

July-August 2022

HORIZONS

The Magazine of the Aberdeen Boat Club

HKSAR 25th Anniversary Sailing Cup





July - August 2022

July 2022				
Fri	1	HKSAR Establishment Day		COA HKSAR Macau Rally
Sat	2			HHYC Summer Sat 3 / COA HKSAR Macau Rally
Sun	3		ABC Summer Series Race 3	HHYC Dinghy Summer Series 1 COA HKSAR Macau Rally
Sat	9			HHYC Dinghy Summer Series 2
Sun	10			ABC Tong Po Chau Summer 3 HHYC Typhoon 3
Sat	16			HHYC Summer Sat 4
Sun	17		ABC Summer Series Race 4	
Sat	23			HHYC Dinghy Summer Series 3 HHYC Summer Resail / COA Mid Year Speed Cruise
Sun	24			HHYC Typhoon 4
Sat	30			HHYC Summer Sat 5
Sun	31		ABC Summer Series Race 5	HHYC Dinghy Summer Series 4
August 2022				
Sat	6			HHYC Dinghy Summer Series (Resail)
Sun	7			HHYC Typhoon 5
Sat	13			HHYC Dinghy Summer Series 5 + PG
Sun	14		ABC Summer Series Race 6	
Sat	20			COA 4 Bays Race
Sun	21			ABC Tong Po Chau Summer 4 HHYC Typhoon 6
Sat	27			HHYC Typhoon 7
Sun	28		ABC Summer Series Race 7	

Notes:

- Sailors should note that the calendar is a forward-planning guide and that whilst the intent is that dates are firm and should remain so, they are unavoidably subject to change, possibly at short notice, weather being but one factor. Dates of events at other clubs in particular are beyond ABC's control. Please refer to the respective Club website for the latest information.
- The organizing authority is listed before event.
- If a Club is mentioned in brackets after a race it is the joint racing host/supporting club.
- Sundays and public holidays are in red.



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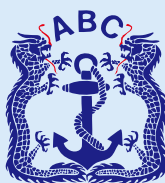
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Horizons welcomes ABC member contributions of articles and photos.
Please contact the editor at martin@drmartinwilliams.com



COMMODORE'S LETTER



Chris Pooley
Commodore

If I had my way I would remove January from the Calendar altogether and have an extra July.

[Roald Dahl ---Author]

DAHL was Norwegian and so, understandably, shared that sentiment with most folk living in the Northern Temperate Zone. But in HK, being on the edge of the Tropic of Cancer and subject to the heat and extreme humidity of the SW Monsoon, most views differ! As aptly illustrated by the traditional Chinese calendar descriptive dates viz: 7th July, Slight Heat; 23rd Great Heat; 23rd August End of Heat; which neatly encapsulates the timing of the annual exodus on holidays abroad.

The expectation expressed in the last edition that Club life would return to normal following the easing of restrictions has been met, although not quite to the same extent as the relief surge seen last year. Nonetheless all sailing courses are fully booked, the F&B outlets well supported and bookings for the function rooms back on track. It does appear that a number of members are making an early get-away in the hope that Quarantine and the attendant irksome checks will have been lifted by the time of their return.

Those remaining will have witnessed another departure on 14th June: that of the iconic Jumbo restaurant [see photo] another victim of Covid. The capsized galley and several other floating structures remain as eyesores but will no doubt be removed in due course. Whether the clear water space created will result in the placement of much-needed additional moorings is an open question.

Last month's letter mentioned three administrative matters languishing on Govt desks and promised more news this month. Alas, answers came there none, so no more predictions on that subject!

Construction of the two new Catamarans has been completed. They now await collection and trucking to the port of Rijeka on or about 29th June for shipment on the carrier departing 7th July. This will give an ETA HK of 10th August for installation of the outboard engines, sea Trials and Mardep licensing. All being well they should be in operation by the end of August, after a celebratory christening of course. All subject to any shipping-related delays!

Thanks to the easing of restrictions the Summer Restaurant Series of keel boat races was able to start on schedule on 5th June. Race No.2 coincided with ABC's turn to host the second of the three Regattas celebrating the 25th anniversary of HK's handover on Sunday 19th June.

And what a superb day that was, as may be imagined from the series of photos in this edition--publication being held in order to include them. The GM, Management and Marine Staff excelled themselves: the whole event, from the start of the 3 hour race in decent breezy conditions, on to the Flag-Raising ceremony, followed by a Lion dance and the Pai San feast was a 'Tour de Force'. A show-case event demonstrating to all that ABC has that certain 'Je ne sais quoi' that other Clubs can only envy. A most enjoyable day and a fitting tribute to the occasion. I am not alone in a feeling of pride in our Club's convivial ethos.....

On that note I wish all members a most happy enjoyable summer to come whether in HK's heat and humidity or in cooler climes.



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.
Email fnb@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: \$5,500
Saturdays, Sundays and public holidays: \$6,500


BOOKINGS - For junk booking please contact the Receptionist on 2552 8182 via booking@abclubhk.com

GO GREEN WITH ABC!

Say **NO** to a printed magazine and say **YES** to a digital version!




SCAN ME
to Opt out
of receiving
printed
magazine.



Dear Members, please remember to display the correct 2022 label on your windscreen. Wrongly displayed or not displayed at all labels will not allow you access to the carpark.

Please contact Cobo Liu our Membership Manager to apply for the right label for any of your cars.
Email: mbs@abclubhk.com



GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

COVID AND BEYOND

With the resurgence of Covid cases in Hong Kong at the end of June, at the time I am writing this letter, I am worried that new closures of facilities may be on the way. The zero Covid target is not achievable; when are we going to realise this? Anyhow, maybe I am now too critical and I should be careful and choose my words. Yet as we have seen in the Club and other places over the last few months, there is an exodus of expatriates – most of them with no intention to return to Hong Kong because of Covid restrictions still being so stringent. Let's hope that some will eventually return to our Club one day.

This is quite worrying – not so much as regards the membership number, as we are lucky enough to have sufficient new applicants, but slightly more for the general structure and vibe in Hong Kong. If we lose the international feeling in the so called “Asia's World City”, first proposed by the Chief Executive, Mr Tung Chee Hwa (GBM), in his 1999 Policy Address, what will a world city be with no expatriates left? I am not sure.

CRAZY TAGGER ARTIST IN THE CAR PARK – AN ABC INVESTIGATION

Last month, a few Members complained about red graffiti painted all over the ceiling and the walls of our lower carpark. I, with them, was astonished by the seriousness of the offence, and promised that I will investigate and not let such horror be seen again. So I first started to educate myself about graffiti, not being an expert. For the purpose of sharing with my complaining members here what I found about graffiti, in fact they are writing or drawings that have been scribbled, scratched or painted illicitly on a wall or other surface, often within public view.

The word graffiti, or its singular form “graffito”, comes from the Italian word “graffiato” which means “scratched”. While the practice of creating graffiti has existed since ancient times, it came to the forefront as a modern art movement in the second half of the 20th century.

Darryl McCray, known by his tagging name “Cornbread”, began to write on the walls in Philadelphia in the late 1960s. The movement spread to New York City and blossomed into the modern graffiti movement, reaching its peak in the U.S. in the late 1970s and early 1980s, and then spread to Europe. Cornbread is widely regarded as the father of modern-day graffiti.

Today graffiti art is hugely popular and some of the best-known artists in the world are street artists. Still graffiti is considered vandalism by authorities and many graffiti artists choose anonymity as a way to prevent arrest. (Thanks to Wikipedia for the information.) Hong Kong even had its own famed graffiti artist - Tsang Tsou Choi, also known as the “King of Kowloon”, who wrote Chinese calligraphy throughout the streets of Hong Kong, beginning in 1956, and died in 2007.

