

May-June 2020

HORIZONS

The Magazine of the Aberdeen Boat Club



Barker's Myxy takes the silver in
St. Maarten





MAY - JULY 2020

Dates	Yachts - ABC	Dinghy	Yachts - Other Clubs
May 2020			
Fri 1			COA China Marina Rally / Mid Summer Rally
Sat 2	ABC Classic Yacht Rally		COA China Marina Rally / Mid Summer Rally
Sun 3	ABC Classic Yacht Rally		COA China Marina Rally / Mid Summer Rally
Sat 9			RHKYC Inter - Class Festival
Sun 10	ABC Summer Series 1		RHKYC Inter - Class Festival
Sat 16			RHKYC Spring Regatta
Sun 17		Tong Po Chau Series - Spring 4	RHKYC Spring Regatta
Sat 23		ABC Dinghy - Cruiser Challenge	RHKYC Summer Cup
Sun 24			RHKYC Summer Cup
Sun 31	ABC Summer Series 2		
June 2020			
Sat 6			COA Mirs Bay Seafood Rally
Sun 7		Tong Po Chau Series - Summer 1	HHYC Typhoon Series 1
Sat 13			HHYC Summer Saturday Series 1
Sun 14	ABC Summer Series 3		
Sat 20			HHYC Typhoon Series 2 Mirs Bay Passage Race
Sun 21			HHYC Typhoon Series Mirs Bay Return Race
Thu 25			COA Dragon Boat Festival Macau Race
Sat 27			COA Dragon Boat Festival Macau Race/ HHYC Summer Saturday Series 2
Sun 28	ABC Summer Series 4		COA Dragon Boat Festival Macau Race
July 2020			
Sun 5		Tong Po Chau Series - Summer 2	HHYC Typhoon Series 3
Sat 11			HHYC Summer Saturday Series 3
Sun 12	ABC Summer Series 5		
Sun 19			HHYC Typhoon Series 4
Sat 25			HHYC Summer Saturday Series 4
Sun 26	ABC Summer Series 6		



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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

“There is nothing---absolutely nothing---half so much worth doing as simply messing about in boats.”

Water Rat to Mole----The Wind in the Willows.

A cliché which preaches to the converted in an ABC letter, but nonetheless is all too true. Moreover as we await [at the time of writing] permission to resume organised dingy and yacht races,” messing about “with or without a destination, is something that has been very much available to sailors during this restrictive period, albeit with limitations on numbers.

Non-sailors have also been able to enjoy the Club’s F&B facilities throughout, as the GM and staff have made great efforts to maintain services to the extent possible in compliance with the Regulations. In this respect, as many have found, MI is a true haven. And an ideal place to watch dolphins frolic which is an unexpected new delight for kids young and not so.....

This month’s edition has been delayed largely in the vain hope of being able to report a complete restoration of normality. Well that could be a while yet, but we are now seeing an easing of restrictions and a gradual re-awakening, so optimism is in the air. In fact compared to conditions prevailing in Europe and the USA we in HK have been leading almost normal lives-----in magnificent unseasonable bright and clear weather too! As written in the last edition the prediction for the Year of The Rat was, after problems and difficulties, for much improvement in the second half.....

A frustrating time for all, staff and members, but the Club has remained open and the staff have

maintained their renowned dedicated and friendly service for which we should all be grateful. The GM has been particularly busy deciphering vague instructions so as to strike a delicate balance between compliance and the continuation of Club operations. His finest hour came when, thanks to his knowledge of the detail in the many---often conflicting ---Licensing Regulations, he was able to forestall the threatened closure of the Waglan Bar---sorry Restaurant! A skill akin to Tasseography, which merits three cheers!.

Finally, members too deserve recognition and the Committee’s gratitude for their understanding of the constraints imposed and forbearance over the past several frustrating months. We, the Club, staff and members and HK as a whole are certainly overdue an upturn in fortunes.

Here’s looking forward to that.....

Welcome to the New Members

July 2019

Wai Man Yee, July

August 2019

Ryan Kilpatrick
Brian Chau
Fung Ho Yin, Steven
Ben K Singleton
Yam Kan Ho, Carman
Zhang Qing, Ross
Ouyang Shuhang
Jane Camblin

September 2019

Callum Brechin
Raegan A O'Brien
Andre Assmann
Irene Cheung
Chen Xia
Nicholas Tsang
Michael Lam
Laura Lam
James Li
Yuni Limantari So
Andrew Wong
Tristan Beckett Emerson
Adrian Fu
David Loneragan
William Denyer

October 2019

Adam Au
Agatha Chan
Jeff Gu
Derrick Lau
Leung Chu Hang
Carrie Lui
Edmund Rolston
Gemma Simmonds
Chen Xu Peng, William
Andrew Fung
Chong Wui Seung
Angela Lau
Chen Ting Hang
Ho Wing Tim

November 2019

Au-Yeung Ho Wing, Herbert
Edward J Mark Francis
Brendan Peter Ghazavi-Gill
Ko Chung Yau
Lo Siu Fung, Dennis
Lara Tanya Zenovic
Sebastian Joseph Stiles
Guillaume Deve
Yeung Man Yi, Mimi

December 2019

James Barker
David Bennett
Barbara Jean Brock-
Hollinshead
Jovian Cheung
Angela Fung
Svetlana Frazer
Vincent Gere
Martin Peter Henry
Samuel Keung
Gary Lim
Christopher Stevens
Melissa Eichelberger
Willem Hoogland
Lo Wing Tong, Mik
Lau Yick Chun, Herbert
Sun Xiaozhe
David Walter
Yin Sze Kit, Gary
Tsang Lok Yin, Jamie
Vika Chaang
Zachary Gould
Brian Chan
Alexander Raper
Christopher Goldsworth

January 2020

Clive Beesley
Mark Hope
Lien Mak
Kelvin Yeung
Marina Sackmann
Jazper Sackmann
Emil Chan
Zachariah Lee
Daniel Ling
Marcus Yau
Brian Ng
Jacob Walker

February 2020

Kong Teck Chien
Edwin Li
Amy Yeung
Eloi Define
Gerald Chu
Maddalena Di Salvo
Kai Greiffenhagen
Harvey Chan

Farewell for the Leaving Members

July 2019

Harold Traver
Grant Baird
Dominic Lee
W C Yam
Ma Fermin
Annamarie Leung

August 2019

Colin Lee
Alisa Luntz
Kenneth Wan
Stephen Thomas
Ruben Japp
Lynn Tokyoda
Ann Tokyoda
David Baird

September 2019

Christopher Stenzel
Kou Yu Lin
Lam Hei Man
Philip Lipton
Wong Shu Kun

October 2019

Francesco Barra
Julian Marland
George Mason
Amaury Guillosson
Jason Haim Webber
Leung Chun Tung
Mats Berglund
Surinder Barrar
Vivien Shum
Jay de Silva

November 2019

Guogeng Yang
Dorvian Yu
David Mok
Kenneth Fung

December 2019

Chan Wing Yan
Chiang Wing cheung
Martin Yeung
Mark Hargraves
Alex Lau

Christian Zopfi
Michael Hung

January 2020

Timothy Casewell
Tom Barnes
Geraint Hughes

February 2020

Geoffrey Woodhead
Paul Snelgrove
Kenneth Koegler
Shiu Wai Chuen
Chan Yiu Kui, Orlando
Cecelia Chu
Michael Quinn
Ryan Kilpatrick
Anise Walker
Harvey Walker
Wong Cho Yeung, Oscar
James Dubow
Charles Edward
Andrew Tait

March 2020

Don Chow
Simon Topping
Paul Withers
Eric Delattre
Wong Hon Fai
Darren Mann



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

TONG PO ISLAND OR MIDDLE CHAU?

I have been asked over the months why, suddenly in our documents, TONG PO CHAU started to appear instead of Middle Island.

In very short, a few months ago we had to meet with the Southern district Councillors to explain what we are doing, and how we are doing things for the benefit of the southern community. This was a very enjoyable moment as you can expect, knowing how the Private Membership Club under PRL's regime, are well supported or sometimes used as an electoral weapon, depending on which front the wind is coming in a particular area.

