

April 2018

HORIZONS

The Magazine of the Aberdeen Boat Club





Aberdeen
Boat Club



29ER INTRODUCTION COURSE 2018



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9:00am – 4:30pm

Age range: 11 - 18

Early Bird \$2,124 for Members, Non - members \$2,866

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Horizons welcomes ABC member contributions of articles and photos.
Please contact the editor at martin@drmartinwilliams.com



COMMODORE'S LETTER



Chris Pooley
Commodore

*And in green underwood and cover, Blossom by
Blossom the Spring begins. [A.C. Swinburne 1865]*

And so, we have seen in Hong Kong after one of the colder longer winters, flowers blossoming from early March, epitomised by the ubiquitous Chinese Firecracker Plant. And to welcome the season, celebratory Spring Dinners at the onset of the Year of the Dog.

ABC's annual staff party was one such, held on 5 March (the day Insects Waken in the Chinese Calendar), and the staff were in a deservedly relaxed mood after their endeavours the week before, dealing with the emergency response to the sudden inundation from the burst sea-water pipe. Like the best ships' crews, the staff responded as

one, cheerfully working long hours into the night, helping to get power restored, carpets and fittings dried and cleaning the Club ready for the next day's opening. And indeed, it was opened the next day. The GM rightly paid tribute at the party. As members we are fortunate to have such a fine body of staff in support.

Thereafter, the Vernal Equinox, the official herald of Spring, was on 21 March, with Easter occurring just prior to publication and the Club's festive events well publicised by email. The Waglan Series will have ended and the prizes awarded – see photos of the 9th to 11th races in this edition, and the first of the Spring Dinghy events was scheduled for 25 March.

April sees Dinghy Spring events 2 and 3, but no ABC keel boat regattas until the Classic Yacht weekend in early May. With improving weather, MI is likely to be busy over Easter and throughout the month, with staff and the menu benefitting from the enhanced electrical supply.

This is a pleasant time of year, so let's all enjoy all that the Club has to offer indoors and out (before the rains start!).



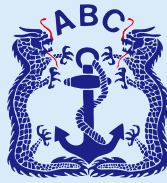
ABC Junk for Hire

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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\$4,600
Saturdays, Sundays and public holidays: HK\$5,300
Maximum passengers: 42

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



IMPORTANT MESSAGE TO ALL ABC MEMBERS:
HAB PRIVATE RECREATIONAL LEASE PUBLIC CONSULTATION

The Club attended on Thursday 22 March a Briefing with the Home Affairs and the Land Department to all PRL Clubs concerning the intended review of Private Recreation lease conditions.

The thrust and intent of the review is to impose a Land Premium [currently NIL] w.e.f 2026, in addition to the current Ground Rent and Rates, which will substantially increase the levy paid by Clubs for the use of the land.

This move is in response to public and press criticism of the privileged status which Clubs have enjoyed since their inception developments mostly encouraged by Government at various times in the past in order to make use of vacant, often unattractive, land areas and to benefit Communities. That wheel has now turned a full half circle.

There are two threads to this:

- i. the perception that Clubs, the 'wealthy elites', are enjoying an unfair advantage behind closed doors; and
- ii. that Clubs fail to open up their Facilities to local Communities as is required, in particular since 2011. It is worth noting that ABC is fully compliant in that respect.

HAB is well aware that the critical chorus is mostly based on popular misconceptions and that Clubs do indeed provide, at a direct cost to members, a valuable service which extends beyond Club confines into the local Community. Nonetheless Governments have to respond to shifts in the public mood, albeit in this case with a sense of balance and a large degree of sympathy for the Club ethos and the benefits that sporting facilities bring to Hong Kong as a whole. Facilities which if removed from Club stewardship would of necessity have to be provided by Government, in effect the taxpayer.

The purpose of this introductory letter is simply to bring this major issue to your immediate attention and not at this stage to delve into the detail or to marshal arguments to counter the intended increase in Land Premium.

Suffice it to say that during the 6 month consultation period it is *vital* [to borrow from HAB's advice] that the Club *as well as* individuals, members and staff, write in to HAB with their views and be ready to counter in person or in the press misconceived criticism.

The Club will consider providing members with a more detailed briefing and in the meantime will be preparing a formal submission to HAB.

Please feel free to raise queries, in person or in writing with any Committee member and the GM . The Club needs your full support to protect its and your own interests.

Chris Pooley , Commodore



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

EMERGENCY! – CLUB FLOODING AND ELECTRICAL FIRE

At 10:40 on Thursday 1 March – while I was enjoying my day-off at my desk, as one does, suddenly the day took an unexpected turn and ruined my plans for an afternoon at Deep Water Bay Golf Club, when the ceiling at the reception gave way to a tsunami of sea water, falling on our poor receptionist, Regienne. Thank god she was unhurt, although soaking wet.

From there on the "fun" started, with gushing water from a broken pipe on the third floor – flooding the third, second and first floors onto carpets, through wood panels, onto phones, computers printers, photocopier – all the electronics in fact; and to complete the day, the flood went into our electrical MCB, starting an electrical fire.

Heavy smoke started to fill the snooker room. At this stage, managers and staff were on their toes trying to contain the flooding and close all the valves; members were evacuated, the fire department response to our 999 call was on the way, and we had set up an emergency communication centre at the AMC, from where messages to members were sent.

Rapid response, and AMC assistance

It could have been worse if the fire department would have taken longer than 4 minutes to respond to our call and arrive on site. With the full Wong Chuk Hang fire brigade on site taking over the fire emergency, while the staff – and I must say all the staff cleaners, chefs, waiters, and administration staff – were trying to save as much as possible of your assets, by removing water faster that it would come down.

I must here give our most grateful thank you to the Manager of the AMC, who

instantly provided assistance – opening his club to our emergency response team for communications, and later on letting us place our perishables in his fridges and freezers. Bruno – on behalf of all ABC, thank you so much, you demonstrated great professionalism and wonderful friendship on that day. I hope we will not have to repeat our emergency needs; but if the occasion happens, be assured that we will be here to assist you if such an emergency occurs at the AMC one day.

As a small token of our gratitude, I would just like to remind our ABC boat owners that AMC has a very good boat maintenance facility. Maybe you could consider them for your next antifouling work or boat repair. Here, you can find their contact and promotional info.

BERTHING RULES

- No non-berthholder member can pick up and set down at the assigned location unless prior approval is obtained from the Management, nor stay alongside or wait when picking up or setting down passengers.
- No fishing, swimming or games are permitted in the berthing area.
- No refuse or other articles may be thrown into the water or left on the pontoons except in the receptacles provided by the management.
- No waste oil may be left on the pontoons, or anywhere else within the berth area. Waste oil may be discharged by contacting the Marina Office.
- No person may hang any laundry or washing in the berthing area.