After my online research, I began investigating who could be in Hong Kong or within the Membership and might be the culprit of such a misdemeanour on the Club walls. I learned that a renowned contemporary street artist and designer from Brighton relocated to Hong Kong, and in 2020 started his NFT (New Found Territory) artwork journey. His name is very explicit: “SZABOTAGE”.

Suddenly, I hoped that was him who was tagging on private membership walls, because we would finally have arts in the Club to show to the community and our powerful leader the Home Affairs Bureau, showing our support to the arts in Hong Kong. My hope was rapidly crushed when I saw SZABOTAGE's absolutely superb work; it could not be compared to the awful red blotches we had to suffer as we watched them grow day by day.

Then – EUREKA !

The light came to me. It turned out the graffiti resulted from our concrete repair contractor performing a hammer tapping test, finding areas needing repair and marking them for further quotations and spalling concrete repair. What a relief for me, and surely for my complaining members, to know that we were not attacked by some sort of criminal, but actually a genuine contractor performing a technical survey for the safety of our Club.



DIRTY TOWELS AND EQUIPMENT IN THE GYM

I have received complaints and witnessed myself some unacceptable behaviour in the gym. Some members go straight to the gym without registration at the reception first; this is a grave offence to Hong Kong vaccine pass regulations, so please – as I keep on reminding you in my e-letter – help us to comply with the rules by showing your vaccine pass at the reception before entering the gym. Otherwise, if we keep seeing this behaviour, we will have to close the gym, and you will have to come to the reception to get it opened. This is an inconvenience that neither you or us want to go through, when it only needs 65 steps extra before getting on the treadmill for your 10,000 steps cardio.

Also, there is a basket inside the gym. For those who do not know what it is for, well, guess what? It is for the disposal of your dirty towels, so there's no need for you to leave towels at best on the equipment, or at worst discard on the floor, even sometimes next to the basket. Please, a little effort and consideration for others.

Lastly, a message for the Club's answers to Mr. Arnold Schwarzenegger (aka: Terminator) and Mr. Lou Ferrigno (aka: The real Hulk): not everyone is naturally strong as you may be, and replacing the 2-tonne dumbbells you use to warm up, on the rack once you finished, would be really appreciate by our cleaning ladies. I need to have a resident physiotherapist for them now each time they go and clean after you.

BENETEAU CUP IN ASSOCIATION WITH SIMPSON MARINE (EWA GRAEME WONDERFUL PARTNERSHIP)

"Beneteau Cup Hong Kong is a new fun sailing event in Hong Kong organised jointly by Beneteau APAC and Simpson Marine with logistic support and hosting of the Aberdeen Boat Club, Hong Kong. The 2-day regatta is reserved for Beneteau yacht owners and combines fun racing with vibrant social events including an evening awards ceremony gala and a beach BBQ on the second day before we bid farewell to yacht owners and crews. All Beneteau Sail Boat Owners are welcome!" Message on the webpage <https://www.beneteaucuphk.com/>.

This will be the third time ABC has the pleasure of hosting this wonderful event, taking the original Classic Yacht Rally concept to another level. We are very proud that Simpson Marine and Beneteau have chosen our Club to run such a great 2-day race/rally loaded with fun, activities and prizes. The regatta will take place on 29 and 30 October 2022 – so please bang the drum and come to the event if you are a Beneteau owner, family or friends of an owner, or just want to be part of the great weekend. This event would not be possible without the vigorous leadership of our Rear Commodore of Sailing, Graeme Brechin, and the exceptional event planning skill of Ms. Ewa Stachurska, Simpson Marine Group Marketing and Strategic Partnership Manager.



GENERAL MANAGER'S LETTER



PANADOL FILES – CLOSURE AT LAST?

After many years of banging my head against the walls, popping in millions of Panadol (there could be here, mind you, a relationship), **I FOUND THE SOURCE OF THE HEADACHES.**

All the procrastinations, the nonsense and the excessive pressure that I blamed on poor Hong Kong administration departments were all linked to one final direction the Club had to consent to, massage and finally agree to.

A short reminder for the non-aficionados of the Panadol files: we had silly issues such as the counting of steps by the pool, seating capacity on Middle Island, alleged infringement on government land, dead trees on Middle Island needing five years and counting to be resolved, and the installation of a water meter by the Water Services Department now on standby since 2018, new lease conditions for the main clubhouse and the renewal of our TOP both approved but not officially yet (since December), and many other bits and pieces. All were reported with dollops of sarcasm and irony in previous issues of Horizons magazine, which you may read or re-read on our webpage <https://www.abclubhk.com//horizons.aspx>.

The litany of woes somehow all made sense in June, when I was asked to approve the final draft of our new opening scheme to the public; I've given summaries of the work in my previous blurbs.

The Home Affairs Bureau (HAB) wanted to make sure that we are a decent club serving Hong Kong sports and its development, and that we are making every effort to open the Club sporting facilities to recognised bodies and to the general public. I am proud to announce that we came to an agreement, and that it was approved by the Flag Officers. The funny part – and sorry but I cannot avoid a little sarcasm here – is that despite the new agreement looking fantastic in its presentation, it is actually restricting the outside world's access to the Club more than before. That proves again that our quarterly reports to the HAB showing about 80% of our sport facilities are used by outside people are not read and are absolutely useless, and in the new agreement we are only asked to comply with 33% opening up. I have no idea what is going wrong, but for us it is happy days, with just a bit more administration to do and less pressure. So, sorry Dame Emma Walmsley, CEO of GlaxoSmithKline, the main Panadol producers in the world – your best customer will not need your service anymore.

Have a wonderful, Covid-free summer, wherever you go; and if you are still with us, let me inform you that Middle Island will be opened every day except Monday, the day of the big weekly clean-up.

BENETEAU
CUP
2022
29 - 30 OCT
HONG KONG



SAVE
THE
DATE



BENETEAU CUP - HONG KONG 2022

Beneteau Cup Hong Kong is back in 2022!

Reserve the date in your nautical calendars for the second edition of this flagship sailing event.

Beneteau Cup Hong Kong welcomes all Beneteau Sailboat owners to join!

Expect fun island racing, great prizes, gala dinner and an epic farewell sunset party!

Full details coming soon.

Event Partner and Host: Aberdeen Boat Club



Venue: Middle Island



Register your interest at www.beneteaucuphk.com



GENERAL MANAGER'S LETTER

25TH ANNIVERSARY OF HKSAR CELEBRATION

Under the auspice of the Hong Kong Sailing Federation (HKSF) and the generous sponsorship of the Hong Kong Jockey Club, the three major sailing clubs in Hong Kong organised for the first time ever a sailing event across the entire territory of Hong Kong – **the HKSAR 25A Sailing Cup** (“HKSAR 25ASC”). The three main sailing events happened on 11 June at the RHKYC, 19 June at the ABC and 25 June at HHYC. Finally, the HKSF hosted a overall the prize giving ceremony for the HKSAR 25th Anniversary Cup at Kellett Island, RHKYC on 6 July 2022. Obviously a cornucopia of VIPs were invited to every event, to demonstrate that sailing is a very powerful sport in Hong Kong and deserves as much as attention as we are all giving to our beloved country.

Our event on 19 June was actually a double event, with a record entry of 80 boats under 6 divisions racing for the HKSAR 25A Sailing Cup and the ABC Summer series 2. After the race, an anniversary celebration took part on Middle Island with the flag raising and the national anthem orchestrated by Scouts from the 36th Hong Kong (St John's Cathedral) Scout Group, namely: Matthew Tsang and Tern Kaplan; and Martin Wu, Scout Leader, Silver Jubilee District. Speeches from our Commodore our Guest of Honour, HKSF President Ms. Mei Han-cheung, were followed by a traditional Pai San and a lion dance performance. At the end, the summer series prize giving took place, and all wished success and glory to the One Country, Two Systems and to the 25 years of Hong Kong SAR's existence.

