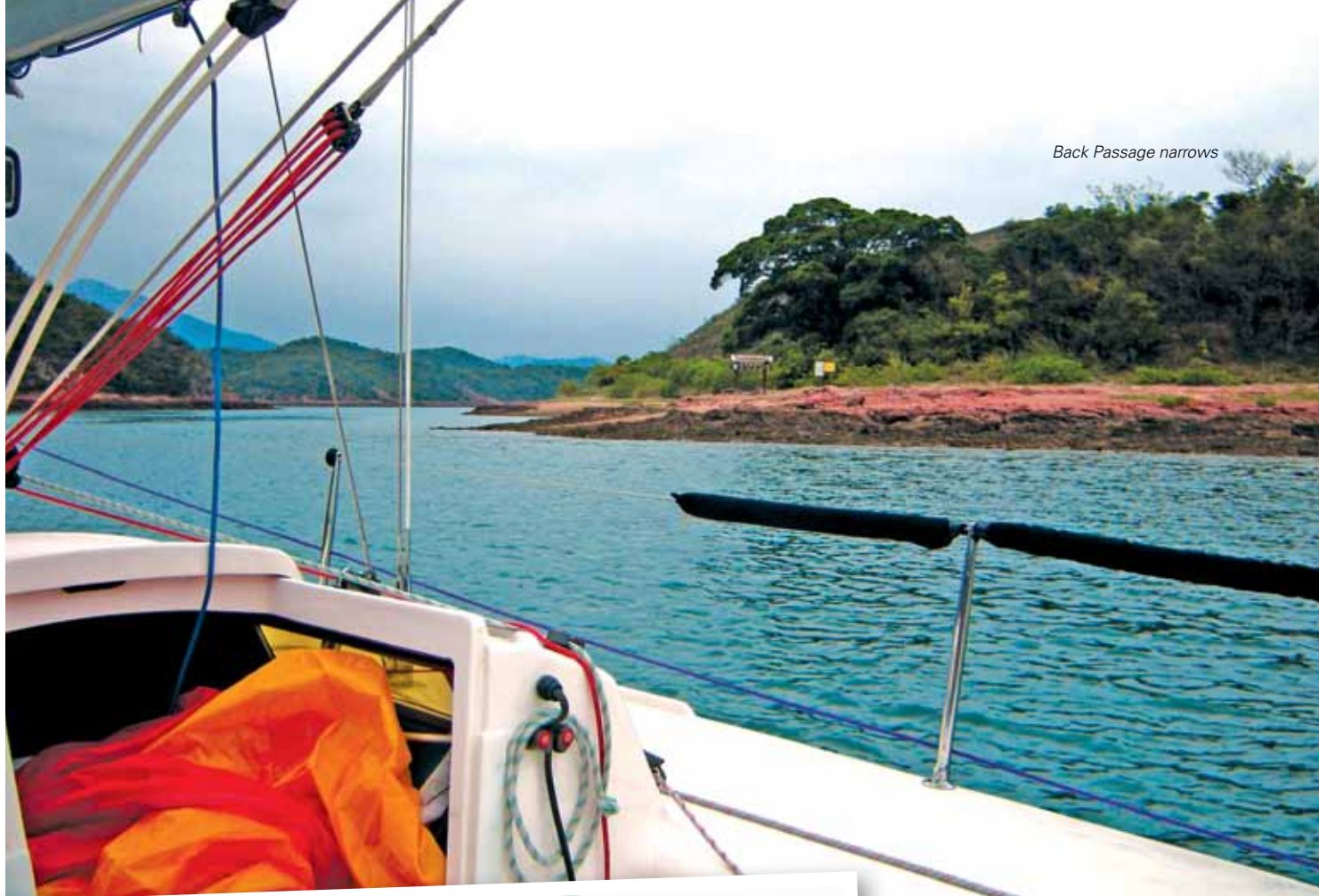
"*FG3*'s not there," said the skipper. The mate stared in disbelief.

Run to the end of the pier, scan the bay ... off to the right ... in the shallows ... must be within a squeak of being aground ... into the kayak ... paddle madly ... aboard ... echo sounder showing 1.3 metres ... we draw 1.3 metres ...

Outboard on just in case. Mate pulls *FG3* steadily up to her Rocna anchor ... with a great lump of fishing net, mud, shells, leaves and twigs fouling the single fluke. Thank goodness for that cautious 8:1 scope.

Re-anchored and with wind and rain easing, we spent the evening enjoying the comforts of *HanaFe*, relieved to hear that *Pizzazz* was safely back at Hebe Haven. The next morning dawned calm and dry but the forecast looked dire. We scooted back to Port Shelter. Cruise over, for mad hares and Easter bunnies alike. H





