



2014/10
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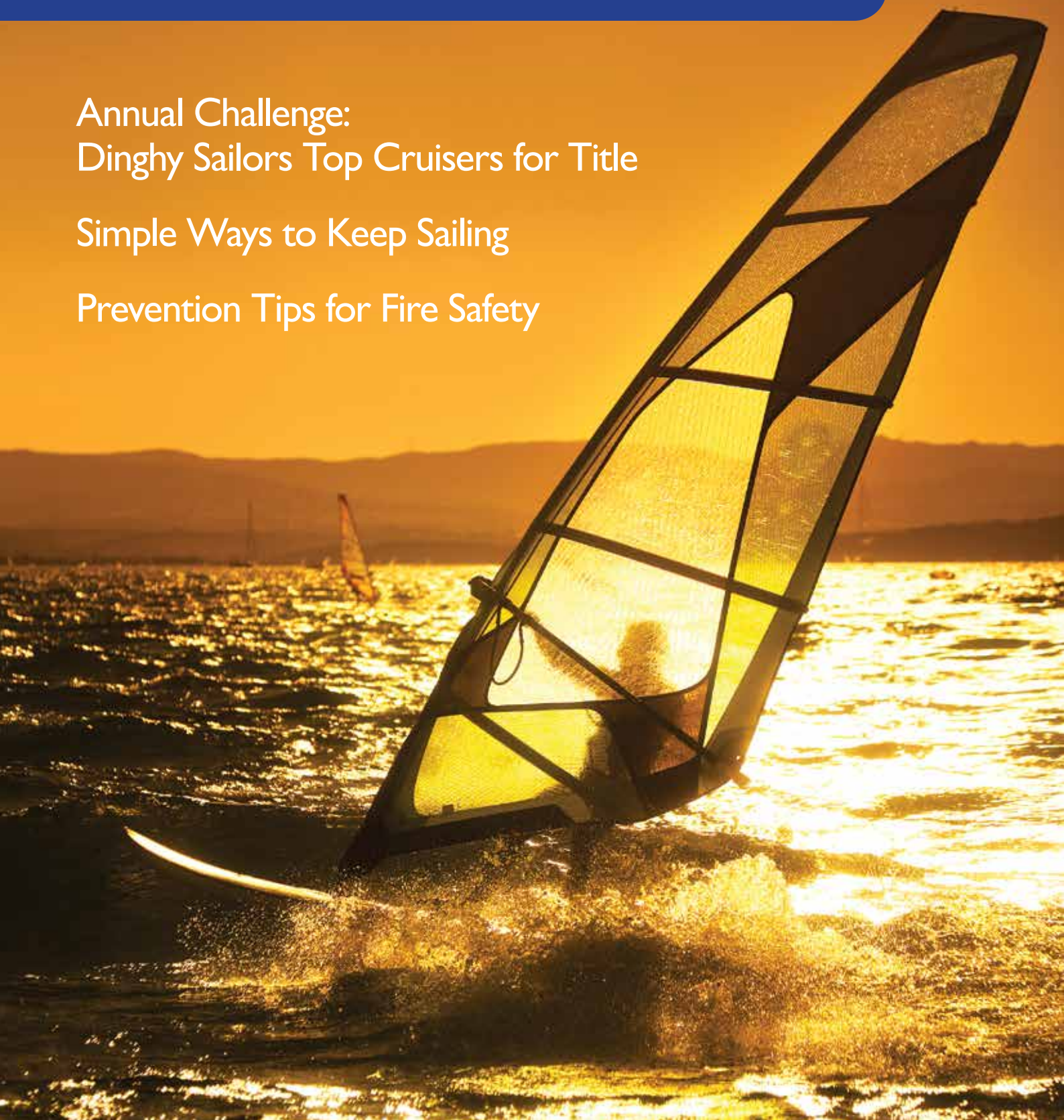
HORIZONS

THE MAGAZINE OF THE ABERDEEN BOAT CLUB

Annual Challenge:
Dinghy Sailors Top Cruisers for Title

Simple Ways to Keep Sailing

Prevention Tips for Fire Safety



FAIRLINE

Squadron 42
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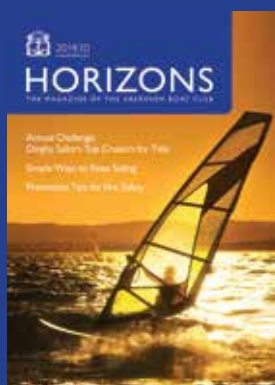
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Horizons welcomes ABC member contributions of articles and photos.
Please contact the editor at ann.white@ppp.com.hk



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Commodore's Letter

As I write, Typhoon Kalmaegi is blowing itself out towards Hainan, so should not affect the weekend's Sunseeker Opening Regatta on 20–21 September.

By the time you read this, our joint series dinghy racing has already started and the Opening Regatta will have taken place. Included in this regatta were crews from all major clubs and associations plus this year some of the crews from Sailability (some of the latter's crews will be racing in Korea in the Asian Para

Games, including on the ABC, an Access 303, and we wish them well).

Much going on at the Club, of which more elsewhere, however I note that, in gratitude to our loyal and hard-working staff, the Club has refreshed and upgraded our staff facilities and is planning to further improve other Club areas in the coming months. More details will follow.

For your diaries, our Annual General Meeting will be held on Tuesday, 25 November.



John Berry
Commodore

Flag Officer's Report – Love Me Tender Love Me Sweet

There is much going on behind the scenes with the development of Middle Island and a fuller status report will be in a future issue of *Horizons*.

Having surfaced a flooding submarine and been in several fires at sea, to me safety is a constant for any water-related activity.

As the Aberdeen typhoon shelter becomes ever busier, more boat owners have tenders to access the quayside. Although convenient, tenders pose their own risks and accidents happen. Most operators are considerate and capable but there is no harm in refreshing basic safety knowledge. Incidents range from:

- Injury caused by falling between tender and the main vessel or tender and dockside;
- Man overboard and the same tender driving over the individual;
- Young children falling overboard without life jackets;
- Crush injury caused to fingers or hands between tenders and other boats or pontoons, or in the bite of a rope;
- Fire in an outboard engine;
- Burn injuries caused by touching the engine block during or just after running; and
- Incidents involving alcohol (exacerbating all of the above).

With these in mind please note:

- Drivers of tenders with engines of

over 4 hp must be over age 18 and hold a valid Hong Kong Pleasure Vessel Certificate of Competency Grade II. (Boat insurance does not cover a tender incident if the driver is not certified.);

- Tender drivers must place the Deadman's line around their wrist at all times when operating the tender;
- The maximum speed of tenders is 5 knots or zero wake in all parts of the typhoon shelter;
- Drive tenders carefully and well away from the moored boats;
- Tender drivers must adhere to the International Regulations for Preventing Collisions at Sea (1972) – the Rule of the Road and local rules in force;
- Children and non-swimmers should wear a life jacket at all times in a tender;
- Do not overload a tender;
- Do not smoke when near or refueling the tender's fuel supply;
- Do not carry babies in a push chair or buggy; and
- Park your tender with consideration for others, nose in and at the far end of the ABC pontoon – that means closest to AMC!

Tenders should have on board:

- A Deadman's line connected to the engine (to be worn);
- A torch;
- An air horn or whistle;
- A paddle;
- A boathook (optional);



- Life jackets for children and non-swimmers;
- Its painted mother boat's number followed by the letter A; and
- An ABC badge – the Club reserves the right to inspect tenders and Certificates of Competency prior to issuing a badge.

As a tender operator you must have your certificate of competence and as a minimum feel confident in the following manoeuvres:

- Coming alongside safely and under control;
- Man overboard drills; and
- Towing another tender.

If you do not feel confident please ask for help, advice, or sign up for a Hong Kong Pleasure Vessel Certificate of Competency Grade II course, run frequently by the Club.

David Tait
Development Committee



Waglan

SERIES

2014/2015

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JEBSEN
MARINE

2014

5 October
2 November
23 November
14 December

2015

4 January
18 January
15 February
15 March

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General Manager's Letter

Coming soon to Middle Island

Once thoroughly redeveloped, Middle Island will have an enlarged Food and Beverage operation open seven days a week. A new Club ferry boat, both large and fast, will regularly ferry members and guests to the Island. This year we also will buy a sampan to ferry people from the Deep Water Bay steps as the RHKYC has done for years. Having our own sampan will improve relations with the RHKYC along with the shifting of members from one club to the other and the shore.