遊艇停泊規則

- 非艇位持有人仕除非事先獲得批准，不得於指定範圍上落或等待乘客。
- 在艇位區內不得垂釣、游泳或嬉戲。
- 不得將垃圾或其他廢物拋入海中或放置在浮橋上。廢物必須放置在由管理處提供的容器內。
- 不得將廢油遺留在艇位區的任何範圍內。請聯絡海事部處理廢油。
- 任何人仕不得在艇位區內曬晾或洗濯衣服。

Professional Boat Maintenance



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- Air conditioning
- Mechanical work
- Electrical work
- Carpentry

A 15-percent discount on boat lifting and anti-fouling work for Members and berth holders.
For all your boat-maintenance needs, please contact the Marina Office on 2814 5368 or 2814 5306 or email marina@aberdeennarinaclub.com

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本會的遊艇保養工作坊將會執行多項遊艇維修及保養服務，價格優惠。包括：

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- 修復工作
- 空調設備
- 機械工程
- 電力工程
- 木工

本會會員和泊位持有人可享有八五折優惠於吊升遊艇和防污油漆工作。
查詢請致電海事部 2814 5368 或 2814 5306 或電郵至

marina@aberdeennarinaclub.com

Many hands on deck, all through the night

Moving on, the overall situation came under control after one and half hours of emergency response, after which we could move to an action plan for re-opening the Club the next day, and despite lots of conflicting views, I made a point of re-opening the next day at 8:00am as if nothing had happened.

An all-staff meeting was held in the car park assembly area at 1:00pm, and a volunteer staff team assigned to overnight work to get things cleaned up as much as possible. Insurance people, electrical contractors and builders were all on site, already working on the re-opening plan. After an exhausting night for all, we managed to re-open as planned at 8:00am – all due to my staff's superb and dedicated work for the Club. Well done guys!

The source of our problem was a seawater pipe connecting our reserve tank to the toilet flushing system, which burst and emptied our 20,000-litre flushing water tank onto our reception false ceiling, from where it passed through the electrical MCBs area. This tank was built in the 1980s inside a concrete vault, together with other service pipes; hence the impossibility of assessing its state on a regular basis as we do for most of the other known service pipes.

Anyhow, all is now nearly back to normal. We still have to finish the permanent rewiring from the temporary supply, and life will go on as if nothing happened for another 30 years.

BOAT TENDER REGISTRATION

Last month, one of our members was stopped by the Marine Police (who were very affable, according to our member), asking for the certificate of ownership, boat licence and insurance paper for her tiny, 8-foot long Walker Bay and her tiny engine. Apparently, just because a boat does not need a PVOL to be driven does not mean it should not carry its own licensing, insurance and whatever other documents are needed to circulate in Hong Kong waters.

As a matter of important information to all members with a tender: please do make sure that it is either properly registered with MARDEP as a separate vessel, or is included as an auxiliary vessels on all documents – even the insurance of your, let's call them mother ship or vessels. (Looking at the size of some of our boats today, they almost fit the definition of "ship".)

Furthermore, even when travelling inside the Harbour, you must be able to produce the originals of all documents when asked to do so by the authorities.

RENEWAL OF MOORING CONTRACTS

Please be reminded that we require a proper Hong Kong address for the renewal of your mooring contract. A c/o ABC or purely ABC address cannot be accepted as a Hong Kong address; nor, obviously, can an address outside Hong Kong.

I cannot emphasize more the importance of reading fully the mooring contract terms, in order for you to be absolutely clear on what the Club policy is, and what you are signing for. If you have any questions, please do not hesitate to contact Jennifer Li in the Marine Office for clarification.

USE AND ABUSE OF CLUB FACILITIES

This month, we will start to name and shame inconsiderate members or guests of members who really should either buy a smaller car or learn how to park or, even more important, just consider others rather than display bad behaviour.

Please do pay attention when you park. The parking spaces and the parking generally speaking are not too big, and cars are getting bigger by the day; so at least try to park within the lines, especially if you go on your boat for the day and we cannot find you.



CLUB RENOVATION

The Harbour Room will soon be modernised and uplifted; well, brought to the 21st century. It has not really been touched since the 1990s, apart from the carpet and the air conditioning. The room capacity and shape are quite hard to work with,



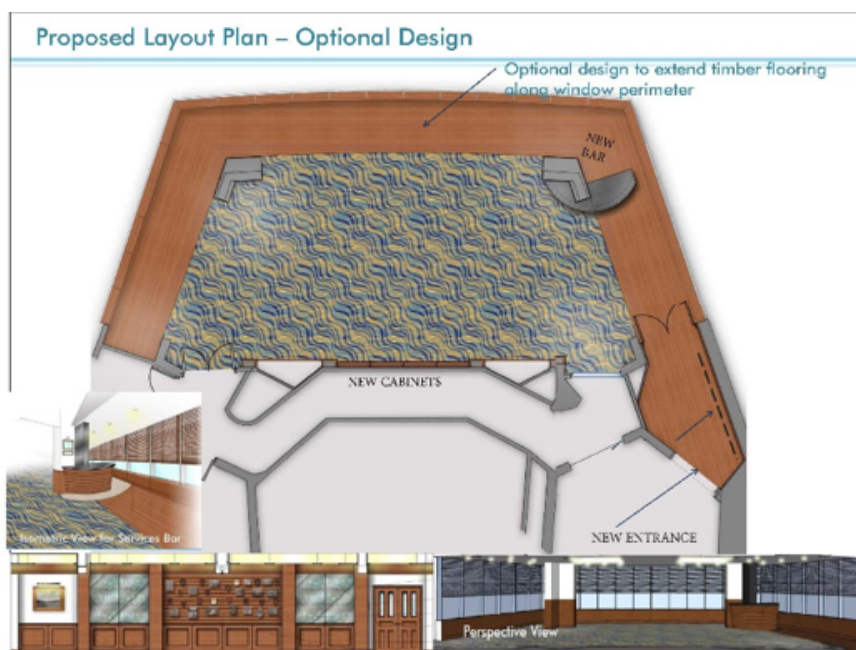
GENERAL MANAGER'S LETTER

and this will also be addressed.

The plan is to have a good soundproof partition in the middle, to allow more smaller private dinners than today, as we often miss opportunities for 20-person functions, having either another small function already booked or an afternoon seminar, not leaving enough time to reset the room for an event in the evening.