The list of guests included Commander Clive Walton; Police Community Relation Officer; Sammy Leong; Ms. Mei Han-cheung, HKSF president, with Ambrose Lo, HKSF Vice President; David Robinson CEO, Fragrant Harbour, and various reporters.





RACING RESUMES AFTER COVID HIATUS:

SUMMER SERIES 2022

Race 1

WORDS & PHOTOS BY FRAGRANT HARBOUR

The Aberdeen Boat Club's Summer Series is designed to give sailors a morning race followed by a convivial lunch at one of Hong Kong's many waterfront restaurants. It's a format that works well given the heat, and sometimes lack of wind, during the territory's summer months.

But, on Sunday, the 5th of June, the sailors had one more thing to be happy about. It was the Club's first sailing race after nearly six months of cancellations thanks to Covid-19.

The feeling of excitement out on the water near Middle Island was palpable. Twenty-two yachts circled Shun Fung, the committee boat, eager to cross the start line and head for the windward mark laid 200 metres to the southwest. Race officer, Alex Johnston, welcomed everyone at 10:10am and announced that both IRC and HKPN would be sailing Course 37. This would take the 10 faster boats around Bluff Head, then Fury Rocks, past Tung Lung Chau, around Steep Island on the outside, before finishing at the entrance to Clearwater Bay.

The course for the slower boats was similar, leaving out Fury and passing inside Steep. In good southwesterly winds of 12 to 15 knots, both the IRC and HKPN fleets would converge on the finish more or less together, and in perfect time for lunch at Fat Kee Seafood Restaurant in Po Toi O!





Blowers daughter seconds after the HKPN start



Intrigue, after a nail-biting start, IRC



Gambit slips past the committee boat

The warning signal for the two IRC divisions went at 10:25. At 10:29, it became apparent there was going to be drama. *Red Kite II*, making a calculated and well-timed approach, began calling to *Intrigue* which was closing in fast from above the committee boat. Diving or barging, call it what you like, but on the gun, helm Thierry Barot did an incredible job of steering *Intrigue* through the gap with just inches to spare either side.

Meanwhile, further down the line, *Gambit* and *Zesst* were leading the pack with *Neo One* and *Redeye* coming up fast. After rounding the windward mark, the six IRC Division 1 and four IRC Division 2 boats settled in for a reach to Bluff Head while the two HKPN divisions were preparing to start.

At 10:35, six HKPN A and six HKPN B boats had crossed the line, with James Barker and crew on *J Chi* (J-80) showing that size can be an advantage. At the front, *Jibulai* was soon rounding the windward mark and overhauling the IRC tailenders.

Through the Beaufort Channel, the IRC boats carried on to Fury Rocks and then raised their kites for a glorious run to Steep in 15 to 18 knots of south-southwesterly breeze. *Redeye*, taking full advantage of its waterline, was first to drop its kite and power across the finish at 11:56:10 to claim line honours. Within sight of the line, *Intrigue* developed kite problems and broached in the stiff breeze.

Surprisingly, IRC 2 entry, *Zesst*, helmed by Henning Mueller, was second to cross the line. This impressive performance by the Jeanneau Sunfast 3600 put it 1st in the division, followed by *Gambit* and *Red Kite II*.



Five O One in the Beaufort Channel



Zesst during the IRC countdown



New contender, DBX2, off Clearwater Bay



Neo One speeds to the finish



Closer to shore, the HKPN boats were coming in fast – just as planned! Line honours went to Pascal Martin's *Legende II* while the little J-80, *J Chi*, was second to finish. On handicap in HKPN A, *Legende II* was 1st, with *Jibulai* 2nd and *XT* 3rd. The HKPN B division was won by *J Chi* on handicap, with *Five O One* in 2nd and Philippe Moriau's *Rhy & Rue* in 3rd.

Later, at Fat Kee, the RO presented prizes to the achievers, with a consolation award to *Intrigue*.

The next race in the series is scheduled for Sunday, 19 June 2022, and will be combined with the second event in the HKSF's 25th Anniversary Sailing Cup.



Tucking in at Fat Kee in Po Toi O



J Chi wins a prize

RACE 2 AND 25TH ANNIVERSARY CUP, ABC



Chris Pooley cuts the ceremonial pig



Commodore and Cheung Mei-Han



Commodore dots the eye

This year is the 25th anniversary of Hong Kong's return to China and, as part of the celebrations, the Hong Kong Sailing Federation organized a three-club Anniversary Cup which, to date, has been well supported by the sailing community. Three races were scheduled, two have been completed.

The opening race was hosted by the Royal Hong Kong Yacht Club on Saturday, the 11th of June. The second was hosted by the Aberdeen Boat Club, on the 19th of June, and was held together with Race 2 of the club's popular Summer Series. The final race of the 25th Anniversary Cup will be held at Hebe Haven Yacht Club on the 25th of June.

The committee boat, *Shun Fung*, left the dock early and was on station by 1000 off Tung O Wan, Lamma Island. Boats began arriving, rounding the eastern tip of Lamma and approaching through Sheung Sze Mun. At a distance, many looked as though they wouldn't make it but, fortunately, with nine divisions and seven starts, all but a few were on time for their starting guns.

Given a possible entry of 81 very diverse boats, race management had decided on splitting IRC into 0, 1 and 2 Divisions and, likewise, HKPN into A1, A2, B1 and B2 Divisions. There was also a One Design Division and a special HKPN C Division for the multihull, *Carbon3*.

Principal race officer, Barry Truhol, and his team had quite a tight sequence to follow although, bang on 1030, the first away, on a very long line, were the Hobie 16s, Impalas, Ruffians and Pandoras of the One Design Division.

Next off were the HKPN B2 boats at 1035. Familiar names included *Pepper & Salt*, *Water Rabbit*, *Ragamuffin* and the beautiful Hans Christian, *Bowline*. As often, over-eager *Water Rabbit* was too early and had to come back.

The third start at 1040 was for the HKPN B1 Division which included stalwarts such as *Five O One* and *Taka Ano*. Some chose to start



Bowline, a cautious starter

close to the committee boat, others thought there would be advantage at the ODM. In the middle it was a little sparse.

HKPN A2 was the fourth and largest start at 1045. Sixteen boats crossed the line with *Jibulai* looking strong in the middle. *Ti'punch*, too, with tactician Olivier Decamps adding his experience, was soon into clear air at the front of the fleet.

The fifth start at 1050, saw the cream of the HKPN boats do battle in A1. *Ding Dong* led the fleet off the line and, in fact, for the entire race not counting, that is, HKPN C Division's sole entry, *Carbon3*, which also started at 1050.

Then, after a minute's delay announced over VHF, Truhol got the 13 boats of IRC 1 and 2 started at 1056. Incidentally, this small 'blip' in the starting sequences led to some confusion as *Ocean's Five* and *Next* thought the one-minute warning signal was the start. *Ocean's Five* came back, while *Next* went on to score an OCS.



Jibulai starts mid-line

A shame as Eddy Lee and crew have been doing a lot of training in their new Neo 430 Roma racing machine.

Witchcraft, with Nick Burns at the helm, was in fine form and soon rounding the south of Lamma, with *Intrigue* and *Redeye* close behind.

Last to start was the IRC 0 Division at 1101, sadly depleted as *Alpha Plus* didn't make it.

All boats in both HKPN and IRC were sent on the same Course 27 covering 14.3 nautical miles. With southeasterly winds of up to 12 knots, it was going to be a quick race.