Marine parks and anchorages in Double Haven

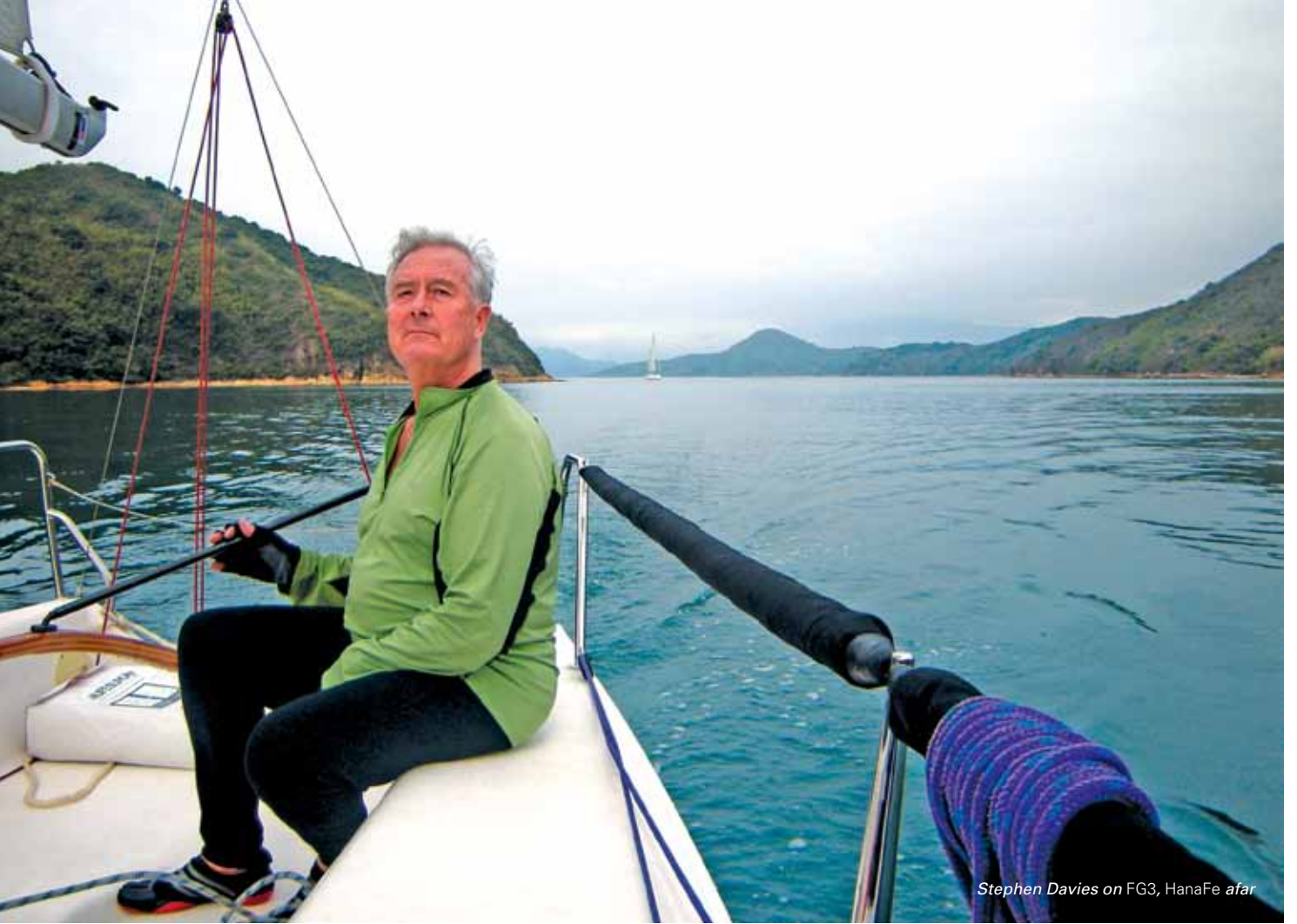


HanaFe at rest

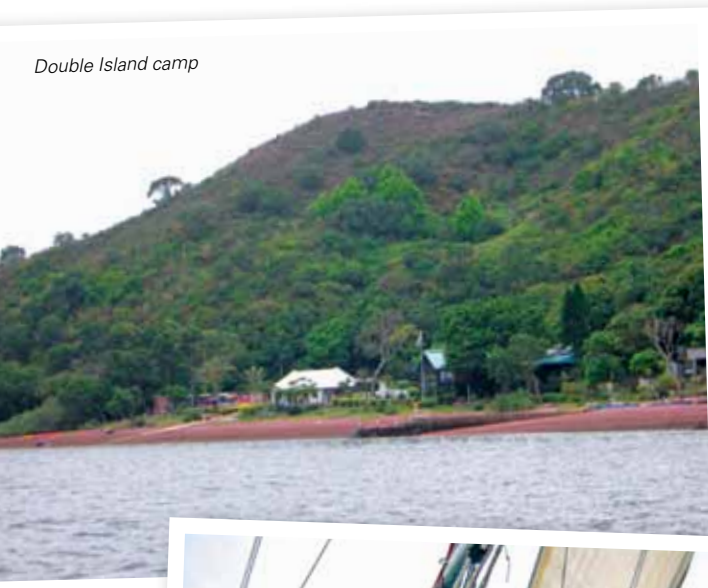


Pizzazz (photo by Diana Bruce)