Now let me introduce Middle Island's new F&B concept, in the pipeline for winter 2014/15. For many years, Middle Island food has remained totally unchanged and centred on frozen items and barbecue. The gap between rising expectations from members and for new Quality Service Delivery and sales and what we are able to offer has yet to fully affect us but will very soon. Therefore, we need a totally new and fresh concept to improve Middle Island food service quality and perception. Catering developments for Middle Island and the resort-like feeling we seek will require further alterations in coming years, but for the time being, the main target is to revitalize this venue and reignite members' wishes to visit and entertain there.

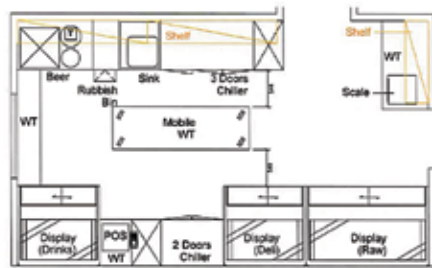
The concept's leitmotifs are fresh, flexible and healthy food, delivered quickly with a modern approach. All food available will be on display, in selections of salads, delicatessen offerings, fresh meat cut to request, marinated meat, sausages, whole fish, and seafood and shellfish, as well as French pastries.

The food and the chef will take centre stage, with cupboards and stock removed to the rear. Items will be promoted upon a large blackboard behind the counter. The written menu will disappear: members will choose from the blackboard or directly from the food counters.

Chefs will be in front, ready to prepare trays, salads, sandwiches and cut meat as desired.

A counter with fresh food on display will replace the existing bar. The BBQ still will be available. We will run seasonal product specials with suppliers invited to share their newest products through a "Window of Discovery."

Below is a first look at the new Middle Island bar layout, yet to be finalised.



F&B survey

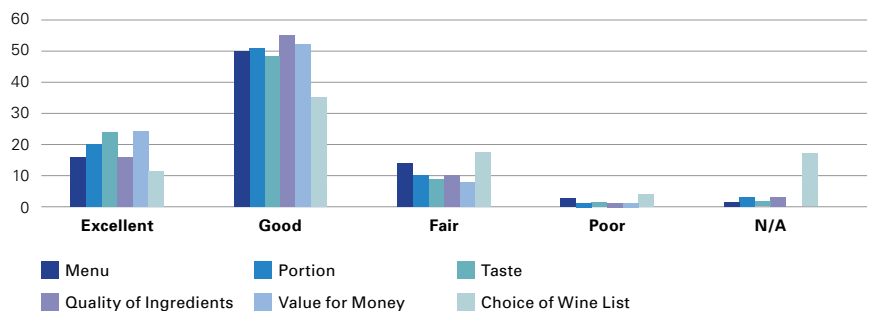
As September began we asked members to complete a survey to assess general feelings about F&B, a key area of Club life. As I write in mid-September, over 10% of members have provided feedback in paper surveys, through the newsletter and online, with these initial findings shared below.



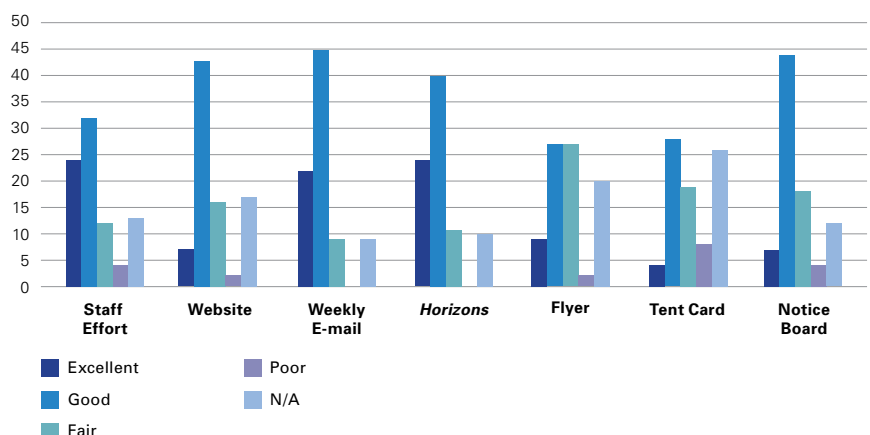
The initial feedback charted below is more than satisfactory and we will work to reduce the 10–11 percentage points of dissatisfaction before we run a similar survey in future.

We see that a majority of our events promotion were noticed by members through the weekly newsletter, the website and the sign boards. We shall act to ensure our staff become more aware of events and specials to better promote them.

General Quality of F&B



Events and Promotions



Rules reminder

As ever, I must remind members to live by the Club's basic rules. The single rule most abused that always creates tensions and arguments is that about personal staff in the Club.

I reprint the extract from our Club bye-laws below. Please, please abide by it. There is nothing more embarrassing for you to be reminded of, or for us to have to remind a member, than to say they are breaching this particular area of the Club regulations. If you bring a guest, inform your guest of this rule so they do not bring their personal staff.

Private or personal staff regulation 3.i

No private or personal staff may enter any venue of the Club or its premises at any time without the consent of the General Committee who may delegate the granting of such consent to the General Manager.

Carers for disabled members or their children and guests may be permitted by the General Manager to enter Club premises to care for such persons.

Member/parents are responsible for their children at all times within the Club premises.

Private or personal staff/employees may be allowed to drop off children

registered for a course or event organized by the Club. Such person may be asked to wait within a designated area assigned by the General Manager.

Staff retirement postponed

Last month, Mrs Ng Tai Hoo was due to take her well-deserved retirement after working over 30 years for the ABC.

When Mrs Ng shared her strong distress over retiring and staying at home with nothing to do, knowing her

dedication over the decades we decided to extend her contract for another five years. These days, when finding new staff is so difficult, having someone with Mrs Ng's commitment and experience is invaluable to our Club. We wish Mrs Ng more happy and healthy years with us.

Philippe de Manny

General Manager



Sailing Diary: What's on across Hong Kong

The autumn months are the busiest of the year with so many regattas, races and other activities, we all need more weekends to fit everything in! Here we outline some important autumn and winter dates for your diary.

Cruiser and Keelboat events:

COA Macau Race: 1 & 2 October
ABC Waglan 1: Sunday, 5 October
RHKYC China Coast Regatta: 10 – 12 October
ABC Ladies Helm Race: Sunday, 19 October
ABC Waglan 2: Sunday, 2 November
ABC Fiesta Day: Sunday, 9 November
RHKYC Around The Island Race: Sunday, 16 November

Dinghy Races and Regattas:

HKSF International Regatta: 2, 4 & 5 October
Autumn ODO Series Club Races 3 & 4 (Laser/Optimist/Open):
Saturday, 11 October
Autumn DHM Series Club Races 3 & 4 (29er/Double-handed/
Moth): Saturday, 25 October
HHYC 24 Hour Charity Dinghy Race: 1 & 2 November

Adult Beginner Dinghy Courses:

Oct 2, 4, 5, 11, 12
Nov 8, 9, 15, 22, 23
Dec 14, 20, 21, 27, 28

Other Adult Dinghy Courses and activities:

Laser 2000 Introduction Course: 2, 4 & 5 October
Fiesta Day Dinghy Sailing Trip: Sunday, 9 November
Dinghy Sailing Trip: Sunday, 14 December
Adult Improver HKSF Level 3 Course: January 2015: 4,
10, 11, 17, 18

J/80 Keelboat Courses and activities:

Competent Crew Course: 18, 19, 25 October
Gennaker Day: Saturday, 29 November
Sailing Trip: Saturday, 13 December



Information for Members

Website updates

The ABC website has been given a makeover to improve its function for members and staff alike. Members may now access their password-protected accounts online through the Club's website, www.abclubhk.com. You may log on through the website or through a link on your e-statement. Your user name is your membership number. The Club will email your password to you before 1 October, and you may easily change to another password of your choice.

The ABC website also lets members know of upcoming sailing races and results of recent races, and allows member access to:

1. Various Club application forms, including the ABC car park permit application form, the ABC boat label application form, the junk hire form, etc.
<http://www.abclubhk.com/ClubDownloads.aspx>
About > Club Downloads
2. Weekly club events details, found under the Events section
<http://www.abclubhk.com/EventsWeek.aspx>
3. Monthly club events and race dates, found in the Club Calendar
<http://www.abclubhk.com/EventsMonthly.aspx>
4. Information on sailing courses and application forms, found under Course > Application Forms section
http://www.abclubhk.com/application_forms.aspx

Weekly emails to members

The Club also communicates with members through the timely e-letter sent every Friday by Membership Service Manager Cobo Liu. Cobo's e-letter highlights upcoming F&B events and specials and races and provides links to the website for quick and easy registration. To make sure Cobo's news blasts reach you every Friday, sign up through mbs@abclubhk.com

Transport to the ABC

From time to time, particularly on holidays and busy weekends, the two-storey Club carpark may fill early. If so, try the public car park at Broadview Court, Shum Wan Road (opposite the Club).

