

January - February 2020

HORIZONS

The Magazine of the Aberdeen Boat Club

20



20

HAPPY
NEW
YEAR





JANUARY - APRIL 2020

Dates	Yachts - ABC	Dinghy	Yachts - Other Clubs
January 2020			
Wed 1			HHYC New Year's Sailaway
Sun 5	ABC Waglan Series 7		
Sat 11	ABC Four Peaks Race		HHYC Kowloon Cup
Sun 12	ABC Four Peaks Race		HHYC Kowloon Cup
Sat 25			COA CNY Macau Race
Sun 26			COA CNY Macau Race
Mon 27			COA CNY Macau Race
February 2020			
Sat 8		RHKYC Hong Kong Race Week	
Sun 9	ABC Valentines & Ladies Helm Race	(4 to 9 Feb)	
Sun 16	ABC Waglan Series 8 & 9 (W/L)		
Sat 22			RHKYC Monsoon Spring Cup
Sun 23		Tong Po Chau Series - Spring 1	RHKYC Monsoon Spring Cup
Sat 29			RHKYC HKRNV
March 2020			
Sun 1	ABC Waglan Series 10		
Sat 7	IRC National Championships		RHKYC China Sea 200 Dash/ HHYC Monsoon Spring Series 1/IRC National Championships
Sun 8	IRC National Championships	Tong Po Chau Series - Spring 2	RHKYC China Sea 200 Dash / RHKYC Ladies Helm/ IRC National Championships
Sat 14	IRC National Championships	RHKYC Interschool Sailing Festival	IRC National Championships/ COA Solaris Pasta Rally
Sun 15	ABC Waglan Series 11/ IRC National Championships	RHKYC Interschool Sailing Festival	IRC National Championships
Sat 21		HKSF Festival of Sports	HHYC Monsoon Spring Series 2
Sun 22		HKSF Festival of Sports	
Sat 28			HHYC Monsoon Spring Series 3
Sun 29	ABC Waglan Series 12		
April 2020			
Sun 5	ABC Waglan Series - Resail		
Wed 8			RHKYC Rolex China Sea Race starts
Sat 18			HHYC Monsoon Spring Series 4
Sun 19		Tong Po Chau Series - Spring 3	
Sat 25			RHKYC Tomes Cup/ HHYC Monsoon Spring Series 5 (Final)
Sun 26			RHKYC Nations' Cup
Thu 30			COA China Marina Rally / Mid Summer Rally



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 Link-up Design Limited
 Room 9, 6/F, Block B,
 Proficient Industrial Centre,
 6 Wang Kwun Road
 Kowloon Bay, Hong Kong
 T: 2117 9943
 E: info@linkupdesign.com
 www.linkupdesign.com

Copyright:
 Aberdeen Boat Club

Editorial Contact:
 Martin William
 martin@drmartinwilliams.com

Advertising Sales Contact:
 David Lee
 davidlee@linkupdesign.com

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Aberdeen Boat Club
 20 Shum Wan Road, Aberdeen, Hong Kong
香港仔遊艇會
 香港仔深灣道二十號
 www.abclubhk.com
 Fax: 2873 2945
 General Line: 2552 8182

Flag Officers

Chris Pooley • Commodore – Chairman
 Barry Hill • Vice Commodore
 Graham Price • Rear Commodore House
 Graeme Brechin • Rear Commodore Sailing and Marine
 Matthew Johnson • Honorary Treasurer
 Nick Bodnar-Horvath • Honorary General Secretary

Management and Staff

General Manager Philippe de Manny Tel: 2553 3231 genman@abclubhk.com	Operation Manager Alok Kumar Tel: 2552 8182 Ext 838 operationmanager@abclubhk.com
--	---

General Manager's Personal Assistant Selina Mak Tel: 2552 8182 Ext 812 gmpa@abclubhk.com	Marine Services Manager Alex Johnston Tel: 2518 9523 marine.services@abclubhk.com
--	---

Membership Service Manager Cobo Liu Tel: 2553 3032 mbs@abclubhk.com	Food and Beverage Manager Robin Sherchan Tel: 2555 6216 fmb@abclubhk.com
---	--

General Enquiries Tel: 2552 8182	The Galley Coffee Shop Tel: 2554 9494
--	---

Four Peaks Restaurant Tel: 2553 3422	Night Guard Emergency Contact Tel: 9154 0426
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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

*“The Moon is nothing but a circumambulatory aphrodisiac,
divinely subsidised to provoke the world into a rising birth-rate”*

Christopher Fry

So many believe of full moons, especially one at the end of a Decade as occurred on 12th December, being the annual Cold , or Yule Moon as it is sometimes known. The actual time of the Astronomical Full Moon – syzygy, that lovely scrabble winning word – was 1312 HK time, and so not visible then. But by midnight it was blazing overhead [transit was 0042 on the 13th] at an altitude of almost 90*, close to perigee, its trajectory at its maximum differential to that of the sun.

Astronomical movements are no respecters of Decades or other human milestones but for followers of Astrology there can be much of interest to contemplate. Not least the moon's Void of Course that night, with no Major – Ptolemaic – Aspect at the time of its height, transiting from Gemini to Cancer.

The next moon dates of note are the new moon on Christmas Night, a nice touch, followed by the Wolf Moon – so-called because of increased howling in the January/February breeding season – on Friday 10th January. By no coincidence this is the weekend of the 4 Peaks Race, thus offering runners illuminated trails and sailors the boost or hindrance of Spring Tides depending on their progress.

By then members should have recovered from the New Year festivities – always a classically special night at ABC – and be looking ahead to the arrival of the Rat on 25th January, with all that that portends Astrologically. An overdue period of stability with a resumption of economic growth would be a most welcome feature....

As a reminder that the issue of pressure on PRL Clubs has not gone away, ABC has just received a Questionnaire with a categorised list of Club activities which, when answered and returned, will be scored by HAB. This will be used to evaluate where ABC sits on their graph of conformity with government aims for the sector. So far we have always scored well – the GM and your Committee will be looking carefully into this issue in January.

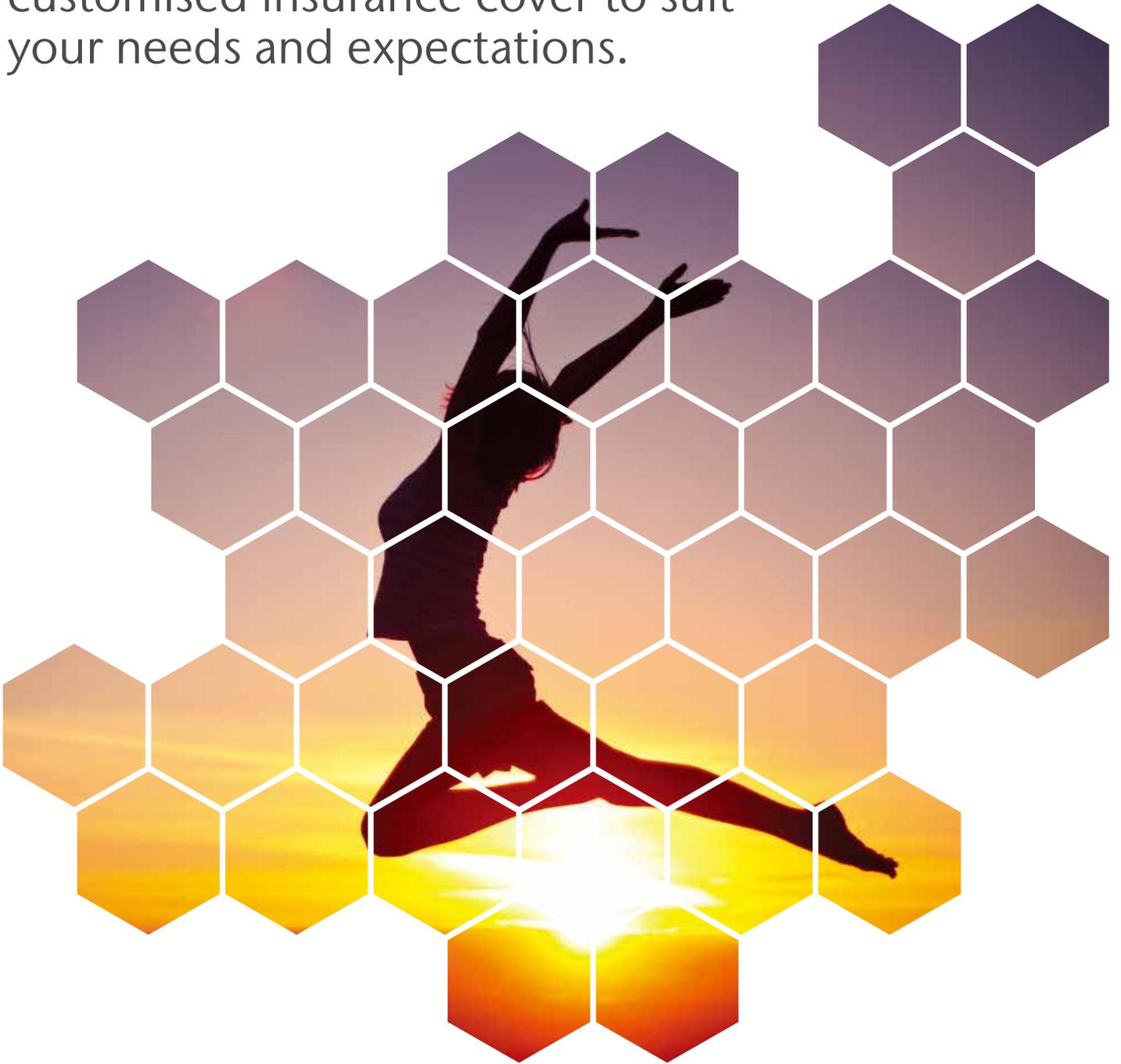
Ah: The Committee: my thanks on their behalf for your confidence in re-electing all those who stood at the AGM. I can assure you from my close association over a number of years that they will continue to work, cohesively, and enthusiastically for the long-term benefit of members and the Club's development.

Kung Hei Fat Choi to all.

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GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

Dear Members,

After a break in my newsletter, I take the opportunity of the forthcoming Chinese New Year to renew with the routine, and to wish you all a wonderful and prosperous Year of the Rat.

For those less acquainted than others with the Chinese calendar, the rat is the first in the 12-year cycle, and it was celebrated in 1912, 1924, 1936, 1948, 1960, 1972, 1984, 1996, 2008; and will be in 2020, 2032, by which time I might well be retired or completely crippled.... Even if the rat is usually perceived in society as a despicable creature, in the Chinese zodiac rats are considered outgoing, cheerful, and sociable. Proving that a rich heart may be under a poor coat, from a very famous Gaelic proverb.