Once licensing is sorted, the work will probably take place over summer, when we have less meetings, seminars and private functions, and should take about 6 weeks to complete.

For this project, 4 design and construction companies were contacted, and asked to express interest and produce rendering and quotations. After a proper tender exercise process was completed, we have decided to appoint Planning Service International Ltd. (Asia), or in short PSI, to do the work. PSI is not unknown in the Club business around Hong Kong, nor is it in the hotels, having done many renovations and built new places in the past. I even personally worked with them in my previous jobs, and they always performed extremely well.



ABC Golf Society Calendar 2018

Friday, 20 April	Deep Water Bay	(ABC only – net score on handicap club competition)
Friday, 25 May	Deep Water Bay	(ABC only – net score on handicap club competition)
Friday, 22 June	Kau Sai Chau South	(Invitational Challenge ABC Vs HKCC team Stableford)
Monday, 27 August	Deep Water Bay	(ABC Vs HK Seniors – the revenge)
Friday, 21 September	Kau Sai Chau South	(ABC only – net score on handicap club competition)
Friday, 16 November	Deep Water Bay	(Invitation Commodore's Cup Challenge ABC Vs RHKYC and others team Stableford)
Friday, 7 December	Kau Sai Chau East	(Join WAGS for Annual Charity Day team scramble)

Please mark down in your diary!
For reservation, please email gmpa@abclubhk.com



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GENERAL MANAGER'S LETTER

STAFF PARTY

Last but not least this month, on 5 March the Club closed in the afternoon for the annual staff party and spring dinner, which was held at the Regal Hotel in Causeway Bay, as in the last 2 years.

We enjoyed a great venue, food and drinks for a very affordable price, thanks to the kindness of one of the group owners, who always arranges for us to be treated like kings and queens.

The highlights of the party, as always, were the drinking games; and the main prize – a fully catered trip in Asia – was this year won by the spouse of one of our committee members, who was attending the event, while the second prize was won Lal, our new senior waitress in the Waglan Bar.



Even happier people



Happy people



Good food





First prize winner Rai Lai Kumair



All promoted staff in 2018



The organising committee



Best staff of the year





Leg 6 winner AkzoNobel

Leg 6

Hong Kong to Auckland

Words and Photographs by Barry Hill

After enjoying a three week stopover in Hong Kong, the fleet of six Volvo Race Boats departed Victoria Harbour under grey skies on 7 February for the 6,100 mile Leg 6 to Auckland. The fleet initially headed north towards Taiwan in the hope of finding more favourable wind conditions than forecast off the eastern side of the Philippines. It proved to be a good move and having negotiated the doldrums, the racers set in for a fast trade wind sail through the Pacific Islands before holding a more westerly track and the final run in to Auckland.

In an epic final 24 hours a ridge of high pressure off the north east coast of New Zealand stalled the progress of the leading boats, allowing those behind to close what had appeared to be an insurmountable gap. Leaders Team AkzoNobel and Sun Hung Kai Scallywag gradually saw the buffer they had built up over the previous week being reduced as the chasing pack closed in. They had to match race down the coast all the way to the finish line in Waitematā

Harbour, usually sailing within hailing distance of each other.

Eventually Team AkzoNobel won Leg 6 of the Volvo Ocean Race, racing 6,344 miles from Hong Kong to Auckland in 20 days, 9 hours, 17 minutes and 26 seconds. The margin to Scallywag in second place was just 2 minutes. Incredibly, the first five boats finished within 28 minutes of each other with Team Brunel coming in one and a half hours later after a bold tactical decision in the doldrums failed to produce any advantage.

Commiserations were in order for Turn the Tide on Plastic, who would have been on the podium for the first time until an hour before the finish when they were overhauled by MAPFRE and Dongfeng Race Team.

The crews now have three weeks in Auckland before setting off on 18 March for the longest southern ocean Leg 7 to Itajaí in Brazil. The race will finish in The Hague in June.



Volvo fleet bound for Auckland

Yacht Insurance,

Part 1: Care Needed in Choosing the Right Cover

Introduction

In a series of articles over the coming 12 months, Colin Dawson from Expat Marine will focus on a number of different areas of insurance and risk management for yacht owners, the insurance market and issues affecting clubs/marinas that he hopes will interest readers and help them with purchasing insurance.

While insurance is seen as a necessary evil by many – and by its very nature is there for bad times and not the good, it is an important aspect of yacht ownership as well as running a business and one that, when needed, proves (or should do) invaluable. This series of articles will aim to present a few hard facts and realities, examples of real situations and their solutions, and advice on how to get the most out of your insurance cover; and try and persuade people that insurance should be a helpful tool to save time, money and trouble if used properly. Some of what is written may sound unpalatable and some may fall upon deaf ears, but it is hoped that all will be useful and may help readers when arranging their cover, making claims, and avoiding claims in the first place.

Colin has been in the marine insurance industry for the past 27 years, 24 of which have been in Hong Kong and 21 specialising with yacht insurance. In 2009, he set up his own business in conjunction with Peter McTavish from Expat Services, and in 2011 Expat Marine was formed to cater for the yacht side of the programme. He arranges insurance for about 250 yachts annually, ranging from small day sailing boats to large superyachts and everything between. Not only focusing on yachts and the crew themselves, the firm also arranges programmes for the surrounding yacht industry, SME businesses inside and outside the marine sphere, and high net worth individuals.



The Lloyd's Building, Number One Lime St, City of London

Colin will start with the purpose of buying insurance and the importance of buying it properly. The next article will deal with the changing insurance market, followed by what to look for in an insurance programme, moving on to typhoons, racing, maintenance, loss prevention, common claims and how to handle these. Colin will welcome and feedback and questions, and will be happy to help with these.



Discussing risks in Edward Lloyd's original coffee house in Tower St, City of London

The importance of insurance – and why buy it?

No matter its size or value, a yacht is the pride and joy of most owners, and they will go to great lengths to provide for it. However, in our experience these lengths seem to falter when it comes to insurance, where often the cheapest deal is the one that wins, with no in depth study of what's being bought nor examination of the insurers or broker providing it. Time and time again, we have seen owners opt for cheaper insurance only to find it falter when its needed, then blaming the insurer because their claim is not being settled in the way they want it to be.

While it is not always true that the more expensive the insurance is the better the quality, usually the cover and premium in the mid-range tend to suit most owners and their needs.

The terms/clauses of insurance provided will tell an owner what is covered and what is not. It's vital that very careful examination of these terms is made, and any queries presented to your broker for discussion. Only when you are absolutely happy that you have cover that you fully understand, and which is provided by someone you are comfortable with, should you bind insurance and pay premium.