And quick it was for the trimaran, *Carbon3*. Barely had the committee boat finished its customary observation of the race from Tai Kok than assistant race officer, Alex Johnston, was calling for a rapid return to lay the finish line. Minutes after the buoy was laid, in a cloud of spray and a wake stretching back forever, Niccolo Manno and crew smoked across the finish at 12:04:26, or in an elapsed time of just over an hour and 14 minutes.

Next to finish was a Hobie 16, piloted by Karl Chan. Chan took 1st position in the One Design Division, followed by the Hobie 16 of Ronald Tam.

In summary, IRC 0 was won by *Free Fire*, IRC 1 by *Witchcraft* and IRC 2 by *Red Kite II*.

Out of the 43 boats in HKPN, *Ding Dong* won the A1 Division, *Ti'punch* claimed victory in A2, *Five O One* topped B1 and *Marmalade* claimed the honours in B2.

Out of 66 starters, there were 64 finishers, one OCS (on course side) and one RTD (retired) – a good day's racing for both the Aberdeen Boat Club's Summer Series (Race 2) and the Hong Kong Sailing Federation's 25th Anniversary Cup, ABC.



Carpe Diem rides the swells



Crystal ahead of Blu



XT, 2nd in HKPN A1





Witchcraft, winner of IRC 1



3rd in HKPN B2, Bowline

Welcome to the New Members

December 2021

Ma Kin Wing, Sean
Chow Yuet Keung, Ken
Willie Chiu
Cheng Hon Kam, Vincent
Erik Alexander McLean
Kang Wenjiang, Henry
Kiu Ka Hey, Jonathan
Steven Thomas Watson
Edward James Wieser
Yang Michael Cheng Yun
Tang Man Kit, Joseph
Au Hok Yin, Bernie
Au Lok Kan, Katie
Alexandre Norre
Chan Yuk Lin
Aaron Arthur Goach
Choi Tsung Mang, Joe
Sun King Yee, Carol
Kwok Cheuk Yin Irwin
Chu Wai Pang

January 2022

Noah Ducroquest
Aurelia Wilson

February 2022

Chan Wing Kwong, Vivian
Brian Lo
Jacobo Wigisses
Sunny Keung
Lawrence Lau
Dominik Sklenar
Angus Chu
Ethan Cheng
Kevin Tam
Ada Leung
Stephen Loggie
Sun Ye

April 2022

Michael Aw
Serverine Brichard
Olivier Dewailly
Jonathan Gill
Hermit Ho
Felix Kong
Jeffrey Leung
Ivan Yeung
Mary Choo
Peter Kwan
Zheng Yi Jun
Thomas Allen

May 2022

Thomas Chan
Ethan Lam
Christopher Yu
Vincent Chan
Patrick Nguyen
Partick Mak
Kiran Malviya
Gao Ziqi Elly
Gao Haoxuan Ethan
Ma Kin Ching, Charmaine
Yip Charis
Yip Nathaniel
David Hirotaka Pang
Song Chenming
Wong McCarley
Pang Ho Lun
Larissa Yan
Jason Pun

Farewell for the Leaving Members

November 2021

Chow Chi Chung
Eddie Yau
Andre Arno Assmann
Axel Scholz
Brandon Foo
Lam Chak Sum
Arno Zurcher

December 2021

Christopher Parker
Matthew Braddick
Rita Chan
anurag Mathur
Daniel Villemil
Philip Nye
Ridsert Hoekstra
Edwin Leung
Jean Philip Beulgue
Sanjay Gupta
Jonathan Wong
Wong Chau Sang
Thomas P Haddrill
Jonty Hart
Kiu Ethan Lachlan
Danny Yeung
Francois Dubois
Fung King Hung, Patrick
Thomas Yeung

January 2022

Bjoern Vogt
Paul Hitchens
Shengjun Sun
Nikolas Moussis
David Walder

February 2022

Tracey Fisher
Yvon Le Renard
Paul Rust
Redney Olsen
Christian Foddis
Phillip Georgiou
Roger Huang

March 2022

Jeremy Hobbins
Irene Cheung
Barry Mitchell
Wong Ryan Tai Cheong
Nathaniel Sims
Loterm Mattan Cabrera

April 2022

Paterson Chan
Michael Ip
Ming Shiu Fung, Stephen
Tam Shing Hei
Chris Yee
Siriol Wyn Jones
Adrian Brok-Hollinshead
Crystal Lopes Yau
Leung Kai Man Stephen
Chan Po Gay

May 2022

Andrew Blank
Ciampaolo Corbatta
Wong King Wa, Alice
Winona Hwang
Benjamin Rameau
Sophie Furze
Wilfred Yong
Chan Wang Lai, Fiona
Fung Kit Ching
Gregg Daffner
Alex Orange
Ben Yates
John Sayer
Daniel Schraven
Tristan Emerson
Andrew Fung



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Designed by Mario Marengo 1970



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House Committee Update June 2022

By Graham Price, Rear Commodore House

We promised last month to keep you updated on plans to revitalise our clubhouse. Yet we spoke perhaps too soon – as you will have noticed from the lower car park, where extensive repair works are being carried out to the ceiling, where we have detected some spalling concrete (breaking off in fragments). Work is well in hand, and will I hope be completed before you read this.

We are working with architects and engineers to map out a programme of works to enhance our facilities. As always, much of the work is not seen until the physical construction and renovation starts.



Car Park Ceiling

Many Club members will have strong views on what we might do, or should do; and I urge you to make your views known either to me or another committee member – or better still by becoming involved with the committee work. We welcome those with expertise or willingness to contribute.

So, to get you started, please see the photos:

*Do you prefer the tiled wall,
the wood effect wall or wallpaper?*



The tiled wall



Wooden effect



Wallpaper

*And how should the entrance to
the Club look?*



Entrance



Staircase

*If you have ideas or views,
please let the
House Committee know!*



MIDDLE ISLAND SPORT AND RECREATION UPDATE

Website

www.abcmiddleisland.com

Email

sailingsecretary@abclubhk.com

Main Club Office

2518 9536

Middle Island Office

2812 2086



Aberdeen Racing Academy

Hebe Haven Yacht Club Open Dinghy Regatta

The Optimist Teams A and B participated in the HHYC Open Dinghy Regatta in May. A total of 21 ARA Optimist sailors took part, which is the biggest team the ARA has fielded. This was the first regatta in 6 months, with the next one not scheduled until October, so this was an important opportunity for the whole team to get some racing experience against other clubs.

The ARA also secured some great results, and we are proud to report that Nicholas Zhan was second overall in the main fleet, and Kristen Hwang also finished in the top 10. The Intermediate fleet was won by William Chen, while Toby Ouyang was fourth. Bernice Pang and Anthea Lam also finished in the top 10.



Some of the team at the HHYC Regatta



Team C Sailors

Team Trials

As usual, the ARA will be recruiting new sailors towards the end of the summer for the new season ahead. This is open to Junior Sailors who have completed their Junior Stage 4 course and are keen to start racing. Successful sailors may be invited to join Team C, who normally train on Thursday afterschool and on Saturday afternoon. Look out for times and dates of the trials on the website later.

Waszp Pathway

Three of our Academy sailors have been taking part in the Waszp training programme, and all of them completed level 2 'Sustain Flight' in a short time and challenging weather.

Our Waszp Progression Program includes 4 levels of difficulty starting on:

level 1

Introduction to Waszp and First Flights

level 2

Sustain Flight

level 3

Foil Race Intro

level 4

Foil Racer



Congratulations to Tiffany, Carter and Chris to be our first Waszp level 2 sailors

International Events this summer

With travel still challenging we may not have the usual number of sailors competing at overseas events, but we are pleased to report that we will see ARA sailors at the following international events.