What an end to 2019, with all the disturbance in our society affecting businesses in general and the clubs industry; though, lucky enough for us, there were not so many disturbances in our area. Despite a few days of uncertainty when we had to close early, the Club maintained an undisrupted service, as opposed to some of our colleagues located in central or Kowloon. Let's hope that 2020 will see the end of the protests and reasonable solutions to all the issues.

All committee members offering themselves for re-election were re-elected; unfortunately, one proposed new committee member was not. The committees' and sub-committees' constitutions are yet to be confirmed at the time I am writing this article, but will be posted on the boards at the Club and on the website.

Since the re-opening of Middle Island, the response has been overwhelming, with 4 to 5 times more members visiting the facility on weekends than prior to the typhoon, and a steady usage of the facility during the week. Perfection being only reserved to deities, of course, we have had some hiccups. One of which was a fixture of the past – a slow service may happen with such a large area to cover; but with our new table paging system, technology is once more coming to our assistance, and the slower service is now solved or at least silenced. Food quality has been praised so far, and the facilities well used and received.

There is one more fixture to experience over winter: the heated indoor restaurant, which we do not even have at the main club house. So there are no more excuses not to go Tong Po Chau (MI) over winter; the cold is no longer a pretext.

At the November AGM, the roll of Flag Officers was elected and confirmed as follow:

COMMODORE

Chris Pooley
commodore@abclubhk.com

VICE COMMODORE

Barry Hill
vicecommodore@abclubhk.com

REAR COMMODOORE OF SAILING & MARINE

Graeme Brechin
rearcommodore.sailing@abclubhk.com

REAR COMMODORE OF HOUSE

Graham Price
rearcommodore.house@abclubhk.com

HONORARY SECRETARY

Nicholas Horvath
honsec@abclubhk.com

HONORARY TREASURER

Matthew Johnson
treasurer@abclubhk.com

SLIGHT PRICE INCREASES FOR 2020

There is no significant price increase this year, except a slight increase for the ABC Club Junk, which will go up from 1 January; rising to HK\$5,000 for hiring from Monday to Friday, and to HK\$5,800 on Saturdays, Sundays and Public Holidays. Mooring fees will see an increase of 5%, to cope with the increasing cost of maintenance and capitalisation for mooring replacement. Car park labels remain unchanged unless you have more than one car to register; this is now under a new policy development, covered in the next section.

Food and Beverage will only apply inflation fluctuations from suppliers, but the mark up to cover some overheads remains unchanged, as it has been for many years.

Subscriptions remain unchanged.

CAR PARK LABEL REMINDER

If you have not received, filled in or requested your car park label form for the 2020s, please apply for it ASAP.

Any question regarding the price and regulations, feel free to contact Cobo Liu on 2553 3032 or via mbs@abclubhk.com.

One important point to note: the Club policy for this year has changed, in light of multiple abuses of the now "dead" allowance of 3 cars per permit. You are now allowed only one car per permit, so if you are lucky enough to afford 3 cars or even more you will need a permit per car.

Be aware that in light of the much higher demand for parking space, access will be strictly controlled and only allowed if the car park label is displayed properly in accordance with Club rules.

You can only park one car per account at the same time, with some flexibility on weekdays, depending on prior approval from the General Manager.

EXTRACT FROM A MESSAGE RECEIVED BY THE CLUB WITH HIGH IMPORTANCE

All members must be reminded that those employed on a 'Foreign Domestic Helpers' visa are not to be brought onto Club premises unless they are visiting as guests, and sign in as such, of a member and on the understanding that they are not working whilst on club premises. The Police has asked a club in the same professions as us that we all remind members that those employed on a 'Foreign Domestic Helpers' visa are not allowed to carry out any work that is not specifically permitted under their working visa at any club premises or on boats on Club moorings or pontoons.



Please do NOT:

- Photocopy the label
- Use a label for an unregistered car
- Give the label to friends who are non members
- Park 2 or even 3 cars on the same day at the same time
- But above all, do respect the security guard's instructions and person; he is only following instructions, and if you disagree with him contact the General Manager.



GENERAL MANAGER'S LETTER

4 PEAKS RACE

Once again, BENETEAU and SIMPSON MARINE are sponsoring this signature race that mixes sailing, rowing and kayaking, over the weekend of 11-12 January 2020.

2XU will be this year the supporting sponsor with equipment, while Fragrant Harbour, Action Asia, China Daily drone and Asia Yacht Press are the Media Supporters of the race and the marketing agents.

This will be the 36th year this race is organised by the Club; and every year, crews entering the race swear they will not do it again, but they do.

This is how tough and yet addictive this race is for sailors and runners alike. Competitors sail around Hong Kong to four race points, transferring via kayak or swimming ashore. Considered one of the most testing competitions in the region, it demands the highest levels of fitness and seamanship.

Recently, drones have been used to capture this extreme overnight multi-sport event. Please visit the race website <https://www.4peaksrace.com/>

Motto of the race:

"Keep going whatever happens and do not give up" - Four Peaks Race Founder,

Dr. Stephen Davies



VISITING STEVEN NG

On Friday 29 November, a delegation of us went to celebrate Steven Ng's 59th birthday. He is still making some very slow progress, to the extent that we are very hopeful that we can celebrate his 60th next year at the Club – an event you will be more than welcome to join.

ANNUAL STAFF PARTY

This will take place on
Monday 10 February 2020
 when the Club will close after lunch at around 3pm, and re-open the next morning.
 More updated news will be sent by e-letter and appear on the ABC website.

BEACH CLEAN-UP IN FEBRUARY

Round Island Beach Clean-Up

Saturday, 8 February 2020
Club Ferry will depart from Main Club Pontoon at 11:00am

Two types of BBQ packs will be provided at HK\$80 and HK\$150, respectively. Please place your order before Thursday 6 February.

You may also bring your own food to Round Island for lunch. Please bring your own non-plastic water bottle, to be refilled on board.

Beaufort Island Beach Clean-Up

Saturday, 22 February 2020
Club Junk will depart from Main Club Pontoon at 11:00am

Two types of BBQ packs will be provided at HK\$80 and HK\$150 respectively. Please place your order before Thursday 20 February.

You may also bring your own food to Round Island for lunch. Please bring your own non-plastic water bottle, to be refilled on board.





CHINESE NEW YEAR CLOSING

As every year, our staff will enjoy two and half days off, to celebrate with their families the most important days in the Chinese calendar. In this sense, the Club will be closed from **3pm on Friday, 24 January, to 8:30am on Monday, 27 January.**

Volunteer Wanted

We hope the bar can remain open.
Could you volunteer to help run the bar over these two days?



ABC A Team Wins The WAGS Charity Day



On 22 November 2019, for the 4th year in the row, the Aberdeen Boat Club sent a team to compete in the largest charity golf event in Hong Kong, The Wednesday Afternoon Golf Society (“WAGS”) Charity event. 144 golfers battled the whole day; and the event would hopefully (again) raise in excess of US\$250,000 – to be shared between three foundations:

Approximately 60% will go to Christina Noble Children’s Foundation, which is an international partnership of people dedicated to helping underprivileged children and those at-risk of commercial or sexual exploitation;

20% will go to HUB Hong Kong, which is a children's support centre that provides educational support, extra-curricular classes, family counselling, social health and well-being services to those who need it most without discrimination; and

20% will go to The Weez Project, whose mission is to help and support young people in Hong Kong who are facing mental health challenges, especially those who are contemplating self-harm or suicide.

We are very pleased to let you know that not only did ABC contribute directly to these charitable causes by sending a team to the event this year, but the cherry on top of the cake for the Club was that our team - comprising our three mousquetaires Andrew Orr, Jason Cave and Mark Cameron, assisted by a special guest from the HK Cricket Club, Chris Williams – won the event, placing a boating Club on top of the Golfing community in Hong Kong.

THIRD COMMODORE'S CUP

The current "not to miss event" of the year on the ABC golf calendar is the Commodore's Cup 2019. Instigated in 2017 by our Commodore Chris Pooley, to celebrate our Club's 50th anniversary, it has become a recurrent invitational event at the end of the year.

The two other Yacht Club societies are invited for a Stableford game with plenty of prizes and fun. There were 20 players this year for the game at Kau Sai Chau south course. I could have had 30; the demand is increasing, which is a sign of a good event.

The two main trophies to take home are of course the Commodore's Cup and the Club challenge trophy. The first of these must be won by an ABC Club member (so that secures one prize at least for us), and the second is a club average Stableford.

In 2017, ABC won the first one, in 2018 RHKYC won, and this year the 2019 champion is HHYC. Congratulations, but now that we have done our duty to give them a chance to win it, my A team is already training and the trophy will come back to ABC in 2020, being the 10th anniversary of our society.

This year's results:

- Drive and Pitch on 4th hole – Felix Mak, ABC
- Nearest the Pin on the 5th hole – David Lee, RHKYC
- Nearest the Pin on the 16th hole – Patrick Pender, RHKYC
- Longest Drive on 14th hole – Felix Mak, ABC
- Longest Drive on 15th hole – Joyce Yang, ABC
- Overall Ladies Winner – Ruby Yim, with 44 Stableford, RHKYC
- Overall Men's Winner – Ambrose Lo with 42, RHKYC
- 3 Clubs Championship was won by HHYC, with an average Stableford of 34
- The Commodore's Cup was once again won by Brendan Ho, with 38
- And Finally Most Golf by John Berry, ABC

We shall again battle for that Cup on 4 December 2020, at Deep Water Bay this time, which is closer to us; and will try to ensure less top players from HHYC will make it so that we can win the trophy back. This is not cheating, but planning an event properly.



NOW GOLFERS, PENCIL DOWN OR RECORD IN YOUR I-PHONES THE FOLLOWING DATES AND COURSES.

DEEP WATER BAY Friday

- February 28** ABC Club championship, net score on corrected handicap
- March 27** Stableford ABC vs HK Seniors
- April 24** ABC Club championship net score on corrected handicap
- September 11** ABC Club championship Stableford
- December 4** Commodore's Cup Stableford

KAU SAI CHAU Friday

- 2 Fridays with KSC -

- July 24** South Course invitational multiple clubs Stableford
- November 13** North Course invitational multiple clubs, walking game on nett score

FANLING HONG KONG GOLF CLUB Thursday

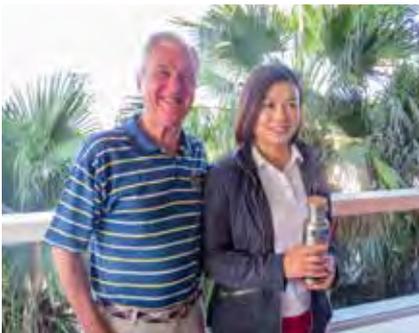
- June 4** ABC vs HK Seniors

PLEASE UPDATE YOUR HANDICAP WITH HKGA, OR ASK US TO ASSIST YOU IF YOU NEED HELP.