Unfortunately, insurance is often left to the last minute, and often left to someone working for an owner with little (if any) understanding of it to sort out. This frequently leads to cover being arranged hurriedly, often unknowingly leaving out important aspects, and arranged for the cheapest premium – as this seems best when looked at, without devoting time to diving deeply into the protection for your very expensive asset.

It's interesting to see that sail boat owners are very different from their motor yacht counterparts,

in that these owners usually look after their insurances themselves (no matter the size of yacht); whereas most motor yacht owners tend to leave arranging insurance to their secretaries and take full advice from non insurance providers who take commissions to recommend certain programmes ... even though those parties may not be insurance brokers themselves and are not licensed or insured to offer insurance advice.

It is true to say that professionals in the yacht industry often see insurance matters on a more regular basis than owners do; but in reality, do they have the in-depth experience and knowledge to advise on what cover to buy and who the insurer should be? Are these people licensed to offer insurance advice, and does their Professional Indemnity insurance cover them for providing this advice? In both motor and sail boat situations, often the cheapest option wins without much understanding of what their cover includes or, more importantly, excludes.

I once heard a colleague of mine (whom I valued highly and still respect hugely) exclaiming in exasperation, switching from Cantonese to English: "You don't have to buy insurance, so if you are going to buy it why don't you buy it properly!" I think the client was quite shocked to hear this, but it was at the end of a long and protracted negotiation over a yacht with a multi-million dollar value, where all the owner's office seemed interested in doing was finding the cheapest deal. This colleague was normally a very reserved person, so things must have come to a head!



Safely at anchor, Koh Samui, May 2006

In terms of what insurance costs, one experienced yacht owner exclaimed to me recently that his annual cover is about the same cost as replacing his headsail. On average, the most expensive insurance will be for a TP52 that races all year and offshore. This will equate to about 10% of the yacht's annual operating expenses. The average sailing yacht's premium will be about 5% of its annual operating costs, whereas a reasonably large motor yacht – say of U\$20 Million in value, will attract a premium that is 1.5% to 2% of its annual running expenses; in comparison, fuel is 43% and crew will be 38%. Even if all these premiums are tripled, insurance still represents a very small part of a yacht's annual expenses.

Premiums today are about a third of where they were 20 years ago; and with ever wider cover afforded, lower deductibles and insurers desperate for business the yacht insurance market was headed for disaster. This disaster was realised last year,

when the yacht insurance market faced massive losses after a bad run spanning several years ended with hurricanes, cyclones, fires and other significant losses.

The insurance market has to change if owners are to continue to get the cover they wish; and this involves higher premiums, reduced cover and more scrutiny of the risks involved ... but more of that and how to deal with it in the next edition. Never before has it been so important to ensure you have the right cover in place, negotiated by experienced professionals and provided by those who see it as their priority to pay legitimate claims as, while the insurance market goes through a period of change, those lesser quality providers will seek ways to avoid paying for damage. Indeed, their excuses may well be sitting in the middle of your policy wording.

Colin Dawson



Yacht and Private Client Insurance

Tense Encounter:

Match 2 of Inter-club Snooker Series

By Dave Hilling



On 26 February, Hebe Haven Yacht Club and ABC had the return snooker match following their encounter in September, with Hebe aiming to level the series.

There was an initial setback, with Hebe's planned venue for the evening unavailable. Fortunately, the ABC's own snooker room was ready to take on the challenge, so essentially it was like having another home match for the ABC.

The evening started strongly, with 2 wins by Barry Hill and Tong Yun Fat, but a solid 3rd match went to Hebe.

After the mountain of tasty curry buffet, it was

back to battle, with the next 2 matches being shared between the clubs. As a result, heading into the final match ABC could not lose on the evening; however if Hebe won there would be a draw overall. The pressure was evident in an error-strewn match, which eventually went down to the black ball. I am pleased to say that captain Dave Hilling and Wayne Robinson had just enough in the tank to get across the finish line.

The final result: a victory to ABC by 4 matches to 2, although it was incredibly close – and the next showdown between the clubs, later this year, promises to be a cracker.



Sirius – The Dog Star

Heralding the Dog Days of summer?

By Chris Pooley

The Year of the Dog is the only year in the Chinese Zodiac in which the animal is represented by a single star. All Twelve Hellenic signs are of course represented by Constellations – but again, none by a single star. Not just any old star, but by far the brightest star visible from Earth: moreover, one with rich symbolism in history.

The star's name, Sirius, comes from the Greek via Latin, meaning 'scorching' or 'shining' for obvious reason. Stars are graded into magnitudes from 1 to 6 according to their brightness as seen from Earth; thus these are *Apparent* magnitudes and do not relate to a star's true or absolute

luminosity. Sixth Magnitude stars are those at the limit of visibility to the naked eye.

The scale – known as Pogson's Ratio after an English astronomer – is inversely logarithmic, based on the definition that a 1st magnitude star is 100 times brighter than one of 6th magnitude. There are twenty-two 1st magnitude stars, led by Sirius, which has an A.M. of minus 1.4 (off the scale, in other words). By comparison, the sun's is -27 and Venus is -4.4. Sirius is actually a binary, being linked to a white dwarf, although this is not visible to the naked eye.

Sirius, a near neighbour of Earth at 8.6 light years away, is the Hallmark of Canis Major one of Ptolemy's 48 Constellations listed in his *Almagest*

(2nd centuryAD), which was accepted as the definitive Astronomical Treatise for 1200 years until its Geocentric Model was superseded by the findings of Copernicus, Galileo, Kepler *et al.* The Great Dog runs at the heel of Orion the Hunter, that most magnificent of constellations, chasing Lepus the Hare. Orion's Belt forms the pointer

(should it be needed!) to Sirius, which is uniquely conspicuous anyway by its sheer luminosity.

Many cultures have attached special significance to Sirius because of its brightness and the fact that its annual period is remarkably regular at 365.25 days – meaning it is constant with the Solar Year. The Dog reference is

also widespread. In Chinese astronomy, Sirius is known as the 'Celestial Wolf', while the indigenous peoples of North America also associated Sirius with canines.