Public transport is easy, environmentally friendly, quick and reliable: a bus terminal across the street hosts both big buses to Central, Admiralty and Kowloon Bay, and minibuses that criss-cross Pokfulam, Aberdeen and the South Side.

The terminus across from the ABC makes a bus direct to Central a smart option to fit in early-morning exercise, shower and breakfast at the Club. Of course, this convenient public transport makes it just as easy in the evenings to knock off emails on the bus to the Club before a swim or squash or gym workout before meeting friends for dinner or at the Waglan Bar.

Public bus options

Route	Pick-up Point	Through	Drop-off Point	Frequency
48	Wah Fu Estate	Aberdeen Centre, Wong Chuk Hang	Shum Wan Bus Terminus	10–15 mins.
71	Central (Wing Wo Street)	Western District, Pokfulam, Aberdeen Centre	Wong Chuk Hang Terminus (near Singapore Int'l School)	20 mins.
72A	Causeway Bay (Moreton Terrace)	Hysan Place Hennessy Road, Aberdeen Tunnel	Shum Wan Bus Terminus	15–20 mins.
75	Central (Exchange Square)	City Hall Central, Admiralty Station, Wan Chai, Aberdeen Tunnel	Shum Wan Bus Terminus	15–20 mins.
97A	Ap Lei Chau	Wong Chuk Hang	Shum Wan Bus Terminus	20 mins. (Mon–Sat Morning & Evening Peak Hours only)
107	Kowloon Bay	Prince Edward Road East, Chatham Road North, Poly U	Wong Chuk Hang Terminus (near Singapore Int'l School)	10–15 mins.

Green minibus service

Route	Pick-up Point	Through	Drop-off Point	Frequency
59	Kennedy Town	Victoria Road, Tin Wan, Wong Chuk Hang	Shum Wan Bus Terminus	20 mins.
59A	Aberdeen Centre (Tung Sing Road)	Wong Chuk Hang	Shum Wan Bus Terminus	10 mins.

Contributions for Club magazine

The monthly Club magazine of *Horizons* keeps members up-to-date on Club happenings, policies and procedures. *Horizons* prints monthly letters from General Manager Philippe de Manny, Commodore John Berry and the flag officers who chair the Development, Sailing and Marine, and House committees, as well as the Honorary Treasurer and Honorary General Secretary. Current and back issues are available on the website.

We invite members, including teens and children, to propose article topics and send us articles – and photos – for all members to enjoy. Please contact the editor at ann.white@ppp.com.hk

ABC members are active, and when not out on the water often can be found hiking or using the Club as their fitness base. Up for a challenge? Share your experiences of the ABC's iconic Four Peaks race and other fast-growing running and swimming competitions across Hong Kong.

Other ideas might be your experiences of extreme water sports, the principles and modern tools of navigation, sightings of pink dolphins, hidden jewels of junk trip destinations, and members' and children's involvement with charities in Hong Kong. We'd also love to hear of your sailing adventures in waters beyond Hong Kong – including Macau, the Philippines, the Isle of Wight or the sparkling lakes of New England.

Yoga at the ABC

Qualified yoga instructor Higy Fung teaches yoga classes at the Club's Harbour Room every Wednesday from 11:30

am to 12:45 pm. Higy's "Body and Mind Stretch" supports participants with different levels of experience. She teaches easy-to-manage and effective techniques to bring help to the points of your body that need attention, as many of us simply do not know enough about how to make our body more happy and healthy. Higy explains the ways to move a muscle or a body part, the exact feeling you will get and its effect. She starts with simple movements to address your body's immediate needs, emphasizing safety to prepare you for a pose; fancy poses are for later once expert. Many people need to build a stronger back and knees, to develop a good alignment and shape in their muscles, and to form postures that will benefit everyday life.

Higy is an experienced registered yoga teacher with the Yoga Alliance, USA (ERYT500) and has taught yoga for over 10 years in places including hospitals and universities. In addition to the ABC's Wednesday classes, individual sessions are also available. Drop-in participants are welcome; the fee is \$220 per class. Contact Higy at higyfung@netvigator.com

Volunteer as crew

To make yourself known as a crew member, regardless of experience, try these options:

- Sign up on the ABC website's "crew available" list under the Sailing drop-down bar,
- Check the noticeboards on the Main Clubhouse's ground floor,
- Chat up returning sailors on the Patio or in the Waglan Bar, or
- Come to Sunday breakfast at the Club and ask GM Philippe de Manny if a skipper has room that day.



Welcome New Members

May

Grayson Richards
Paul Saubestre
Cheng Yuk Sui
Lucas Melody
Michele Clark
Wade Gillett
Stephan Kuehner
Marcus Lee
Lam Kei Tung, George
Lam Mun Yee, Anita

June

Chris Lawrence
Rigo Paolo Alberigo Marquez
Alexander Baddeley
Shaun Campbell
Christine Lin
Anurag Mathur
Stephen Perret
Michael Quinn
Stephen Warwick
Dr Yuen Cheuk Wai
Alexander Han
Jeffrey Lee
Li Ping Hon, Analdo
Chiu Yu Cheuk
Alessandro Tirelli

July

Lai Chak Sum
Nicolle Bloomfield
Stewart Callaghan
Ng Man Fai, Matthew
Ng Nga Yan, Daphne
Jenny Roberts
Andrew Gerrard
Timothy Last
James Mackie
John Chiu
Gregg William Maloberti

August

Simon Dodd
Cecilia Chan
Daren Easton
Max Woodward
Casey Law
Michael Griffiths



October F&B Events and Promotions

Indian Food Promotion

throughout October in the Galley and Four Peaks

Featured wine for October from Australia

Nugan Estate Vision Chardonnay 2009

Nugan Estate Vision Shiraz 2010

By the glass, \$45, by the bottle \$220

Featured beer from Hong Kong

Dragon's Back Pale Ale, \$38 per bottle

Featured cocktails

Black Forest \$45 (non-alcoholic \$35)

Bacardi Gold Rum, Crème de cassis, yogurt, milk, black currant and strawberry jam, fresh berries

Vitamin Booster: \$48 (non-alcoholic \$38)

Tequila, Crème de banana, banana, pineapple juice and cranberry juice

October Events

Lamb on-a-Spit buffet with free wine tasting

Friday, 10 October, 6:30-9:30 pm, the Patio

Adults \$238, children (3-12 years of age) \$138

Concessionary pricing for members over 65 \$198

To reserve for your family and friends,

call the Galley at 2554 9494

Diwali Celebration

Friday, 24 October, 6:30-9 pm, the Patio

Unlimited soft drinks, cider and beer

Adults \$298, children (3-12 years of age) \$198

Concessionary pricing for members over 65 \$258

To reserve for your family and friends,

call the Galley at 2554 9494

Halloween Dinghy Ball

Friday, 31 October, 6:30-11 pm, Middle Island

Live band, fancy dress competition and face-painting

Adults \$288, children \$198 (including a soft drink)

Concessionary pricing for members over 65 \$248

To reserve for your family and friends, call Alok at

2555 6216 or email fnb@abclubhk.com

Pieropan (Spanish) Wine Dinner

Wednesday, 17 October, 7 pm onwards
the Four Peaks

Four-course dinner with pairing wines.