GENERAL MANAGER'S LETTER







Community Service

On 30 November – coinciding with the South Side Regatta, we were honoured to assist the SAR Philharmonic Charitable Foundation with hosting their annual gala. Some 150 participants enjoyed our new facility on Middle Island, while we added one more item to our list of community services performed for recognised charities.

The event also saw the SAR Philharmonic Orchestra celebrate its 20th anniversary in style. The orchestra aims to lessen suffering through sweet, romantic music, by presenting concerts for fund raising with charitable organisations, and has raised over HK\$50 million for local charities since 1999. Beneficiaries have included the Hong Kong Breast Cancer Foundation, Arts with Disabled Association Hong Kong, U-Hearts, Suicide Prevention Services, Haven of Hope Holistic Centre and many more. Orchestra members are dedicated volunteers who give their services freely, and the orchestra enjoys a strong reputation in Hong Kong's musical community.

The Celebration Dinner at Middle Island was in fact a double happiness event, as the orchestra also celebrated the 77th birthday of immediate past chairman Mr Y.S. Liu, who is also the Chairman of the Board of Governors of the Hong Kong Philharmonic Orchestra.



After a welcome speech by current chairman Mr Richard Wallace, members of the orchestra and beneficiary charities mingled and chatted, and enjoyed a great selection from the buffet menu designed by our fantastic F&B team, including various signature ABC curries and a whole lamb on a spit. The free-flow drinks

included in the package certainly helped liven up the atmosphere, as well as live music by members of the orchestra, playing just for fun! The most repeated comment on the night, though, was how relaxing the atmosphere at Middle Island was, especially on a clear, breezy afternoon and evening.



We are glad that our long-time member Dr Y.K. Wong, founder of the SAR Philharmonic and very long-standing Member of the illustrious Aberdeen Boat Club, chose Middle Island for the orchestra's milestone celebration, and perhaps we can encourage members to further support the SAR Philharmonic's worthy cause in the future.

If you are interested in finding out more about the SAR Philharmonic, please visit www.sarpo.org.

As the entire venue was used for that event, our food and beverage team had nearby organised a BBQ with our new reciprocal friends the Victoria Recreation Club for other members wishing to enjoy this great Indian summer in Hong Kong.

"Thank you for your effort to provide the fun of an alternative to Middle Island this past Sat. Quite a success and good introduction to VRC as well. Speaking for myself, I'm glad an alternative came together and it was a success."

A participant in the VRC event



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ABC Southside Regatta 2019

A Cracker of a Day Before AP Over A

Words by Richard Knight, photos by Panda Man - Takumi Photography



The Aberdeen Boat Club's annual dinghy regatta took place on 30 November and 1 December. After last year's reduced event due to the impact of Typhoon Mangkut, the regatta was back to full strength and the Club welcomed over 115 dinghy sailors to its newly renovated Middle Island Clubhouse.

Day one was a cracker, with sunshine and good wind. The fleet was split onto two race courses, with 48 Optimists and 9 Division B dinghies racing in Stanley Bay, while the 29ers, 420s and Lasers raced just off Po Toi. The Optimists and Division B completed their planned 3 races each, while on the Po Toi race area the fleets managed to fit in one additional race each to complete 4 each, with the 29ers completing 5 as this class favours the shorter 30min races.

In the Optimist fleet, Peter Jessop (HHYC) secured two bullets and a third to top the table, closely followed by Ethan Kong of ABC with 7 points after three races. There was a tie for third between Sean Liu and Tomoe Thiry (both RHKYC), although Sean's two 2nd places meant he was holding 3rd place overall at the end of day one.

Division B consisted of the 2.4mR, RS Feva and Topper classes. It was Foo Yuen Wai (Sailability) who led after three races, with Aaron Dampier and Oskar Wong (ABC) in their Feva holding 2nd place after a tie break with Puk Chi Yeung (Sailability) in his 2.4mR.



The Lasers completed 4 races on day 1, and in the Laser 4.7 fleet Douglas Leung (RHKYC) secured an impressive 4 straight wins matched by Stan Picard (RHKYC) in the Laser Radial fleet. Lumiere Ng (HHYC) and Ma Yuk (HHYC) were 2nd and 3rd in the Laser 4.7 fleet, while Emily Keg (RHKYC) and Emil Tulberg (RHKYC) were 2nd and 3rd in the Radial.

The 420s also managed 4 races, with Duncan Gregor and Matthew Clark (RHKYC) leading the fleet with 6pts, and Eloi Define and Thibault Minne (RHKYC) in second. Julia Jacobsen and Bertille Voets finished their day on a high, with a win in race 4 to put them in third place overall.

The 29ers completed 5 races on day one, which also meant they were able to have a discard one race score for the overall results. Casey Law and Augustin Clot (ABC) who topped the leader board, with 7 pts. Second and third both had 10 pts, and with tie break rules applied it was Pei Yip and Pasu Chu (HKSI) just ahead of Karrie Clark and Penelope Martin (HKSI).

Day two's forecast was not optimistic, and when dawn arrived the weather stations across Hong Kong were struggling to find anything that could be recorded as a steady wind. All possible race areas resembled a mill pond, and so the competitors were kept ashore with the AP flag hoisted first thing in the morning. The race committee under the leadership of Barry Truhol and David Norton were out on the water measuring 2 to 3kts of wind, with small moments of excitement when the anemometers flicked over to 5 or even 6kts. This was never maintained and quickly dipped back to 2 to 3 or even 0. By 1230hrs it was clear that conditions would not improve to allow for fair (and fun) racing, so the Race Committee hoisted AP over A. A couple



of outstanding protests from the previous day's arbitration were heard, before a lively prize giving got under way at ABC Middle Island just after 2pm. The prizes were awarded by ABC's Rear Commodore, Graeme Brechin.

As well as the 100+ competitors, the Club would like to thank all the volunteers who assisted on both days to deliver this regatta, as well as RHKYC Middle Island for accommodating many of the competitors on their hardstanding. We look forward to seeing everyone back, along with new entries, for the next Southside Regatta – currently anticipated to take place on 5 & 6 December 2020.

*[Regatta website with results and more photos
www.abcmiddleisland.com/southside-regatta](http://www.abcmiddleisland.com/southside-regatta)*





A Landlubber Enters the Doldrums

View From the Committee Boat, Day Two

Words and photos by Martin Williams

In planning to cover the second day of the South Side Regatta, I was looking forward to an exciting time out on a Committee Boat – watching and photographing the sailing action from up close, admiring the skills of the yacht crews, maybe seeing hotly contested finishes, perhaps even a collision or two. The Observatory had forecast northeast winds, force 4-5, which would surely make for a good race day, right?

Wrong! All seems calm during the trip over to Middle Island, and leaving pronto on the Committee Boat, I hear the news that Richard Knight has been to near Po Toi around 8.30am, and found there was no wind where racing was planned.

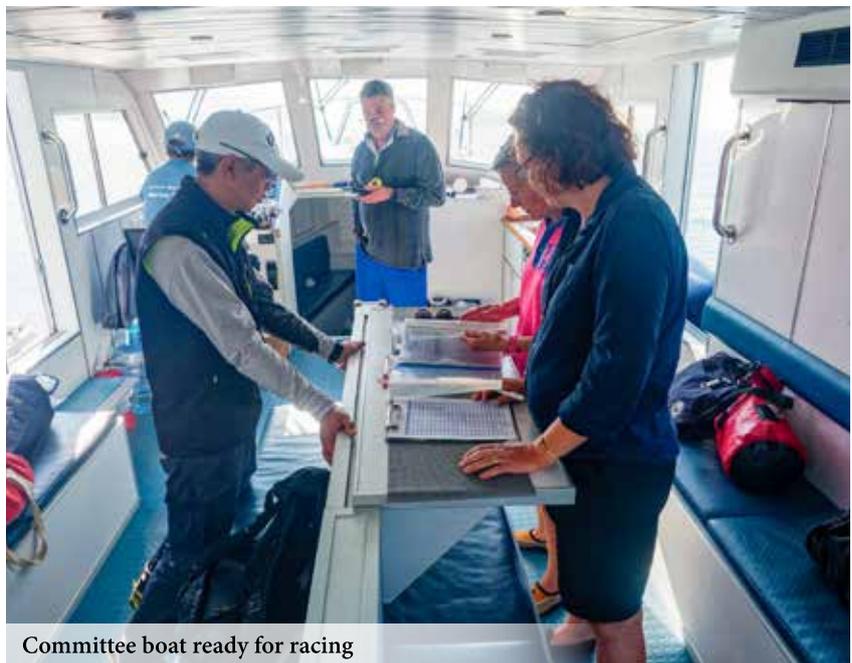
For a landlubber like me, this weather should be almost perfect for a morning on the water – blue skies, warm, with only the gentlest of breezes as we motor east, and halt south of Stanley. But as soon as the boat stops, so does that "breeze", and the prospects of racing look poor.

On the top deck, race official David Norton holds up an anemometer, and gives a weather report over his walkie talkie: "We're south of Stanley, and there are gusts to 4 knots," he said.

Gusts! I think. That's being generous to this feeblest of breezes!

"What wind there is, is from across the bay, westerly. It's definitely not raceable," adds David, along with a recommendation the race boats remain at Middle Island.

Turning to me, David is kind enough to let me know, "We had a good day yesterday, with a light



Committee boat ready for racing

sea and good winds, and fitted in more races than planned." In my mind's eye, I picture the hard-fought contests, the thrills, the photo opportunities.

The Committee Boat bobs gently in the sort of swell that would barely impress in a bathtub. David and race committee member Felix Mak hold up anemometers, reporting "gusts" that at one point reach 6 knots, then fade back to 4, 3, 2 knots, or even nothing.

There's a report of windsurfing in Tai Tam Bay, so David decides we should go there in case it's possible to set up a course. Halting in the mouth of the bay, we find the breeze is now southerly, caressing slight ripples across the water, and perhaps resulting from sea air drawn by air rising over the warming land. At best, it averages maybe 3 knots - still not raceable.