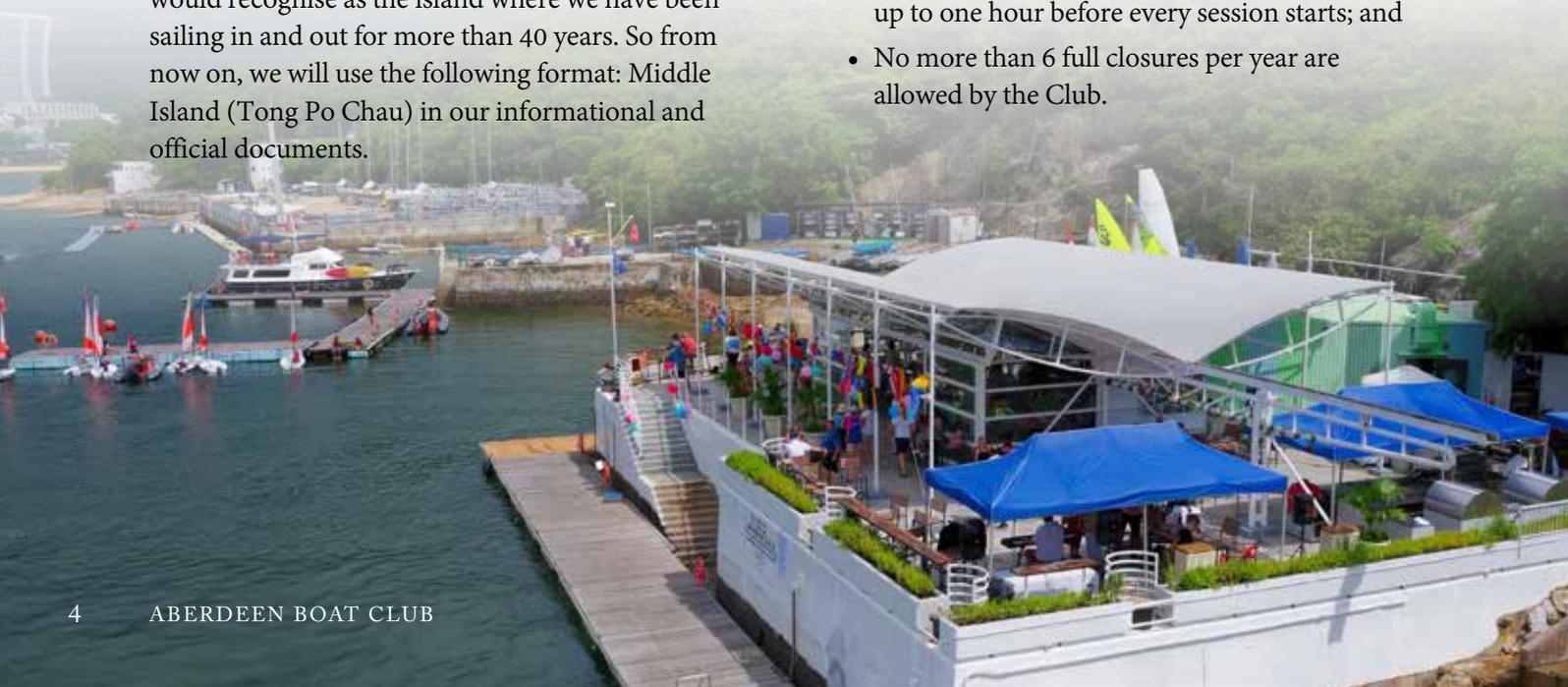
Anyhow, during the discussion with the District Councillors, it appeared that most of them were confused as to where and what Middle Island was, and they asked us what is that island in the middle of the ocean you are referring to? Is it the Midway Island where the famous WW2 battle happened? How do we go there? Is there a bridge? Is there parking?

Bombarded by these pertinent yet disturbing questions, it turned out that Tong Po Chau came out as the name our Southern District local leaders would recognise as the island where we have been sailing in and out for more than 40 years. So from now on, we will use the following format: Middle Island (Tong Po Chau) in our informational and official documents.

MI FUNCTION BOOKING

While on the Island (so to speak), I must remind you of a few rules about private function booking:

- Full closure to others will be permitted only with an attendance of minimum 101 participants, and a minimum spending of food and beverage of HK\$500 per head;
- Below this number, no exclusivity will be granted and Members of the Club will still enjoy at least 30% of the venue for their own gatherings;
- In some rare cases when the number of attendant for a private function is close to 100, the Eastern pier will be set up for Members for BBQs and the island facilities will not be exclusive to the function;
- One month notice, at minimum, is required for members' information;
- The usage of the venue is limited to 5 hours, with two possible sessions
- Lunch function, 11am to 3pm
- Dinner, 6pm to 11pm;
- Visiting members will receive limited service up to one hour before every session starts; and
- No more than 6 full closures per year are allowed by the Club.



COVID 19 HAS TURNED US INTO A HERD

Herd behaviour is an uncontrollable feeling that makes us want to fit with the social mass and direction, and to make decisions, often against our own thinking, understanding ability and even worse our culture. The motivation behind herd behaviour is forced onto us by social pressure and the modern visceral need to be accepted by all.

This leads us to act in the same way as others do, even if that behaviour goes against our natural instincts. We lose our self-confidence and eventually our intelligence, being insidiously led to believe that a large group

of people cannot be wrong. This is why most of us will pay surprisingly little attention to the smartest among us, while paying enormous attention to celebrities and social media images, while lying as flat as a doormat in front of bullies.

We are emotionally challenged, rather than rationally driven.

Well, this is what we have been trying to avoid at the Club, with mixed success, the last three months in order to keep your Club functioning to its optimum, yet following piecemeal regulations to the best we can within reasonable sanity. Sadly, these ever changing, not really well planned, government regulations, have generated adverse comments from egocentrics, erratic reactions from bullies at heart, and excessive swindle attempts (the national sports apparently) by the usual gamblers; but thank goodness, a vast majority of you are supporting, complying and encouraging. So, to those members, on behalf of the staff, thank you very much.



In my previous article, I wrote about Club managers trying desperately to outshine the others by buying expensive unnecessary equipment or taking protective measures faster than the government could come up with them, resulting in unplanned and inefficient absurdities. As unbelievable as it may sound, some of us managed to achieve this colossal meaninglessness with pride and no prejudice this time.

Once the excitement of all of us, each trying to be recognised as the best GM of the best Club, subsided, and finally real cooperation between all of us (the club managers of Hong Kong) was established, resulting in a 24/7 communication platform helping every club to navigate, in the best possible way, the meanders of the 7pm Friday evening emergency press conference of our fearless leader, regardless of their size, specialty or reputation; we all came together as one group of professionals working for their Members.

Now this takes me back to the beginning of herd behaviour. At first it may look silly, but by stepping back a little, the herd behaviour we followed may have saved many of the clubs from closing down fully or partially, and still serving you, despite the Covid-19. So thank you, the Club Managers Associations of Hong Kong. I am very proud and grateful to be a member of it, and to have been able to make my Club benefit from the expertise of so many far better managers around than I would ever been dream of becoming.



GENERAL MANAGER'S LETTER

SPORTS AND RECREATION IN THE ERA OF DISTANCING

Since February, all seagoing sporting and recreation activities, snooker, swimming pool, playground, squash, yoga and gymnasium have been stopped by the government, I have received an enormous amount of phone calls and had direct contacts with members asking me, in a very frustrated tone, when am I going to resume them all.

Believe you me, it is not in my power to close or open those facilities – they have been closed by the government and will be reopened by them at some time. As we go to press, a government press conference has announced the social distancing measures will continue till at least 7 May.

Once these measures are relaxed, one may expect that in a very short period of time sporting and recreation activities will resume. There are also experts saying that to be on the safe side, 2 incubation periods with no new Covid-19 cases would be a good and safe base to consider, therefore I have little hope we will be reopening soon.

OLDER CHILDREN

May I remind all members that once your children reach the age of 21 years, they are not under your membership anymore, and must not come alone but accompanied by you as your guests. Far too many of you seem to have forgotten this rule.

CAR PARK LABEL

The car park label 2020 is to be displayed on your windscreen; this is a club rule. Again, too many times our guards had to ask you to show it before entering the car park, because it is hidden in the glove compartment, discourteously squashed in a plastic bag, or dropped beside the driver's seat.

I understand that maybe an ABC label may not be as posh as some of other parking labels you so proudly display, but we still need to see ours, or you will not enter. Please tell your driver this.

On a more positive note, the number of old labels, illegal labels, no label as thankfully reduced this month; so one more tiny effort, and the car park label matter will disappear from the magazine.



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

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

Daytime: 9am – 5pm
Night-time: 6pm – 11pm
Monday – Friday: HK\$5,000
Saturdays, Sundays and public holidays: HK\$5,800
Maximum passengers: 42

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

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Middle Island Development

It is time to provide members with an update on the progress of our work for the development of Middle Island.

The work which was undertaken in 2019 to reinstate and improve the facilities of Middle Island following the destruction caused by Typhoon Mangkhut has provided a significant enhancement to the infrastructure and until the onset of the Covid-19 restrictions, the patronage by members had notably increased. Nonetheless the Development Committee is conscious that progress on the overall development has not been as fast as was originally envisaged and that members will be understandably disappointed not to see any visible work being undertaken. There are good reasons for this which have not been within our control but which have had a direct impact on proceeding through the mass of Government approvals upon which the construction work is dependent. The delay to our original programme for the development now amounts to 3 years arising primarily from substantial additional approval requirements and extended review periods. This article will recap on our vision for Middle Island and the current status of the complex approval process.

In 2008 the General Committee considered the long-term strategy for development and concluded that the next major logical expansion

of the Club should be based at Middle Island. This was primarily driven by the philosophy of the Club being based on boating activities, the significant expansion of dinghy participation over the previous decade and increasing general leisure use of Middle Island by members. A Development Committee was established in 2011 to manage all aspects of the proposed development. Following consultation on budgetary estimates and the affordability of such a development the General Committee introduced a Building Development Levy at the end of 2011.

