

October 2018

HORIZONS

The Magazine of the Aberdeen Boat Club

Typhoon!
Super Typhoon Mangkhut
Mauls Middle Island



RACE 1: 7 OCT 2018
RACE 2: 4 NOV 2018
RACE 3 & 4: 25 NOV 2018
RACE 5: 9 DEC 2018
RACE 6: 16 DEC 2018
RACE 7: 6 JAN 2019
RACE 8: 10 FEB 2019
RACE 9 & 10: 24 FEB 2019
RACE 11: 10 MAR 2019
RACE 12: 31 MAR 2019
RESAIL: 7 APR 2019



**WAGLAN
SERIES
2018-2019**

Bernard Magrez

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WINE'S LINK

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COMMODORE'S LETTER



Chris Pooley
Commodore

This month's magazine is special in the sense that the articles focus on the damage wrought by Typhoon Mangkhut and the clearing up of its aftermath, on Middle Island.

The main Clubhouse suffered little damage, nothing worthy of mention: - in fact it served as a refuge for some 5 or 6 members during the height of the storm, all of whom cheerfully assisted staff with their precautionary measures.

Similarly, no keel boats were lost and no moorings failed or were damaged: a vindication of the renovation cost over the past year.

Although the MI Clubhouse, dinghies and other

equipment or the hard-standing were properly secured, this proved no match for the 3-5 metre storm surge which simply overwhelmed the property. At the time of writing the extent of the damage has largely been assessed. Some 11 dinghies (15% of the total) have been lost or damaged beyond repair, while the Clubhouse and adjoining Dinghy School buildings have essentially been hollowed out with virtually all internal fittings and walls destroyed.

Full credit to the GM and all ABC staff for setting too with cheerful determination to assess the damage and, to the extent possible, begin to sort out the devastation as soon as calm descended.

At the end of the final day (Monday 17th) our Marine Department was able to report that the Opening Regatta could go ahead as planned the following weekend. That dedication and efficiency was rightly applauded later by the participants.

As members we are indeed most fortunate to have the support and cohesion of the Staff we have.

For more read on....

ABC Junk for Hire
Available for Parties, Day Trips and Water Sports

Pick-up at ABC, Central pier, Causeway Bay or TST public pier. The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks. ABC chef and waiters are available. Email fmb@abclubhk.com
Rental of speedboats, banana boats and water ski may be arranged via Freely Marine Services at 9276 2932.

Night-time: 6 pm – 11 pm
Daytime: 9am – 5pm
Monday – Friday: HK\$4,700
Saturdays, Sundays and public holidays: HK\$5,400
Maximum passengers: 42

For details, please contact ABC membership services manager Cobo Liu at 2553 3032 or mbs@abclubhk.com



PO TOI COMMUNITY SERVICE

Po Toi Community Service

Helping our Friends in need, at and near Ming Kee

Despite our misery following Typhoon Mangkhut, on Tuesday 25 September we managed to go and provide some relief efforts to help our best friends yet biggest F&B competitors, Ming Kee on Po Toi Island.

Two boats of volunteers, accounting for 41 Members of the Aberdeen Boat Club, joined the effort to clean up the entire beach on Po Toi and

surrounding areas over a period of 4 hours of hard labour, but in high spirits and with lots of fun.

The first boat, SHUM FUNG, arrived first, at 10:30, with the first group of 19 members including our vice Commodore Jon Zinke. After an attempt at military organisation on the pier – separating the group into two with specific duties, we all gathered at the restaurant entrance to commence the cleanup.



The first team



PO TOI COMMUNITY SERVICE

The first duty was to remove a completely collapsed little house and tonnes of rubble, and to bring them to the western pier for later collection by the government. This was a joint effort by the two teams, and in less time that it takes to say this sentence, the house and rubble were moved to the piers. Our younger volunteers helped with clearing rubble and especially the over 50cm of sand, shells, broken pottery etc that had covered the entire path and sides of the path.