In ancient Mediterranean and Fertile Crescent civilisations, the symbolism and canine attributes of Sirius assumed enormous importance owing to the regularity of its Heliacal Rising, which was incorporated into calendars signalling the timing of various agricultural events. Heliacal Rising occurs annually, when a heavenly body becomes visible above the eastern horizon before sunrise after a period of less than a year when it has not been visible. In the case of Sirius, this annual Rising – after an absence of 70 days – occurred in Cairo



Sirius - the brightest star visible from Earth

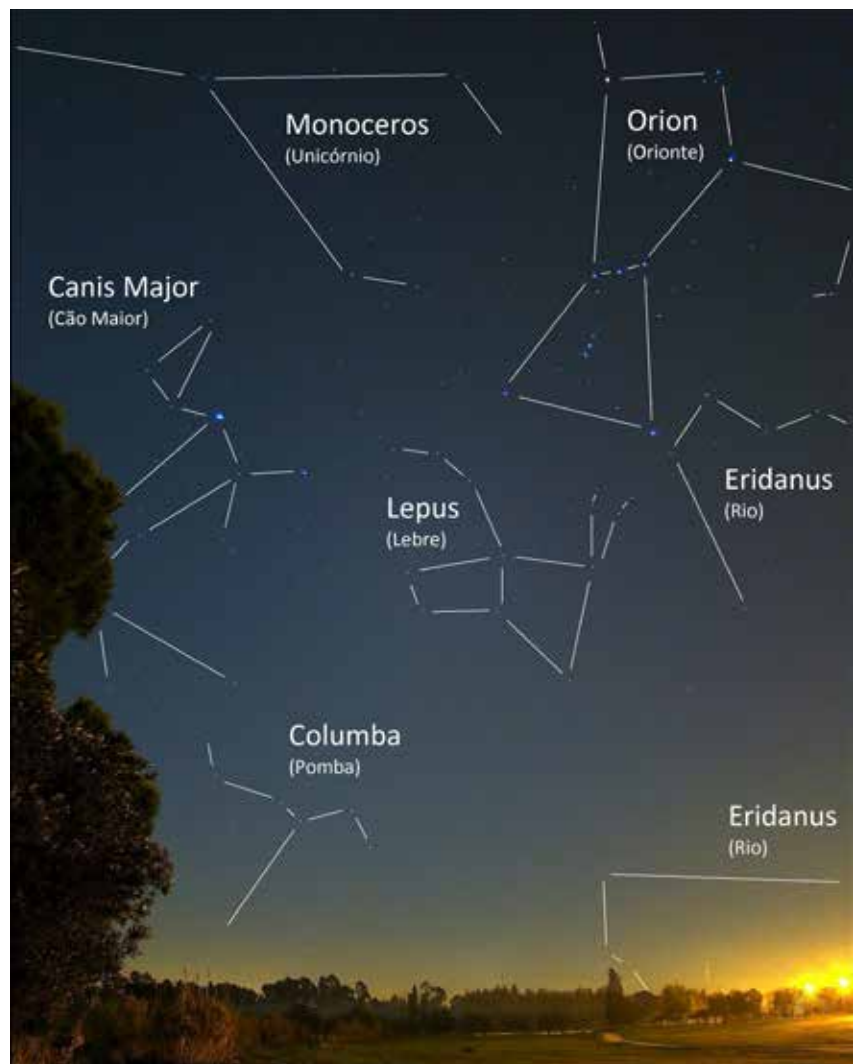
in antiquity on 19 July (recast to the Julian calendar), roughly coinciding with the Flooding of the Nile (pre-Aswan Dam era), which in turn heralded the sowing of crops and with it the Egyptian New Year.

However, the timing of the inundation was irregular, in contrast to the extreme precision of the Rising of Sirius. Thus the return of Sirius became the set date of the Egyptian New Year, initiating the first calendar (c.2500BC), and influencing the later development of the Julian calendar. This first calendar did not contain leap years, so later had to be amended to accord with the exact reliability of good old Sirius and the Solar Year.

Sirius was known to the ancient Egyptians as SOPDET and personified as a Goddess, her consort being SAH, himself the personification of Orion, with canine connotations. The longevity of Constellation lore!

To the ancient Greeks and Romans, the Rising of Sirius had a baleful influence, being associated with the unpleasantly hot sultry days of summer: the ‘Dog Days’ (*dies caniculares*) still known to us today. Though the star has no effect whatsoever on weather, it was believed to augment the power of the sun, leading to the oppressive heat which caused ‘plants to wilt, men to weaken and women to become wanton’! In unsettled thundery weather, Sirius would twinkle excessively, generating – it was believed – malignant emanations: hence the term ‘star-struck’ for anyone so affected.

From the ancient Greek to more recent European literature, there are numerous references



to the malign influence of the ‘Dog Days’. As an example from the *Illiad*, as Priam saw the rising:

*Sirius rises late in the dark liquid sky,
On Summer Nights star of stars,
Orion's dog they call it, the brightest,
Of all, but an evil portent bringing heat,
And fever to suffering humanity.*

To end on a amore optimistic note, one Chinese forecast for this Year of the Dog sensibly eschews waste and unnecessary expenses, and recommends being selfless and generous so as to enjoy success in love and at work and a more generous harvest in return!

Sirius: though but a singular, albeit striking, remote heavenly body, has played such a significant role in the lives of our forebears over the past 9000 or so. An enduring indeed dogged [!] historical marker.



Waglan Series 2107-18

By Jennifer Li

Lazy Cruising Sunday Culminates in Wind Shift and Lunch

Race 9 & 10, 25 February 2018

The first race after the Chinese New Year saw ideal weather conditions for a lazy cruising Sunday: light wind, warm and sunny, there were even mutters of which island restaurant to choose for lunch.

After a delay of one hour, a windward/leeward course was set and with five knots of wind coming from the South West, we had a race!

The Race Officer – Alex Johnston - decided to give the IRC, HKPN A and B divisions a two lap course due to the light wind and the incoming tide which provided some additional apparent wind. Six boats entered with Zannekin winning the line honours, completing the course in 1hr 2 minutes and 57 secs and Red Kite II winning the IRC division on corrected time.

Five boats entered the HKPN A and B division, Diamond Queen won Line Honours for division A with Legend winning the Line Honours and on corrected time for division B.

After Race 9 was completed, the wind shifted more than 30 degrees, the race course was swiftly reset to the new wind direction. However, humans cannot beat Mother Nature, after starting Race 10, the wind did a complete 180 degree shift and the race had to be abandoned.

This year's Waglan race sees a total of 12 races, so no fear, there are still two more races for competing boats to increase their chances to win the Waglan series and bring home some amazing prizes sponsored by OBMG!



Unfazed by Fog

Race 11, 4 March 2018



Spring decided to pop around early this year, making races after Chinese New Year a bit challenging to run.