The conceptual design was developed to provide all the functionality considered necessary to serve the best interests of the Club for the foreseeable future and to provide the following key features:

- Upgrading of existing power and water supplies
- Increased on-shore boat storage area
- New clubhouse
- Essential accommodation for sail training
- Kitchen
- Bar and restaurant
- Workshop
- Pontoon berthing

The scheme was presented to Home Affairs Bureau in May 2015 and was well received, particularly in respect of its alignment with the major policy objective of enhancing sport in Hong Kong by providing expanded facilities for hosting



local and international events. Home Affairs Bureau subsequently stated that it would endorse the scheme once all impact assessments were agreed. This important support from Home Affairs Bureau allowed Development Committee to move to the detailed phase of design development and proceed with the required impact assessments.

By the end of 2016 the majority of the technical submissions had been prepared and submitted to various Government Departments for their review. The general response from Government on the technical details of the scheme was favourable but in 2017 we were advised that more work was needed to verify the robustness of the design of the new sea wall and the impact on the environment. This necessitated the preparation of an Environmental Impact Assessment (EIA) Report which is a major piece of work requiring specialist input to respond to a Project Brief prepared by the Environmental Protection Department (EPD). This work was undertaken throughout 2019 but the results of the ecological survey of the seabed in November 2019 found the presence of amphioxus. Amphioxus is a small lancelet type fish up to 5 cm in length which lives in shallow sand habitats and is a protected species in Hong Kong, China and Japan. Because it is present in the work site it requires mitigation measures to be presented to Agriculture, Fisheries and Conservation Department (AFCD).

An alternative piled deck design has been submitted to AFCD and we will shortly be discussing the details of the new design with AFCD to obtain their endorsement for inclusion in the EIA. This is an unexpected problem which has to be resolved for the EIA report to be submitted and allow the overall approval process to proceed.

The estimate for the development is now subject to review following the redesign required to satisfy the new requirements of AFCD and EPD. Development Committee will be preparing a full assessment of the financial status of the development proposal to account for the latest requirements for General Committee approval of the budget for the financial year July 2020 to June 2021.

In conclusion Development Committee wish to assure members that we will continue to expedite the approval process within the constraints laid down by the Government Departments. It is planned to hold a Town Hall Meeting later this year to provide a further update on all aspects of the development proposals.

Barry Hill
Chairman
Development Committee
April 2020



The new-look of our swimming pool complete with a new green surround.

A Tale of Water and Pipes

By Graham Price – Chairman, House and Building Committee

It is the nature of being in positions of responsibility for events to surprise you! When I accepted the Commodore’s invitation to re-join House Committee as Chairman in November 2019, I little envisaged that within a week, and just before Christmas, I would be battling for funds to retile the swimming pool, in order that it would be ready for the start of the season around Easter time. (The previous smart contract – to install a liner – was now deemed impossible by the company that proposed it!)

Well, the good news is that the swimming pool looks like new, complete with a new green surround. The bad news is, we are not allowed to use it because of Covid-19 restrictions, and I have had a hard job explaining that to my 8-year-old son.

First crisis over, I was gently made aware of “the pipes”. No – not a lost Scottish musician, nor a discussion about the General Manager’s digestion, but the very heart of our unique clubhouse.

It seems that when our venerable main Clubhouse was constructed in the image of a ship, 40 years ago, it was not designed with maintenance in mind. And like the blood vessels in the human

body, there are many pipes running through the building. Those that are exposed, such as the pipes on the roof of the lower car park, have mostly been recently renewed.

But unfortunately, there are those pipes which thread their way through walls and sometimes are buried inside the walls. All is well until through age they corrode and spring a leak. We must not be too hard on the pipes, they are venerable old gentlemen who have given many years of service, their merits un-sung for 40 years or so. But like older gentlemen they have to be careful, else they may burst or leak.

And so, the next task is to assess the extent of the problem, and to revise existing plans to replace and refurbish. This is but one example of the property maintenance tasks which must be planned and financed in order to keep our Clubhouse operating for the next 40 years.

I expect you are tiring of these maintenance issues by now, but pity the General Manager – the roof leaks and we need to attend to that before the coming rainy season. After all, your pumpkin soup will not be the same with droplets of dirty water



falling in it after leaking from the roof, through a mystery pattern of capillary voids and thence to the Four Peaks ceiling!

(Those who did not know we had a roof should climb that circular staircase in the tower to the 3rd floor!)

And so, if like me you thought that House Committee was all about wine lists and menus, please remember that the ongoing maintenance of our Clubhouse, and its continued integrity so we can continue to enjoy it for the next few decades is perhaps the more pressing concern. Of course, these planned maintenance tasks do cost money, and at the moment we have rather a lot of tasks to deal with at the same time. They will present challenges at budget time, and we may have to make some hard decisions.

I am reminded of that old line “When I was young I didn’t know how to spell engineer – and now I am one” – so perhaps it is time to use what little I have learned about building services and project management in my career to benefit all of us, the members of the outstanding Aberdeen Boat Club!



Dinghy Racing Spring Series, 8 March 2020, and Racing Rules Workshop

Words and pictures by Felix Mak, with inputs from Richard Knight and John Berry

Following the cancellation of the Spring Series raceday 1 on 23 February, due to severe weather conditions, it was with relief that with more settled conditions the second day of the series could take place on this weekend. A grand total of 17 boats joined the race, a new record in recent times.

RACING RULES WORKSHOP

Following an invitation, club racers were invited to come early to MI, to join the ARA for a one-hour workshop on race rules delivered by our MI Sport and Recreation Manager, Richard Knight. In a fruitful session, Richard described the key rules of the Racing Rules of Sailing, namely Rule 10 on opposite tacks, 11 same tack overlapped, 12 same tack not overlapped, 13 tacking, 14 avoiding contact, 15 acquiring right of way, 16 changing course, 17 same tack proper course, 18 mark room, 19 and 20 obstructions, 31 touching a mark, and 44 taking a penalty. Considerable emphasis was given to tactics, particularly at the start, and other times when boats meet, and to possible protests. This was very well delivered, and even the most seasoned sailors learned few things which we had never heard of, or picked up few tricks on how to defend ourselves in case we entered a protest hearing.

Richard will be arranging further workshops. "Starting" could be the next logical topic.



Richard Knight's racing rules workshop.

RACING

The weather was misty, but with an easterly breeze between 8-11 knots, a windward / leeward course was set up between Middle Island and Round Island. Since the range of boats entered varied from very fast 29er to moderate Pico, choosing the length of course was challenging, to accommodate both ends of the range of competitors. With help from Leo, our marine staff, three sail training staff, Richard Knight, Howie Suen, and Jono Slattery, the course length was a perfect set with 20-45 min for all boats for each race.

RACE 1 - COURSE 8

Apart from the ARA teams, this was the first time I heard some club racers calling for rights at the start line. It's good that some put their newly acquired knowledge from the morning session straight into practice.

The 3 x 29ers led the fleet as expected, and were flying towards the windward mark. Young Carter Stewart, helming a Laser 2000, was followed right behind by the rest in the Laser 2000s, and the Quests. Impressive early in the overall fleet were Guillaume Dévé and Sam Johnson, who were able to keep at the middle of the fleet in the Picos, despite their higher PY. Less so were John and Sam, capsizing before the first mark!

After the windward mark, 3 x 29ers split up on both sides of the course, and very soon found a favourable course. Carter's Laser 2000 hoisted the gennaker, to aim for better speed over the course;



Carter Stewart edging past Hoekstras on Laser 2000s

however, they soon find out it wouldn't pay off as they were passed by other Laser 2000 with goose winged sails. An Aero from RHKYC, a first-time joiner of our racing, sailed right behind the Laser 2000s. 3 x Quest joined the race, all hoisting their gennakers downwind, and mixed with Fevas from ARA in the third batch of the fleet. 3 young ladies on a Zest and the two Picos were not far behind, either.

The three 29ers took the lead all the way to the finish line. Juliette + Maddy's and Casey + Jamie's crossed the line at the same time, inseparable to naked eyes. I believe this was the first time in our club's recent race history that two boats shared line honours in the same race. Sjoerd + Esther's Laser 2000 led the Aero and other Laser 2000s to cross the line after the 29ers.

Kyle, Adelaide and Matthew's Quest had a tight fight, and all three finished within 2 minutes; and all other boats finished within the next 4 minutes.



At the workshop



Chloe Kong and crew on Zest



DINGHY RACING REPORT

RACE 2 - COURSE 8

Two 29ers and a Pico got good position at the start line, a few minutes before the start, which paid off. Minutes after the start, the 29ers dashed off and left the rest behind. Carter + Tristian and Sjoerd + Esther's Laser 2000 were following the 29ers, and ahead of the rest. It started drizzling, making the race even harder as everyone felt the cold.

After the 1st mark, all three 29ers took the favourable course this time. Juliette + Maddy's 29er took the lead at the mark, and led all the way back to the finish - another line honours for them.

The Aero came next to the first mark, ahead of the Laser 2000, and kept his position to the finish line. Sjoerd + Esther's Laser 2000 come in after the Aero. Carter joined the rest of the Laser 2000s, and sailed goose-wing downwind this time, also finished impressively in 2nd place among the big guys.