Then, we were split back into our two original groups to start the beach cleanup, just as reinforcements from Viva and its 22 "soldiers" including our Commodore Chris Pooley arrived – and suddenly the entire beach was full of ABC members filling rubbish bags, cutting fishing nets, pulling out metal rods, cutting broken boats into

pieces to carry them to the pier for later collection

It wasn't long before that small pier got too small for our eagerness, which was the time when – although we had taken along a substantial cold buffet on SHUM FUNG for participants – Florence Leung, our little sister there, insisted on offering us lunch before our departure at 15:00.

Lastly, we organised a silent collection within the group to help Ming Kee recover from the disaster. A sizeable five-digit figure sum was collected, which was well received and surely will be well applied to their needs.

Another cleanup day will organised soon. Please keep a lookout for details via our e-newsletter, and if you do not receive it, all the information is on our website anyway.



Rubble cleaning



The pier at the beginning



Our younger members at work



More rubble



Hard work with fun





PO TOI COMMUNITY SERVICE





Still more fun



The pier after



The beach after



The entire ABC army



Super Typhoon Mangkhut Mauls Middle Island

By Martin Williams

Photos by Aberdeen Boat Club and Martin Williams



When the first inspection team from the Club arrived to assess Middle Island on the morning of Monday 17 September - the day after Super Typhoon Manghut hit Hong Kong, they expected to find carnage, yet were confronted with an even worse sight than some expected. "It looked like a post apocalyptic scene," says Racing Academy coach Jono Slattery.

"All the boats on the hard stand were in one big pile," added Jono. "It was crazy - we had fixed the boats with wires, but in some places these had pulled concrete out of the ground. Some dinghies had holes in, some were surprisingly okay. There was sand everywhere, and all the glass was broken at the level the storm surge swept through. In the classroom there was chaos, with sand everywhere, a super heavy cabinet full of gear shifted to the side of the room."

The clubhouse had been wrecked, especially on the west side, where the kitchen was almost obliterated, its wreckage strewn the female changing room.

Club staff focused on an inspection of Middle Island that Monday, before two days of lifting the dinghies, disentangling them from the pile and sorting which were write-offs, and which could be repaired. Then, the work shifted to removing debris, and retrieving items that could be used again.

Yet for all the damage, the situation at Middle Island could have been even worse, if it hadn't been for preparations during three days beforehand, along with previous work on improving the Club's moorings, which was also important in Aberdeen Typhoon Shelter.





The preparations before the storm

"Last summer, I surveyed all the moorings at Middle Island," says Alex Johnston, the Club's Marine Services Manager, and a qualified Commercial Inspection Diver. This led to some of the 84 moorings being replaced, along with all chains being replaced with thicker, stronger chains, which were longer to allow for storm surge. This was part of a Repair & Maintenance program for all of the Club's moorings – mentioned previously in Horizons, during which Alex also ensured there were improvements to moorings in Aberdeen Typhoon Shelter.

The hardstand, above the normal tideline, was unchanged, but here Alex had a plan to minimise storm surge damage. "We made a decision after Typhoon Hato last year, to put all the expensive high performance dinghies to the back of the hardstand," says Alex. "This meant the 29ers, catamaran, high performance Lasers, and 49ers, with the older, self training dinghies in front."

Alex and the team put this plan into action as Mangkhut approached. While the Club has standard preparations once a T3 signal is in effect, there was a special urgency for Mangkhut.

"I was in south Florida in 1992 and experienced Hurricane Andrew, a Category 5 hurricane, and sailed through [Category 4] Gustav in the Atlantic, plus I know typhoons as I've been here 15 years," says Alex. "We were watching it ten days out, as it got very big very quickly. Looking at systems like a large high over central China, we could see it was going to be a flat trajectory, and it zoomed along typhoon alley, clipped the tip of Luzon, and took a slightly more northerly track."