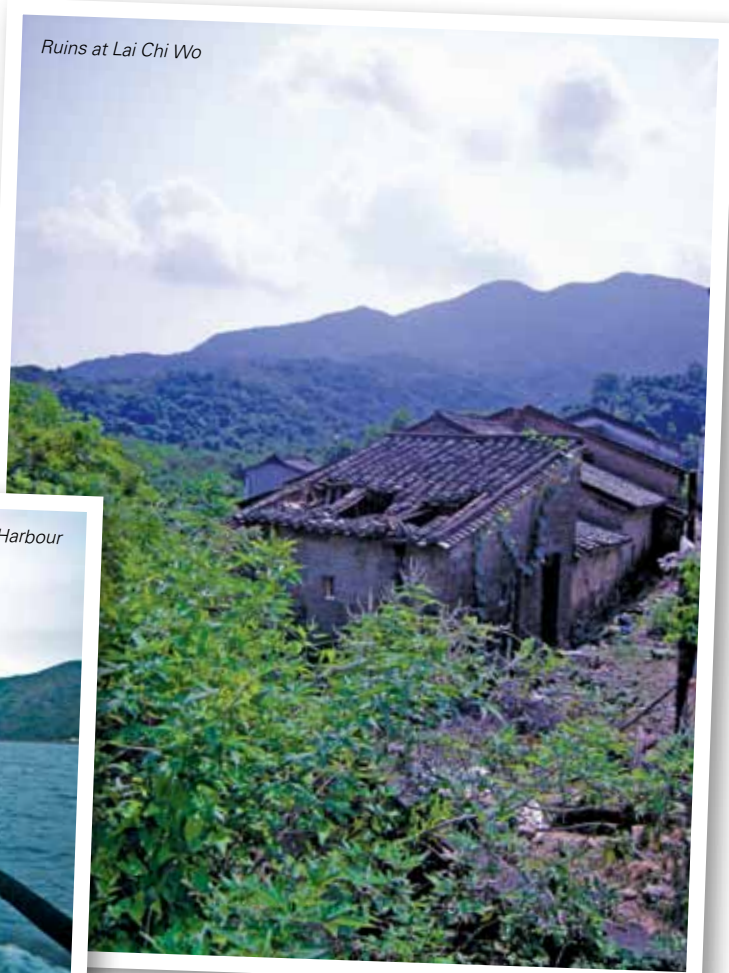




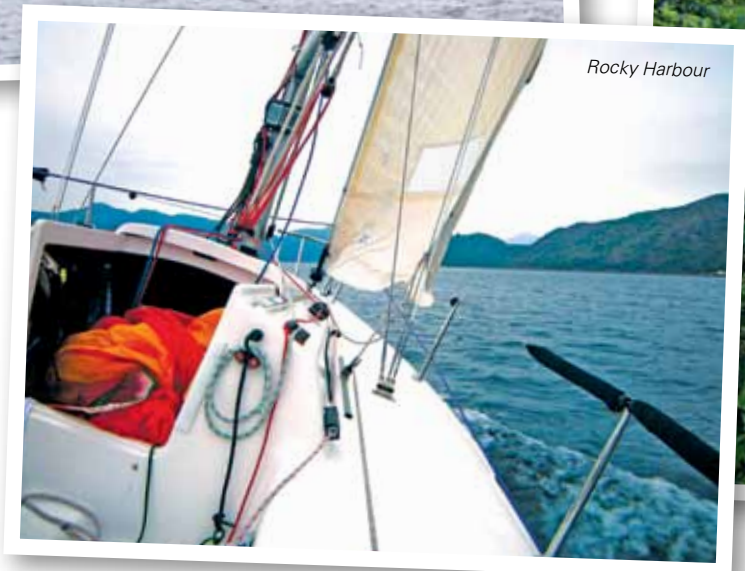
*Stephen Davies on FG3, HanaFe afar*



*Double Island camp*



*Ruins at Lai Chi Wo*



*Rocky Harbour*

# Expecting the Unexpected:

## “Gone with the Wind” and other Sailing Surprises

Words and photos by Graham Price



*Poppytoo with masts unbroken and full sail*

Since I last ventured into print (*Horizons*, October 2012), we have had new and interesting experiences on Poppytoo. For those unfamiliar with Poppytoo, it is a catamaran with an unstayed mast on each hull. The masts are free-standing carbon-fibre masts. These allow for a simple rig, and as the masts rotate, like a windsurfer, it makes for some interesting sail positions. In fact downwind both sails can be at 90 degrees to the centreline in what we call “goose-wing” configuration.

Carbon fibre is a very sexy black colour and is very lightweight. It has surprising strength for its low weight and so is an ideal material for a boat like Poppytoo.

After a none-too impressive DNS and a good race in September 2012's Opening Regatta, we were sailing home at about 16 knots. I did suggest to son (and sailing instructor) David that we might ease off a tad, but youth, the thrill of sailing well and absolute faith in the rig – coupled with the significant lengthening of our sail home were we to ease off – meant we pressed on at top speed, unreefed in very squally conditions.

### “A noise not unlike a beer can being crushed”

So I settled down just forward of the rear decks, sitting comfortably on the cabin roof with my feet on the trampoline. Sixteen

knots was frankly quite fast and a little scary – but such a rare experience for us – that we felt why not savour the moment!

Next I heard a noise, not unlike a beer can being crushed, and suddenly found myself with a whole lot of sail in my lap. I had difficulty figuring out what was happening, when a voice from the other hull sang out, “It’s okay; I’m all right.”