Adults \$398

To reserve for your family and friends,

call the Four Peaks at 2553 3422

Halloween Murder Mystery

Friday, 31 October, 7pm onwards

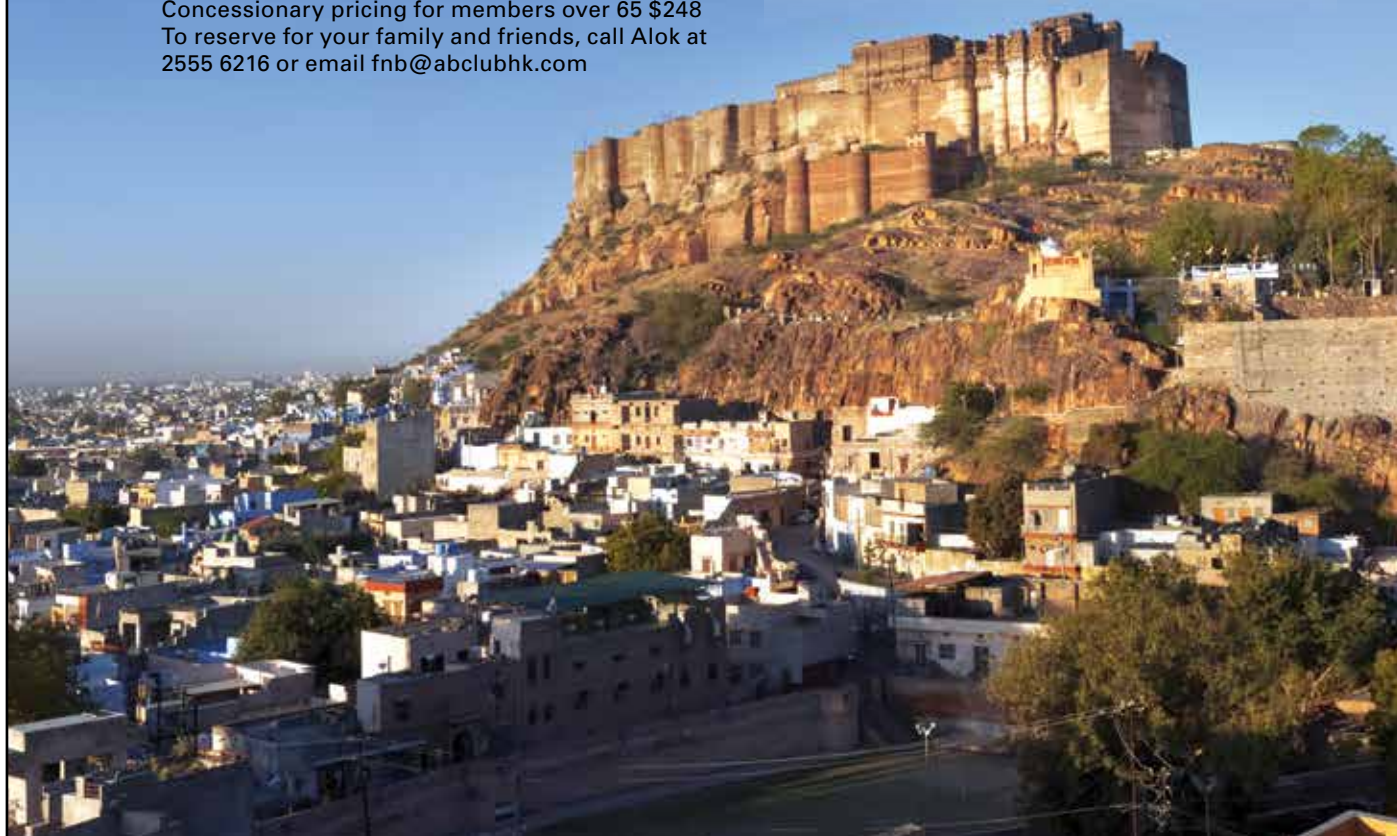
the Harbour Room

Welcome drinks, show and three-course dinner
(main course: rosemary-braised veal shank)

Adults \$498

To reserve for your family and friends,

call the Four Peaks at 2553 3422





Home Wine Delivery October 2014

	\$/Bottle	Quantity	Amount
Sparkling Wine			
Le Contesse Perla Delicata Prosecco NV, Veneto, Italy Refreshing and crisp with well-balanced fruit flavours and a long, dry finish. Delicate and fine with nectarine and apple fruit flavours.	\$120		
White Wines			
My New Zealand Wine Tetra Pak Sauvignon Blanc 2013, Marlborough, New Zealand A refreshing and lively palate perfectly balanced and with great intensity. The mid-palate displays ripe passion fruit and nettle finishing with a zesty crispness and minerality.	\$135		
Domaine de la Renaudie Touraine Sauvignon Blanc 2013, Loire Valley, France Benchmark Loire Sauvignon Blanc with a great balance between nervous, lean acidities and restrained grassy, elderflower character.	\$150		
Anselmi Pinot Grigio 2013, Friuli, Italy Far more like a Loire Sauvignon than the New World. Delicate fruity aromas with green apple and grass notes. A dry, elegant and satisfying wine.	\$105		
Didier Tripoz Macon-Chardonnay 2012, Burgundy, France There is less exotic melon and peach fruit here, more ripe apples and pears with a beguiling freshness and raciness. A well-balanced and excellent Chardonnay to match food as it will not dominate.	\$160		
Red Wines			
Bodegas Navajas Reserva 2009, Rioja, Spain Dark cherry-red with tawny and brick tones. Noble and delicate with a strong and sincere aroma. Distinguished fruits with toasted spice and a balsamic bouquet. A powerful, brooding wine.	\$180		
Casa Juanita Malbec 2012, Mendoza, Argentina Explosive red berry nose, backed up with chocolate and soft vanilla notes. The palate shows enormous fleshy fruit with ripe tannins and the finish is long, warm and beguiling. A tremendously dramatic wine that has poise in spite of its scale.	\$112		
Trentham Estate Pinot Noir 2013, Murray Darling, Australia An attractive cherry-red colour with aromas of plum and spice, showing sweet cherry and plum fruit flavours upfront. The finish is soft and long.	\$112		
Old Plains Longhop Shiraz 2012, Barossa Valley, Australia Buoyant blackberries and redcurrants, pepper, licorice, gum leaf and baked earth. The back-palate loads up on bitter dark chocolate, and clove-spiced oak is well-pitched. Fleshy and supple, yet bright, with a lovely set of ripe tannins.	\$152		
Le Tobele Valpolicella Ripasso 2011, Veneto, Italy Velveteen style of northern Italian red, aged on the lees of Amarone. Elegant berry and vine-ripened fruit with some sweetness. Elements of cherries and blueberries. Nice balance of fruit, sweetness and acidity.	\$175		
	Total		

**Free Wine Tasting on the Patio,
Friday, 10 October, 6:30-8:30 pm**

All of the wines in the October selection will be available for free tasting at the 10 October Lamb-on-a-Spit event on the Patio.

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

** Minimum order of 12 bottles. Mixed cases 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 mail, fax or in person. Contact the Food & Beverage Department at 25556216 or Fax: 28732945
Free delivery for order of 12 bottles or above, please allow 3 working days for delivery.
All wines are subject to availability.



Looking Ahead to the Holidays

ABC Holiday Catering and Delivery Offerings

The mid-autumn festival has come and gone, and as October begins the late-summer heat remains, and yet we know the Christmas and New Year holidays are a few scant weeks away.

Between preparing special gifts for family, colleagues and clients, and planning company holiday events, many of us will be asking “how can I ever pull it together?”

The ABC Food-and-Beverage team will help you reduce your to-do list, host crowd-pleasing events and family reunions and boost your entertaining sparkle factor.

While further information will appear in ABC holiday brochures in your mailbox, here is early info on ABC offerings:

Home delivery options: F&B Manager Alok Kumar has selected an exceptional wine list for the holidays, for both home delivery and take-home, to give you a head-start on entertaining family and guests in your own home. The ABC’s December home wine delivery offerings will include special offers on Champagne timed for delivery to you before well before New Year’s Eve.

Contact Alok at 2555 6216 for advice on wine and food pairings. Alok will be pleased to recommend wines from the ABC home-delivery list to accompany ABC’s cooked American Thanksgiving holiday turkeys and hams and traditional Christmas dishes.

Collect cooked turkeys, hams, selected cheeses and Christmas treats from the Club: The F&B team will also offer a splendid array of food options for collection from 15 November through 31 December. Details to follow.


Host events at the Club: Events confirmed before 30 November will have the room charged waived. To book

private parties, contact receptionist Regienne at 2552 8182 or booking@abclubhk.com. Redeem a gift hamper upon confirmation of the party.

Please your guests, colleagues and family, with a corporate or private end-of-year party at a Club function room or Middle Island for nearly any size of gathering. For your choice from a wide selection of festive buffet, set meal and cocktail and drinks menus, see the “festive season packages” on the front page of the ABC website. Cancellation policies apply.