The main preparations were in the three days before Mangkhut arrived. "Our five marine staff did a fantastic job, along, with three Academy staff," says Alex. "They worked extremely hard." As well as arranging dinghies on the hardstand, and attempting to fix them in place, the team spent around an hour detaching the pontoon, then swinging it around to attach it to the Middle Island pier, so that – hopefully – it would not float free and prove damaging in a storm surge.

They completed preparations on the roasting hot Saturday, as Mangkhut was travelling over the South China Sea, pushing a great dome of water ahead of it.



Howling winds, surge to the main clubhouse car park

Aberdeen Typhoon Shelter was also a hive of activity that Saturday, according to Club member Francois Corompt, who worked to secure his 55-foot fibreglass junk. "Inside, I put everything that could fall down on the floor, and I took out the valuables," he says. "I bought extra ropes and fenders, and tied double, even triple lines from the bow and stern to buoys, and tied it as tightly as I could to the neighbours, putting the extra fenders on the sides."



Francois was among the small band of maybe six members who chose to stay at the Club throughout the storm. "It was very stressful, a lot stronger than anything else I've lived through," he says. The Club had made preparations including pool lounge chairs with mattresses on the top floor, a bar left open with beer and wine, along with a bountiful cold spread. The staff left late on Saturday night; all but General Manager Philippe de Manny, that is.

"The wind started blowing seriously in the morning, maybe from six to seven," says Francois. "We were all getting frequent updates over the internet, and from the top floor, I could just see the top of my boat, and make sure it was still remaining."

Early in the storm, a sail unfurled on a sailing boat in front of the Club, and started battering small yachts, it made a lot of noise, which increased with the more intense wind gusts. "By early afternoon, the wind was howling past, and we sensed the strength of the storm," recalls Francois. "Everything was shuddering, vibrating; outside was all blurry with the rain."

A few members even stayed in the typhoon shelter, with one making forays in his rib to check for damage, needing to go full throttle during the fiercest gusts to stay on course. There were sailing



boats leaning at 60 degrees during gusts, he could see the swell and ferocity of the sea to the south, beyond the breakwaters. At one point, he helped a young woman and her dog off their boat, and took them to shore.

By about 6pm, as the wind had died down though was still strong, Francois boarded a small boat to assess damage. He found everything intact with his boat, though many others weren't so lucky, with some boats suffering only cosmetic damage, five or six boats near the Club sinking, sampans thrown up on a slipway.

"Philippe did a fantastic job for us," remarks Francois. "He organised everything for us, and was holding the fort, doing the rounds, trying to find anything that needing fixing. I'm pretty sure he didn't sleep much for two nights."



Disaster at Middle Island

Perhaps to many members nowadays, Philippe de Manny is the ebullient guy who sends reminders about Club rules, guides projects through Byzantine bureaucratic tangles, and loves playing golf when he gets spare time. But he did not always have such wide ranging remit, as the Middle Island members knew before Mangkhut was to a fair extent his "baby".

"I was employed 15 years ago, to clean up Middle Island, make something out of it," says Philippe. "While the structure was there, the surface was gravel, there was no hot water, it was like a camping site." Food comprised cold sandwiches, maybe with warm beer, along with some barbecues.

"The bar was awful - laminated," recalls Philippe. "We rebuilt the bar three times, and added a wine list, wine cellar, proper draft beer. We renovated the changing rooms twice."

The gravel was done away with too, replaced with large tiles, along with decking - ensuring Middle Island became a fine venue for hosting events in a community setting.

"But what really exploded was the dingy sailing school, which we started to develop in develop in 2005," says Philippe. "We could have larger groups, with proper showers, meals. They could use it all day long. Without that, we could not think of developing the academy."

Philippe remarks there was a logical progression from club sailing to a professionally organised status, and having the facility to train sailors who might qualify for the Olympics, through the Aberdeen Racing Academy that started in 2010.