With no racing to officiate, there's chitchat among a couple of the four committee members,



David Norton checks for puffs of breeze



David Norton wishing for wind

including about playing musical instruments in school. A box of pastries is handed round; eating them is at least something to do. I remember tales of the Doldrums, the low pressure area near the Equator where sailing ships could become becalmed for days or weeks on end.

Another race official, Gordon Gregor, zooms up to us, on a rib, after lingering by windless Po Toi. I try helping a little by saying the Windy app shows strong winds in the Taiwan Strait, and near Luzon, but no one seems keen to relocate the race courses quite that far. It also forecasts a fresh wind arriving from around 7pm.

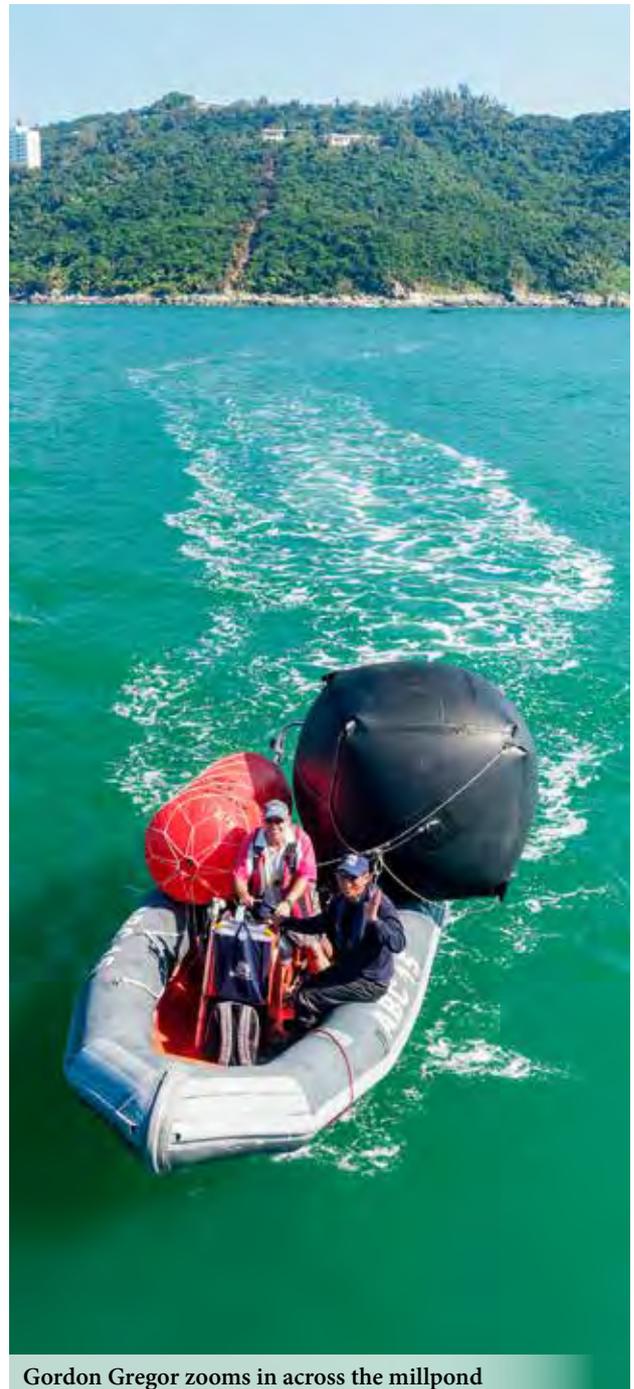
The window of time needed for getting ready for and holding any races today is starting to close. David decides we'll try nearer the Club, to the south of Round Island.

If anything, the "breeze" is even feebler by this time; David takes to referring to the "gusts" as mere "puffs" of air. Speaking to other race officials over the walkie talkie, he remarks, "We're just switching to channel 99, so we can talk about no wind together".

Then, a last, hope-against-hope stop closer to Middle Island, and David decides racing will have to be abandoned for the day. So after roughly 22 hours of monitoring zero wind, we can return to Middle Island. (Yes, strictly it was just three hours, but it felt like more.)

On landing, I'm rather surprised to learn that on this day when Admiralty and Mong Kok are quiet, there's "a protest" on Middle Island. Ah, rookie mistake: this is a protest arising from racing, handled quietly in a backroom.

And with time to spare during a pleasant afternoon on Middle Island, I take the chance to talk with a couple of race officials, three winning racers, and a coach.



Gordon Gregor zooms in across the millpond



REGATTA REPORT

SO WHO NEEDS RACE OFFICIALS ANYWAY?



Barry Truhol and David Norton

In accounts of races, attention naturally focuses on the boats and crews, and there might be little more than cursory thanks to the officials who set courses and keep times. Which might make you wonder if just about anyone could officiate. After all, how hard could it be to throw a few marker buoys in the water, get yachts to the start line, blow an air trumpet to start them off, then record the times as they pass the finish posts? It turns out, that's something of an over-simplification.

David Norton - the main official on the Committee Boat I rode on – is a member of the Royal Hong Kong Yacht Club, and is one of six National Race Officers in Hong Kong.

"We are trying to improve the quality of racing, including the quality of race officials, in Hong Kong," he says, adding that as an official he is responsible for things like race management and laying markers. With success in events like the regatta giving youngsters a chance to compete internationally, it is especially important they are run professionally, and as fair as possible.

David races yachts at club level, and used to race in the UK until he arrived in 1993. He became involved in race management almost two years ago, as he supported his kids when they began dinghy racing - which led to his daughter now racing Lasers for Hong Kong.

Fellow National Race Officer and Royal Hong Kong Yacht Club member Barry Truhol, who also officiated during the regatta, similarly became involved in race management as his daughter started racing. They both find it rewarding to help nurture young sailors, along with experienced yachtsmen.

"There's very good team spirit," says David. "Even kids in single-handed boats enjoy racing together, and they know each other, including in the different clubs. And it's healthy, they're not just busy on iPhones."

Anyone wishing to become a National Race Officer requires experience and a basic qualification in race management, then must join a two day course at the Hong Kong Sailing Federation and pass an exam. The course includes topics such as safety, equipment, how to set courses, what the various flags mean, and ways to manage different kinds of races. Afterwards, remaining a National Race Officer means requalifying every two years, while there is the potential for becoming an International Race Officer.

"We aim to make the race management safe, and efficient," says Barry. "Doing so includes teaching people how to set markers, read charts, set up race courses. There are many layers of training – also involving experience with tides, and how to use GPS."

Some markers are laid in 40-metre deep water, with cables 70 metres long. If there's a wind shift, officials may have to pull them up, which is physically demanding the markers, cables and anchors may weigh 20-25kg, and especially with rough seas officials have to be careful not to fall overboard.

"We want each course to be fair, so one side is not better than other," says David. "This requires local knowledge." Even so, with surprising major wind shifts the officials may decide races are not fair to all boats, so may abandon a race, to restart it later.

Officials also watch races to try and check the competitors are following the rules. Yet as David notes, "This is a self policing sport, and if competitors see someone doing something wrong, they should protest, and the judges will make a decision." Misdemeanours may include competitors rocking their boats or "pumping" sails in light winds, or using extra ballast; while if there's a collision, there can be disagreements over which boat had the right of way.

Officiating for races is on a voluntary basis, and is something David does maybe 25 days a year, while Barry officiates on perhaps 40 days, including for power boat racing. And in a whole year, maybe there will be just one to three days with winds so light that racing is not possible.



From left David Norton, Graeme Brechin and Barry Truhol

SAILABILITY'S PARA ATHLETES



Foo Yuen-wai and Rear Commodore Graeme Brechin



Foo Yuen-wai with trophies

The regatta competitors included four para athletes, who sailed in 2.4mR dinghies that are especially for use by physically handicapped people, and also took part in Division B. Foo Yuen-wai came first among the parasailors, and top of Division B.

Polio robbed Foo of the use of his legs, but not of his competitive spirit. He was active in shooting as a sport five years ago, when offered the chance to start sailing, with Sailability, a organisation based in Hebe Haven that supports sailing by people with disabilities. "It was scary at first – I found it hard to be stable on the water," he says. "But I got used to it after about two months."

Nowadays, Foo sails twice a week, finding it fun and challenging. Two years ago, he became the first para athlete to complete Hong Kong's Round the Island Race. Looking ahead, he says, "I want to take part in the Paralympics."

Ed Tang accompanied the four para sailors, whom he coaches in his spare time. An affable guy with a ready smile, Ed says, "I like yachting, and sport in general."

While Ed works as an engineering consultant, he sails, races, and coaches at Hebe Haven, and has been with Saleability for around ten years. "In 2013, we were invited to join the ASEAN Para Games, but we had no athletes," he recalls. "We contacted para athletes clubs, and gathered around 20 people from shooting, archery, badminton, horse riding. After testing, we started training 12 of these people."

Time was tight, with the Games scheduled for the next year, and the club had only four 303 boats the athletes could use, though ordered two 2.4mRs.

With months to go before the Games, Ed helped choose six athletes to take part, some of whom had never sailed before, and while awaiting the 2.4mRs, he used a Dragon class keelboat to help train them how to control ropes. Though competing against more experienced teams, Ed was delighted his team achieved a bronze medal.

"Now, we train at least twice week," says Ed. Sailing has been omitted from the Paralympics, but World Sailing is helping push for a return by 2028, and if this happens a Hong Kong team will compete. Meanwhile, there are also annual World Championships, which have seen Hong Kong move up the rankings from 60, to within the top 15 this year. Encouraged by this, Ed aims for more success in the near future.



Hebe Haven sailors heading for home



REGATTA REPORT

ARA HOTSHOT DUO: AUGUSTIN CLOT AND CASEY LAW

If you've read Aberdeen Racing Academy reports, the names Augustin Clot and Casey Law may be familiar to you. They will again rate a special mention, as the duo came first in the regatta's 29er fleet.

Augustin has been sailing five years, since he was 10, and moved from Optimists to 29ers two years ago. "At first, it was a big step up, especially moving to two-man boats from one-man," he says. "The emphasis is on communication between two sailors, talking about things like wind pressure and shifts, and boats around us. Also, it's much quicker, so I was really excited the first time I was in a 29er."

Augustin is crew, while Casey has the role of helm. "I'd been in one regatta before, with Nathan Bradley," says Casey. "He was really good crew, though we didn't do well."

Augustin notes that that he and Casey do a lot of training and hard work, and during races they try and control the fleet, so they don't get caught out by a shift in conditions. After this local success, they are aiming at the next World Championships, in August next year.