Drinks options include unlimited drinks or two hours of house beer and soft drinks for \$118 per person or beer, soft drinks and house wine for \$188 per person. The Club offers a party package with a festive buffet, a glass of bubbly and party favours for \$418 per person.

- The Harbour Room can host up to 80 guests for a sit-down lunch or dinner.
- The Bridge Room is perfect for a cocktail party for up to 40 guests.
- The Patio is an ideal weekday evening setting for up to 80 guests.
- Middle Island on weekdays can host up to 120 guests for a buffet party, and 60 guests on weekends.

Special Club events: The F&B team will host special events for Thanksgiving, Dong Zhi, Christmas Eve, Christmas Day and Boxing Day. The Club also has planned a New Year’s Eve dinner party and a New Year’s Day brunch and a 3 January members’ day on the junk. To book your places at Club events, contact Membership Services Manager Cobo Liu at 2553 3032 or mbs@abclubhk.com. 

Special Events

15 to 30 November
27 November
6 December
13 December
14 December
22 December
31 December
1 January 2015
3 January 2015

Thanksgiving takeaway food and wine orders available
Thanksgiving dinner at the Club
Santa's Visit
Dinner Theatre
Commodore's Christmas Cocktails on Middle Island
'Dong Zhi, 冬至' Chinese Set Dinner
New Year's Eve Party: Hollywood in Black 'N White '20's"
New Year's Day brunch
Members' Day on the Junk

Christmas Options

1 to 31 December
24 December
25 December
25 December
26 December

Christmas takeaway food and wine orders available
Christmas Eve Champagne Dinner
Christmas Day Celebration set lunch
Middle Island Christmas buffet and games
Boxing Day Brunch

Community Services

18 November until 13 December
5, 6 and 7 December
1 to 21 December
24 December

Christmas Tree Ordering at the ABC
Food collection for Feeding Hong Kong
Christmas Gift Collection for
ABC Community Service Christmas Lunch donation at
The Little Sisters of the Poor Retirement Home



170th Anniversary Exhibition Hong Kong Marine Police

Cheung Chau Police Station & Cheung Chau Public Ferry Pier

Open to the public; free admission

Saturday, 11 Oct (2–4 pm), and 12, 18, 19, 25 and 26 Oct (11 am–4 pm)

For further information, please contact Inspector of Police Camas Tung
at camastung@police.gov.hk or 2982-1577.



- Current and former Marine Police weapons, historic signal lamps and wireless telegraphy transmitters
- .303" rifle parades by officers in historic Marine Police uniforms (photo opportunity)
- Knots demonstration, signal flag games, 3D photo corner (deck simulation)
- Historic Marine Police photographs
- Marine Police Medium Patrol Launch (visit us on board), High-Speed Interceptor and Fast-Pursuit Craft at Cheung Chau Public Ferry Pier
- Souvenir postcards with special chops





Taylor Young

ABC's Annual Prize-giving for Dinghy Sailors

Photos by Philippe de Manny

The ABC held its annual dinghy prize-giving on the beautiful afternoon of 6 September at Middle Island. The 2014 prize-giving honoured dinghy sailors participating over the autumn 2013 and spring and summer 2014 series. Commodore John Berry, with the assistance of keen sailor Diana Bruce, awarded prizes to sailors young and less-young, even needing to award a prize to himself. H



Harriette Edmonds

Annual Awards 2014

Top Optimist Sailor		Taylor Young
Most-Improved Optimist Sailor		Harriette Edmonds
Most-Improved Intermediate Sailor (Feva Squad)		Ryan Wong
Top High-Performance Team		Yann D'Argenlieu and Nathan Bradley

Autumn Series 2013

Autumn Series - 3rd	Open Series	Ryan Wong
Autumn Series - 2nd	Open Series	Tomas Huml
Autumn Series - 1st	Open Series	Jamie Miller
Autumn Series - Line Honour	Open Series	Jamie Miller

Spring Series 2014

Spring Series - 3rd	Open Series	Thomas Rendall
Spring Series - 2nd	Open Series	Ryan Wong
Spring Series - 1st	Open Series	Tomas Huml
Spring Series - Line Honour	Open Series	Ryan Wong

Summer Series 2014

Summer Series - 3rd	Open Series	Stephanie Dechelette
Summer Series - 2nd	Open Series	John and Natalie Berry
Summer Series - 1st	Open Series	Patrick and Diana Bruce
Summer Series - Line Honour	Open Series	Patrick and Diana Bruce



Competition Report

Sunday, 14 September 2014 Dinghy-Cruiser Challenge

By Diana Bruce, photos by Alok Kumar



The victorious dinghy section with Rear Commodore Richard Walker

It was a hot, sunny Sunday afternoon, with clear skies even beyond the Lemas, and a steady breeze – perfect conditions for the annual Dinghy-Cruiser Challenge. This is where the dinghy section challenges the cruiser section to a sailing “duel” out in Repulse Bay. The dinghy guys were out to keep the (virtual) trophy having won quite convincingly in 2013. The cruiser stalwarts wanted to show they hadn’t lost their touch.

Unfortunately, due to illness and other commitments (is there a race or a regatta somewhere in Hong Kong every weekend?) the cruisers could only muster a team of five against a full complement of eight dinghy sailors. Thus the

dinghy section had the built-in advantage of using their first three results and being able to discard the fourth.

Competition was keen, with John Berry, our Commodore, sailing single-handed for the cruisers in one of the oldest Laser 2000s in the fleet. Even sailing a “dog” boat, he sailed majestically ahead of the fleet for two out of the four races held. What a brilliant effort! When asked why they were doing a 360 before the start line, Harriette Edmonds simply answered: “I was coming up to the start line, and then John happened!” (I know the feeling well ...!)

Harriette and Felix therefore were all the more determined to uphold the honour of the dinghy section, and they made



sure they took line honours in the other two races. So, we were neck and neck for first-place results. Cecile Martin and Stephanie Dechelette, together with Tomas Huml and Charlie Stewart, and Oliver Edmonds and Diana Bruce (for the dinghy section), battled it out with Tristan Stewart and Win Kaaka (cruisers) for second, third and fourth places.

The dinghy sailors had quite a good “weight advantage” over Tristan and Win, so we were pretty impressed with their sailing skills as well as their knowledge (or claimed knowledge!) of the racing rules of sailing.

It was too close to call most of the afternoon, but in the final race of the day Tomas and Charlie slipped round the pin-end of the finish line, robbing Tristan and Win of third place, and thus secured success for the dinghy section. Alex Leung and Max Woodward were press-ganged into the cruiser team at the very last minute, and they heroically sailed another aging Laser 2000 ‘round the course with several handicaps (the mainsail dropped alarmingly due to an old cleat that couldn’t hold the main sheet, and they had a disastrous capsize soon after one of the starts).

The afternoon’s sailing was characterised by a lot of (good-natured) haranguing of the opposite teams, some excellent sailing and lots of laughs. The dinghy side had to do a few penalty turns and I’m not entirely sure the rules were strictly followed but, as no protests were allowed and there were mostly no witnesses to the infringements, those little infractions were overlooked in the gentlemanly spirit of the occasion.

For me, sailing with a 16-year old instead of a 60-plus year old was quite an experience! A bit scary at times and it seems I

“I’m not sure the rules were strictly followed but, as protests were barred and there were mostly no witnesses to the infringements, those little infractions were overlooked in the spirit of the occasion.”

really must learn how to roll-tack. But thanks go to my helm for his patience and skill in navigating the crowded waters of Repulse Bay, especially at the start line and all the rounding marks!

Thanks go to Rear Commodore Richard Walker for presenting the prizes to the worthy winners: Harriette and Felix were crowned top sailors of the event; the dinghy section narrowly came first, with the cruisers second; and we all enjoyed the prizes (three bottles of good wine!) afterwards. The dinghy section would like to thank the cruiser guys for so gamely rising to the challenge, including Stephen Hilton for getting the team together. Better luck next year!