Following suit of the previous weekend of Waglan 9 and 10, Waglan 11 provided another opportunity to test the skills of the race officer and sailors.

The weather provided heavy fog, light wind conditions, plus a last-minute 180-degree wind shift.

After a delay of one hour, the wind filled in and we had a race! Thirteen boats entered the race, including two new entries, *Everbloom* and *Boss*.

Course sixteen was selected and when the

committee boat reached the first mark of the course - Castle Rock, a decision was made to shorten the course, due to the dense fog and light wind,

Red Kite II, *Everbloom* and *Legende* took line honours for the IRC, HKPN A and HKPN B divisions, respectively.

Race 12 – the last race in the 2017–2018 Waglan Series, will be held on 18 March. The prize-giving for the series will be held on the same day at Middle Island.

We look forwards to seeing you at next year's Waglan Race!



The 2018 sailing season is now well underway



Oceanbridge 49er Sailing Regatta and Mackay Boats NZ 49er Nationals

By Russell Aylsworth

Akira Sakai and I went on our first overseas trip, to compete in the 49ers. We flew to Auckland, and planned for 2 regattas: Oceanbridge NZ Sailing Regatta and Mackay Boats NZ 49er Nationals. We were both excited to build on our new skills, racing and training with other boats around us.



Our first day of racing was pretty rough; it was a survival day for Akira and I. The breeze was only 14-17 knots but we had huge swell that we haven't experienced before. Before starting the race, we had a breakage from the top of our mast. The track on the mast came off and we quickly had to take down our mainsail before it ripped. We got to shore hoping we could fix the track and head back out, but soon after we came back to land the 49er fleet came in due to it being too challenging to sail.

Day 2 was a much flatter day of racing, with a constant 12-15 knots of breeze. We felt more comfortable and consistently got 14th in the 5 races. Yet it was quite physically draining and I was ready to head back. But after persevering, we got the best result of the day – 12th place.

The last day's conditions made it easier for us to sail, since they were much as we've been training in.

We averaged 12th in the 4 races, and were starting to get an understanding of how to start in the 49er.

After training and analysing the mistakes we made during Oceanbridge Regatta, Akira and I were ready to take on The 49er Nationals. The first day, there were 10-12 knot winds; it was a long day but overall we learned so much from what other teams were doing. The next day was cold and wet, and racing was cancelled due to poor visibility and strong winds.

Overall, New Zealand welcomed us with open arms, and we hope to be back soon.

Hong Kong Race Week 2018

By Michele Clark

Hong Kong Race Week took place over Chinese New Year (20–25 February). In all, 248 sailors participated in the event, which was represented by 12 different countries. ARA had 21 members competing in four separate fleets. Five of our youngest sailors competed for the first time in the Optimist Green fleet. Six sailors were in the main optimist fleet; two new sailors competed in the feva fleet; and 4 boats (8 sailors) were in the fast boat 29er fleet.

Optimist Green Fleet

By Michele Clark

The aim of the Optimist Green Fleet is to help grow young sailors, familiarising them with



Image: RHKYC / NAOMI REBECCA

the format of events as they learn how racing works. Five of the Academy's youngest and most inexperienced sailors took to the water for their first regatta over HKRW: Samuel Johnson, Ethan Kong, Nathaniel Italia, George Kirk and Trevor Yim.

The Green Fleet had 31 entries, their race course was set at Repulse Bay together with the main Optimist fleet. It was a little daunting for the young fleet with so many boats in the same water, but they all adapted extremely well to the new conditions and format. Six races were sailed in total over the course of 3 days.

On day 1 as the breeze began to build, the committee halted racing after race 2. Academy sailors seemed undaunted by the breeze, with great results from Samuel and Ethan. Sam finished 5th, and Ethan was close behind, finishing 7th.

The 2nd day of racing for Green fleet saw Sam finish with two 1sts and a 2nd. Well done Sam!

Racing was cancelled for all fleets on day 3 due to the light conditions, however Green Fleet had a final fun race in front of the club. Sam finished 2nd.

Well done to the whole team for completing their first HKRW.



Final ABC Green Fleet Results:

Samuel Johnson - 2nd
Ethan Kong - 8th
Nathaniel Italia - 16th
George Kirk - 18th
Trevor Yim - 27th

If you are interested in your child competing in next years HKRW's Green Fleet, this is possible for those sailors who have completed their Optimist Stage 3 or higher. ABC's Optimist B team train every Saturday morning and Wednesday after schools. For more information please contact dinghycoach@abclubhk.com.

Optimist Fleet

By Michele Clark

A 79 strong fleet of Optimist sailors competed in the first HKODA ranking regatta of 2018. Six sailors from the ARA Optimist team competed: Casey Law, Juliette Clot, Cameron Law, Carter Stewart, Amaury Guillosson and Sam Badenach.



The first day of the competition saw the Optimist fleet racing in Repulse Bay. The sailors did not get the full breeze that was evident on other courses, and so they were the first to experience the wind lessening, which resulted in a few postponements. Two races were completed and the day produced some excellent results from all the sailors. Juliette Clot finished 3rd in the first race and 1st in the second race. Cameron Law gave his brother Casey some serious competition, finishing ahead of him in 5th place. Carter also did really well in the last race, finishing 12th.

For Day 2 the race course was set at Stanley Bay. Sailors had to contend with an 8-12knot oscillating breeze and moderate tide running across the course. Some of our newer members of the Academy found this a little challenging, but it was a good learning tool for them. Three races were completed. Casey used his knowledge and experience and began to find some form, finishing with a 5th, 3rd and 4th. Another great race for Juliette saw her finishing 4th in race 4.

Unbeknown to the fleet, day 3 was to be the final day of racing (caused by insufficient wind on the final day). The Optimists race track was laid at Stanley, with an easterly breeze. Three races were sailed, Casey had consistent results with a 3rd, 4th



Image: RHKYC / GUY NOWELL

and 2nd places. Cameron also finished his last race on a high, in 7th place.

Final results for the day:

Casey Law: 5th

Juliette Clot: 9th and 1st under 12

Cameron Law: 38th

Carter Stewart: 45th 3rd under 10;

Amaury Guillosson: 52nd.

Coach Szymon's aim for the team was to sail their best and to try not to make too many mistakes. He said: "I'm really proud of our kids because they all did a good job."

Meeting Volvo Ocean Race Team

By Michele Clark

The arrival of the Volvo Ocean Race in Hong Kong was a great opportunity to take the Academy's young sailors to see the boats and meet some of the sailors. The team were lucky enough to be given a tour by Alex Gough from Team Scallywag, who showed them all the ins and outs of the Around the World boat. Everyone thoroughly enjoyed the afternoon and learnt a lot about the boats. Thanks to Alex, who spent time with our sailors; it was very much appreciated by them all.