Middle island after racing was abandoned



A prayer for better winds next time



Post regatta sunshine



Race 1: 6 Oct 2019

Race 2: 27 Oct 2019

Race 3 & 4: 10 Nov 2019

Race 5: 8 Dec 2019

Race 6: 15 Dec 2019



2019 -2020

Race 7: 5 Jan 2020

Race 8 & 9: 16 Feb 2020

Race 10: 1 Mar 2020

Race 11*: 15 Mar 2020

Race 12: 29 Mar 2020

Resail: 18 Apr 2020

*This race forms part of the IRC National Championships

Supporting Sponsor:





MI SPORTS AND RECREATION UPDATE

Youth Sailing Courses

The weekend Courses will start again on 11 and 12 January 2020. We have the following courses scheduled for the first few months of 2020. The Stage and Reacher courses are charged per six sessions. To book, visit the website www.abcmiddleisland.com/junior-sailing.

	9am to 1pm	1pm to 5pm	Option 1 dates	Option 2 dates	ABC Members Fee
Saturday	Junior Stage 1	Junior Stage 2	11, 18 Jan, 1, 8, 15, 22 Feb	29 Feb	HK\$1,704 / option
	Junior Reacher	Junior Stage 3		7, 14, 21, 28 Mar 4 Apr	
Sunday		Junior Stage 1	12, 19 Jan, 2, 9, 16, 23 Feb	1, 8, 15, 22, 29 Mar 5 Apr	

ABC EXPLORER TEAMS

The Explorer Programme that we started in the Autumn of 2019 is targeting sailors who are looking for regular sailing, but without the racing focus that the ABC Academy provides. This is more than a course and should be better known as the ABC Explorer Team. From 2020 onwards, we will now charge on a monthly fee basis, with training taking place on average 4 times a month. Similar to the Academy, sailors will be expected to join for the season, and therefore we have highlighted all dates for the next 6 months. There is no pro rata billing available. Please note that lunch is not included in the fees.

AFTER-SCHOOL SAILING

Our weekday after-school sailing sessions will take a break for January and February, and start again in March. We will be offering these sessions on Tuesdays and Fridays. If you are interested in joining, please see the website for dates or email chiefinstructor@abclubhk.com.

ABC ASSISTANT INSTRUCTOR TRAINING

A number of sailors have been asking for this and we have scheduled three courses for 2020, each one before a major school holiday programme (Easter, Summer, October). Participants must be at least 14yrs old and be of at least HKSF Level 3 sailing standard. The course is two days plus one day work experience on a real course.

- Course 1 28 & 29 March
- Course 2 6 & 7 June
- Course 3 19 & 20 September

OTHER COURSES AND PRIVATE GROUPS

As ever, if the scheduled courses don't work out for you, contact us to see if we can offer additional courses. Email chiefinstructor@abclubhk.com.

		Dates	ABC Members Fee
Sunday	Junior Explorer 9am to 1pm	January 5, 12, 19 February 2, 9, 16, 23 March 1, 8, 15, 22, 29	HK\$1250 / month
	Youth Explorer 1pm to 5pm	April 5, 12, 19 May 3, 10, 17, 24, 31 June 7, 14, 21, 28	HK\$2400 / month



Main Club Office: 2518 9536
Website: www.abcmiddleisland.com

Middle Island Office: 2812 2086
email: sailingsecretary@abclubhk.com

Adult Sailing Courses

In 2020 we are simplifying the programmes on offer. There will continue to be a monthly beginner's course following the HKSF Level 1 & 2 syllabus. For those who have already completed a beginner's course, we will have Intermediate Training on Saturdays and Club Racer Training on Sundays. These courses will use the Pico, Laser One and RS Quest dinghies, and since the groups will be 4 to 6 students the content of the sessions will vary to suit the experience of the sailors. We also have Advanced Training available and those can be booked by request.



ADULT ADVANCED TRAINING

Training for advanced skills such as spinnakers and trapeze are also available. We will use the new RS Quest dinghies for teaching these skills, which are normally taught after completing a level 3 course or being of equivalent experience. These are scheduled on demand, so please contact our Chief Instructor Howie Suen if you are interested chiefinstructor@abclubhk.com

Beginners Sailing
Option 1 January 4, 5, 11, 12, 18, (19)
Option 2 February 1, 2, 8, 9, 15, (16)
Option 3 February 22, 23, 29, March 1, 7, (8)
Option 4 March 14, 15, 21, 22, 28 (29)

Intermediate Sailing
January 11, 18
February 1, 8, 15, 29
March 14, 21

Introduction to Lasers
January 18 & 19
February 15 & 16
June 27 & 28

Adult Racing Club
January 12, 19
February 2, 9, 16
March 1, 15, 22

Powerboat Training Courses

At ABC we offer two Royal Yachting Association (RYA) syllabus courses: the Powerboat Level 1 & 2 and the Safety Boat Course. Both are two day courses, and upon successful completion lead to an RYA certificate.

To give people more experience in different conditions, we are offering two more sessions. The one day 'Powerboat Trip' and 'Powerboat Refresher' courses will be available in 2020. These do not have a formal qualification but will provide valuable 'time in the boat' experience.

Each course can take 3 students. We can add more courses where demand and resources allow.



Powerboat Level 1&2	Safety Boat Course	Powerboat Trip	Powerboat Refresher
January 4, 5	January 4 & 5	February 1	April 4
February 22, 23			
March 7, 8			



MI SPORTS AND RECREATION UPDATE

Aberdeen Racing Academy

2019 was another great year for the Academy, with impressive results and personal development. Sailors have continued to grow and in many cases move to new classes. Firstly, we have seen sailors make the move up from the Optimist B team to the A Team and secure impressive race results in their first Hong Kong Optimist ranking regattas. There has also been a number of sailors moving from Optimist to Feva and 29er teams. These changes are a natural progression, and take place at different times for each sailor as there are number of variables to consider. In mid 2019, we also saw two ARA 29er teams – Malo Kennish with Anatole Martin, and Karrie Clark with Penelope Martin – start training with the Hong Kong Sports Institute, and they took part at the Youth Worlds and Worlds over the summer.

On the international stage. Casey Law joined the Hong Kong Team at the Optimist World Championships in Antigua, and then stepped up to the 29er to take part in the 29er Worlds in the same summer. He is partnered with Augustin Clot, and they have developed at an impressive pace to finish off the year as the 1st 29er in the Southside Regatta.

Carrying on an ARA tradition, the coaches have once again awarded the following trophies in recognition of the sailors' effort and commitment. We are pleased to announce the winners here. The trophies will be awarded at the ARA Team BBQ in January.



ARA Casey and Augustin - photo by Panda Man



ARA Cameron Law



ARA Juliette and Tiffany - photo by Panda Man



ARA Ethan

2019 ARA Awards

Top High Performance Team of the Year	Casey Law and Augustin Clot
High Performance Most Approved	Juliette Clot and Tiffany Mak
Most Improved intermediate Sailor	Kristen Hwang
Most Improved Optimist Sailor	Ethan Kong
Most Improved Optimist Training Squad Sailor	Vernon Ha
Top Optimist Sailor of the year	Cameron Law



Life and Snooker Must Go On

By Dave Hilling



On Monday 21 October, we held the autumn event of the three-cornered snooker competition between the three sailing clubs – Royal Hong Kong Yacht Club, Hebe Haven Yacht Club and Aberdeen Boat Club – in the Hong Kong Club.

This was the 7th running of the event, but there were a couple of important changes to the setup given the requirement to finish the tournament early, so people could get home before the MTR closed. Firstly each club provided three snooker players a team, instead of the normal four players and the amount of doubles matches for each club was also reduced. There was fantastic dedication to snooker by the three clubs in putting teams together, because there were prior discussions about rescheduling the tournament. However, life and snooker must go on in Hong Kong, so making changes for safety was the most sensible course of action, instead of total cancellation.

On the evening itself, the ABC was looking to reclaim the trophy after Hebe Haven had narrowly won the two previous three-cornered snooker matches. Nick Horvath set the tone by storming into the lead of his first singles match against CK Chan from Hebe Haven, although CK really did close the gap towards the end of the frame, resulting

in a tighter finish than Nick might have liked. ABC captain Dave Hilling and Tong Yun Fat then both followed with singles victories of their own, against the Yacht Club and Hebe Haven, respectively. Tong Yun Fat, in particular, played some excellent shots against the Yacht Club's captain Hugh Kerridge.

Nick's final singles match was extremely close, going down to the black ball, only for him to, unfortunately, infringe on his final shot, giving that match to the Yacht Club. There were two ABC singles matches left, and I am pleased to say that both went in favour of the ABC, resulting in an unassailable victory to ABC on the night, as we headed into the dinner break. ABC had five matches, Hebe Haven had two matches and the Yacht Club had two matches.

We did still complete some doubles matches after dinner, with ABC winning both of our matches and thereby achieving a resounding performance in returning the trophy back to the Club for the 4th time in total. Most importantly, though, all the teams had a thoroughly enjoyable evening of snooker and everyone got home safely afterwards.

We all look forward to the next three-cornered snooker match in spring 2020, and continuing this great event.



ABC Flotilla Sailing Trip to Stanley Christmas Market

Words and photos by Tim Jones



On Saturday 7 December, a jolly ABC flotilla of 4 boats set sail for a weekend trip to Stanley Christmas Market.

The Rees family are annual Christmas Market visitors by car, but this time they suggested that a few of the regular members of the ABC Cruisers group should arrive by boat to have some Christmas fun while avoiding the road traffic and car park hassles.

The challenge was eagerly accepted by Andres, Aran & kids (Karma), Wayne, Myrna & Kirsty (Sawadi) and Simon (Honour). Howard, Alex & Tim left their boats behind and hitched a ride with Dave & Anna (Farr Fetched) for the trip to Stanley.

After a pleasant journey to Stanley under a beautiful blue cloudless sky, all 4 boats anchored in Stanley Bay and the crew set

about putting up their Christmas fairy lights on masts and rigging. Andres kindly ferried everyone ashore, and the landing party spent a happy few hours wandering around the market stalls checking out the seasonal foods, mulled wines, Christmas gifts and trinkets.

With the Christmas fairy lights twinkling, we headed back at night to Middle Island, where the Club had kindly provided BBQ facilities for a late BBQ. The chatting, laughing, drinking and singing continued into the early hours of Sunday morning, but eventually all the party revellers returned to their boats for some well-earned sleep.

Everyone had a great day and all unanimously agreed that this trip should be a regular annual event on the ABC Cruiser's calendar. We encourage more ABC members to join us next time.