We would also like to give special thanks to Tim Fuk (RO) and Tsai Fuk (ARO) for so ably running the races for us, despite the shifting wind direction, and to John “JT” Tsoi, for all his hard work in preparing the boats beforehand and de-rigging and packing away afterwards. What amazing people we have at the ABC! H



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Youth Introduction Dragonboat Sessions

Dates: 12th Oct, 19th Oct, 30th Nov

Sign-up Required

www.buzzdragon.com

E-mail: info@buzzdragon.com





ABC October 2014 Youth Sailing Programme

Application Deadline Friday 10 October

For most schools, the October holiday is only one week and therefore places are very limited. The ABC recommends you apply at least three weeks prior to the course start date to ensure a place. Note spaces can only be reserved on receipt of a completed application form and deposit payment; we cannot reserve course slots by email or telephone. Further details are available at www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com. Due to last-minute applications, we now issue application deadlines for all courses. **Please note that if we have space we will still accept late applications, subject to a 30% late application additional fee.**

Date	Junior Course	Activity	Eligibility	HKS (Member)	HKS (Non-member)
Mon 20 – Fri 24 Oct (AM)	✓	Optimist Stage 1	Age 7 – 12	864	1,300
Mon 20 – Fri 24 Oct (PM)	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	864	1,300
Mon 20 – Fri 24 Oct (PM)	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	864	1,300
Mon 20 – Fri 24 Oct (PM)	✓	Optimist Stage 4 Race Intro.	Age 7 – 12, hold Optimist Stage 3	864	1,300
Mon 20 – Fri 24 Oct		Beginners HKSF Level 1 & 2	Age 11 – 18	2,600	3,900
Mon 20 – Fri 24 Oct		Improver HKSF Level 3	Age 11 – 18, hold HKSF L2 for at least one year	2,600	3,900
Mon 20 – Weds 22 Oct		RS Feva Intro. Course	Age 11 – 18, hold HKSF L2	1,560	2,340
Thurs 23 – Sat 25 Oct		Laser 1 Introduction Course	Age 12 – Adult, hold HKSF L2 or similar experience	1,560 (youth) 1,824 (adult)	2,340 (youth) 2,736 (adult)
Sat 25 – Sun 26 Oct		RS Feva Gennaker Course	Age 11 – 18, hold RS Feva Intro	1,040	1,560

Late October French International Youth Sailing Programme

French International and some other schools have slightly longer holidays, and the ABC is therefore happy to offer an extended programme to cater for those students. Full details and application forms are available on our website, www.abclubhk.com, for further enquiries please contact SailingSecretary@abclubhk.com. **Late applications will be subject to a 30% late application additional fee.**

Date	Junior Course	Activity	Eligibility	HKS (Member)	HKS (Non-member)
Sat 25 – Weds 29 Oct (AM)	✓	Optimist Stage 1	Age 7 – 12	864	1,300
Sat 25 – Weds 29 Oct (PM)	✓	Optimist Stage 2	Age 7 – 12, hold Optimist Stage 1	864	1,300
Sat 25 – Weds 29 Oct (PM)	✓	Optimist Stage 3	Age 7 – 12, hold Optimist Stage 2	864	1,300
Sat 25 – Weds 29 Oct (PM)	✓	Optimist Stage 4 Race Course	Age 7 – 12, hold Optimist Stage 3	864	1,300
Sat 25 – Weds 29 Oct		Beginners HKSF Level 1 & 2	Age 11 – 18	2,600	3,900
Sat 25 – Weds 29 Oct		Improver HKSF Level 3	Age 11 – 18, hold HKSF L2 for at least one year	2,600	3,900
Sat 25 – Weds 29 Oct		RS Feva Intro Course	Age 11 – 18, hold HKSF L2	1,560	2,340
Mon 27 – Weds 29 Oct		Laser 1 Introduction Course	Age 12 – Adult, hold HKSF L2 or similar experience	1,560 (youth) 1,824 (adult)	2,340 (youth) 2,736 (adult)

Note course timings:

AM course: 9 am – 12:30 pm (meet at 8:45 am at main club)

PM course: 1:30 pm – 5 pm (1 pm ferry from main club)

Whole-day course: 9 am – 4:30 pm (meet at 8:45 at main club)



ABC Sailing: the Junior Optimist Sailing Programme

The ABC launched its junior sailing programme to provide a progressive learn-to-sail scheme for children, ages 7–11, of both Club members and non-members. Since the ABC programme began in 2007, over 2,880 children have benefited from its hands-on introduction to sailing.

The “Junior Optimist” programme uses the Optimist dinghy, a small seven-foot boat designed in 1947 and standardised in 1960. There are now over 160,000 of these classic single-sailed boats worldwide.

The courses run over five half-days, either mornings or afternoons. The ABC instruction team believes a week-long series of half-days is more appropriate to keep younger children interested, and full days, especially during very hot weather, can tire younger children.

Having invested heavily in the development of junior sailing, the ABC now boasts a fleet of 28 Optimists, all based at Middle Island. Six are purpose-designed “trainers” with more interior space that allows two children, or one child and an instructor, to sail together; especially useful in early stages of learning. The ABC also designed and commissioned unique “storm” sails, much smaller than regular sails and ideal for safe sailing in stronger winds. The fleet includes 13 “top-specification” Optimists, used by our Optimist Racing Team.

Optimist racing at the ABC is the result of several years’ work on the part of both ABC instructors and young sailors. In addition to the training team, the ABC has a full-time race coach (Rory Godman) training our most experienced younger sailors to race at the highest levels both in Hong Kong and overseas. The squad needs commitment from both sailors and parents, but for those keen to sail and race seriously, there is no better way to follow generations of the world’s best sailors than by starting in an Optimist.

The steps of the Junior Optimist sailing programme – now the ABC’s most popular sailing activity – are laid out below. The ABC subsidises the courses to keep costs down. The Club offers three basic “stages” (for all of which life jackets or buoyancy aids are worn) that lead to a race course and also supervised practice.

Stage 1 is the basic first step, where we focus on helping the children gain water confidence, balance on boats, understand basic boat controls and practice capsize recovery. The focus is on stimulating their enthusiasm while not loading them down with too much theory. Usually students sail together in pairs, with lots of games included to make the courses as much fun as possible while instructors stress key safety aspects.

Stages 2 and 3 build on the interest we hope Stage 1 has developed. In Stage 2, we expect students to sail single-handed in their own boat, while at Stage

3’s end, they should be confident enough to sail away from the shore, round a small triangular course and return to the Club safely. For children with obvious talent and enthusiasm, the racing course leads onto possible membership of our Club Optimist race team. If students prefer not to race, once aged 11 or 12, they may choose to progress into the Hong Kong Sailing Federation scheme, sailing larger “Pico” dinghies on an HKSF beginner course offered by the ABC.

The junior sailing programme requires that a child be able to swim, and usually does not accept children younger than seven. Age 11 is the oldest which parents should weigh enrolling their children into a stage 1 course. While top Optimist sailors can be up to age 15, taller children generally benefit from sailing the slightly larger Pico dinghies.

All ABC courses (except supervised practice) lead to a formal ABC certificate. Even if the child does not take up sailing, the agility, confidence and skills he or she gains contribute substantially to development. Water-safety awareness and skills may aid a child if ever he or she finds themselves accidentally in the water later in life. ➔

Full details of all ABC sailing courses, dates and application forms can be found at www.abclubhk.com and by email from SailingSecretary@abclubhk.com

Optimist Stage 1

Optimist Stage 2

Optimist Stage 3

Optimist Race Course
Optimist Supervised Practice



Keep sailing after your course!

The ABC sailing-instruction team is pleased to remind parents of three options available to keep their children sailing after finishing a sailing course. Details are available from Kevin Lewis at DinghySailing@abclubhk.com

Optimist Supervised Sailing & Training Squad

For young sailors under the age of 12 who have completed Stage 3 and would like to continue to sail on a regular basis. Sessions take place every Wednesday after school and most Saturday mornings. Applicants apply on a monthly basis and pay a fixed monthly fee.

RS Feva and Laser Training Squad:

For ages 12 – 16. This team trains after school on Wednesdays and also at weekends, mostly Saturdays. The monthly fee includes entries into various regattas. The team acts as a bridge between the younger Optimist Team and the older High Performance Sailing Team.

Wednesday morning/ Saturday afternoon Supervised Sailing:

For adults and teenagers aged 12 and over who have passed their HKSF Level 2 course or equivalent, these sessions provide an on-going and reasonably priced avenue to keep sailing.



FOR SALE – SCORPION RIB

The Scorpion Serket 98 T Top RIB is probably one of the fastest boats in Hong Kong with a top speed exceeding 60 knots!



Photo of actual RIB approaching Clearwater Bay Marina. This model as selected by Sir Ben Ainslie as a chase boat for the Americas Cup

2013 fully-loaded demo boat sold with the balance of the manufacturers five year warranty on hull and tubes.