I was even more confused; why was my wife telling me she was okay? After all, I had all this sail in my lap, and as I then astutely observed, a tube thing across my knees.

I looked around, and Jennifer (also a sailing instructor) and David were looking equally confused. My wife, Rebecca, again said she was all right, and now I could focus and indeed saw that she was so, and set on the deck next to her was the other end of the tube resting across my thighs ... yes, the top of the mast had come to rest beside her, and not on her head. We were still sailing on one sail, whilst the fractured mast with its attached sail was all over the trampoline.

After what seemed a long time, we all figured out what had happened, moved the fractured mast, depowered the other sail and got the canvas secured. The training kicked in and David leapt into action; made safe, we moved the broken mast and set about securing it to the deck, started the engine and decided to motor back (I’m sure we could have sailed on one sail, but one mast having broken, we were unsure of the other).

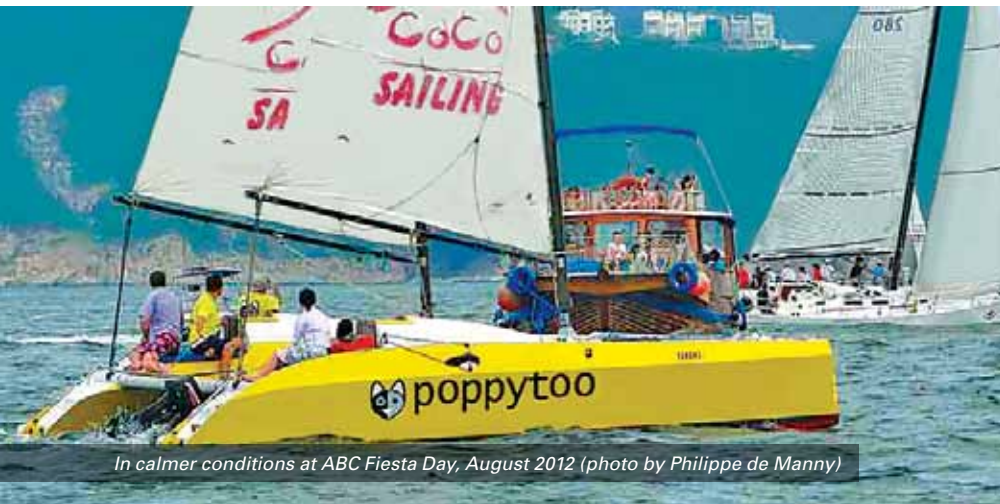
We learned an important lesson, again, that day. When things go wrong at sea, usually they happen fast, and are totally unexpected. And when something unexpected happens that you have not drilled for and practiced, the surprising thing is that it often takes you a little while to figure out what has happened. It’s rather like when people who have been shot don’t realise what has happened until they fall over. I heard the beer can-crushing sound, but it took several moments to figure out that the pole on my knees was the mast – which normally was vertical beside me!

For this reason, all of us actually should practise “man overboard” drills, capsize drills and the like. If you practice and have done it before, when it happens for real, you won’t waste vital seconds processing what is happening, and can react immediately. That is why the military use standard language and practise drills, so people react immediately and effectively.

However, I’m not sure how you practise for a demasting!!

#### **The technical bits**

Poppytoo was a Schionning design, built in Thailand. The biggest structural challenge in engineering a conventional catamaran is to support the enormous compression loads imposed by the single mast on the middle of the main beam between the hulls. The biplane rig with two shorter free-standing masts planted



*In calmer conditions at ABC Fiesta Day, August 2012 (photo by Philippe de Manny)*

in the hulls greatly reduces the loads, which are moved from the weakest part of the boat to its strongest parts. The structure connecting the hulls can thus be much lighter. On our Schionning Radical Bay 8000, there are three light aluminium tubes.

The carbon-fibre masts are 8.5 m in height over the deck and are free-standing, set in a footing in the hull and free to rotate on a simple PTFE bearing. They are fitted simply by lowering them into position, either by a strong man, or better yet, by use of a hoist.

**Why did it break?**

Carbon-fibre masts and booms are built from technology originally developed for military applications requiring “super durability,” i.e., the ability to withstand bullet shots and to resist spread of damage – so our mast should have been good for the Lamma Channel!

Were we going too fast? Well, we were doing about 16 knots. Jeff

Schionning, the boat designer, claims its top speed is actually around 20 knots, so at first sight we should have been fine.

Did we have too much sail? Reefing each sail is possible; to give three possible power combinations, i.e. no reef, reef one sail, or reef both sails. In the opinion of at least one observer, we had too much sail, but my helmsman was confident.

Another factor may have been that the lower bracket had failed a month or so earlier, and we were sailing without a Vang, using a makeshift “kicker” to hold the boom. This may have meant that all the bending moment was too high, and the point of failure was where the bracket was mounted on the mast. A free-standing mast is just that; there are no cables or stays to provide resistance to bending, and so all the bending moment is taken up in the mast itself.