BENETEAU

4 Peaks Race 2020

36th
FOUR

Supported by **SIMPSON MARINE**

11-12 January 2020



RUN



PADDLE



SAIL

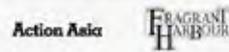


For entry form and sailing instructions, download from
www.abclubhk.com

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Harbouring Secrets

Words and Photos by Stephen Davies



“HMS *Minden* off the Scilly, 20th February 1842”, Humphrey J. Julian (fl. 1830s-40s), watercolour, Royal Museums Greenwich, PW5998

The maritime world is a bottomless deep of marvellous tales. Name a theme and it's a dollar to a cent that it'll crop up somewhere in maritime fact or maritime fiction. Hong Kong's maritime world is no exception, though as with the world of landlubbers, there's quite often a need to sort fiction from fact.

One example where that whole combination is in play is a singularly bizarre link between a couple of ships that between them were fixities in the central Victoria Harbourscape for almost all of its first century.

The first ship, HMS *Minden*, arrived a year after modern Hong Kong was rudely thumped into being by the British, and disappeared when she was broken up in 1862 – a rather important moment in the tale, as it happens, to which we shall return.

The second, HMS *Tamar*, first appeared in Victoria Harbour in 1865, became a fixture in 1897 and made her shamefaced exit ninety-nine years after the *Minden* first arrived, as British colonial hubris was dealt a sharp whack between the eyes by the invading Japanese.



HMS *Tamar* as a troopship, c.1870, courtesy Northampton Public Libraries

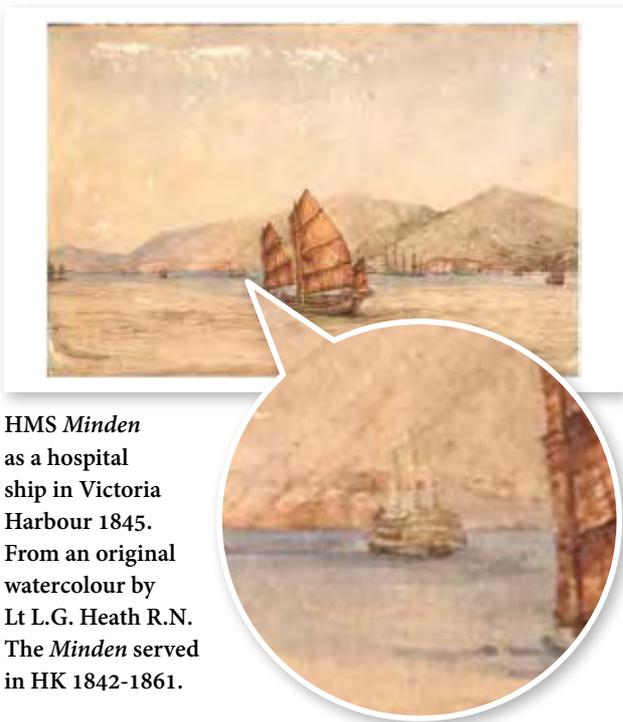
Links? Well, both were British warships. Both served as hospital ships for the British military at some time in their lives, the *Minden* in that specific role during most of her time in Hong Kong. Both had been temporary homes to hundreds of British soldiers and sailors. Both saw out their lives as floating storage units in Hong Kong. Both have Hong Kong streets that may have been named after them. But none of that is particularly odd. It's another supposed link between them is much odder in at least two ways.

OTHER PEOPLE'S NATIONAL ANTHEMS.

That's a pretty odd connection and one I'd doubt could be found tying together any two resident ships of any other harbour anywhere. Mind you, establishing the link makes for an intricate tale of the fabrication of historical baloney in one case and laying whole rope out of some pretty sparse yarns in the other.

HOW SO?

The *Minden's* anthemic role is the best known though, as we'll see, entirely spurious. Built in 1807-1810 in Bombay by Jamshedji Bomanji Wadia of the famous Parsi shipbuilding family, the *Minden* was one of the Royal Navy's famous seventy-fours. These were two gundeck, third rate ships-of-the-line that were the core of the Royal Navy's far flung battle fleets from around 1760 until the end of the wars with France, and that did more than any other design to establish the British maritime hegemony that, in 1841, bullied China into handing over Hong Kong.



HMS *Minden* as a hospital ship in Victoria Harbour 1845. From an original watercolour by Lt L.G. Heath R.N. The *Minden* served in HK 1842-1861.

After she was launched on 19 June 1810, the *Minden* served with distinction in the capture of Java – resulting inter alia in hello, Singapore – and was then sent to Britain for a refit. In short order, on one account, she found herself part of the Royal Navy's fleet prosecuting the War of 1812 against the ever-pesky Americans on the US east coast. In particular, she is said to have been present as either the flagship or a troopship at the attempt to capture Baltimore in September 1814 and, most specifically, at the bombardment of Fort McHenry on 13–14 September.



A contemporary print of the bombardment with the star spangled banner flying on Fort McHenry, Aquatint by J. Bower, ca. 1814., courtesy Maryland Historical Society.



Fort McHenry today



MEMBER'S ARTICLE

Her presence at that event has her as the ship aboard which Francis Scott Key, an American lawyer involved in a prisoner exchange negotiation, was inspired to write his poem *Defense on Fort M'Henry*. With nice irony, a local music publisher, Thomas Carr, adapted the poem to a catchy tune, *The Anacreontic Song*, by British composer John Stafford Smith. It turned out a smart pairing even if reaching today's eminence was a slow burn, since it wasn't until 1931 (yep, that late) that the pairing became the national anthem of the United States of America, *The Star Spangled Banner*.

Sadly – and as too often – popular history has got it wrong, though how is a bit of a puzzler. HMS *Minden*'s basic history is fairly well documented. We know the *Minden* was in Portsmouth in refit from May until July 1812. Then on 4 August 1812, she escorted a convoy to India. In April 1814, when he died, the ship was still Vice-Admiral Sir Samuel Hood's flagship in the East Indies. It then remained on station because that's where it was when it's new skipper, Captain Donald Mackay RN, took over in January 1815. So certainly not on the waters of the Chesapeake in 1814.

On the other hand, Francis Scott Key was certainly held on a 'truce' or 'cartel' ship (a ship carrying prisoners of war under a flag of truce) in the Patapsco River during the bombardment that inspired his poem. And there is no doubt that it was aboard that ship the poem was written. So was it called *Minden*? The answer is an uncertain maybe. We know the cartel ship was American not British, was moored alongside and then towed by a British frigate, HMS *Surprise*, acting temporarily as Admiral Cochrane's flagship, and so was small, not a massive seventy-four.

What was the cartel called? This is where no one really knows. Some sources say it was called the *President*. Rather more say the cartel was a small sloop

called *Minden*, though why it would have had the name is anyone's guess. Still, that's the most probable name because of what happened nearly fifty years later.

For it was what happened in 1862 that seems to have given rise to the belief that HK's *Minden* was the ship at Baltimore in 1814.¹ The finger points to two late 19th century Americans and the breaking up of the *Minden* – as she'd become when stricken from the Royal Navy and taken over by the army in 1861 – after she'd been sold as 'too old and leaky' in Hong Kong in August 1861 for \$17,000.

On 3 January 1863 William Curtis Noyes (1805-1864 – an eminent New York lawyer) sent the gift of a carved, wooden cane to President Abraham Lincoln. Noyes' brother-in-law in China, Henry Dwight Williams (1815-1895),² had had the cane made from the *Minden*, which had just been broken up in Guangzhou (Canton). He'd sent it to Noyes and had asked him to send it on to Lincoln because of its association with "our stirring patriotic song". He thought it inspirational because of the American Civil War then raging.

Where Williams and Noyes got the idea from that the Hong Kong *Minden* was the ship that had been involved in the siege of Baltimore goodness knows. Noyes' letter identifies the *Minden* as Vice Admiral Cochrane's flagship, which had in fact been HMS *Tonnant* and, as noted, briefly the frigate HMS *Surprise* when there was a need to move inshore into shallower water. It had been under the guns of the latter that Scott Key's cartel had been kept. Noyes doesn't even mention the cartel!

Then in 1867 Noyes' letter was used by a Colonel John L. Warner as evidence for a research paper read to the Pennsylvania Historical Society, which again cited the *Minden*...and from that seems to have come today's readily found and utterly mistaken story that it was on HMS *Minden* that *The Star Spangled Banner* was written.



Francis Scott Key, who wasn't on HMS *Minden*! Joseph Wood, c.1825



John Stuart Skinner



W. Curtis Noyes



John William Fenton
in later life

The next anthemic link is a lot more indirect, involves HMS *Tamar* and in at least one particular is equally uncertain, only this time as much because of how nationalism affects history writing as sheer muddle. The actor in this small musical drama is the band master of the 1st battalion of the British 10th (North Lincolnshire) Regiment of Foot, a chap called John William Fenton (1828-1890), an Irishman from Kinsale, County Cork, Ireland.

The *Tamar* had embarked the 1st/10th in South Africa in January 1868 to carry them to Yokohama. They were to be one of the units serving as a protection force for the British in Japan that served, two battalions strong plus artillery and commissariat, from 1862 until 1875. From 12th to 27 March 1868, both ship and the troops were in Hong Kong, where the *Tamar* went into Hope Dock in Aberdeen to have her bottom painted just nine months after the dock had opened for business. Once painted and refitted, the ship headed for Japan. The 1st/10th disembarked in Yokohama on 6th and 7 April to begin a three year tour of duty.

It was pretty soon after the battalion arrived that some Japanese naval cadets heard its band practising. They liked what they heard and wanted to learn this new way of making music. So, they asked Fenton to teach them. The cadets he trained, once he'd had instruments sent out from London, became the Japanese Navy's first band and the first military band in Japan. For that reason alone, in Japan Fenton is held to be the father of Japanese military music.

The year the 1st/10th arrived in Japan was also the year of the Meiji Restoration, the event that began the modernization of Japan. The exact sequence is obscure, but at least one small part of modernization involved some of the movers and shakers of the upheaval deciding that Japan, like other modern nations, needed to have a national anthem. Band Master Fenton seems to have been a strong promoter of the idea. The words were chosen by Artillery Captain Ōyama Iwao of the Satsuma military forces, one of the two driving groups behind the Restoration. They were a short, 11 measure, 32 character, 10th-century waka poem praying for the longevity of what is assumed to have been the Emperor but was actually the contemporary local feudal lord.

The first words are *Kimi ga yo wa chiyo ni yachiyo ni* (君が代は千代に八千代に), roughly "May your reign continue for a thousand, eight thousand generations". It is thought that Fenton influenced the choice via the first verse of the British national anthem: 'God save our gracious Queen, Long live our Noble Queen, etc.', possibly Fenton's view as to the sentiment that national anthems of monarchies ought to express.