Positions among the Quests, Fevas, Pico and Zest changed several times during the race. Cameron + Emmanuel's Feva managed to beat all Quests, and finished first among this group. Kyle took his Quest to the next level, sailing downwind with a goose-winged gennaker, and took the prize for first place among the Quests.



Start of third race.

RACE 3 - COURSE 8

After two long races, and even though the drizzle had stopped before the start, the Aero and one Laser 2000 decide to skip the 3rd race.

29ers continued to lead the others, right from the start line. Ethan + Nicholas' Feva found a way to sneak ahead early of the big guys, followed by Adelaide + Alex's Quest, and John + Sam's Laser 2000 was right after.

After the first mark, the race changed into 4 one-design races, based on their PY unintentionally, each ODS fought fiercely among themselves.



First group was 29ers obviously; Juliette + Maddy took the line honours again. Two and a half minutes later, the second group was Laser 2000s, with Carter + Tristian following the 29ers, but just seconds ahead of John + Sam and the Hoekstras. In the third group, Quest, Kyle managed to beat Matthew and Adelaide. The fourth group was Feva, Cameron + Emmanuel managed to squeeze in between the Quest and finished first among his class.

Those three young ladies on the Zest had a great time in the last race as well. Not sure whether an accident or on purpose, one crew was overboard before the finish line. They had such a laugh and yelled to each other in a fun way though. The coach boat was on standby close to them, to make sure everyone was safe of course.

It was a great race day for dinghy sessions; we were glad to see more and more members joining club races. See you all once we have another race!

From the competitors, thanks again to Race officer Felix for well set and run racing.



Scan the QR code to see the detail results or view from the below link: <https://www.abcmiddleisland.com/tong-po-chau-dinghy-series>

COVID-19 CLOBBERS RACING PLANS

Regrettably, at the time of going to press, Covid-19 has caused the cancellation of the series raceday 3 on 19 April, and raceday 4 on 17 May is uncertain.

Dependent on Covid-19, it may become appropriate to combine the three Spring series races with the Dinghy Summer Series, races of which are scheduled for 7 June, 5 July and 9 August. A prizegiving in August is likely.





DINGHY RACING REPORT

DINGHY RACING SERIES SCORING AND HANDICAPPING

ABC's yacht racing includes series, regattas, individual events and training. Dinghy racing takes place in three series: Summer, Autumn and Spring, with the club's two-day Southside Regatta, a national selection event, attended by a hundred boats or more from around Hong Kong. Evolved from 1980s, the dinghy series now generally have three or four racedays per series with a planned three races per raceday. Racing is governed by the Racing Rules of Sailing (RRS), organised by ABC and conducted under the Notice of Race (NOR) and Sailing Instructions (SI), available here <https://www.abcmiddleisland.com/tong-po-chau-dinghy-series>.

The NOR describes the scoring system to be used in ABC's club racing. This is based on the RRS Appendix A Low Point System. Under this a boat's race score is her place (eg 1 or 2 or 3, etc). A boat which did not start would be scored number of boats held in the series +1, while one which did not finish is scored number of boats at start area +1. A boat's series scores is the sum of her race scores, excluding those which can be discarded. The number of discards depends on the number of races which were able to be completed by the series.

Boats eligible for the series range from 29ers, Lasers (standard, radial, 4.7, 2000), Quests, Fevas, Picos, Zests, Optimists and others such as Toppers and Aeros. Because of the large disparity in potential speeds, provision is made for separate courses for faster and smaller boats, signalled by flags on the start boat. The differences in boat speed potential are broadly balanced by multiplying each boat's elapsed time for a race by its handicap taken from HKSF Portsmouth Yardstick Number List 2020 (PYS) for Dinghies. <https://www.sailing.org.hk/subpage/o6RmypoWkKjcxj5mPH?lang=eng>. These are based on the Royal Yachting Association (RYA) PYS numbers, updated annually on UK results annually. The NOR also provides one-class racing within the overall racing if sufficient entrants of a class apply, eg Optimists, 29ers, and can be on a scratch basis as agreed with that class.

Handicaps intended to provide an equal chance

of winning are common to many sports according to competitors' capability according to their and their equipment's performance, for example golf, horse racing, and indeed keelboat racing in HK and elsewhere. Many keelboats race under the measured IRC handicaps and this provides a fair system for boats' potentials, particularly those designed for such racing. Other boats with perhaps a wider range of designs and age race under the HKPN performance handicap system in which the handicaps are regularly adjusted to actual performance over many races, reflecting sailors' experience, ability and equipment condition - analogous to golf. These two systems relate respectively to a boat's performance potential, and to a boat plus crew's performance potential.

Current and recent NORs provide for ABC's dinghy racing results to be determined under the club's Performance Adjustment System, in which the skipper personal handicap of the helms of winners and runners-up and of last and second last are reduced or increased by approx. 1% and 0.5% per race.

The current results system continues to calculate boats' positions per race on both systems, Scan the QR code to see the results for the racing of 8 March 2020 - corrected time results are the shown under 'PYS' in column 9 and Adjustment System results under 'ABC Adjustment' in column 15. The series results and prizes are awarded under ABC performance adjustment system.



Scan the QR code to see the detail results or view from the below link: <https://www.abcmiddleisland.com/tong-po-chau-dinghy-series>

In earlier days, when the Club had many visiting boats in its series (and for a long time conducted joint racing with RHKYC), results were given for both HKSF PYS handicaps and performance adjustment handicaps, in a similar format. However, as the outside participation fell, and with club participants happy with the performance adjustment system, the latter became the current basis for the racing.

Sailcom will poll active dinghy sailors for their current opinion on handicapping for future guidance.

Typical result format

Dinghy Race 1																		
Yacht	Div	Skipper	Sail No.	PYS	Start Time	Finish Time	Elapsed Time	Corrected Time (PYS)	Position (PYS)	Line Honours	ABC Skipper Personal Handicap	ABC Adjusted No.	ABC Adjusted Corrected Time	Position in race	Adjust	No	Skipper Handicap Next race	Series Points from this race
Quest	A	Adelaide Orange	1	1110	13:39:00	14:14:56	0:35:56	0:32:22	14		0	1110	0:32:22	13			0	13
Feva	A	Arno Zurcher	1807	1240	13:39:00	14:18:36	0:39:36	0:31:56	12		0	1240	0:31:56	12			0	12
Feva	A	Camron Law	3024	1240	13:39:00	14:21:49	0:42:49	0:34:37	17		1250	0:34:15	17	plus	10	20	17	

An aerial photograph of a coastal town built on a hillside, overlooking a bay. The town features several high-rise apartment buildings and smaller houses. The bay is filled with water, and there are some boats visible. In the background, there are more mountains under a blue sky with scattered white clouds. The entire scene is framed by a white border.

SAILING
&
MARINE

*The voice of the sea
speaks to the soul*

- KATE CHOPIN

Sports and Recreation at Middle Island and the impact of COVID-19

By Richard Knight

During February and March we took a cautious approach to running our Courses and Race Training at Middle Island. With schools closed there was indeed more demand for additional afternoon programmes and in February we started a new initiative called 'Active Kids'.

The objective was to provide an opportunity for kids to get outside and be active. We included a range of water sports run by our instructors and coaches as well as cooking sessions with Middle Island Head Chef, Aurelien Lagrange.

Our numbers grew week on week and by mid-March we had seen over 80 kids attend with half of these attend more than one session. There was also growing interest for our regular courses with additional weekday afternoon courses added to the schedule. All this was being done under the Clubs Health and Safety precautions for COVID-19 and we were being vigilant about providing a safe environment for all.

As you probably know there was a significant increase in the number of COVID-19 cases in late March (mostly imported) that led to the Hong Kong Government forcing all Sports and Recreation to be suspended until further notice. Whilst this was disappointing news it was understandable given the situation facing Hong Kong.

After the initial hectic period of dealing with cancellations and rescheduling students, this situation has enabled us to get on with tasks that we don't always have time to do. We have made good progress on equipment maintenance including making some upgrades and preventative maintenance. There are new guidelines available on the website and at Middle Island for equipment hire, providing more information to hirers about best practice. We also continue to preparing for the re-opening and have been updating schedules and booking systems for the coming season. We have been trying to keep our members engaged through social media with information, quizzes etc, thanks to the hard work of Jennifer Li.

The Aberdeen Racing Academy haven't been able to train on the water either but we have been sending them information and activities they can do at home and online. The Virtual Regatta racing has been a highlight and a good way to keep their sailing brains growing.

At the time of writing we are still closed and without much information of when we might be able to re-open. The latest news will be posted online so do visit our website regularly. **www.abcmiddleisland.com**

Book Now for Summer Sailing Courses

Check out the schedule on P.30 and also online at www.abcmiddleisland.com

COVID-19 dependant, our Summer Programme is scheduled to start on 15 June in line with the start of the summer holidays for some schools.

Over the following 11 weeks there will be courses run each Monday to Friday. These are suitable for anyone from 7 yrs old and up starting with Junior Stage 1. Those who are 11 or over will start with the Youth Courses, specifically the Level 1 and 2 Beginners Sailing Course which are full days. The full schedule of courses can be found on the following page and online.