Optimist World Championships, Turkey, 27 June to 7 July

Nicholas Zhan

Vernon Ha



Optimist European Championships, Denmark, 30 July to 5 August

Chloe Kong

Kristen Hwang



Photo credit: PandaMan



Photo credit: PandaMan

29er World Championships, Spain, 29 July to 6 August

Ethan Kong

Aaron Dampier



Hong Kong Sports Institute 29er Team

Aberdeen Racing Academy can proudly announce that seven of our former ARA members are part of the Hong Kong 29er National Team and they will be travelling to Europe this summer to compete in international regattas and finishing the trip with European and World Championships in Denmark, Netherlands and Spain. We are crossing fingers for Casey, Jack, Cameron, Chris, Juliette, Tiffany and Maddalena. ABC wish the best luck and fair winds for all the sailors challenging themselves this year.



Tong Po Chau Dinghy Racing Series

The 2022 Spring Series was a shortened one due to COVID restrictions until late April. We did however fit in two race days, and two races on each day for the Open Division.

On 24 April, winds were very light but we found just enough of an easterly to get the races going. In the open division there was mix of boats, including Sjoerd and Esther in a Quest, Ethan and Aaron in the 29er and then a number of Laser 4.7s and Radials. The breeze was very light and this favoured the Lasers, with Shaan securing two wins for day in his Laser 4.7.

The Optimists only managed one race as the wind had shifted to the south east and dropped to just a couple of knots for their second start. Although we went through the starting procedure it was postponed just seconds before, as it was clear that racing wasn't going to be fair for the fleet.

Summer Series 2022

The Summer Series is scheduled for four Sundays and we are looking forward to see the dinghy fleets on the water. For the latest results you can visit the website www.abcmiddleisland.com/tong-po-chau-dinghy-series.

Although the 22 May clashed with the HHYC Open Regatta there was still enough Club sailors for the Open Division. Fifteen dinghies came to the start area but with winds touching 15kts it was a bit much for some of the novice teams, some of whom were getting their first experience of Club racing. Sjoerd and Esther impressed with a 2nd and 1st in the two races of the day and that enabled them to climb to the top of the series to take the overall win. Ethan and Aaron were 1st in the first race of the day which secured themselves second overall in the series. Shaan was third after his two wins on the first weekend. It was also good to see the Explorer Teams out for a fun race in the Feva dinghies, with Timothy and Keith finishing joint 3rd and 2nd in the days racing on handicap. It's unusual to get a draw in handicap racing but they managed it twice!

Summer Series 2022

Sun 12 June
Sun 26 June
Sun 10 July
Sun 21 August



Watersports Training Courses

As you read this, we will be busy with the Junior and Youth Summer Programmes of Courses. If you are interested in joining these courses, including adult courses, then you can check out availability through our online booking system. If a course is showing as full you can add your name to the waitlist. If a space becomes available, the system will go through the waitlist one by one.

Also, keep a look out for the next schedule of Autumn Courses.



Farewell **JUMBO ∞**

Words by Philippe De Manny



Not only expats are leaving Hong Kong, but also – as I write on 14 June 2022, the “Eiffel Tower of Aberdeen” is leaving for good – our Southern District trademark the “JUMBO” is on its way to nowhere; leaving the territory. (Reportedly, Jumbo Kingdom has said that the fleet found a new parking spot, and had plans to undergo maintenance in Southeast Asia, without giving further details. Of course, we now know its final destination proved to be Davey Jones’s Locker, after it capsized near Xisha on 20 June.)

On 3 March 2020, the operating company announced the final closure of the restaurant, laid off all staff, apparently all due to the coronavirus pandemic and the lack of visitors in Hong Kong making the operation impossible. On 30 May 2022, parent company Aberdeen Restaurant Enterprises announced that the restaurant would be leaving Hong Kong in June 2022. Aberdeen Restaurant Enterprises Limited offered to donate the floating restaurant for free to anyone interested, though without success as all potential enterprises found that the operating costs were too high, and it was not worth trying to salvage the impossible. It seems that our Jumbo has also fallen victim to the exorbitant cost of space and living in Hong Kong. The day after the announcement, the not so modern kitchen at the back of the Jumbo capsized and sank due to holes in the hull.

Hong Kong has a very long history with floating restaurants; being a coastal city its waters abounded abundant in fresh fish that you could just catch by throwing a net over the side of a vessel or from a rock by the sea. These times are long gone, and for many years the fish in these floating palace restaurants have been imported from far away, even sometimes from Australia.

To my knowledge, the first floating restaurant appeared in Aberdeen Harbour after the Second World War. This was the Tai Pak Floating Restaurant, created through the transformation of a 105-foot long boat in 1952. Six years later, it was joined by the Sea Palace Floating Restaurant (海角皇宮), which was eventually sold and towed away, maybe to Australia. I am not sure if it made the journey entirely – some said that it sank near the Philippines, others would deny such an inanity, I could not find the real story.

I suppose, nevertheless, that the myth of a sinking Jumbo-type restaurant near the Philippines is much more linked to the moving of one of the sea palace barges (part of the Jumbo Kingdom) during the 2000s, from Aberdeen to Manila Bay. This became the “Jumbo Kingdom Manila”, which closed in 2008 after proving a complete financial disaster.

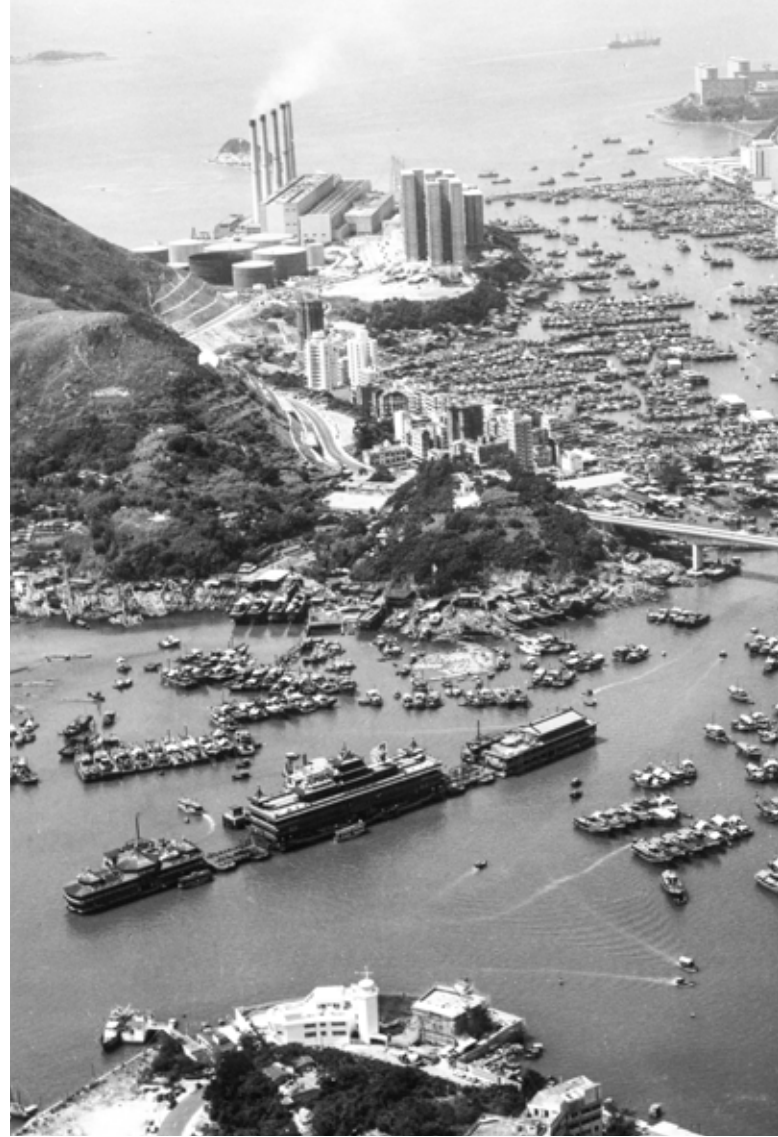




A second Sea Palace was built and sold to Stanley Ho for his Macau Palace floating casino; this one was also scrapped, in 2007.