Royal Artillery, British and Indian infantry, the British garrison in Yokohama c.1864, Felice Beato



Temporary British legation, Yawate (Yokohama), c.1870 with British military and band passing, attributed to Hiroshige II.



Franz Eckert

Fenton dashed off the tune in three weeks to meet the deadline of its first performance, which was before the Emperor in 1870. Although the original is still performed annually at the Myōkōji Shrine in Yokohama very near where Fenton first instructed his new Japanese Navy pupils, it is said to have

orchestrated it in the style of a ‘western hymn’ in 1879-1880. That said, one scholarly study that looks very closely at the music and whether its musical basis is western or traditional Japanese (*gagaku*), concluded that what finally emerged was an adaptation of Fenton’s original not an entirely new composition, and one that uses very uncommon four note patterns for anything purely in the *gagaku* tradition. Certainly one eight note phrase over two of the eleven bars is identical in both versions.

been thought un-singable and un-Japanese, so needed changing.

At this point the trail gets a tad muddy. There’s no doubt that Fenton’s first version is rather clunky and certainly isn’t the tune the *Kimi Ga Yo* now has. But how exactly the tune got from A to B is less certain and much argued over. What conclusions one might come to seem to depend on which side one takes in a fair amount of in-house rivalry in the late 19th century Japanese musical establishment and what sort of a role the *gaijin* ought to be admitted to have played – this is the national anthem for goodness sake.

The present tune is usually attributed to Hiromori Hayashi, though there’s some evidence that it might have been the work of his pupils Yoshiisa Oku and Akimori Hayashi, his son. It’s also accepted that new tune was adapted by a German musical adviser and Fenton’s successor, Franz Eckert (1852-1916), who harmonised and



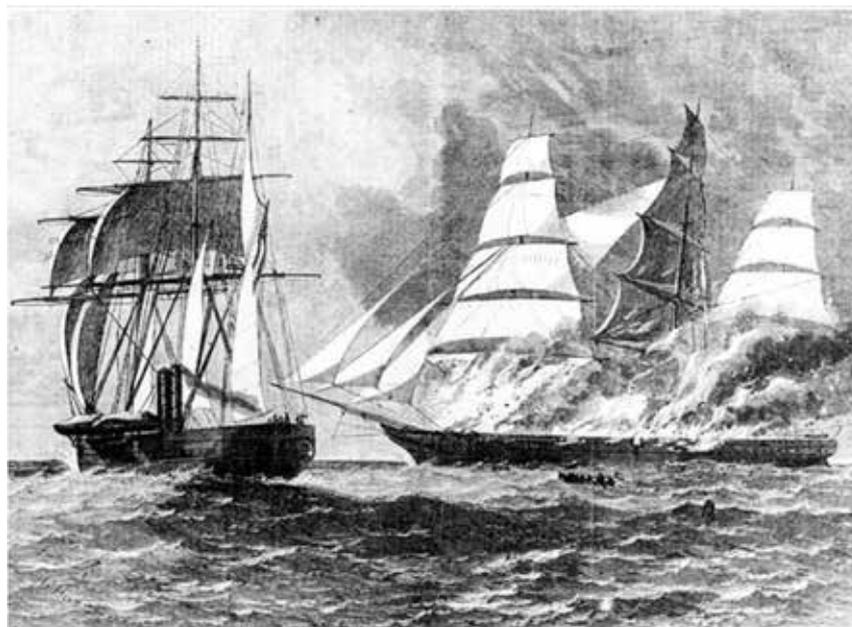
Cover of an early edition of the ‘National Hymn composed on an Old Japanese Air by F. Eckert’, Curt Netto, 1880

When the *Tamar* arrived on 8 August 1871 to pick up the 1st/10th and bring them back for continued service, with the battalion to be split between Hong Kong and Singapore, William Fenton stayed in Japan. He spent the next six years continuing to work with the Imperial Music Department and the Japanese Navy and then left for the USA where, after a short return to Montrose in the UK's Scotland in the 1880s, he was buried on his death on 28 April 1890 at Santa Cruz, California.

That's it...though one does wonder what happened to the teak walking stick made for President Lincoln from the timbers of the *Minden*. As one also wonders what happened to the chair, made from the 'oak' (sic) of the *Minden* for Henry Dwight Williams' wife Martha. She tells of this in her memoir of her time in China and of how it was plundered by a Confederate privateer in the Caribbean, as she was on her way home in mid-1863.³

Not that the cane and the chair seem to be the only potential *Minden* relics. At the Peabody Essex Museum Antiques Show in Salem in January 2009, a Floridian dealer, Christine Crossman Vining, had for sale "a diminutive carved cupboard made from timbers from the wreck of the English ship HMS *Minden* aboard which the 'Star Spangled Banner' was written."⁴ With the addition of various bits from the remains of the old *Tamar* found last year, that would have been an acquisition for a local museum to sing a tune or two.

There can't be many places in the world where the histories of two ships that appear on the charts and in images of its harbour over the best part of a century lead one into the stories of the births of two national anthems.



The capture of the *Jacob Bell*, Martha Williams' ship from China to the USA – and of her ex-*Minden* chair – by the Confederate ship *Florida*, February 1863. *Harper's Weekly*, January-June 1863, p. 187, courtesy US Naval History & Heritage Command.

¹ The fascinating story of how the muddle may have come about is well excavated in Ralph E Eshelman and Scott S Sheads, *Chesapeake Legends and Lore from the War of 1812*, Mount Pleasant SC: Arcadia Publishing, 2013, pp.

² Williams had joined the Chinese Imperial Maritime Customs Service as a Clerk in 1860 and resigned in 1870 when Commissioner of Customs at Shantou, which post he seems to have taken up in around 1862. His wife Martha (1813-1879) was Noyes' sister. He was the brother of Samuel Wells Williams (1812-1884), missionary, editor of the *Chinese Repository* and later first professor of Chinese at Yale.

³ Mrs H. Dwight Williams, *A Year in China; and a Narrative of Capture and Imprisonment, when Homeward Bound, on Board the Rebel Pirate Florida*, New York: Hurd & Houghton, 1864, pp.346-348. This was Henry Dwight Williams wife, who had had to return to the USA in 1863 for the good of her health.

⁴ <https://www.antiquesandthearts.com/popular-peabody-essex-antiques-show-draws-crowds/>



How I Built *Bouton d'Or*

By *Éric Bouvéron*



Here, I shall try to describe the building of my catamaran, a Tiki 21 from the design of James Wharram.

I chose this design for it is an easy to built boat, using the stitch and glue method. Basically, you cut the planks, sew them together with copper wire or plastic straps, and seal the joints with epoxy. If you succeed, you end up with a structure that can then be covered with fibre glass cloth and epoxy.

The plans are highly detailed, and provide illustrations for almost every step of the process. They include a materials list, down to the last fitting, and

an epoxy technique manual depicting everything from laminating to fairing. The plans call for 18 sheets of 5mm or 6mm marine plywood and one 10 mm sheet. I suggest one more sheet of each, for I was unable to put everything on one 10 mm sheet, and I wasted one 6mm sheet.

But, if you try this you'll have to see how things go yourself. I do not know exactly how much epoxy and glue powder I used. I got everything in China, and the cost of these sheets, the epoxy, fibre glass cloth, and all the necessary wood, was around HK\$50,000. I was lucky since I had a space in a Chinese factory

to build the thing. You would need a 10x10m space to build the two hulls at the same time, which is pretty time saving.

You will need tools. Two kind of tools: some use human energy, some electrical energy. It takes time to make a mistake with human energy tools, and with electric, you can ruin your work at light speed. What did I use? For hand tools, a small Japanese saw, a hammer, a few chisels, sandpaper, pliers and cutting pliers, and a lot, a lot of wires. And for electric tools – a circular saw, a jigsaw (really, the circular saw can cut better long curves), a drill, an electric screwdriver... I may have forgotten one or two things.

Construction starts with forming the hull panels and stitching them together, then moves on to installing bulkheads and bunks, and fitting the decks and cabin tops. After the hulls are complete, just three beams, two tillers and rudders, and a wooden mast remain as the last major projects. Oh! And sanding, glassing the hull, and sanding again.

I chose a wooden mast, but it is possible to use aluminum. I didn't shape the mast, or the masts, since I broke the first one. I glued the planks together and asked a more skilled person to make it round for me. Honestly, I think I could do it, but I would use a long long time and a lot of stress. My first mast ended up weighing 16kg, I don't know the weight of the second. An empty hull weighs more or less 90kg.

The Tiki 21 uses lashings, rather than conventional marine hardware, to hold the hulls and cross beams together. Wharram believes the lashings allow for shock absorption and decrease shock loads at the joints. Each wrap of the five loops has a breaking strength of more than a tonne.

The lashings are wrapped so tightly that small movements between structural members are unnoticeable. When it is made properly, I mean; my boat brays like a donkey in light winds. I believe I could tighten the ropes. However the lashing system is proven by the well-travelled Polynesian voyaging canoes of the Pacific.

The Tiki 21 was designed to be assembled on a beach at low

tide and to float away when the sea returns. Mine was assembled on the ABC car park, thanks to the kindness of a few friends, staff and management of the club.

So how does *Bouton d'Or* sail? I will not say a word about it. First I haven't sailed it a lot, and most boat owners will tell you so many things about their boats that are, well sometimes.... Just ask around the Club, with a few guys who came along for a short ride....

In light air, however, it is under canvassed, and I am considering a bigger genoa or something like that. A friend suggested a symmetric spinnaker, another a genaker, and my wife nothing at all. There are neither dagger nor centerboards, but deep-V hulls. Tacking is still a problem for me.

How is it inside? Very tight. One can sleep in each hull, and some put a tent on the platform. At each end of the hulls, there is a watertight compartment; and there are plenty of very small hatches under the berths. Plus, there are two more consequent hatches at the front, where anchor (if not too big), chains and lines can be stored.

Now, my conclusion. Don't do it, unless you really want to build a boat. So many floating objects are already on the water that you don't have to make a new one. And, excuse me, I shall not speak about the MarDep.

See you on the water, maybe!





F&B PROMOTION



JANUARY PROMOTIONS

The Galley & The Patio

Modern
Chinese Festive Menu

**The Four Peaks
Restaurant**

New Winter
Dishes

FEBRUARY PROMOTIONS

The Galley & The Patio

Plant Based &
Alternative Meats Menu

**The Four Peaks
Restaurant**

New Winter
Dishes

SPECIAL HOT POT SET for winter at Tong Po Chau!