Other courses & private groups

If you have a group of 4 to 6 sailors of a similar standard you can also email our Chief Instructor Howie at chiefinstructor@abclubhk.com to arrange extra group lessons.



ABC Assistant Instructor Training

The next course is scheduled for June. Participants must be at least 14 yrs old and be of at least HKSF Level 3 sailing standard. The course is 2 days plus 1 day work experience on a real course.

Course 2 6 & 7 June

Course 3 19 & 20 September

Powerboat Training Courses

Besides the RYA Powerboat level 2 course, we now also offer the following courses!

RYA Powerboat level 2	2 day course
RYA Safety Boat Course	2 day course
Powerboat refresher	1 day
Powerboat Trip	1 day



Adult Sailing Courses

The following courses are scheduled throughout the year.

Adult Beginner

5 day course Monthly

Intermediate Courses

1 day course Most Saturdays

Adult Racing Club

1 day course Mostly Sundays

Intro to Lasers

2 day course Once per month

Adult Level 3

5 day course Next course in November

Advanced Courses

2 day course By request



Sailing & Marine news

As you will have read from the GM's letter, the club's sports and recreational facilities are closed until further notice. Although our much loved sailing courses, water activities and yacht races have been suspended, the Sailing and Marine Office have been busy making preparations to welcome you back once the restriction is lifted!

The Dinghy team....

We formerly introduce you to the awesome ABC Dinghy Team!

After Super Typhoon Mangkhut in 2018, with the help of our:

Middle Island (MI) Sports & Recreation Manager – Richard

Chief Instructor – Howie

Head Coach – Szymon

Coach – Jono



We managed to clean up the damage done to our MI Sailing Centre and re-launch our sailing programme. Since then the team has worked hard and the centre has achieved many milestones. It has been a year after the relaunch of our sailing centre and we would like to express our gratitude to the Sailing team for their work.

We would also like to thank our members, students and sailors who have been patient with us. Now you know the team, if you have a question about dinghy sailing, MI sports facilities feel free to ask them or even just to say hi!

Our MI website



Middle Island Website

In July 2019, we launched a new website for Middle Island to cater for all the sailing, watersports and F & B activities at Middle Island.

In anticipation of the restrictions being lifted by Summer, our Sailing office have scheduled various sailing courses and water sports activities for June - August.

Understandably, these activities are subject to restrictions lifted. Therefore courses are not open for registration but you can fill in a form to express your interest and we will notify you as soon as the courses/activities can go ahead!

To view the course dates or express your interest, please visit

www.abcmiddleisland.com



Aberdeen Racing Academy

The next scheduled regatta is the HHYC Open Dinghy Regatta on 16 and 17 May. Time will tell if this will be able to go ahead. The Summer International Regattas have been cancelled and with the availability of summer travel uncertain we are expecting to have more ARA sailors in HK this summer. We will also use the summer to run trials and sessions for potential new ARA sailors. So if you are interested in getting into racing then do contact us for more details.

For more details on joining the Academy please check online www.abcmiddleisland.com/ara-team or contact the Head Coach Szymon@abclubhk.com

Club junk

Missing the sea? Want to explore the shorelines of Hong Kong with family and friends over scrumptious food and drinks but not got a boat? You can book the club junk!

The club junk is booked on a first come first serve basis, therefore do book in advance to avoid disappoint as summer weekends are popular!

For details and prices of hiring a junk, please visit our club website - Marine - Junk Hire.

For inquiries or booking, please email our Membership Services Manager, **Ms. Cobo Liu**. Her email address is mbs@abclubhk.com



Squid fishing!

The month of May marks the beginning of the season for squid fishing and the club's ever popular summer evening activity will be making a return!

Keep an eye out for the dates of club squid fishing evenings, we will be announcing them through club e-newsletter once our activities are resumed!

Our club kayaks are super popular during the holiday seasons and they get their fair amount of work load over the years.

With that mind, the club has bought six new kayaks with three of them made from recycled plastics, a great way to help the earth!

The plastic has been reclaimed from beach cleanups and other marine plastics. We will see how they stand up to the demands of Club usage as this could become the new norm in future purchases.



Dinghy/ SUP/ Kayak Hire

To support this ongoing upgrade of the Kayak fleet, the Club will be charging \$40/half day hire of each Kayak from the 1st April. This will also allow longer hire times and enable pre-booking but note that you will be charged at the time of booking. Those that are not pre-booked will be available to members on a first come first served basis. We will monitor how the booking procedure is working as demand increases once we approach the summer months.

Besides hiring a kayak, members can also hire dinghy and SUP from our MI clubhouse and we have updated our hiring procedures for all equipment. For dinghy and SUP, please ensure you are on our approved hiring list and when you come to hire, please bring your membership card.

For more details, please visit our MI website - [Dinghy Hire](#).

Race volunteering

Throughout the year, the club hosts various yacht and dinghy races and to run these races we rely on members to volunteer.

Members can volunteer to be rib drivers, mark layers, race management assistance or Assistant Race Officer (ARO).

For race management assistance, this can include recording wind speed/direction, helping with registration, recording results. For these, no prior experiences are required and we will give you a briefing on the day and the race management team will always be there to assist!

Prior experience is required for mark layers and ARO, and for rib drivers, you will need to have a valid PVOCC.

If you are interested in volunteering, please email Jennifer at marinecoord@abclubhk.com

Mark laying

Calling on all members/sailors who have a PVOCC and would like to learn how to mark lay for a race.

Richard Knight will be running a mark laying course in preparation for our club's annual Southside Regatta.

Once you have attended the course, you will get a chance to practice your new found skills with our club's dinghy race.

If you are interested or want to know more, please email Richard at misportsrec@abclubhk.com

Marine – Typhoon Preparations

We would like to take this opportunity to remind you to make the necessary typhoon preparations ahead of the season, whether it be changing the **mooring lines, swivels and shackles**.

Reminder: Once T3 is hoisted all club ferry and club sampan service will be suspended until T3 is lowered.

IMPORTANT: For moorings in the Aberdeen Typhoon Shelter, please **DO NOT** tie your mooring buoy with an adjacent mooring!

Pontoon access & MI pontoon

Whilst it is great that our club is busy on the weekends with members bringing their family and friends to the club and on to their boats, we would like to remind members that you must be present with your guests to use club facilities.

Please do not pass your pontoon access card to anyone else, **the cards NOT transferable**. Our staff have the right to inspect your pontoon access card and remove them from you if they have been given to someone else to use!

MI pontoon

We love that you love our MI clubhouse and members are free to use the finger pontoons. The only exception will be if there is a club event/race, therefore to avoid disappointment you can contact our marine office to see whether any events are on!

MI ferry & Club sampan services

The club recently revised its opening hours and to reflect this, we have revised our first ferry to Middle Island.

The first ferry is now from 10:00am, frequency of ferry remains the same as every 30 minutes.

Our ferry start and finishing times will change according to club operating hours. You can check the latest ferry operating times at our club's website, under Marine - Middle Island Ferry schedule.

The club's sampan service was suspended in March and continues to be so until further notice. For members who have a mooring in the Aberdeen Typhoon Shelter, you can call the commercial sampan service numbers below:

- 9143 1643
- 6102 3272
- 9861 3597

This has provided a great opportunity to support the local community and we thank you for that!

Stay in touch!

The benefit of joining a club? You get to participate in a whole range of activities and possibly learn a few new skills and make some new friends along the way!

Make sure you provide the club your latest email address so that we can let you know the latest news!

To update your email address please email, Cobo Liu at mbs@abclubhk.com



Wiz Quiz Wednesday

For members who have been following our club's Instagram account (@aberdeenboatclub) will have noticed that since March, we have launched a weekly quiz called Wiz Quiz Wednesday.

A new quiz is released every Wednesday, testing sailors on the rules of sailing and other sailing knowledge. If you would like to join, just follow our Instagram account and make sure to view our Instagram story every Wednesday. Below are a sample of the questions from the quiz, answers can be found on the bottom of 60 secs page! Enjoy!

1. What is the standard countdown sequence under the racing rules of sailing?

- A. 3, 2, 1
- B. 5, 3, 1, 0
- C. 5, 4, 1, 0

2. Time signals shall be taken from?

- A. Visual signals
- B. Sound signals

3. What is the flag to signal individual recall?

- A. A
- B. Z
- C. X

4. Rule 18.4 - Gybing does not apply at which mark?

- A. Windward Mark
- B. Gate Mark
- C. Leeward Mark

5. What is the scoring penalty for breaking the Z flag rule?

- A. 20%
- B. 40%
- C. 60%

6. If you broke the I flag rule, how should you exonerate yourself?

- A. Dip below the start line
- B. Keep going as you cannot exonerate yourself
- C. Sail across an extension to pre-start side before starting

7. How many hull lengths are used to identify the zone around a mark in a fleet race?

- A. 1
- B. 2
- C. 3



WAGLAN SERIES 2019- 2020

IRC NATIONAL CHAMPIONSHIPS

For the avid Hong Kong sailors, the Waglan Series is notorious for the cold windy sailing conditions and it is not for the faint hearted or fairweather sailors. This year the series further challenged sailors by incorporating the inaugural Hong Kong National Championships.