But development of Middle Island was abruptly set back by months, or even years, by the arrival of Mangkhut and its storm surge.

On the day of the storm, Philippe's focus was on safeguarding the Aberdeen clubhouse, where he was continually checking for problems, sometimes opening windows a little to equalise pressures inside and out, so windows weren't blown out. He watched as the storm surge came in, rising till the water overflowed into the lower car park. "Please don't come any higher!" he implored - and, fortunately, the waters began receding.

Philippe could also check the feed from security cameras at Middle Island. But these died while the storm signal was just T8. A yacht club camera was still on, and at noon Philippe received an image showing boats tossed amidst churning seas. About an hour later, there was another shot, with boats gone, others sinking, waves on top of the yacht club's hard stand.

"Knowing their hard stand is higher than hours, I said, 'We've gone'," recalls Philippe. "It's a disaster; we're going to be closed for a long time."

After a bit of sleep on Sunday night, Philippe was among the first inspection team. "I was so worried what would be the extent of damage," he says. "And it was so much worse than I thought."

Among the astonishing sights that Philippe noted was a fridge weighing about 250kg, which had been pushed through a wall, and a second wall, to become one of three fridges the raging sea had dumped in the female changing room. An oddity was an oyster that had somehow appeared, and was left atop an outside table.

Before Mangkhut



After Mangkhut





Storm surge reached here at Middle Island bar.

Cleanup

By Friday, 21 September, the cleanup operation was still underway. A small team of workmen had shovelled and tossed sand, fragments of glass and walls and assorted junk into giant bags, and were sweeping more detritus, dismantling parts of the lady's changing room ceiling. This changing room had become bizarrely open plan, with the west facing wall gone; it was barely possible to even see which area was once the kitchen.

Inside the bar, it was bizarre to see a wall clock still working, wine glasses neatly arrayed as if ready for serving thirsty members, a tray of condiments ready to carry to tables; and below this apparent normality, there was wreckage left by waters that surged to almost a metre's depth. Though the main floor was swept clean, the serving area was still littered with broken wine bottles mixed with sand, and starting to reek like rotting shellfish.

Jono Slattery; Simon Kekowski and Akira Sakai worked on the classroom, finding battered cabinets and rinsing them with water, While inside the classroom was somewhat tidy, if too empty, the area outside was still strewn with debris, including glass fragments from all the shattered windows. It took some sweeping to reveal the red floor tiles which, almost ironically, had also been covered in sand and gravel, as if taking Middle Island back in time to when it was more akin to a campsite.

Dinghies were arrayed on the hardstand, including those with smashed sides, or other gaping holes that made them write-offs. Chunks of concrete

had been ripped from the hardstand, especially at the east end, where a great slab of yacht club pontoon had come to rest, maybe after being like a wave-borne wrecking ball at the height of the storm.

Next to this, a couple of sheets of wood smaller than most tv sets were caught in wire fencing - all that remained of a yacht that must have been smashed to smithereens. Perhaps parts of other boats had been swept to near Deep Water Bay Beach, on the surge that had reached as far as the golf course.

Philippe arrived, to again see the wreckage, before returning to the main clubhouse. "We could be able to start some operations next week," he said, while for the longer term: "We need to assess the damage first, then reassess after the cleanup, and decide what to do." Rebuilding will surely take account of the potential for future storm surges, though it might be decades before the arrival of a typhoon to rival the rampage of Mangkhut.





A Changing Insurance Market – What does it mean?

Part Two – How to handle the changing
market to your best advantage



In the fourth of his series of articles on the yacht insurance industry Colin Dawson from Expat Marine looks at the changing insurance market and how this will affect owners and industry players. This is a two-part article; in part one Colin explored the background to the current insurance market and how and why it has got to where it is. In part two, we will look at the changes that are coming into effect, what can be expected in the next few years and how owners can best handle these changes.