Catering to new demands and the cooler weather, we will have a set hot pot available on request throughout January and February. The set will have an attractive price, starting at only HK\$199 per set (HK\$66 per person).



Aberdeen Boat Club 香港仔遊艇會

Hot Apple Cider

HK\$45 (Alcoholic)

HK\$35 (Non-Alcoholic)

- Cloves
- Cinnamon Sticks
- Brown Sugar
- Apple Cider

Hot Ginger Herbs Tea

HK\$45 per pot

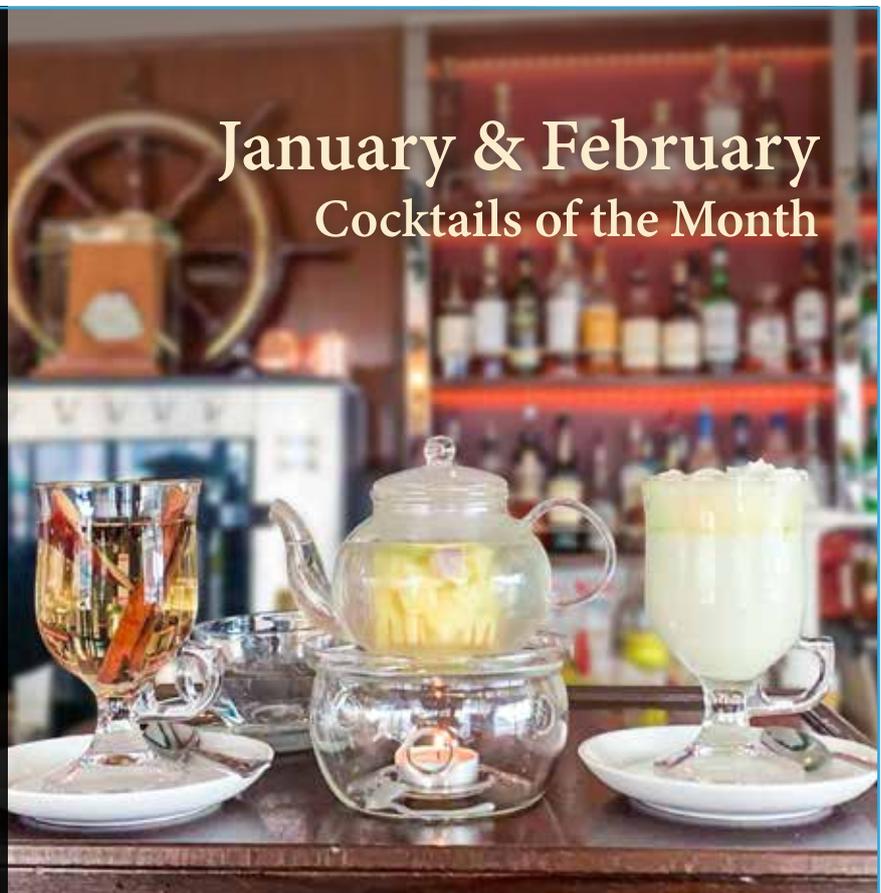
Grinch Hot Chocolate

HK\$45 (Alcoholic)

HK\$35 (Non-Alcoholic)

- Milk
- White Chocolate
- Vanilla
- Mint Liqueur
- Whipped Cream Topping

January & February Cocktails of the Month



January Wine of the Month Promotion

Kanaan Winery
Kanaan Winery, born in Ningxia China, where the great potential for fine wine making in China starts emerging. After 8 yrs of establishment, Kanaan has already been recognized in international arena. It is awarded *Asia Regional Trophy & Gold Medal In Decemfer Asia Wine Awards 2015*

KANAAN RIESLING, Ningxia Helan Mountain
Tasting Note
Full-bodied & refreshing with juicy lemon flavors, floral notes of white flowers and a hint of petrol.

KANAAN WILD PONY, Ningxia Helan Mountain
Tasting Note
The wine symbolizes the wild climate of Ningxia and stubborn winemakers' battle against the tough climate conditions. It has notes of red fruits, earthiness and spices.

\$63 / 1/2L glass
\$285 / 1/2L bottle

KANAAN
A Black Horse
In Chinese Fine Wine Fest

JANUARY BEER OF MONTH

HK YAU LAGER

HK\$45 / BOTTLE

February Wine of the Month Promotion

Wine of the Month

J. Lohr Estates
Riverstone Chardonnay, Arroyo Seco, California 2017
Los Osos Merlot, Paso Robles, California 2017

"What Robert Mondavi was to Napa Valley, Jerry Lohr is to the Central Coast, leading and elevating an entire viticultural region from Monterey to Paso Robles..."
Wine Enthusiast Magazine, November 2018

\$63 per glass
\$285 per bottle

J. LOHR
VINEYARDS & WINES

Carlsberg AFB 0.0%

HK\$28 / bottle



F&B PROMOTION



Members' Day on the Junk

Date: Sunday, 5 January

Venue: The Club Junk

Time: 11 am to 5 pm

Price: HK\$310 for adults, with unlimited Prosecco and a simple curry on board, and HK\$85 for children under 12 years with a packed lunch

The Club has booked the junk for you and your family and guests to enjoy this first Saturday of the New Year on a cruise around Hong Kong island. Limited space for 38 passengers, so book quickly to avoid being disappointed.



Aberdeen Boat Club 香港仔遊艇會

Date: Saturday, 11 January
Time: 7 pm
Venue: The Galley & Patio
Price: HK\$228 for adults,
HK\$188 for senior citizens,
HK\$128 for children under 12 years
* Add only HK\$80 for free-flow
Red & White wines from 7pm-9pm.

MELAKA NYONYA CUISINE NIGHT

with Free-flow wines
at only HK\$80!

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 are similarly tangy, aromatic, spicy and herbal. On this special night you will be able to 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



CRAZY HOURS

*Back by popular demand!!
In January & February
at The Waglan Bar & Sun-Deck*

What better way to deal with holiday blues than get merry at the bar,
as we have **Crazy Prices** on drinks every Monday-Friday
between 5-8pm!

Daily Selection of Bottled Beers **ONLY HK\$28** each;

Red, White & Rosè Wines **ONLY HK\$30** per glass;

House-poured Whisky, Rum, Vodka & Gin **ONLY HK\$18** per shot!



Aberdeen Boat Club 香港仔遊艇會



Valentine's Dinner 2020

Date: Friday, 14 February

Time: 7pm

Price: HK\$1,388 per couple

Venue: Four Peaks Restaurant

This Valentine's Day, The Four Peaks Restaurant will be converted into an exclusive romantic venue with roses & glitter. You will be served a 5-course exquisite French meal paired with free flow sparkling wines. Romantic music will play in the background; plus special gift for all the ladies.



**LIMITED 8
EARLY BIRD
GIFTS!!**

**Early bird booking starts
now, with limited edition
mini-sparkling wine for
the first 8 couples!**





Angus Beef “Four Cuts” Night with free wine tasting for home delivery

(Maximum 4 Opax only)

Taste the four cuts of premium Angus beef, fresh from the grill: Rib-Eye, New Striploin, Tenderloin and the rump.

All served with jacket potatoes, steak fries, corn-on-the-cob, carrots, broccoli, salads and your choice of delectable desserts!

Date: Saturday, 22 February

Time: 7pm

Venue: The Galley & The Patio

Price: **HK\$328** for adults,
HK\$228 for children aged 3–12 years,
HK\$268 for senior citizens.



Aberdeen Boat Club 香港仔遊艇會

Home Wine Delivery February 2020

Free Wine Tasting (Saturday 22 February) 6:30-8:30pm at The Patio

SPARKLING	Selling Price	Qty	Amount
Reversanti Prosecco NV - Veneto, Italy Straw yellow with golden hues. Floral and fruity on the nose. Mellow on the palate, rich and flavourful with fine and persistent perlage.	HK \$105		
Bonnaire Blanc de Blancs Grand Cru Brut NV - Champagne, France <i>Wine Spectator 90 / Wine Enthusiast 90</i> A beautiful aromatic intensity with a good level of acidity and refreshing minerality final impression. A must for your aperitifs and a surprise entry on seafood.	HK \$350		
WHITE WINE	Selling Price	Qty	Amount
Lone Birch Riesling 2017 - Yakima Valley, Washington, USA This Riesling exhibits a perfumed floral bouquet leading to flavors of white peach and pear.	HK \$115		
Mount Lawson Chardonnay 2017 – Mudgee, Australia Aromas of lemon and stone fruit, the generous mid-palate has mouth-filling textual layers with hints of toast and vibrancy to the fruit. The gentle acid balance opens the palate finishing with soft lingering flavours.	HK \$130		
Tinpot Hut Sauvignon Blanc 2017 – Marlborough, New Zealand <i>Decanter 90</i> Intense fruity aroma. Fresh, citrus and good mineral. Good structure and balance.	HK \$145		
Millebuis Montagny 1er Cru Chardonnay 2017– Burgundy, France A pale gold colour with green glints. Complex aromas of fresh fruit, citrus and quince. On the palate, floral, lime zest and lemon balanced with mineral hints with a very elegant finish.	HK \$215		
RED WINE	Selling Price	Qty	Amount
SR262 Merlot 2016 – Columbia Valley, Washington, USA Blackberry, cherry and spice on the palate with soft tannin. This wine has bright, tasty fruit and a healthy amount of refreshing acidity on the finish. Pairs well with meatballs, sausage, and burgers.	HK \$105		
Bunnamagoo Estate Shiraz 2013 – Mudgee, Australia It exhibits top colour with enticing aromas of spice and vanilla adding to the plum and mulberry notes. The palate fills with bright cherry flavours and the combination of French and American oak provides great evenness and complexity.	HK \$190		
Henry Estate Pinot Noir 2017 – Umqua Valley, Oregon, USA Deep, crimson colour with bold and complex fruit flavor of current and blackberry. This wine pairs well with beef, lamb, and salmon.	HK \$210		
Buehler Cabernet Sauvignon 2016 – Napa Valley, California USA <i>James Suckling 91</i> Rich and full-bodied on the palate with plums, blackberry and black currant flavours. This Cabernet drinks well on release but will soften and develop with additional age.	HK \$325		
	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. Order accepted by email : bar@abclubhk.com
 Contact the Food & Beverage Department at 2555 6216
FREE delivery will be offered for purchase over HKD1,200, please allow 3 working days for delivery.
 All wines are subject to availability

Poliform

BELLPORT SOFA COLLECTION, DESIGN JEAN-MARIE MASSAUD.



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e/ info@viahk.biz www.viahk.biz

opening hours :
10.00 > 19.00 monday > saturday
11.00 > 18.00 sunday