Photo: Takumi Photography

The Waglan Series comprises of twelve races, spanning six months from October to March every year, challenging sailors to sail in whatever conditions the elements might decide to throw at them.

The series is really not for the fainthearted, with wind speed ranging between 5 knots to a maximum recorded of 29 knots, the sailors are tested on their skills, team work, determination and fortitude.

The series includes 4 windward/leeward races off Lamma Island and 8 island races weaving between the east and southeast islands in Hong Kong waters.

This year the series marked two special occasions. Firstly, for the first time, the series received so many IRC entries that the IRC division was divided into two. A most encouraging and welcoming sign!

Secondly, race 11 of the series became part of the inaugural Hong Kong IRC National Championships and hosting the prize giving for such a landmark event.

Press releases for race 6 -11 written by David Robinson can be viewed from the event website and photos from the series can be viewed on our club's Instagram or Facebook, but we would like to take this opportunity to re-live some of the highlights from the series.

Race 8 & 9 were intense races not only for the sailors but also from the perspective of the race management team.

The two races were held on 16 February after the Chinese New Year break and the weather did everything it could to give the sailors a good workout after the holidays.

Grey skies with an average of 20 knots of wind coming from north west gave veteran sailors a new race course orientation and gave Race Officer Barry Truhol a good challenge to place a 1.2 nautical mile race course within the limited race area of the south east corner of Lamma Island on a north south axis instead of the normal east west axis.

With the help of Richard Knight and marine staff, the course was successfully laid and the first race was underway. The first race saw some rusty moves and some extreme close quarter maneuvers which raised a few eyebrows. The race was quick and slick for both IRC and HKPN division as it was over in 53 minutes.

After extending the course from 1.2 nm to 1.4 nm for the IRC division and from 1 nm to 1.2 nm for the HKPN division. The wind steadily reached up to 23 -25 knots, maximum gusts at 27 knots, Barry did not waste time and started the second race after 12 minutes of the last boat finishing the first race.

The second race was a bit costly for some boats with some tearing their headsail and some not being able to retrieve their kite quick enough and sailed beyond the leeward mark.

A side highlight from the day was the Royal Hong Kong Yacht Club Shark's team joining the race in a sportsboat. Given the wind conditions and being their first time joining a yacht race, they completed both races and did well.

We hope this will encourage more youth sailors to join yacht racing!

Race 11 was a much anticipated race of this edition, because this year it formed part of the inaugural Hong Kong IRC National Championships.

The championships was formed by 3 different races over two weekends: Hebe Haven Yacht Club's Spring Series, Royal Hong Kong Yacht Club's Harbour Race and our club's Waglan Series.

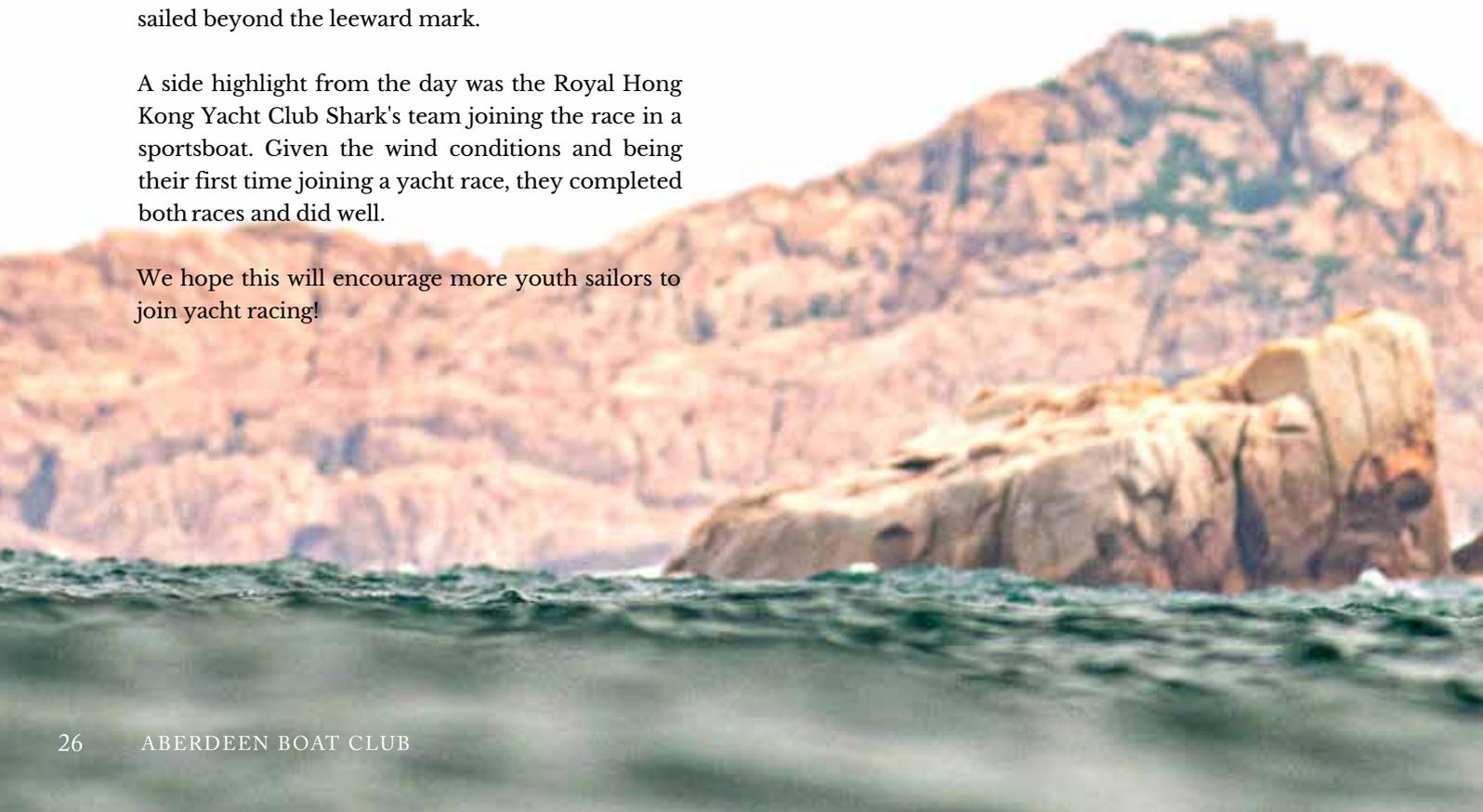
With 16 IRC boats and 6 HKPN boats competing and a steady breeze, Race Officer Alex Johnston selected one of the club's longest race course for the IRC division.

Over 23 nautical miles, the course requires competing boats to weave between Po Toi Island, Sung Kong, Waglan Island, TCS 2, Fury Rocks and Beaufort Island, involving a lot of upwind, downwind sailing but most importantly a good kite run!

The wind did not disappoint and gradually built to a steady 20 knots of wind and boats came flying into finish!

Ambush and Rampage took line honours for IRC division 1 & 2 respectively, with Blackjack and Whiskey Jack winning on corrected time.

The Club had the privilege to host the prize giving for the championships and we hope to welcome them again for next year's championships.



Due to Covid-19 and the suspension of sailing activities, the last race of the series - race 12 was unable to go ahead as scheduled and also missed the re-sail date of 5 April. The final race and series prize giving have been postponed until further notice.

Nevertheless, we would like to thank the following people for their time and effort to allow our races to run so smoothly.

First and foremost, Alex Johnston for being Race Officer for 10 of the races and Barry Truhol for being Race Officer for the nail biting race 8 & 9.

Elise Phillipson and Steve Wordsworth for being Assistant Race Officers. Richard Knight for mark laying for 4 of the races. Panda Man of Takumi Photography for the breathtaking pictures.

All the marine staff for arranging the race equipment, mark laying and F & B staff for food and drinks for sailors after each race.

Last but not least, our sponsors The Kraken: Black Spiced Rum for sponsoring the race for the second year and Royce Cellar.

Finally, to all the sailors who have joined the Waglan Series whether it be this current edition or past editions, we thank you for your support and we look forward to seeing you on the water again, doing what we all love! #wewillraceagain



Classic Yacht Rally 2020

Created by our General Manager - Philippe de Manny, the Classic Yacht Rally has been running every year since 2005. The rally was created to give classic/older boats a chance to do a little racing or rallying, but ultimately for members to gather and have fun!

The Classic Yacht Rally 2020 was scheduled to be held on 2 & 3 May, but at the time of the magazine going into print, the suspension on all sailing and watersports activities still remained. Therefore it is with much sadness that we had to cancel this year's Classic Yacht Rally.

Nonetheless, health and safety of our members and sailors are most important and there will always be another opportunity to meet up, sail together and enjoy a few drinks over a BBQ!

We have started preparations for next year's Classic Yacht Rally. If you have joined the rally before and really enjoyed it, please let us know what you loved about it and what aspects of the rally would you like to see more of! This will help us in fine tuning the rally and giving sailors a more enjoyable and memorable weekend.