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J/80 Sailing at the ABC

The ABC launched its first-ever keelboat training programme in 2011 with the aims of encouraging more members to sail, building up first-class racing, and providing a more affordable opportunity for sailors to own and sail a keelboat. Since then nearly 200 people have attended a variety of courses and activities, and 22 ABC members have been added to the hiring list, having qualified to hire out our club boats. Our J/80s are now in use more than ever before, and are now booked for all major races and regattas well in advance.

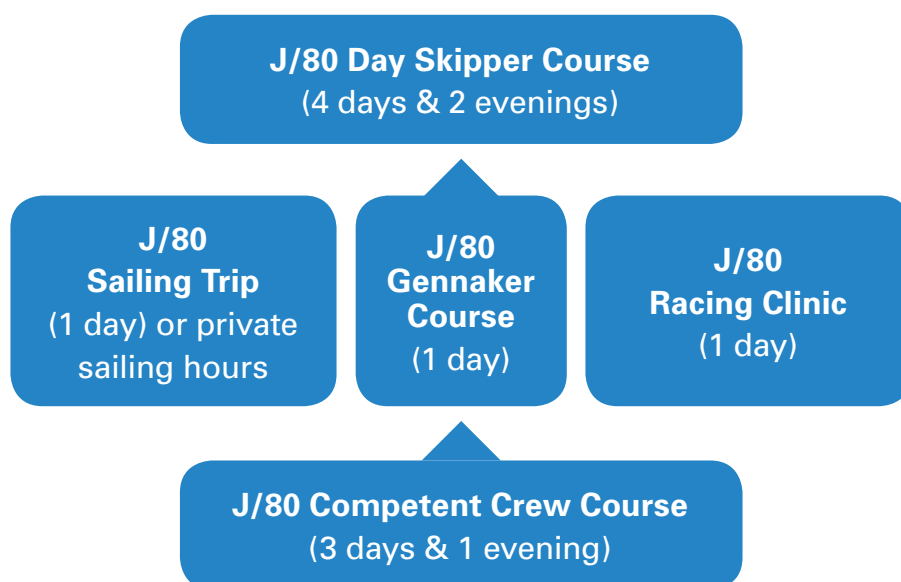
The ABC keelboat training programme initially focused on short courses for experienced sailors to earn approval to hire our boats. We now run more crew courses that act as a stepping stone for dinghy sailors to start sailing larger yachts, as well as sailing trips to help sailors clock up hours on the water. A number of members have been through our programme and are now sailing on other members' yachts, as well as racing the J/80s in club events. Several have even moved on and purchased their own yacht!



The J/80 training programme

The full programme is illustrated here, with an explanation below. To attend a Day Skipper Course, the normal pre-requisite is *five days' sea time*, (including any courses) but more is helpful. The ABC highly recommends the J/80 gennaker course, which devotes a whole day to safe and efficient downwind sailing. Sailing hours do not need to be via a course; sailing any yacht gives useful additional sea time. Be sure to record your sailing time in a log book.

Find full details and latest course dates on our website, www.abclubhk.com and published in our Club magazine, *Horizons*.



	Course				
	Competent Crew Course	Sailing Trip	Gennaker Course	Racing Clinic	Day Skipper Course
Suggested minimum pre-course experience	HKSF L2 Dinghy Course or equivalent experience	Competent Crew Course or equivalent experience	Competent Crew Course or equivalent experience	Competent Crew Course or equivalent experience	Competent crew course, gennaker & additional keelboat experience
Course Content	Basic seamanship & introduction to helmsmanship	A day trip, with lunch away	Rigging and use of downwind gennaker sail	Intensive race training focusing on fast sailing and improved techniques	Boat handling, seamanship, basic pilotage & navigation
Ability after course	Useful & safe crew member	Useful & safe crew member	Useful & safe crew member who can use gennaker	Some racing skills acquired	Skipper a J/80 in familiar waters by day
Duration	3 days	1 day	1 day	1 day	4 days & 2 evenings
ABC Course completion certificate	Yes	No	Yes	Yes	Yes
May apply to ABC J/80 hiring list	No	No	No	Yes	Yes
Member / non-member course fee per person	\$2,524 / \$3,296	\$721 / \$968	\$721 / \$968	\$721 / \$968	\$3,605 / \$4,840



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

Part A (Master)

Dates: 3, 6, 7 November 2014

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: \$1,500 for member/person/course. \$1,800 for non-member/person/course.

Part B (Engineer)

Dates: 10, 11, 12 November 2014

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: \$1,500 for member/person/course. \$1,800 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 I/D copy, and a copy of medical certification of the applicant's required eyesight standards. There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by 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.: 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

() 3, 6, 7 November 2014 Monday, Thursday & Friday

Please debit my account by \$1,500.

Non-members, please include a cheque with \$1,800, 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.

() 10, 11, 12 November 2014 Monday, Tuesday & Wednesday

Please debit my account by \$1,500.

Non-members, please include a cheque with \$1,800, payable to Aberdeen Boat Club Ltd.

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

Signature

Date

Race preview


ABC Seeks Sailors for 24-Hour Charity Dinghy Race

By Diana Bruce, photos by Kevin Lewis

The annual 24-hour dinghy race will be held on the 1st and 2nd of November at Hebe Haven Yacht Club. The ABC will be entering three teams again this year.

Each boat will be raced by a team of sailors on a roster over the 24 hours (from 2 pm on Saturday to 2 pm on Sunday). The boats sail a course set in the harbour off Hebe Haven Yacht Club, at Pak Sha Wan in Sai Kung.

The three teams the ABC will enter are for a Wayfarer, a Laser 2000, and an RS Feva. The Laser 2000 team is an adult-only team and the RS Feva is for our junior sailors. (The Wayfarer team will be by invitation only – and will be looking to keep first place again this year!!) Junior sailors must be accompanied by a responsible adult whilst at Hebe Haven.

If you have a Level 1/2 Certificate and would like to sign up for this very worthwhile event, please email Diana Bruce (jollyfin@netvigator.com) for the Laser 2000 team, Alison Treasure (alison.treasure@gmail.com) for the Feva team, or Kevin Lewis (DinghySailing@abclubhk.com) for further information. 





Fire Smarter

Words by John Allum

Fire on board a vessel is in many ways the worst and most-dreaded disaster at sea. A fire can very quickly develop from a small smouldering to a raging inferno and, without swift action by the crew, a dangerous situation will ensue. This article focuses on the common causes of boat fires, actions that can be taken to help prevent a fire from occurring, and what to do if all that fails.

Causes

Fires on boats are, thankfully, relatively rare and uncommon occurrences. But they do happen and the same few causes tend to account for the majority of the fires that do occur. Most of you can imagine straight away the obvious things such as cigarettes, candles, an electrical cause, an engine fire and the owner looking to replace his boat via the insurance company!

Advances in materials used in the construction of boats and their interior furnishings mean that carelessly discarded cigarettes are now a relatively uncommon cause. For example, the foam used in mattresses and cushions should be (but is not always) fire-resistant. This does not mean that it will not burn, just that it will not smoulder and therefore should be resistant to a dropped cigarette (check the label to confirm this). However, cigarettes still cause fires, with the most common instance involving the “good crew member” emptying ashtrays into the rubbish bin ... the folly of this being found out 20 minutes or so later with a fire in the bin.

Candles and boats do not mix – even the nice tea light candle safely sitting in its ceramic container. An open, unguarded flame on board a yacht is just asking for trouble. Fortunately, most people realise that it would be insane to use

candles on board, although I know of two yacht fires in the UK that started in this manner.

On a typical yacht there can be a significant amount of wiring, with much of it hidden away behind panels. Throw in the damp corrosive atmosphere of a marine environment, along with the potential for chafing of cables due to a vessel’s erratic movement through the water and engine vibration, and you have the potential for an electrical fault to develop. This is the leading cause of boat fires. Below are some examples of common occurrences:

- Corrosion at an electrical connection will lead to a smaller cross-sectional area of wire capable of carrying the electrical current. With the same amount of current still flowing, this smaller section of wire begins to heat up. This accelerates the rate of corrosion at the connection, and eventually a point will be reached where the connection is hot enough to ignite nearby material.
- Chafing of wires can occur if they pass over hard or sharp surfaces. This leads to degradation of the insulation and if it involves the “live” circuit can result in a fire. If the battery leads are involved, this has the potential for a short to occur which can cause a fire in itself or lead to a battery fire – an extremely dangerous situation.