29er Fleet

By Michele Clark

ARA's 29er fleet competed in the first HKSF selection event for the 2018 Youth Worlds. Teams competing were Malo/Anatole, Augustin/Adam, Lewis/Dylan and Karrie/Penelope. This was Lewis/Dylan's return to the 29er after a 3-month absence by from a fracture in Dylan's back, so they were both eager to get back on the water together.

The race course was set at Stanley, with plenty of breeze. Once racing got underway there were big shifts, with plenty of light patches to contend with. The first race was disappointing for everyone; an incorrect course was set, leading to all crews finishing with DNFs.

Getting over the first disappointment of the day, the team then completed a second race with Malo/Anatole finishing 1st.

Day 2 saw the race track set at Po Toi, with gusts up to 20 knots and a large swell. Thankfully the correct course was set and the teams completed three races. Malo/Anatole were once again consistent with three wins, Lewis/Dylan started off well with their second 2nd but Augustin/Adam certainly benefited from the extra weight as the breeze built, and finished races 2 and 3 in 2nd place. Karrie/Penelope struggled with the heavier wind, and sadly were only able to finish one race.

The teams completed one race on day 3. Racing took place at Po Toi, with an easterly breeze. Malo/Anatole finished the last race of the event with their 5th bullet of the series.

Final results:

- Malo/Anatole 1st
- Augustin/Adam 2nd
- Lewis/Dylan 3rd
- Karrie/Penelope 4th.



Image: RHKYC / GUY NOWELL



Image: RHKYC / GUY NOWELL



Image: RHKYC / GUY NOWELL



F&B PROMOTION



April F&B Promotions

**Flavours of North East Asia
at The Galley & The Patio**

**New Spring Dishes
at The Four Peaks Restaurant**

**Winter Wonder-Warmer:
MIDDLE ISLAND HOT POT**

Catering to new demand and the fantastic weather, Middle Island will have a set hot pot available every weekend. The price is attractive, starting at only HK\$199 per set (HK\$66 per person) until mid-April.



Aberdeen Boat Club 香港仔遊艇會

Wine of the Month

Michel Lynch, Bordeaux, France



White:
**Michel Lynch Bordeaux Classic
Sauvignon Blanc, 2016**
HK\$198/btl & HK\$40/gls

Tasting notes: Aromas of passion fruit, peach, pine nuts, firm balance, good acidity with quick refreshing finish.



Red:
**Michel Lynch Bordeaux Classic
Merlot-Cabernet Sauvignon, 2016**
HK\$198/btl & HK\$40/gls

Tasting notes: Aromas of plum & dark fruits, gripping tannins, rich medium-bodied with medium smooth finish.



Aberdeen Boat Club 香港仔遊艇會

Beer of the Month:

Little Creatures,
Pale Ale, Australia
(325ml)
HK\$45/btl

*Tasting notes:
Crisp, light and smooth.*



Aberdeen Boat Club 香港仔遊艇會

Cocktails of the Month:

**Coconut & Lychee
Tropical Sidecar**
HK\$45 (Alcoholic),
HK\$32 (Non-Alcoholic)
- Cognac, coconut, lychee

It's About Thyme
HK\$45 (Alcoholic),
HK\$32 (Non-Alcoholic)
- Bourbon, honey, lemon,
thyme sprig



Aberdeen Boat Club 香港仔遊艇會

F&B Staff Trainings

General Safety in Catering (BCA) Course



Safety in Catering (BCA) Course1



Cigar Training





MELAKA NYONYA CUISINE NIGHT *with free wine tasting for home delivery*

Date: Saturday, 14 April

Time: 7 pm

Venue: The Galley & Patio

Price: HK\$228 for adults, HK\$188 for senior citizens,
HK\$128 for children under 12 years

Nyonya cooking is the result of blending Chinese ingredients with various distinct spices and cooking techniques used by the Malay/Indonesian community. This gives rise to Peranakan interpretations of Malay/Indonesian food that is similarly tangy, aromatic, spicy and herbal. On this special night you can taste a wide range of dishes including fish head curry, assam laksa, chicken keluak and more... Not to be missed!



Aberdeen Boat Club 香港仔遊艇會

ANGUS BEEF "FOUR CUTS" NIGHT

RIB-EYE • NEW STRIPLOIN • TENDERLOIN • RUMP



7 pm, Saturday, 28 April

The Galley & The Patio

HK\$328 for adults, HK\$228 for children age 3–12 years,

HK\$268 for senior citizens.

Add only HK\$60 for free-flow sparkling wine from 7pm–9pm.

with
*Free-Flow
Sparkling wine!

MAXIMUM 40PAX ONLY



Aberdeen Boat Club 香港仔遊艇會

Free Wine Tasting (Saturday, 14 April) 6:30pm – 8:30pm

SPARKLING/ROSE		HK\$/ Bottle	Qty	Amount
Zardetto Prosecco Extra Dry NV – Italy The perfumes are fresh and clean, with hints of wisteria, renetta apple and lychees. In the palate the structure is salty, round and vital, and the recurrent fruity notes are well balanced with the freshness.		HK\$105		
Prieuré de Montezargues Tavel Rosé 2016 – France (Rhône) Made in a deliberately lighter style (and shade of pink), the 2016 Tavel is a bit coppery-orange in hue. It's medium-bodied, round and soft, with melon, peach and berry flavours that pick up a hint of clove on the finish.		HK\$130		
WHITE WINE		HK\$/ Bottle	Qty	Amount
Katnook Estate Coonawarra Founder's Block Chardonnay 2014 – Australia Crammed with stone fruit flavours, this delicious new release Chardonnay is lightly oaked and ready to enjoy now		HK\$85		
Domaine Ampelidae Marigny Sauvignon Blanc 2015 – France (Loire Valley) The colour is crystal clear and there are traces of mint. Piercingly fruity with notes of genêt and ivy.		HK\$98		
Saint Clair Marlborough Vicar's Choice Sauvignon Blanc 2017 – New Zealand refreshing and mouth-watering palate delivering flavours of blackcurrant, lemon and gooseberry with an underlying herbaceous thread.		HK\$100		
Max Ferd. Richter Riesling Trocken Estate 2016 – Germany Green apple and softly sweet honeysuckle. Crisp and light.		HK\$115		
RED WINE		HK\$/ Bottle	Qty	Amount
Montes Limited Selection Cabernet Carmenère 2014 – Chile Deep purplish-red in colour, this blend of Cabernet Sauvignon and Carmenère delivers a tremendous range of fruity aromas of ripe red and black berries with pronounced notes of cherries in syrup and black cherries.		HK\$80		
Bodegas Chivite Navarra Gran Feudo Crianza 2013 – Spain Cherry red, bright, with bouquet of black fruits and smoky notes.		HK\$80		
Beringer Main & Vine Cabernet Sauvignon 2015 – USA Dark berries, medium-bodied with silky tannins.		HK\$90		
Catena Zapata Mendoza Malbec 2015 – Argentina Fruity, rich, comfortably powerful. It displayed aroma of blackberry, black cherry, plum, oak, smoke, subtle vanilla. Balanced tannin & acidity. Lingering spices & vanilla.		HK\$130		
Chateau La Nerthe Les Cassagnes de La Nerthe 2014 – France (Rhône) Pale ruby colour. Plum and ripe cherries. Black pepper. Medium bodied, but very enjoyable Côte du Rhône.		HK\$135		
*Minimum order - 12 bottles and mixed case is allowed.		Total:		