You can send us your thoughts or ideas to Jennifer at marinecoord@abclubhk.com

Summer Series 2020

Every Summer from May to August, the strong howling winds of winter takes a summer vacation and becomes a warm & gentle breeze making it the perfect time for sailors who like to do a bit of sailing and mixing it with a Sunday seafood lunch.

The Summer Series is spread over 7 races from May to August, each Sunday consists of one yacht race to an island, with the day prize giving held on one of the restaurants on the island followed by a seafood lunch.

This year the race dates are as follows:

- Race 1 - 10 May
- Race 2 - 31 May
- Race 3 - 14 June
- Race 4 - 28 June
- Race 5 - 12 July
- Race 6 - 26 July
- Race 7 - 23 August

The Notice of Race and online registration will be available on our club website once the restrictions are lifted, so stay tuned and we look forward to seeing you on the water!

SUMMER.



SEAFOOD
LUNCH AT
ONE OF
THE
OUTLAYING
ISLANDS



10 MAY

31 MAY

14 JUNE

28 JUNE

12 JULY

26 JULY

23 AUGUST

OPEN TO ALL IRC &
HKPN BOATS

SAILING.



ORGANISED BY:



SUPPORTED BY:



RACES.

Summer 2020

Junior and Youth Sailing Courses



Book online at www.abcmiddleisland.com. Booking deadline is 10 days before the course start date. ABC reserves the right to cancel courses at any time if there are insufficient applications.

Summer School Holidays

Jun 15 19	Jun 22 26	Jun 29 Jul 3	Jul 6 10	Jul 13 17	Jul 20 24	Jul 27 31	Aug 3 7	Aug 10 14	Aug 17 21	Aug 24 28	Time	Activity Junior (7 to 11yr olds) Youth (11 to 17yrs olds)	Cost HK\$: (Member/ Non- Member)
√	√	√	√	√	√	√	√	√	√	√	AM	Junior Stage 1 (AM)	1,720 / 2,300
√	√	√	√	√	√	√	√	√	√	√	PM	Junior Stage 1 (PM)	1,720 / 2,300
√	√	√	√	√	√	√	√	√	√	√	PM	Junior Stage 2	1,720 / 2,300
√	√	√	√	√	√	√	√	√	√	√	PM	Junior Stage 3	1,720 / 2,300
	√		√		√		√		√		AM	Junior Reacher	1,720 / 2,300
√		√		√		√		√		√	AM	Junior Stage 4	1,720 / 2,300
√	√	√	√	√	√	√	√	√	√	√	9am - 4.30	Youth HKSF Level 1 & 2 Beginner Course	3,450 / 3,990
√	√		√		√		√		√		9am - 4.30	Youth Reacher	3,450 / 3,990
		√		√		√		√		√	9am - 4.30	Youth RS Feva Sailing	3,450 / 3,990
		√		√		√		√		√	9am - 4.30	Youth HKSF Level 3 Improver Course	3,450 / 3,990

** Junior and Youth Explorer Teams train on Sundays. See our website for more details.



Book online www.abcmiddleisland.com

60 secs to start... and counting...

For people who are in a rush - summary of the Sailing and Marine section

Marine

Typhoon Preparations

Do the preparations sooner rather than later.

Pontoon access

Pontoon access cards **are not transferable.** The club's **guest policy** applies on pontoons too!

MI Pontoon

Members are free to use finger pontoons at MI, except when there is a club event or race on. Check with marine office in advance to void disappointment.

MI ferry

Unsure of club ferry times? Visit our club website - Marine - Middle Island Ferry schedule!

Club Sampan Services (ATS & MI)

You guessed it, suspended until further notice! Sampan telephone numbers in the marine section of magazine.

Yacht Sailing

Waglan Series 2019-2020

1 race remain, prize giving date **to be confirmed!**

Classic Yacht Rally 2020

Sorry, not happening this year! See you next year!

Summer Series 2020

Online registration and NOR will be available as soon as restriction is lifted.

Dinghy Sailing

Sailing Courses

See our schedule for course dates! Registration will be open once restriction is lifted..

Dinghy/SUP/Kayak hire

New kayaks at MI & new hiring procedures! Make sure you bring your membership card!

Other activities

Club dinghy race

Dinghy Spring 3 **postponed**, but do check out the dinghy race article!

Learn to mark lay

Want to learn? Contact Richard at misportsrec@abclubhk.com

Volunteering for race events

Interested in helping or becoming an ARO? Drop us a line: marinecoord@abclubhk.com

Squid fishing

Keep an eye out for the dates in e-newsletter.

Club junk

Booking will resume as soon as restrictions are lifted..

Staying in touch

To know our latest news, make sure you provide us your latest email address. Update: mbs@abclubhk.com



The St. Maarten Heineken Regatta James Barker's X-402 MYXY Earns Most Worthy Performance Honours

Words and pictures from St. Maarten Heineken Regatta
Media Coordinator, edited by John Berry

THE SINT MAARTEN YACHT CLUB, SIMPSON BAY, ST. MAARTEN (8 MARCH, 2020)

After four sensational days of racing, parties and entertainment—and some of the closest competitions ever seen in the long history of this storied Caribbean event—the 40th Anniversary Edition of the St. Maarten Heineken Regatta concluded in the same fine fashion with which it started, with the waters south of the isle dotted with tall, white mainsails and billowing, colourful spinnakers of every size and description. With 137 entrants, a fleet of racing sailboats encompassing everything from Melges 24s to Volvo 70s to cruising catamarans to veteran America's Cup 12-Meters, it was literally a waterborne Festival of Sail.



Sint Maarten, part of the Kingdom of the Netherlands, is a country on the southern part of a Caribbean island shared with Saint Martin, a French overseas "collectivity". Its natural features span lagoons, beaches and salt pans. The capital, Philipsburg, has cobblestone streets and colourful, colonial-style buildings in town, and the port is a popular cruise-ship stop. (From Wiki)







OVERSEAS REGATTA NEWS

At the awards ceremony at the regatta village on the grounds of the Port de Plaisance Resort, Marina and Casino, the top honours for Most Worthy Performance for monohulls went to James Barker and Jano Amanay, the co-owners of the X-402.

In presenting the prize to the crew of *MYXY*, race founder Robbie Ferron said the overall Most Worthy Performance award is presented to the team that wins the most competitive class most convincingly. *MYXY* did so in the 13-boat CSA 5 class. After accepting the Oris watch given to the winner, Barker said, "We're so happy to win this. We both work on super yachts and we've worked very hard to get here. We stripped the bottom with angle grinders and borrowed the sails to do this regatta. This has been such an amazing event. The organisation's been great. I don't know what else to say." James entered *MYXY* in the regatta under the club name of "Aberdeen Boat Club".

Earlier on Sunday, there was the matter of finalising the scorecards, with a series of races starting along St. Maarten's southern shores. Race Committee Boat B set up shop in Simpson Bay and sent the CSA 5 division



and other divisions a single race to the isle's south-eastern point and back. *MYXY*'s results in its six races over various courses from 10 to 37 nautical miles were 1.5, 1, 1, 1, 1. The photos show the healthy wind, and interestingly the race scoring website charts performance for each race in seconds/mile. *MYXY*'s was 489, which translates to an average speed over the course nominal length of 7.4 knots.

One competitor said of the longer race, "It's the best racing I've done in big boats in a very long time. The round-the-island race was amazing. After nearly 40 miles, we had 5 boats within a minute of each other, from Germany, Holland, all over the

place. What a special regatta." Nearly every crew could say the same.

As always at sailing regattas, sailors also enjoyed the post race get-togethers – music and prizegivings, soak it all in with a cold Heineken. And of course, afternoon gave way to evening, and the music lasted well into the night. And with the 40th edition of the St. Maarten Heineken Regatta in the record books, it's on to Number 41.

**St. Maarten
Heineken Regatta Office
The Sint Maarten Yacht Club
For complete results for all 17
classes, visit
www.yachtscoring.com.**





Acknowledgement and thanks for details of the regatta from the Sint Maarten Yacht Club, the 40th St. Maarten Heineken Regatta Media Coordinator, and for the photographs from Laurens Morel and Souleyman Photography.

James Barker is son of the late Mike Barker – a keen member of the Club and successful skipper in Waglan, Summer Series and Four Peaks, Macau and China Sea races, in initially Quinella, then X-Stream, and X-372, and a former General Committee member.

James was a keen dinghy and cruiser sailor at ABC, and joined fellow ABC member John Wilson campaigning in the 49er class on the Olympic Class circuit through UK, Europe and Worlds for 2008 Olympic Class selection. He credited this experience to contributing too his success and career as a professional sailor and skipper.



Snooker Squad Versus Hotshot Landlubbers, and Seagoing Rivals

By Dave Hilling



On 24 February, the ABC snooker team finally had the chance to reintroduce the **Kowloon Cricket Club (KCC)** to the snooker calendar. It had been many years since the two clubs last played against each other, and even in the past 6 months we had a number of provisional schedules arranged, only to be cancelled due to all the various difficulties in Hong Kong. There was even a last minute complication for this event because the match was meant to be played at the KCC, but the week before the match their club suddenly announced a no-guest policy. As a result the match location was changed at the last minute to the ABC – and thank you for all the staff in arranging the room, food and drink with not much notice.