From the beginning of 2018, nearly all owners started to see changes to their insurance policies and how insurers viewed the risks they were being asked to insure. All claims are being scrutinised in far greater depth than before and gone are the days when grey areas fall on the side of owners. It is now more important than ever to ensure you have good insurance in place from insurers who fully understand your risk, provided by brokers who understand you, the use of the yacht and have a thorough understanding of insurance and how it works.

In Asia there has been a long tradition of insurance being offered by non-insurance brokers, handled for an owner by someone in the office with no understanding of yachts or insurance, with price being the key deciding factor in how an insurance policy is chosen. Remember - there is no insurance more expensive than insurance that does not pay, no matter how cheap the premium.

Where there is a difficult claim, it's usually because those involved have not understood the extent of cover bought or are trying to cut corners somewhere. Of course, there are insurers out there who will do all they can to avoid paying a claim and it's fair to say these are usually the insurers who have offered the cheapest premium

A yacht represents a large investment that is generally there to facilitate down time with friends and family. It never ceases to amaze me that once the asset is bought, the preferred programme designed to protect it and those on board is often the cheapest on offer, and left to someone in the office with no understanding of legal contracts, insurance or the yacht itself. To my mind it's simply not fair to ask this person to deal with this. Experience says that this individual gets confused by the technical nature of an insurance contract (which isn't helped by different insurers using different terms for the same thing) and does not wish to explain to the boss that they don't

understand. As such, they are led by those who say what they want to hear and by price, believing that all policies are the same.

That said, motor yachts are handled very differently from sailing yachts; 90% of the time the actual owner of a sailing yacht will handle insurance with only the admin details being left to secretaries. So with motor yachts, it's the other way round.

Naturally the cover accepted forms the basis of what insurers will pay in the event of a claim, and information provided to insurers is the basis on which the cover is offered. If this information is wrong to an extent that it would alter the insurers' view of the risk, insurers will reserve the right to lessen any settlement or deny the claim completely. It is therefore essential that the person handling insurance has a complete understanding of all aspects of insurance and the operation of the yacht. It's also vital that the policy being bought is fully understood before the go ahead is given to confirm cover.

Once cover has been bought it's important for an owner to follow the most basic rule of insurance ... that of 'acting as a prudent uninsured'. At all times an owner must do all possible to protect the interests of insurers and reduce the possibility of a loss. There are a few pointers to follow that will help here:

- **Maintenance** - Many owners see their yachts as cars that need little maintenance when not used. A yacht is very different and should be compared to a race horse in terms of the care it needs. If a yacht is not maintained properly insurers can reject a claim associated with maintenance
- **Waivers** - An owner or skipper cannot waive the rights of insurers by signing these away in a contract unless insurers agree in advance. Most people confirm that they have not signed any waivers. However, many yard contracts have these in tiny print on the reverse side of the contract, hidden in the middle somewhere



YACHT INSURANCE

- **Yard / Contractor insurance** - It's important to ensure that any yard the yacht goes into or contractor working on the yacht has sufficient insurance in place to protect their own interests. Its best to obtain a copy of this and ask insurers for approval.
- **Refit work** - Anything over and above normal annual maintenance must be discussed and agreed with insurers in advance of the yacht going into the yard.
- **Crew** - Extremely important. At all times a yacht must be seaworthy. This is not simply the hull being in good shape with engines and lights working; it includes the competence of the crew on board and their experience. For commercially operated yachts regulations cater for this but for private yachts there are seldom rules that restrict who can operate a yacht. Competent crew is not limited to holding a piece of paper; it extends to actual hands on experience with similar vessels. Good crew cost money, unpaid claims cost a lot more.
- **Proper Moorings** - In Hong Kong we have a dreadful shortage of suitable mooring facilities for yachts. The Marine Department tell us there are plenty of moorings available, but empty moorings are in places one would never leave a yacht unattended. There are many who rent private moorings to owners. However, are these moorings legal? If not your insurance could well be in jeopardy. Have you actually asked to see the licence the mooring has? Every mooring must have a licence in Hong Kong, and this number must be clearly visible.
- **Price and Pressure** - Frequently arrangement of insurance will involve a lot of bargaining, with price generally being the point on which most discussion takes place and decisions are made. Often an owner or their representative will squeeze price and terms as much as possible; yet if there is a claim and insurers exert some pressure back its considered unfair. In reality, the cost of insurance is a small percentage of the annual operating cost of a yacht, yet any claim will be many multiples of this cost. The saying, 'Do unto