Delivery Date: _____ Member Signature: _____

ABERDEEN BOAT CLUB

2018 ABC Easter Youth Sailing Programme

The Easter school holidays are about the best time to sail with great wind! Easter tends to be our most popular time to sail, and courses quickly become full, especially our Optimist Junior activities, so apply early. As usual full details are on our website, www.abclubhk.com and also from Angela at SailingSecretary@abclubhk.com. We are also offering an “early bird discount” for those who book before **2 March 2018**.

Application Deadline: 23 March 2018

Date & Time	Activity	Detail / Entry requirements	Discounted cost if booked before 2 Mar 2018	HK\$ (Member/ Non-member)
Mon 2 – Fri 6 April AM	Optimist Stage 1	Age 7 – 11; can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 April PM	Optimist Stage 2	Age 7 – 11; Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 April PM	Optimist Stage 3	Age 7 – 11; Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 2 – Fri 6 April	HKSF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 2 – Fri 6 April	HKSF Level 3 Improver Course	Age 11 – 18; Pass HKSF Level 2 with 1 year sailing experience since	2,655 / 3,582	2,950 / 3,980
Mon 2 – Wed 4 April	RS Feva Introduction Course	Age 11 – 18; passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Thur 5 – Fri 6 April	2 Days Supervised Practice	Age 11 – 18; passed HKSF L2	1,062 / 1,433	1,180 / 1,592
Sun 8 April	Sailing Trip	Age 12 – Adult; passed HKSF L2	531 / 717	590 / 796

Mon 9 – Fri 13 April AM	Optimist Stage 1	Age 7 – 11; can swim with water confidence	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 April AM	Optimist Stage 4 Race Intro	Age 7 – 11; Pass Optimist Stage 3	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 April PM	Optimist Stage 2	Age 7 – 11; Pass Optimist Stage 1	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 April PM	Optimist Stage 3	Age 7 – 11; Pass Optimist Stage 2	1,215 / 1,791	1,350 / 1,990
Mon 9 – Fri 13 April	HKSF Level 1 & 2 Beginner Course	Age 11 – 18; can swim with water confidence	2,655 / 3,582	2,950 / 3,980
Mon 9 – Wed 11 April	Laser 1 Introduction Course	Age 12 – Adult; passed HKSF L2	1,593 / 2,150	1,770 / 2,388
Tue 10 – Fri 13 April	29er Introduction Course	Age 12 – 18; passed HKSF Level 3	2,124 / 2,866	2,360 / 3,184
Thur 12 – Fri 13 April	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)





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



Part A (Master)

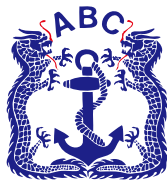
Dates : 9,12, 13 April 2018; 6, 7, 8 August 2018; 5, 6, 7 November 2018
Times : 7:00pm to 10:15pm
Syllabus : Rules, lights, shapes, buoyage and signals, seamanship, local knowledge and the Laws of Hong Kong Fire and Gas precautions.
Cost : HK\$1,700 for member/person/course. HK\$2,000 for non-member/person/course.

Part B (Engineer)

Dates : 16, 17, 18 April 2018; 27, 28, 29 August 2018; 12, 13, 14 November 2018
Times : 7:00pm to 10:15pm
Syllabus : Engine general construction, diesel and petrol fuel, fuel systems, electrical systems, ignition systems, lubrication, cooling and pumps, transmission systems, operation and maintenance and fire and gas precautions.
Cost : HK\$1,700 for member/person/course. HK\$2,000 for non-member/person/course.

Notes:

- 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.
- Courses are entirely theoretical for the relative exam. Practical boating is not required for the examination.
- Examinations are normally held on selected Thursdays, you may register your exams. to the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, Eye-sight exam. Report from a registered doctor, examination fee HK\$1,255, cheque payable to "The "Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together in the first attempt). 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.
- Course Instructor: Alan Chau.
- 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.
- See the Marine Dept. website for exam application information and dates:
http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier; the suggested date is 6 – 8 weeks after attending the first part of the course.)
Exam application form : <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight exam report : <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>
Marine Dept. : Seafarers' Certification Section,
3/F, Harbour Building, 38 Pier Road, Central, Hong Kong.
Telephone : 2852 4941
Fax : 2541 6754



Pleasure Vessel Grade II Operator Certificate Courses

Application form

Part A (Master)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:15pm

- | | |
|--|----------------------------|
| <input type="checkbox"/> 9, 12, 13 April 2018 | Monday, Thursday & Friday |
| <input type="checkbox"/> 6, 7, 8 August 2018 | Monday, Tuesday, Wednesday |
| <input type="checkbox"/> 5, 6, 7 November 2018 | Monday, Tuesday, Wednesday |

Please debit my account by HK\$1,700.

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

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

Signature

Date

Part B (Engineer)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part B (Engineer) to be held at 7:00pm to 10:15pm.

- | | |
|---|-----------------------------|
| <input type="checkbox"/> 16, 17, 18 April 2018 | Monday, Tuesday & Wednesday |
| <input type="checkbox"/> 27, 28, 29 August 2018 | Monday, Tuesday & Wednesday |
| <input type="checkbox"/> 12, 13, 14 November 2018 | Monday, Tuesday & Wednesday |

Please debit my account by \$1,700.

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

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

Signature

Date

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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• Close to Shops & Transport
• 2100 sf + C/p **SK072**



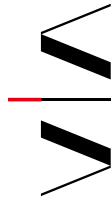
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