For the snooker match itself: the KCC are well known to have a top quality team, as they have been playing in a semi-professional snooker league for a long time. This did not faze the ABC team, with Barry Hill chalking up the first match against their captain in a convincing victory. However, the KCC then showed their expertise, and despite the next 2 matches being close, both went to the KCC. There were breaks of 30 and 25 from their players, with the ABC's Tong Yun Fat having a break of 21 of his own, which still was not enough to catch the KCC's in-form players.

With 1 more singles match to play, up stood ABC captain Dave Hilling, who played a solid safety game to edge out the KCC player, but only just, as it went down to the pink ball.

Therefore, heading into the break for the now "legendary curry buffet" (actually the words of the KCC players, who had heard about our curry buffet as opposed to our snooker) it was 2 matches each. So it was certainly all to play for in the doubles.

Again the in-form KCC players showed their quality; and with some impressive break playing and great snookers, they pulled into the lead on the evening. So – down to the final doubles match, and it was up to captain Dave Hilling and Tong Yun Fat to also step up their games. There was no massive break building, but both the ABC players kept the scoreboard ticking over, and by the time it came down to the colours, the KCC required snookers. After a few more nervous moments and a couple of fouls, the KCC finally conceded the match.

Therefore it was a very well fought-for draw, with 3 matches to ABC and 3 matches to the KCC, which was a fair result on the night given the overall snooker show that both teams had put on.

Everyone is now very much looking forward to the return leg later this year, which hopefully will be played in the KCC; and we certainly will need to get some more practice in before this away match.

On 18 March, the Royal Hong Kong Yacht Club (RHKYC) invited the ABC for the 2020 return snooker match on Kellet Island. Their new snooker convener, Gordon Robinson, had done a lot of work in recent months, with bringing in new players, regular snooker practices and rejuvenating the club's snooker programme, so it was expected to be a very close competition.

After all the required temperature checks, no 14-day travel declarations and hand sanitisation, we were ready to play snooker.

The first match, between Gordon Robinson and the ABC's Wayne Robinson (no relation, but there were certainly quite a few jokes on this throughout the evening) went down to the black ball, with the RHKYC just sneaking through in the end. The second match, with ABC's Barry Hill, also went in a similar fashion, going down to the black ball and RHKYC also coming out on top. Therefore, 2-0 and the ABC needed to rally in order to get back into the competition. Up stood the ever-reliable Tong Yun-fat, who played a quite magical frame of snooker with solid break-building and good safety play, so we were at least up on the scoreboard.

ABC captain Dave Hilling was next, against the newest of the RHKYC players, so new in fact this was his first time playing for the RHKYC. However,

he clearly had played snooker before and showed off some excellent ball potting skills, resulting in another tight match. Unfortunately, after also going down to the black ball, the RHKYC clinched the final pot and headed into the dinner break 3-1 up.

After a thoroughly enjoyable buffet and a quick catch up on game strategy, it was on to the doubles matches, in which Tong Yun Fat again led the line alongside Wayne Robinson, with this time the ABC's Robinson coming out on top. On to the final match of the evening, with ABC captain Dave Hilling and Barry Hill up against the two potters of the RHKYC. As a result, there was a lot of safety play to limit the damage that could have been inflicted by their players; this coincided with a few good breaks by the ABC to keep the scoreboard ticking over. Coming down to the final few balls, the tension was high and the ABC players kept our composure to finish the game out on the blue ball.

The final score on the evening was 3-3, with a well-fought for draw between the two clubs, which was great to see, reflecting the RHKYC's hard work on their snooker programme being rewarded. The ABC certainly look forward to having the RHKYC back for our home match later in the year, especially as the snooker from all the clubs has notably increased in quality over recent years.



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Pleasure Vessel Grade II Operator Certificate Courses (Part A Master, Part B Engineer)



Part A (Master)

Dates : 3, 4 August 2020; 5, 6 November 2020
Times : 7:00pm to 10:30pm
Syllabus : Rules, Lights, Shapes, Buoyage and Signals, Seamanship, Local knowledge and the Laws of Hong Kong Fire & gas precautions.
Cost : HK\$1,800 for member/person/course. HK\$2,100 for non-member/person/course.

Part B (Engineer)

Dates : 10, 11 August 2020; 9, 10 November 2020
Times : 7:00pm to 10:30pm
Syllabus : Engine general construction, Diesel & Petrol fuel, fuel systems, electrical systems, ignition systems, Lubrication, cooling & pumps, transmission systems, operation & maintenance, fire & gas precautions.
Cost : HK\$1,800 for member/person/course. HK\$2,100 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the H.K. Marine Dept. after completion of the course. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the related exams. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays, you may register for your exams with 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, eyesight exam result. 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 at 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.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by email mbs@abclubhk.com or by post or hand to the Admin Office of the Club.
6. Website information for applying to take exams with the Marine Dept.
Website for Exam Date : http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier, the suggest exam date is 6 – 8 weeks from the date the 1st part of the course is attended.)
Examination Application : <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
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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 10:30pm.

10, 11 August 2020 Monday, Tuesday

9, 10 November 2020 Monday, Tuesday

HK\$1,800 from my account

For Non-Member please include a cheque for HK\$2,100. Payable to Aberdeen Boat Club Ltd.

Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

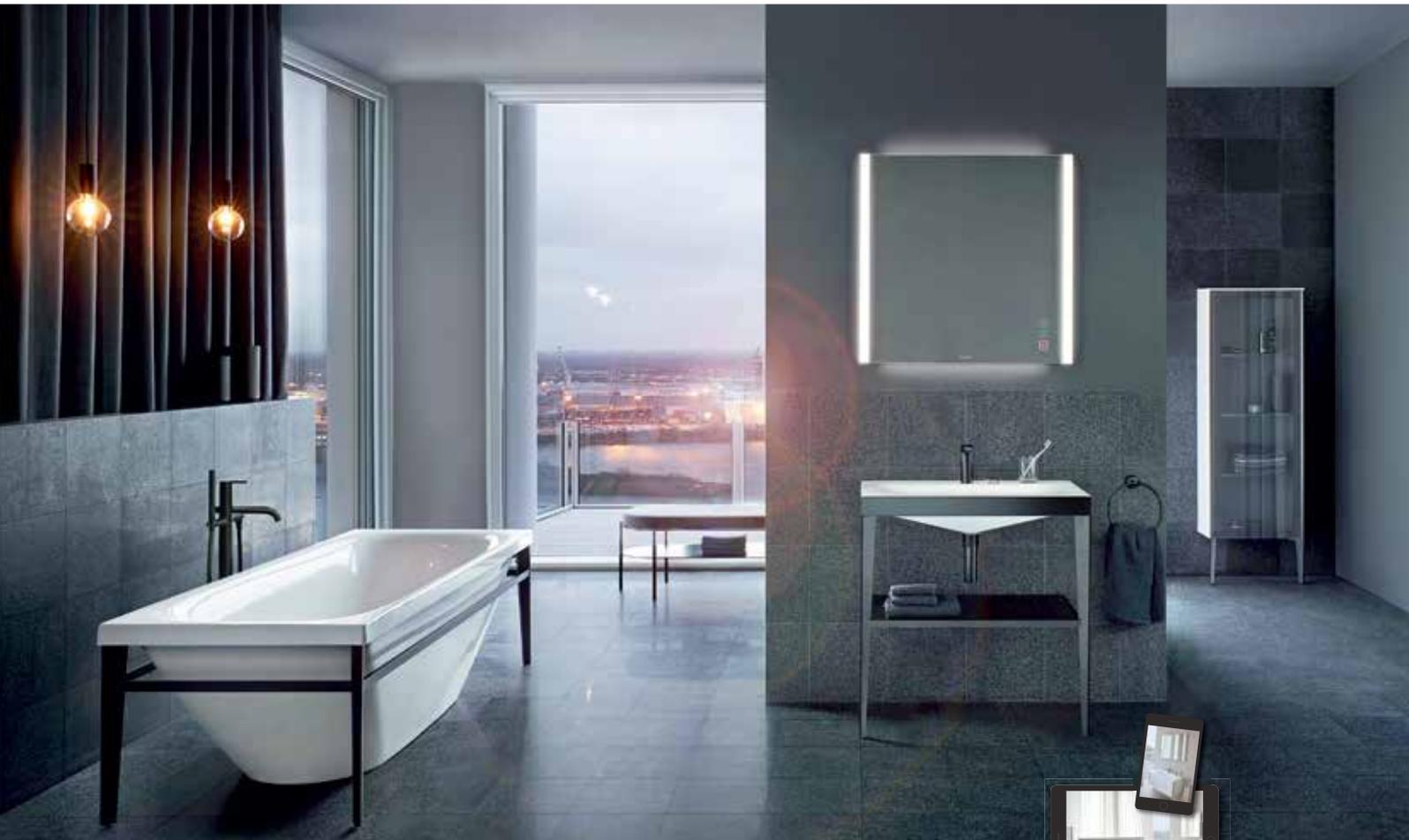
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