Elsewhere, a second Tai Pak floating restaurant was built and located in Tuen Mun, before being sold and relocated to Guangxi in the 1980s.

Now the JUMBO, as we knew it, was built in the late 1960s or very early 1970s at Kowloon Chung Hwa Shipyards in Yau Tong. And in 1976 Stanley Ho created the Jumbo Kingdom by joining the Tai Pak and the Jumbo together. This was after 4 years of re-building the new Jumbo, as the first one burnt through on 30 October 1971, just before opening, leaving 34 dead and 42 injured. It said that the construction of the second Jumbo cost over HK\$300,000,000, but the Ming Dynasty style of outdoor and indoor decorations were made even more luxurious (in appearance).



Aberdeen Harbour view in 1966 - with Ap Lei Chau yet to be developed.



Over the past five decades, the floating restaurants including Jumbo Kingdom have been the top feature of Aberdeen Harbour for locals and tourists alike, many international dignitaries and celebrities, including HM Queen Elizabeth II, film stars Tom Cruise, Chow Yun-fat and Gong Li, Philippe de Manny and more than 30 million other valued visitors and guests. They have featured in many international movies, particularly the Tai Pak, which was in the harbour since 1952:

- 1955 (shortly after Tai Pak Floating Restaurant opened) *Love is a Many Splendored Thing*, with William Holden and Jennifer Jones
- 1960 *The World of Suzie Wong*, starring William Holden (again) and Nancy Kwan
- 1973 *Enter the Dragon* featured Bruce Lee on the Tai Pak and Sea Palace in Aberdeen
- 1974 *The Man with the Golden Gun*, with Roger Moore and Christopher Lee
- 1975 *Bons baisers de Hong Kong*, a French parody of James Bond
- 1983 *Bonsai*, another French comedy
- 2011 *Contagion*, with Gwyneth Paltrow (whose character visits Hong Kong, and catches a new virus that soon becomes a global pandemic)

Local movies often used the Jumbo as either a background or a venue, including:

- 1985 *The Protector*, with Jacky Chan
- 1996 *The God of Cookery*, with Stephen Chow
- 2003 *Infernal Affairs II*, with stars including Anthony Wong

So, Dear Jumbo Kingdom – farewell, and fear not, you will remain in our memories for a long time, and eternally in Aberdeen Harbour history.

News flash:

Though Jumbo is gone, it seems we may not have seen the last of Aberdeen's floating restaurants. According to The Standard on 16 June, "A white knight has reportedly shown interest in purchasing Tai Pak Floating Restaurant, with the smaller companion boat of the defunct Jumbo Floating Restaurant recently renewing its license with the Marine Department."



The floating seafood restaurants had been part of the view from the Club, ever since it was founded in 1967.



Diners alighting from the Jumbo pier, after hopefully enjoying a feast on a floating restaurant.



Farewell, Jumbo.



Wall photo with Elaine and Stephen, in The Bridge Room

Farewell Luncheon

For Stephen Davies and Elaine Morgan

Words & Photos By John Berry

On Friday 8th April, ABC gave a farewell lunch for long-time members and outstanding contributors to the club, Stephen Davies and life partner Elaine Morgan to thank them for their many contributions to the club since the mid-1970s and to give best wishes for their retirement in Chester, UK.

The farewell began in the Waglan Bar, moved to The Bridge Room for a magnanimous pre-luncheon speech by Commodore Pooley, and opening of the 'Four Peaks Wall' in The Bridge room in their honour. The western wall now hosts a plaque recording the granting of Honorary Membership to Stephen, the Fiddlers' Green's Four Peaks Race 'oars' (an earlier permitted form of propulsion in light winds), various photos of the couple and their boats and a photo of the Fiddlers Green crew in the first 1985 Four Peaks race: Stephen, Elaine, John Aldridge, Chris Mitchelmore and Alan Barrett. All then moved to the Harbour Room, where the couple were presented with a sturdy hardwood treasure chest, crafted by Wayne Robinson from the timbers of a fine wine box. This contained a hard copy of all of the Fragrant Harbour issues in which S&E had written about their Pacific, Indian Ocean, Red Sea, Med and Atlantic cruising travels, and a copy of the three books on the history of the club, with the 2017 version signed by the Commodore and all present.



Ah Kee, Ellen and Jon Zinke, Harbour Room



Commodore presenting treasure chest

After the main course, MC John Berry started the story telling.

"Stephen was proposed to ABC by Douglas Payne, and became a member on 1st October 1974, at a time when Henry Litton was Commodore. Stephen had a great start to sailing – not only was Douglas the vice commodore in 1974-76, he was also the owner and racer of that well-known (in earlier days) boat Arawa. It would have been an auspicious start to sailing at ABC in a boat which clearly loved sailing so much that it was usually last to sail across the finish – so for his yacht racing, things could only get better!

"An accomplished sailor from youth and in the British marines, he was a respected and successful competitor when I (JB) joined ABC in 1983, always aided by Elaine – equally talented. He/they were very helpful and encouraging to all sailors of whatever level of talent. By then, they had sold their earlier 'Barrico' and moved on to a Yamaha 30 Fiddlers Green, performing well in the racing.

"In earlier days, yacht racing was under IOR rating and HKYA handicaps, a knock-off from IOR which fairly rated boats designed for racing, but not so good for cruiser boats. Former Commodore Ashley Wagg originally introduced performance handicapping to ABC under the Portsmouth Yardstick performance adjusted system, and later, Stephen started playing with the PYS numbers to make them work better when on Sailing Committee (later to become head of Sailcom). ABC yacht racing thrived, frequently getting over 30 boats – imagine the crowd in the bar in those days, filling the balcony,

keeping Bill and David the barmen busy, leading to the construction of the deck area! He and Ed Cannon promulgated PYS in Cruiser Owners Association, and PYS was included in China Sea races, (thankfully acknowledged by then Fernando Race chairman V Locke in the 1985 SFR handbook).

"Inspired by the Three Peaks Race in UK, Stephen created the ABC's Four Peaks Race, combining running to four of HK's higher peaks with 100nm sailing, thriving from 1985 to present (pandemics excepted), and remaining very popular for sailors from all clubs.

"Personally, I had the pleasure of crewing for S&E on Fiddlers Green on several offshore / distance races, the 1985 San Fernando Race lead-up race, the main race SFR (which FG won), and others including an overnight Pedro Blanco Race (40+ miles east of Port Shelter). In the latter, starting with light winds and sailing in fog, Stephen's astro-nav was spot on as we found and rounded the island to head back to HK on the second day on a dead run. The wind progressively strengthened, and I was asked to raise the heavy kite and peel the light. As the wind built further in the twilight, I returned to fire the kite, but by the time I had got to the shroud, we had a huge broach in which I was shoulder deep in water. Luckily I had just asked my wife Natalie, sitting on the port pushpit rail, to get back into the cockpit and change the other side. Just before the broach occurred, putting the whole port rail under water at 6-7 knots, carrying away the safety gear mounted on the said pushpit! It would have been hard to find her in the dark!



Fiddlers Green – First Four Peaks Race 1985



At Sai Kung Pier



Committee Boat Team



4 Peaks Race - 2010



4 Peaks Race Prize Giving - 2011



4 Peaks Race - 2011



Ladies Helm - 2011



Frostbite - 2012



Frostbite 2012



Valentine Ladies Race - 2018

After five races, I announced that I would now concentrate on sailing own boat, the Bonne Route. "How can you leave?" said Stephen, "We have sailed five races together and won three and placed in two - you are our mascot!"