others as you would have them do to you,' is an important rule to adhere to in arranging insurance.

In conclusion, an insurance contract can be a complex agreement and is one that should be handled by those fully capable of doing so. It is an agreement between 2 parties and only if both uphold their side of the bargain will it respond properly. An owner has a significant responsibility in upholding their side of this bargain, and in a changing insurance market insurers will be looking much more closely at whether an insured has done this. If it's found not to be the case, an insured will struggle with a claim. As such:

- Always read and understand the quote given to you before agreeing to it;
- Ensure the person looking after your insurance is properly experienced to handle such contracts;
- Remember that its not the title of premium that pays claims, it's the bit between these two; and
- The experience of the broker and quality of the insurer used is vital to the successful operation of an insurance contract.

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Website: www.expathk.com

Home Wine Delivery October 2018

Free Wine Tasting (Saturday 20 October) 6:30pm – 8:30pm

SPARKLING	HK\$/ Bottle	Qty	Amount
Michelle Brut NV– USA Delicate flavors of apples and citrus and lively acidity. Perfect accompaniment for a wide array of foods.	HK\$145		
WHITE WINE	HK\$/ Bottle	Qty	Amount
Pewsey Vale Eden Valley Riesling 2016 – Australia Great length and depth with limes, fresh rosemary, white pepper and a hint of tropical fruit. Enjoy on its own or with fresh oysters, seared scallops, Thai beef salad or salt and pepper squid.	HK\$200		
Bel Echo Sauvignon Blanc 2015– New Zealand Rounded yet crisp with a long, juicy finish and delicate lime and floral flavours.	HK\$195		
La Petite Lune Blanc 2015 – France (Bordeaux) Mellow acidity, refreshing with a lovely minerality and subtle salinity on the clean, crisp finish.	HK\$205		
San Angelo Pinot Grigio 2016- Italy Delightful complement to light dishes, such as grilled vegetables and pasta primavera, as well as a range of seafood.	HK\$185		
RED WINE	HK\$/ Bottle	Qty	Amount
Chateau Larose Trintaudon 2012- France (Bordeaux) Flavors of cocoa, caramel and roasted notes paired with blackberry fruit. Well-integrated tannins and a silky finish revealing the potential of the wine.	HK\$240		
Ruffino Chianti Classico Riserva Ducale 2014 – Italy Well balanced on the palate, with velvety tannins, firm acidity, and a lingering finish of rosemary. Its structure will allow it to age for two to five years.	HK\$200		
Ogier – Bois de Pied Redal 2015 – France (Chateauf-neuf-du-Pape) Bold on the palate. The wine is characterized by its smooth but robust structure and the quality of its tannins.	HK\$285		
Bodegas Caro Amancaya 2016- Argentina Well-balanced texture, elegant and velvety tannins, giving a soft yet mouth-filling structure. Complex mixture of fruits and spices that comprise elegantly Malbec and Cabernet Sauvignon.	HK\$165		
	Grand Total :		

Member Name: Mr. / Ms / Mrs. _____ Membership Number: _____

Tel No: (Office) _____ (Home) _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

Total amount will be charged to Member's account. 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 over 12 bottles, please allow 3 working days for delivery.
 All wines are subject to availability