**How did we fix it?**

The first thoughts when the mast broke were optimistically summed up by the

lady who was not hit on the head: “Well, that’s the end of Poppytoo.” I was numbed by the unresolved and immediate problem of “how do we fix this?” – and thinking that a new mast would be required from the U.S. – the potential cost of manufacture and shipping was frightening. Anyway, we got the boat home, removed the sails and secured the broken mast and the boom before retiring to the bar, rather saddened.

Needless to say we did not take part in day two of the Regatta. We thought for not very long about sailing with one mast ... but I did decide to go across to Middle Island. It was of course the usual melting pot of experience and good advice. Elaine Morgan said to me, “You should meet Julie; she knows someone who can repair carbon fibre.” The challenge was laid: meet “Julie,” get phone number, and secure introduction.

Lo and behold, next I was introduced to “Tets.” Tets Tsakai is well-known in boating circles, especially in and around Hebe Haven. With an early career in marine engineering, Tets is particularly knowledgeable on the design and fabrication of components in carbon fibre. I cannot compliment enough his ingenuity, craftsmanship and attention to detail.

Tets explained to a rather-disbelieving owner that it was a simple matter of repair. He would just make a tube that fitted exactly inside the tapered mast section, glue that in and build up the carbon fibre over the missing section to effect a full repair. As the wall section would now be thicker at the point of fracture, the repair would actually be stronger than the original.



*David attends to the rigging, Jennifer takes the helm*

In fact, making a tube that fitted the geometry of a tapered tube was a precision matter; too few layers and the tube would be too loose, one layer too many and it would not fit. Proving to Hong Kong Customs that we were not making satellites or weapons was another challenge! You need a special licence to import carbon fibre and resin.

### How to prevent a repeat?

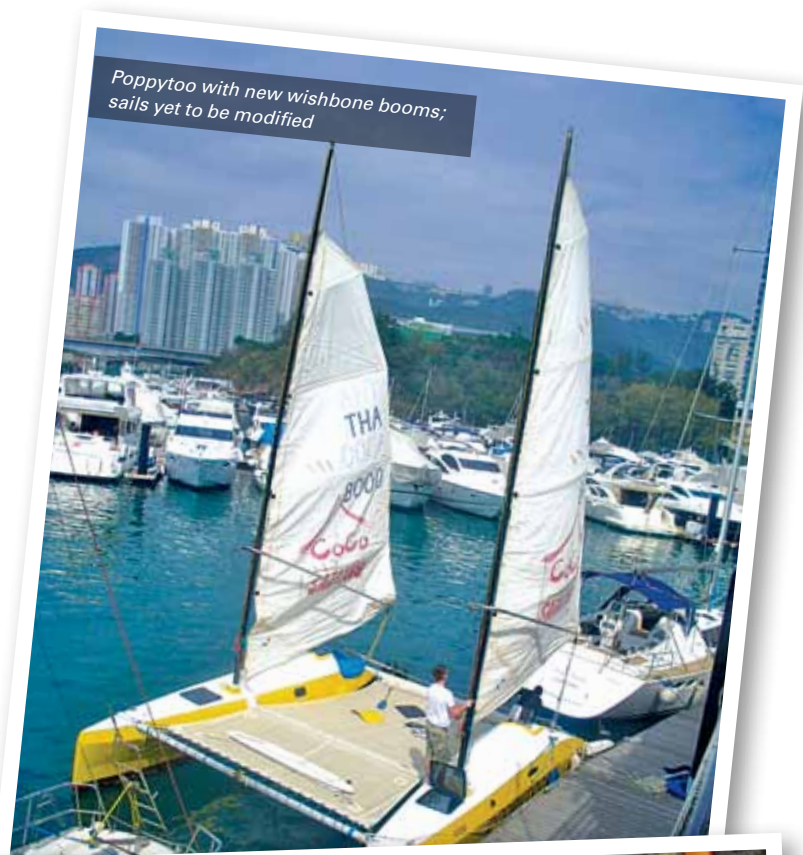
Well we are wiser now, our youthful exuberance tempered by experience. Should we find ourselves racing a squall at 16 or 17 knots, (with 30-knot gusts), I for one will be less keen to "cane it" the next time. We will also pay more attention to reefing. And we might consider wearing a crash helmet, just in case!

We also took what some may consider a hare-brained decision during repairs. We abandoned the traditional boom arrangement, opting now for "wishbone" booms – making the description "windsurfer rig" much more applicable. Initial tests are promising, while next we have to modify the sail and work out one or two rigging details.