Engine room fires can be extremely serious and they often have a plentiful supply of fuel and air. Pleasure boats tend to be used on an infrequent basis and it is common for a vessel to remain unused for a month or so, followed by eight-to-10 hours of use. Whilst this is entirely acceptable, it does put stress on the boat and this can lead to minor problems rapidly escalating.

According to figures from the USA, nearly a quarter of boat fires were started by propulsion systems overheating. Given

the “pristine” waters in Hong Kong, this can often be attributed to a plastic bag blocking the exhaust water-cooling system, causing the engine to overheat. Often this will be picked up relatively early when it is noticed that no water is coming out of the system, or when the engine overheat alarm sounds. This type of incident will cause impellers and hoses to melt, generating significant quantities of thick, toxic smoke. At this stage, the fire may be confined due to a lack of oxygen, but the “helpful” crew member having a “quick look” adding fresh air as fuel, can turn a controlled situation into an extremely dangerous one.

If an engine fire does occur, it is extremely important to limit the supply of air to the fire. The basic fire triangle involves fuel, oxygen and heat – remove any one of these and you stop the fire (for those current with events, I know it is now a fire tetrahedron – a great way of ruining a simply understood concept!).

If an engine fire is suspected, activate the automatic fire-extinguishing system if you have one. If an automatic system is not fitted, then shut down the engine and use a fire extinguisher through the fire port (the hole on the stairs in a sailing yacht). If there is no fire port then crack open the hatch (as small an aperture as possible), discharge the extinguisher inside and then close the hatch.

From the smallest yacht to the largest container vessel, the most common mistake is opening the engine room too early, which can allow the fire to reignite. Given this, in any situation involving an engine fire, it is extremely important to leave the engine room sealed until it has cooled down – for hours not minutes.

Whilst arson does occur, it is an uncommon event and having investigated over 800 marine and land-based fires I can count on one hand the number of incidents of arson. Unfortunately for those involved, compared to “accidental” fires, it is usually much easier to determine if a fire is caused by arson.

Equipment

Extinguishers are very important pieces of safety equipment, but often ignored. It is not uncommon to find that a boat was fitted with fire extinguishers but they were not used as no one could remember where they were stored!

It does not require anything more than the skipper telling the crew at the start of every trip where the lifejackets, flares and fire extinguishers are kept, and the crew checking that they are actually there.

It goes without saying that storing fire extinguishers under bunks or hidden away makes them virtually useless.

Hong Kong uses two classification systems for fire extinguishers, but the more commonly used is the British Standards Institute system:

Water is still one of the most useful of all available fire extinguishers. It works through its cooling effect on the fire, and under pressure from a controllable-discharge extinguisher, can penetrate and knock out deep-seated Class A fires.

Foam fire extinguishers provide a fast, powerful means of tackling Class A and Class B fires. Highly effective against petrol and volatile liquids, foam forms a flame-smothering seal over the surface and prevents reignition.

Dry powder fire extinguishers are a highly versatile Class A, B & C fire-fighting medium suitable for most risks. In addition to dealing with electrical hazards, flammable liquids and gases, powder is also effective for engine fires.

CO₂ fire extinguishers are suitable for all electrical risks and where oils, spirits, solvents and waxes are in use.

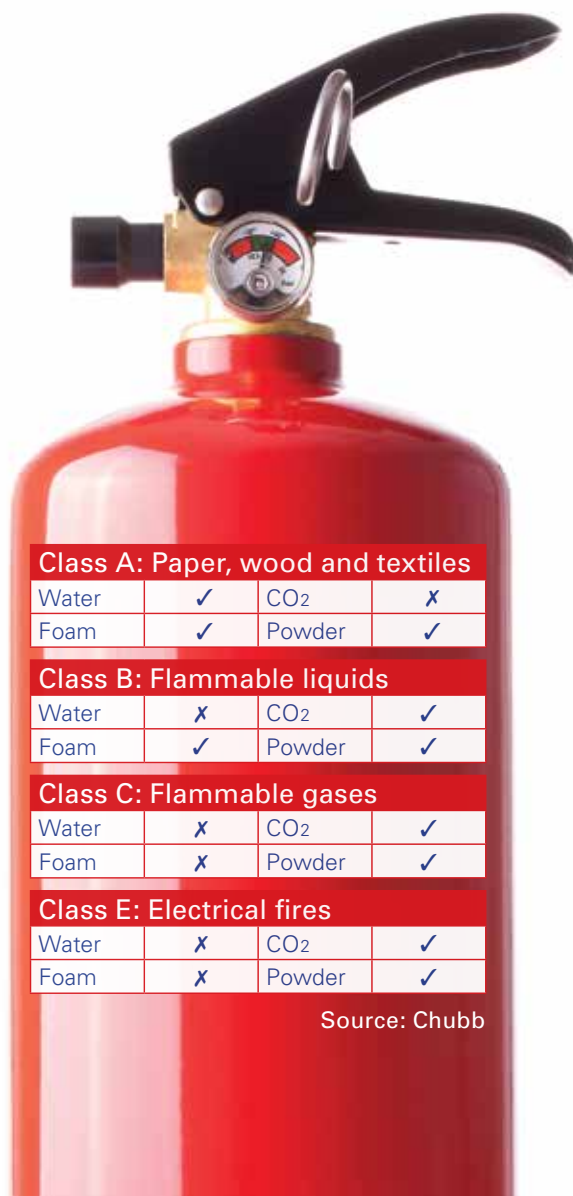
Extinguishers and fire blankets are extremely useful bits of kit in the right hands – in reality, unless you have undertaken a fire-safety course most people do not know how to use a fire extinguisher.

All I can say is read the instructions before you need to use them in an emergency!

Finally, on a small boat, often the most useful piece of fire safety equipment is a bucket on a rope and the huge supply of water over the side (please remember that water should not be used on electrical or flammable liquid fires).

Prevention

Prevention is much better than extinguishment and a small amount of time making sure that the electrical and propulsion systems are in good condition is time well-spent. However, if the worst happens, it is useful to be prepared and to have considered your options.



Class A: Paper, wood and textiles

Water	✓	CO ₂	✗
Foam	✓	Powder	✓

Class B: Flammable liquids

Water	✗	CO ₂	✓
Foam	✓	Powder	✓

Class C: Flammable gases

Water	✗	CO ₂	✓
Foam	✗	Powder	✓


Class E: Electrical fires

Water	✗	CO ₂	✓
Foam	✗	Powder	✓

Source: Chubb

There are many areas that could be discussed with regard to fire safety but in this short article there is only room to say that common sense is the most important tool. At the most basic level, there is only one thing that causes fires – a human being. Most fires involve someone failing to do something or doing something wrong; a little forethought can go a long way to prevent a fire from occurring.

Lessons

- The on-board cook found a fire in a tin of paint and, instead of using a fire extinguisher, lifted up the tin and carried it out through the accommodation. He slipped, pouring burning paint down the corridor and trapping five crew members in their cabins. They escaped by climbing out of the port holes and dropping into the harbour. The 30,000-tonne vessel was effectively destroyed!
- A guy chartered a canal barge for a two-week summer holiday. He came back to the barge after a small drink or two and thought it would be a great idea to fry some sausages. Unfortunately, he failed to light the hob but left the gas on for 20 minutes or so whilst he fell asleep. He woke up, switched off the hob and then went back to sleep. Approximately one hour later, the automatic bilge pump started, igniting the LPG fumes and causing a minor explosion and subsequent fire. He escaped with burns to his legs whilst the boat burnt down to the waterline.
- An 18 year-old lad's father went away, leaving him at home on his own. The boy thought he would surprise his dad by re-carpeting their canal boat whilst he was away. He tore up the old carpet and used adhesive to stick down the new carpet, finishing the job a few hours later. He went back into the house, ate his dinner and went to bed. He woke up a few hours later on hearing a loud bang. The fridge in the canal barge had started, igniting the vapours given off by the carpet adhesive. Parts of the burning boat landed on the roof of the house, which, being thatched, then caught fire. Dad came home the next morning to find the boat destroyed and the house burnt down to the ground ... teenagers!
- Air fresheners that plug into the wall give off a nice smell, covering up the stale odour that can develop inside a boat. Unfortunately, one brand has been known (in the recent past) to have problems and it burnt an 80-ft Sunseeker down to the waterline (burning down to the waterline is very common with fibreglass boats). 

Dr John Allum is a consulting forensic chemist, specialising in the investigation of fires and explosions. He has investigated a wide variety of marine incidents on ships and yachts, including fires in containers, engine rooms and bulk cargoes.

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