OCTOBER PROMOTIONS

The Galley & The Patio
ABC Chef's Specialty Dishes

The Four Peaks Restaurant
New Autumn Dishes



Aberdeen Boat Club 香港仔遊艇會

WINE & BEER PROMOTIONS

Wine of the Month

Skuttlebutt, Stella Bella, Margaret River



Skuttlebutt, Stella Bella,
Cabernet Sauvignon-Shiraz, 2015,
Margaret River, Australia

HK\$260 per bottle
HK\$58 by the glass

Skuttlebutt, Stella Bella,
Sauvignon Blanc-Semillon, 2016,
Margaret River, Australia

HK\$260 per bottle
HK\$58 by the glass



Beer of the Month

Warsteiner Premium, Germany
HK\$29 per bottle



Aberdeen Boat Club 香港仔遊艇會



Cocktails of the Month

Breeze at the Deck HK\$66

- Cinnamon Infused Vodka, Vanilla Cream Liqueur with Raspberries plus Gruyère.

Deck in a Dark HK\$75

- Berry Vodka, Tequila, Blue Curacao with Cranberry Juice and Passionfruit Pulp; Garnished with Passionfruit & Flammable Lime.

A.B.C Sunrise HK\$75

- Vanilla Infused in Bourbon, Bitters in a Sugar Cube, Splash of Fruity Sparkling Wine, Garnished with Strawberry Lime.

Grapefruit Cooler HK\$66 / HK\$55 (non-alcoholic)

- Berry Vodka, Tequila, Blue Curacao with Cranberry Juice and Passionfruit Pulp; Garnished with Passionfruit & Flammable Lime.



Aberdeen Boat Club 香港仔遊艇會

Semi-Bufferet with Premium Meats PLUS Complimentary Wine-Tasting for home delivery

The Galley & The Patio Saturday, 20 October, 7pm

Buffet featuring fresh garden salads, starters, premium cold-cuts and delectable desserts. Mains to order from the menu; choice of premium US Nebraska 1855 Beef, Free Range Chicken, Grass-fed Australian Lamb, Grass-fed farm Pork & Sashimi grade Scotland Salmon with appetising sides.

Adults: HK\$298 (Beef & Lamb), HK\$258 (Chicken & Pork), HK\$288 (Salmon)
Concessionary price for members over 65 years of age: HK\$228 (Beef & Lamb), HK\$198 (Chicken & Pork), HK\$218 (Salmon)

Children (3-12yrs old): HK\$158 with same choice of mains in kids portions OR may order A-la-Carte



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

Oktoberfest

PROST!



ZUM
WOH!

October Beer Festival

The Galley & The Patio, Saturday, 13th October, 6:30pm

With over 200 years of history in its native Germany, Oktoberfest is now known and celebrated by beer lovers worldwide. Given the huge popularity of beers in ABC, we are now putting together an unforgettable fun night! In addition to careful selections of ice-cold German and European beers, this year's boisterous Bavarian party will include authentic German food.

Adult : \$299 only (Add \$120 for 2 hours free-flow beers 6:30-8:30pm)

Concessionary price for member over 65 of age : \$239 only

Children 3-12y/o : \$199 only



Aberdeen Boat Club 香港仔遊艇會



Accio!

Obliviate!

Alohomora!

Kiddikulus!

ABC Harry Potter Halloween Party!

ABC Main Clubhouse, Saturday, 27th October, 6:30pm

**Live Music/DJ, Haunted House, Free Face Painting,
Variety of Finger Foods, Free-flow Drinks and Potions.
Amazing prizes for best costumes & face paints!**

Lumos!

**Lots of Haunting, Wand Waving and
Silly Incantations - Fun, GUARANTEED!!**

Expelliarmus!