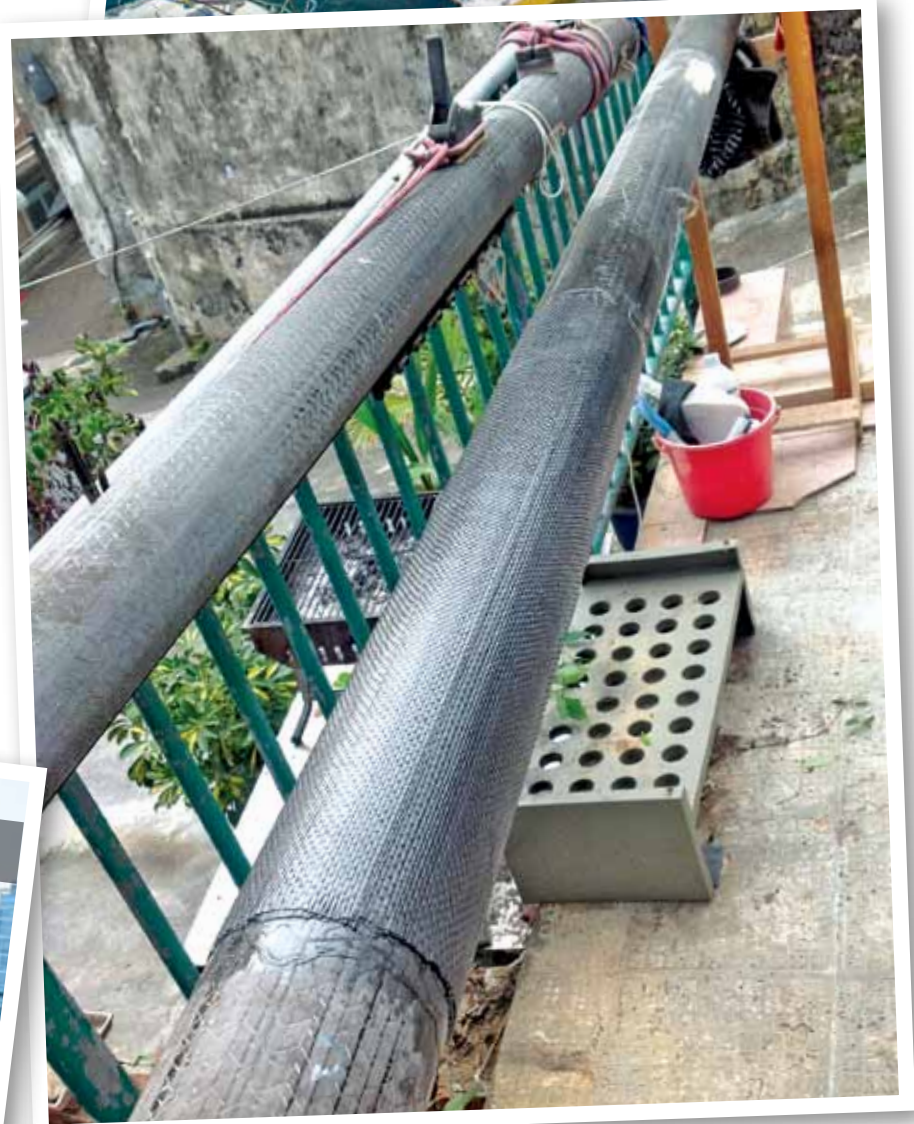
There is another bonus: the forces on the mast are now entirely different, and should distribute the loads much more favourably. How to sail with the wishbones may be the subject of another account next year!

### The last word

In those unsettling moments at sea, when you think "what the hell!" or "go for broke" – just remember that "broke" is indeed a likely outcome. *H*



Poppytoo with new wishbone booms; sails yet to be modified




Mast under repair: the damaged section is cut away, and new carbon fibre is built up on the inner cylinder to match the original profile. The repaired section (R) – alongside the undamaged mast – so that once repaired they were the same height!



Wishbone booms in place, with sail as yet unmodified

# Selection, Storage and Upkeep of Marine-use Knives

By Kevin Lewis



A knife is a vital piece of the safety kit of both cruiser and dinghy sailors. However, with a large range of knives from which to choose, what should we look for?

## Blade shape

Various blade shapes serve different purposes. For marine use, most safety knives should have a rounded or flat tip, to avoid puncturing equipment and to guard against accidentally injuring yourself or others. In rescue situations a sailor may be trapped; he or she may be tangled in some rope, or it may be necessary to cut a harness or even clothing to free the person. In this case, the knife can safely be “pushed” close to the body without the risk of additional injury.

A simple “floating” knife is shown right with the popular Wishard knife.

## The fixed-blade knife

This knife, often used by divers, is usually kept in a sheath. It is very suitable for keeping on your yacht or tender, but the key point is that it should be stored in a known place that is accessible in case of emergency. Clearly, a knife should be kept well-away from children or any place they might explore, and of course should be kept in a dry location. The Gill safety knife is just one example of a knife that may be fixed in position or kept in your boat for emergency use. All ABC ferries and safety boats are equipped with this knife.

## The folding personal knife

Anyone involved in water sports, be it dinghy sailing, windsurfing, kayaking

or any other activity, should seriously consider having a “personal” safety knife always kept on their person. Even yacht sailors should consider this; there are instances where people have fallen overboard and the safety knife was in their boat. One incident in Europe involved a capsized RIB; the safety kit was in a locker inaccessible once that boat was upside down. A crew member became trapped after his lifejacket auto-inflated and he was caught under the upturned boat. Luckily, on this occasion, the other crew member had a safety knife on *his* person, and was able to use it to free the trapped crew member.

The Gerber E-Z Out safety knife is our Club’s number-one recommendation. It also is the safety knife recommended by the U.K.’s Royal Yachting Association.

The Spyderco H-1 Atlantic Salt also is highly recommended. The blade is made from high-quality, non-rusting H-1 steel.