"The 1985 SFR was perhaps Steven's most successful prestige race win (well, apart from Four Peaks race). Five crew on a Yamaha 30, smallest boat. Under Steven's inspired but iron control of the crew and accurate position control (via astro-nav), we kept the boat going well. One degree of deviation from the course was not tolerated, (nor was the response that the two cockpit compasses themselves deviated from each other by over two degrees tolerated!)

"Later in the race, Stephen changed course to well north of the rhumb line to catch what he correctly anticipated would be a late wind change from NE to the East. This arrived on time and we were able to make fast reaching passage down the coast to the finish to clearly take the race clearly. Winning PYS overall, CHS (now IRC) Overall, and 2nd HKYA (IOR) and Team

Prize. A very well-deserved result, and all credit to Stephen. Later it was recorded that he was the last skipper to have ever won a RORC race using astro-navigation!

"Come 1990 Stephen and Elaine, having resigned from HKU, sailed off in their 38 footer Fiddlers Green II around Asia, Oceania and New Zealand (including nuptials on Ashley Wagg's lawn), eastern Pacific, Indian Ocean, Red Sea (hence the Red Sea Pilot), Med, Atlantic, then settled in south France. Later they returned to HK in 2005, with Stephen taking up the role of the first director of the HK Maritime Museum, initially at the reconstructed Murray House in Stanley, and later returning to research pursuits at HKU. Meanwhile, they excelled in the new J80 class in 'FG3'. However, eventually it became time to pull up stumps, and now S&E are returning to UK, to settle in Chester.

"Thanks to S&E for the companionship and knowledge and all you have done for sailing at ABC and for this sport in Hong Kong. Very best wishes for your future in UK."

Farewells and anecdotes from past members unable to attend

Maureen and Ashley Wagg (former Commodore '80-82), now in Nelson NZ:

"Happy memories of numerous sailing exploits together, and best wishes for your retirement in the UK".

John Aldridge, still sailing a 28ft 'Davidson' and racing OPBs at Marlborough NZ:

"Reminiscences of Dr S. Davies:

- *On a spinnaker take down in the inaugural 4 Peaks approaching Sai Kung, I managed to put a small tear in the sail. For this, Stephen berated me as a "geriatric old fart", despite being 2 years younger than him!*
- *In a Manila restaurant, after the 1986 China Sea Race on Fiddlers, Stephen collapsed face down, fast asleep, into his bowl of soup. To be fair, we had all been awake for 48 hours, rock hopping to pick up the land wind at night. A couple of San Migs, and he was gone!*
- *The snoring spinnaker: Somewhere in the South China Sea on the 1985 San Fernando. Change of watch at 9 pm. I stayed on deck, discussing matters of navigational significance with Stephen. Suddenly, there is the sound of snoring from somewhere up front. "That bloody Berry is snoring", says Stephen, for whom snoring was something only lesser mortals did. Anyway, Stephen grabbed a winch handle and hurled it down the companionway in the direction of the snoring. A bemused John Berry appeared on deck, rubbing his head, and muttering something like (what the f*** was that for?). After a verbal altercation, things calmed down, but the snoring persisted. As we surged down the slight swells and overtook the apparent wind, it became evident by torchlight that the luff of the spinnaker was fluttering, giving a realistic impression of snoring. Red faces all round, and I think Stephen even apologised!*

Thanks to Stephen and E for all the fun we have had together over 40 years - sailing in HK and the Philippines, in France and Spain and Scotland. I am sure there will be many more occasions. All the best. John and Jill"

Bill Hutchison – *"Nothing printable, look forward to catching up with them over this side."*

Arnold Luntz (Joined ABC January 1985, just after Stephen)

– "So Stephen & Elaine are finally leaving HK! Both of them have been great members for a very long time – even longer than myself! Always helping, always interested in the Club affairs! And very staunch advocates and supporters of the 4 Peaks Race! My regards to the pair of them and I hope the future will be as bright as the past has been for them!"

Barry Hill *"Many thanks for all your valuable contributions to the development of sailing at ABC and the maritime history of Hong Kong. Every good wish to you both for a long and enjoyable retirement in the UK. "*

Compliment from SFR Chair 1985

By Vic Locke

Chairman, San Fernando Race Commit

THE 1985 San Fernando Race has again attracted a blend of cruising and racing yachts. When we decided to implement a proper Portsmouth Yardstick System for the last race, there were some misgivings expressed by a few owners – especially if they owned a newer boat designed with the I.O.R. in mind.

In spite of its critics, the P.Y.S. has worked very well in the San Fernando Race. It is also being used more widely now for club racing, and our friends at Aberdeen Boat Club are to be congratulated for establishing the system, which now has credibility and offers an excellent alternative to the expensive I.O.R.

All then raised a glass to Stephen and Elaine for all they have done for ABC and its sailing, and the floor was opened for more tales. Yarns were spun by Patrick Bruce, Graeme Brechin, Tristan Stewart, Ah Kee, who, inter alia, thanked Stephen for helping to arrange English lessons for him early on at his time in ABC. Bart Kimman gave recollections of the awful fate that befalls those who tried to learn how to navigate from Stephen. Wayne Robinson forgetting that his first encounter with Stephen, boats and the ABC was via his boss, Tony Benthams, who became the owner of S&E's first boat, the Yamaha 25, *Barrico*. Jon Zinke and the 'this one will run and run' puzzle of the name of Repulse Bay and Stephen's inability to say 'I don't know' in less than 30 pages. Graham Price on one HK toponym Stephen had rambled on about, Natalie talking of clinging on for grim death in the wipe out on the way back from Pedro Blanco. George Taylor recalling Big Wayne and *Deliverance* never quite being where the breeze, or the current, or the eddy and *FGII* ended up being.

All then retired to the bar for further reminiscences!

Hong Kong's Concrete Ships

Words & Photos by Stephen Davies

Part II: Fishing boats and recreational craft

Interest in ferrocement vessels of any kind seems to come and go. That's not surprising really, since the alternatives have always proved more appealing: first wood and iron, then steel and, by the 1890s, dabbling with cupro-nickels and aluminium, and then the arrival of GRP during WW2 (yes, that long ago). Somehow a boat hull made of something sheetlike, bendy and more obviously watertight – well, sort of – has always seemed more plausible than one made out of the powdered rock, sand and water we use to build walls and motorways.

Those of you readers as antique and yachtie-esque as the author may remember one of the times ferro-cement came rather than went. It was the surge of interest in home-build ferrocement yachts in the 1970s. That surge was in fact piggy-backing on a bunch of late 1960s' international initiatives that saw, in the comparatively lo-tech simplicity of ferro construction, an answer to developing countries' need to further upgrade their fishing fleets. In this Hong Kong, believe it or not, was a front runner.

Thanks to a mechanisation project that had begun post-war, Hong Kong's fishing fleet had begun modernising during the 1950s. The problem was that the structure of a traditional Chinese fishing vessel is ill-suited to mechanisation so,¹ by 1956, of the 6,160 fishing vessels operated by 53,556 fisherfolk (yep, there were once that many), only 750 of them – c.12% - had donkeys.² Enter the young Director of Cooperatives and Marketing of the then Department of Agriculture, Fisheries and Forestry, Mr Jack Cater,³ and a more or less simultaneous initiative by the UN Food and Agriculture Organization. The aim in both cases was to work out the best way forward for indigenous fisheries to modernise with new boats.

As the design answer that emerged from FAO tank tests of 335 vessel types, analysed by Jan-Olof Traung,⁴ basically argued for turning the traditional low bow, high stern Chinese vessel design end-for-end, getting agreement took a while.