ONLY few seats left! Reserve EARLY to avoid disappointment

**Adults: HK\$298 only (free-flow Carlsberg can beers, Selected Wines)
Kids (Under 18yrs old): HK\$198 only (free flow soft drinks & chilled juices)**



Aberdeen Boat Club 香港仔遊艇會

2018 ABC October Youth Sailing Programme

For most schools, the October holidays are only one week long, and therefore places are very limited. We recommend you apply at least 3 weeks before the course start date to ensure a place. Note spaces can only be reserved on receipt of a completed application form on the website and full payment; we cannot reserve course slots by email or telephone. Early bookings qualify for a discount.

Further details are available at www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com.

Application Deadline: 20 September 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 31 Aug 2018	Cost HK\$: (Member/ N/M)
Mon 1 – Fri 5 Oct AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 1 – Fri 5 Oct	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 1 – Fri 5 Oct	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 1 – Wed 3 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 1 – Wed 3 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 4 – Fri 5 Oct	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 4 – Fri 5 Oct	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Application Deadline: 4 October 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 14 Sept 2018	Cost HK\$: (Member/ N/M)
Mon 15 – Fri 19 Oct AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 15 – Fri 19 Oct	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 15 – Fri 19 Oct	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 15 – Wed 17 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 15 – Wed 17 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 18 – Fri 19 Oct	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 18 – Fri 19 Oct	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Application Deadline: 18 October 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 28 Sept 2018	Cost HK\$: (Member/ N/M)
Mon 29 Oct – Fri 2 Nov AM	Optimist Stage 1	Age 7 – 11 can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov AM	Optimist Stage 4	Age 7 – 11 Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov PM	Optimist Stage 2	Age 7 – 11 Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov PM	Optimist Stage 3	Age 7 – 11 Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 29 Oct – Fri 2 Nov	HKSF Level 1 & 2 Beginner Course	Age 11 – 18 can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 29 Oct – Fri 2 Nov	HKSF Level 3 Improver Course	Age 11 – 18 with 1 year sailing experience since passing HKSF Level 2	2,655 / 3,582	2,950 / 3,980
Mon 29 – Wed 31 Oct	RS Feva Introduction Course	Age 11 – 18, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Mon 29 – Wed 31 Oct	Laser 1 Introduction Course	Age 11 – Adult, passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 1 – Fri 2 Nov	RS Feva Gennaker Course	Age 11 – 18, passed RS Feva Introduction	1,062 / 1,433	1,180 / 1,592
Thur 1 – Fri 2 Nov	2 Days Supervised Practice	Age 11 – 18, passed HKSF L2	1,062 / 1,433	1,180 / 1,592

Please note course timings:

AM course: 9 am-12:30 pm (meet at 8:45 at main Clubhouse)

PM course: 1:30 pm-5 pm (1 pm ferry from main Clubhouse)

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



COURSE DATES

15 & 16 SEP 2018

20 & 21 OCT 2018

3 & 4 NOV 2018

8 & 9 DEC 2018

For more information and online course registration, please visit www.abclubhk.com



RYA POWERBOAT LEVEL 1 & 2

This two day entry level course provides the skills and background knowledge needed to drive a powerboat and is the basis of the International Certificate of Competence.

Assumed knowledge: None

Minimum duration: 2 days

Minimum age: 16

Course content: Launching and recovery, boat handling, securing to a buoy, anchoring, leaving and coming alongside, man overboard

Instructor/Student Ratio: 1 Instructor to 3 Students

Ability after the course: Self-sufficient power boater in the right conditions, aware of own limitations and those of craft

ABC Club Shop's Merchandise



ABC 50th Anniversary Polo Shirt @ \$180
100% Cotton; Vintage Polo; Italian Design; Various Sizes



ABC Ice Bag
@ \$220



**ABC 50th Anniversary
Can Cooler**
@ \$30



ABC Belt
@ \$108



ABC Blue Cap
@ \$58



ABC Can Insulator
@ \$188



ABC Sailing Gloves
@ \$135



ABC Pen
@ \$88



ABC Collapsible-Water-Bottle
@ \$20

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