High-performance dinghies obviously have a particular risk; often crew members will wear a harness with a hook. Such boats also tend to have more ropes and more complex rigging; capsizes are often faster and potentially more serious. The ABC recommends that *anyone* sailing with a trapeze *always* carry a safety knife with them. Over the past few years, there have been a number of incidents off Middle Island in which safety knives have been used successfully to prevent a more serious situation developing – the danger is real and sailors should take every opportunity to reduce such risks.



1. a simple "floating" knife
2. the popular Wishard knife
3. the Gill safety knife
4. the Gerber E-Z Out safety knife is the Club's number-one recommendation and is also the safety knife recommended by the RYA
5. the Spyderco Rescue knife

Instructors and parents also *always* should carry a personal safety knife, but we would not encourage younger children to possess a knife for obvious reasons.

### Design

The design of a knife that you keep with you is important. It should be very firmly closed so that under no circumstances could the blade accidentally be exposed. At the same time, it must be easy to open, and ideally should have some mechanism that locks or holds the blade in place while in use, again to avoid any risk of personal injury. Any personal knife needs a lanyard so it is not easy to lose. Ideally the knife should be attached to your lifejacket; buoyancy aids with pockets are ideal, especially if you can make some method of attachment. Of course some larger yacht sailors may choose not to wear a lifejacket at all times; in this case a knife with a cord and clip may be kept in your pocket and clipped to your belt.

### Multi-blade knives

Knives come in many designs. Multi-blade models can provide a number of extra-useful functions. Of particular use to sailors will be a shackle key and a marlin spike. However, the overriding consideration with a multi-blade knife must be ease of use and maintenance.

Generally speaking, a Swiss Army-type multi-blade knife is not suited to the marine environment. Too many blades can be difficult to maintain and not quick and easy to operate in difficult conditions.

### Blade materials

Steel is a combination of iron and a small amount of carbon. For knives, an alloy is produced that includes various percentages of other materials that add certain properties to the knife blade. Quality blade manufacturers may blend over a dozen materials to provide specific qualities to their knives. Stainless steel contains a higher percentage of chromium that makes it more resistant to corrosion; the chromium oxide creates a barrier to oxygen and moisture, helping to reduce formation of rust. Marine-grade stainless steel has the highest chromium content, but is also the most expensive. Titanium is a lightweight metal that contains little to no iron. As such, it is almost completely resistant to saltwater corrosion, but depending on the knife, may not be as sharp as a traditional steel blade. A new type of "H-1" steel is being used by some manufacturers that includes nitrogen instead of carbon and is also very highly resistant to corrosion. Teflon is sometimes used as a blade coating and is effective in reducing corrosion but can be scratched off in use.

### Knife care

Any safety knife, whatever the design or material, needs care to prevent corrosion or deterioration. Saltwater will attack even the highest-quality blade. The golden rule must be to wash your knife in fresh water and completely dry it after it has become wet. Knives kept aboard or in lifejacket pockets need to be checked and cleaned regularly. Lubricating, rust-protective and cleaning oils such as "3-in-One" are very helpful (best to apply a small amount on a cloth and then wipe the knife), and even WD-40 can be used, although it can be messy. The best options are newer "dry-film" lubricants that bond to the knife's blade surface. Many of these can be bought quite cheaply as wipe-on cloths.

For more guidance on knives and other concerns, check the dedicated safety page on the ABC website under the dinghy drop-down bar. **H**

*The following highly recommended websites contain more information on knives:*

- [www.gerbergear.com](http://www.gerbergear.com)
- [www.spyderco.com](http://www.spyderco.com)
- [www.sentrysolutions.com](http://www.sentrysolutions.com) – specialist dry lubricants for your knife
- [www.supremeco.com.hk](http://www.supremeco.com.hk) – Mongkok-based specialists who stock a wide range of knives and safety equipment
- [www.prodiver.com.hk](http://www.prodiver.com.hk) – Wanchai-based dive shop that stocks knives and safety equipment

# Introducing the ABC's New Membership and Financial Computer System

*House and Building Committee Chairman Richard M. Walker gives the background for the new IT system:* The House and Building Committee (House) have been looking at a number of ways to reduce the environmental footprint of the Club. One way we wished to do this was to introduce electronic bills. What sounded a simple idea transpired to be quite complex, and required a full overhaul of the IT system! This work was led by House with the valuable and essential input of committee member Peter Hilling. Peter is a long-standing member of the Club and has drawn on all his IT skills to move this project forward. Below, Peter outlines the main benefits to members that arise from this project.

By Peter Hilling

The Club shortly will implement a comprehensive new IT system to support members and to improve our accounting and financial services. The new system is part of the Club's drive to reduce expenditures and to provide more services to members. Every month, a large amount of staff time is spent preparing two separate parts of the monthly statement, matching them up, inserting them into an envelope, and adding postage. Staff also regularly spend quite some time answering various financial queries from Members.

The new system will allow Members to access and update their own records to ensure the Club has the most current information. Members will be able to inquire as to their financial standing at any time during the month, and also will be able to break down any restaurant/bar/takeaway bill over the previous year, excluding that day's bills. To facilitate this, we are upgrading our in-house computer equipment to allow up to 50 concurrent Members to connect to our database.

With the emphasis these days on a 'greener environment,' now we will send monthly statements to Members via secure email. A password will be required to open the statement. We also will be able to communicate via Members' home

or business telephone numbers and up to three mobile numbers, through email addresses and also via Twitter, Facebook, WhatsApp and LinkedIn.

The Club database will contain significantly more information, including on our dinghy instructors, prospective Members and non-Members, such as those who receive race notices, event details, etc. The database also will maintain additional information such as a list of current members of the Golf Society, sailors, those who hold first aid and diving qualifications, full boat and mooring details, and more. Of course, the Club will respect and safeguard the personal data of Members.

## **On-line booking features**

Members will be able to use the new system's on-line features to book facilities and sailing courses. Members can even use the system to specify if they wish to receive race notices and literature, *Horizons* magazine, and newsletters. Members will be able to amend much of the personal information that the Club maintains, such as email addresses, phone numbers, home address, company information, and more.

The new system can maintain

similar information for everyone, so for special events we can target the appropriate person in the family, not just the members. The Club now will have full information on spouses or partners and children, with virtually all personal information, interests, and likes and dislikes available separately.

The Club also will replace its old accounting system with a new comprehensive general ledger and inventory system, which will automate many of the tasks manually performed today. However, to spread the workload caused by this major implementation, the inventory system will be utilised in a later phase.

The new system is based on the standard accounting and CRM (customer relationship module) marketed by TOGO Pacific Limited. It was selected and modified to satisfy the specific requirements of the ABC through multiple staff and House Committee meetings.

Modifications are targeted to be complete by mid-May. The ABC then will test the system before acceptance. Testing will take place during the months of June and July, so that the old system will run concurrently as a fail-safe in August and September. When we are satisfied that the system is performing as intended we



will stop the old system and become fully reliant on the new advanced system.

#### **Request: Member review and update**

Many Members receive information from the ABC via emails. However, we don't know if the email addresses we have are up-to-date, as the current database lacks many emails. As the system will maintain much more information on Members, especially the spouse/partner and children, it is important that we collect this added information accurately. General Manager Philippe de Manny will send questionnaires to all Members to ask them to review the Club's current information for accuracy and provide any missing information. Members who respond quickly will receive an ABC pen

as a gift. The information you provide will enable us to provide services that address your requirements and interests. More details will follow later.

The Club appreciates that not all Members have email addresses and will maintain a facility to print and post the monthly statement for these Members. However, as our objective is to eliminate this costly, time-consuming and eco-unfriendly task, we encourage Members to accept their monthly statement via email.

While email is the preferred communication method, if there is any difficulty, you may still receive your statement via mail. The monthly statement's new format will ensure you can print it yourself on normal A4 paper, or just keep it on your computer for reference.

#### **Sub-accounts for family members**

The present system cannot identify which family members used an outlet as all bills are charged against the main Member's account number. The new system will provide a breakdown for each Membership card issued to the family. To ease this breakdown we recommend that each family member carry their own card and present it at each of the Club outlets. The Club's existing Point of Sale system in use at each outlet remains unchanged, but obviously will provide more information to the new accounting system.

We will inform you of implementation progress with regular updates in *Horizons*. ✨



## *Spotlight on Staff*

# Matthew Tsui, Senior IT Specialist

By Ann White

**W**hen Senior IT Specialist Matthew Tsui joined the ABC staff in April 2007, he took over the IT duties of the previous accountant and began his technical support role across the ABC, where he has been part of the many improvements in member services.

Matthew works very closely with many ABC officers and under the supervision of General Manager Philippe de Manny, but perhaps most closely with Peter Hilling of the House Committee, who offers guidance on IT problem-solving options. "Matthew is a hard-working and dedicated member of staff who turns his hand to any challenge faced!," according to Richard Walker, ABC rear commodore and chairman of the house committee. "He is a real asset to ABC."

During his six years at the Club, Matthew has helped colleagues do more for members through technological tools above and beyond computers and databases. In addition to the technical support he continues to perform, he now handles

many projects such as setting up the Middle Island webcam so that members can check their boats from afar, and helping shape the new software system for membership services and the accounting team.

Matthew noted months of meetings took place with ABC committee members and with colleagues to develop goals for the new IT system before setting specifications and reviewing contractor options. "We wanted the new system to speed up our monthly accounting processes and improve our responses to member enquiries and communication," Matthew said. "It will do all that, and will save paper and money and add efficiencies to accounting and will even help the sailing and instructor teams."

In his leisure time, Matthew enjoys meeting with family and his friends. He plays badminton and enjoys swimming, hiking, jogging and travelling. Matthew has taken a dinghy sailing course and relishes the contact with the sea that the Club offers. ✨



*Senior IT Specialist Matthew Tsui*

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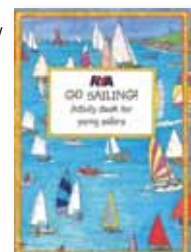
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## RYA Sailing Books for Children \$85

The RYA Go Sailing and Go Sailing Activity Books are delightful handbooks on dinghy sailing for children with large formats and full-colour. The activity book includes stickers and multiple games, quizzes and educational tasks.



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