The launch of the *Seagull*, 1965

Eventually a government sweetener argued that maybe a high bow and low stern design wasn't all that weird, and in January 1965 the 86' *Sea Gull* (海鷗 [Hoi Au]) was launched from the Chuen Hing Shipyard in Shaueiwan for a bold pioneer, Mr Yeung Shing-kau. A record catch for the maiden voyage then made the necessary point, and Hong Kong's first modern, teak trawler design was on a roll. Now, alas, the much modified remaining specimens are in their final days.⁵

And ferrocement? Well, while the fishing fleet kept growing, modernisation of the fleet was only on a slow roll. By April 1965 modern design types had risen to an impressive twenty-five in number, but there were still 5,500 mechanized traditional junks... and 6,600 sailing fishing boats, though given the then colonial government's rubbish statistics, it's impossible to say what that meant in comparison to 1956.

Anyway, the mid-to late '60s continuing growth and modernisation of the fleet, and the arrival of the modern trawler design coincided with the ferro-enthusiasm uptick noted above. Cometh the hour, cometh the chap.

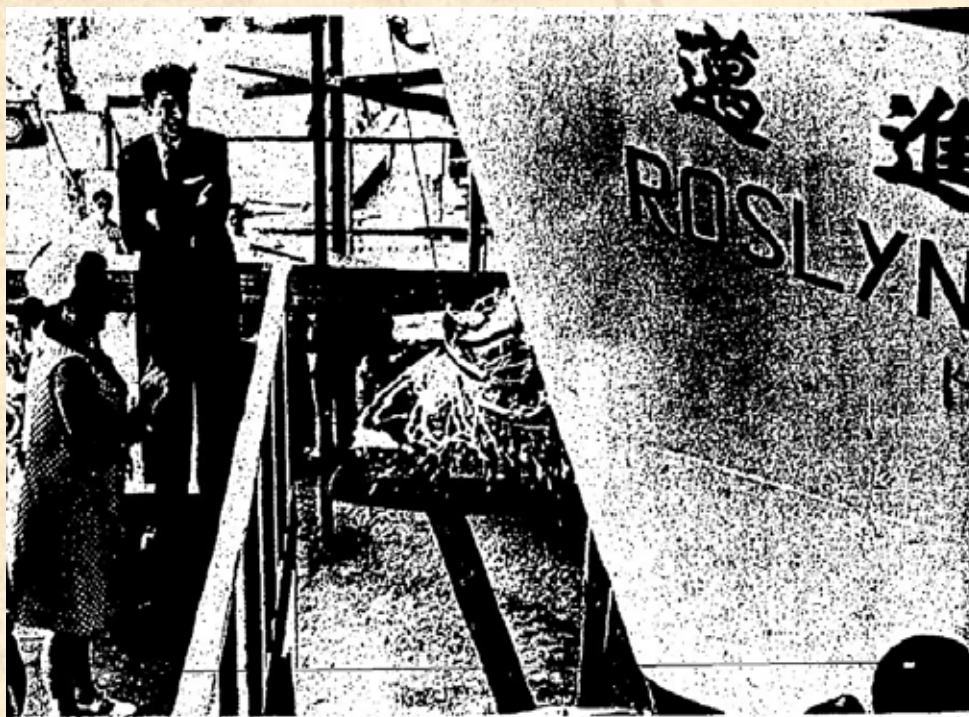
Into Hong Kong's boatbuilding story came one Philip A. Leonard, about whom I have been able to find out zip, who actually turned HK – if very briefly – into the world's pioneer in ferro-cement fishing boat construction. In 1969, Mr Leonard founded a new company, Ferro Cement Marine Construction Ltd., and hired building space at Taikoo Dockyard. With a loan from the Agriculture and Fisheries Department covering 80% of the HK\$119,000 cost, a grant from the Fish Marketing Organization and the backing of the Aberdeen Mechanized Trawler Fishermen's Credit Co-operative Society (香港仔機動拖船漁民信用無限責任合作社),⁶ at its launch on 12 September 1969, Mr Yip Kam-hung of Cheung Sha Wan became the proud and pioneering owner of the 54' ferro-cement long-liner *Pak Tak* (百德).



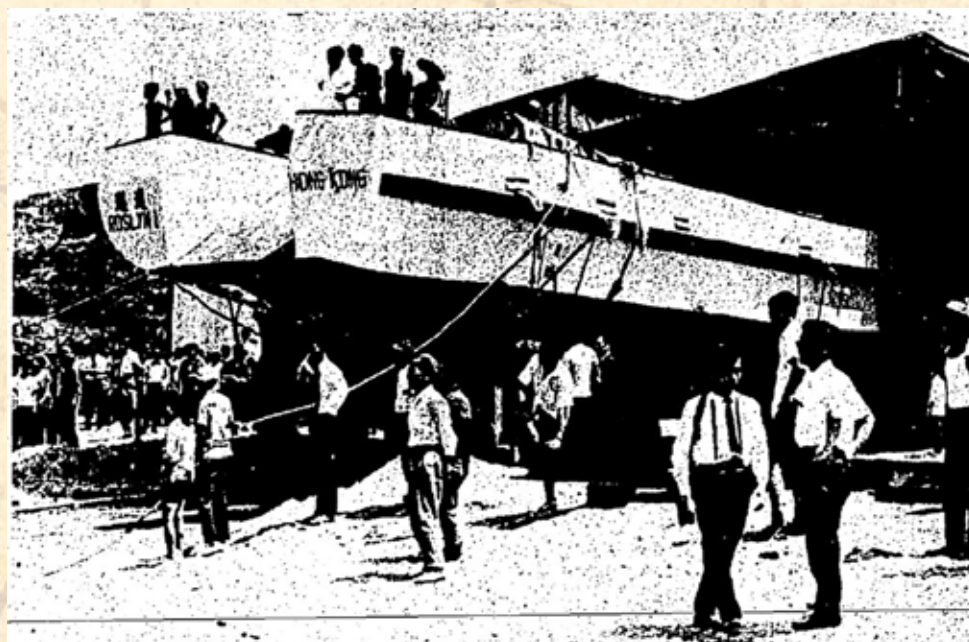
The *Pak Tak* (百德) under construction and her owner, Mr Yip Kam-hung

Philip Leonard's company moved to its own Castle Peak/Tuen Mun yard, to start work on its next projects – the 86' *Roslyn I* (at the time of its launch in 1972 the world's largest ferro fishing

vessel) - and its three sister ships that were perhaps never launched, and were all ordered by Fishing Enterprises (HK) Ltd., of which Philip Leonard was a director.



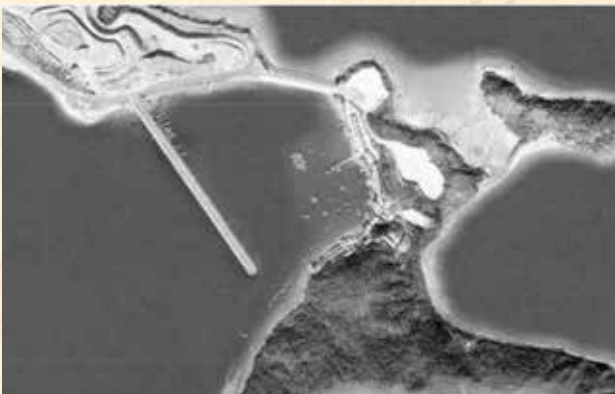
The Roslyn (邁進) being launched by Mrs Leonard



Unfortunately, she got stuck on the ways, and had to be towed off by a tug a few days later. Blame was pointed at the sacrificial pig, which had been laid out at right angles to the ways instead of with its snout pointing down them

Despite the *Pak Tak*'s successful maiden voyage and the new, larger venture, the idea of a concrete fishing boat didn't catch on. Nor did it despite proof, once the *Roslyn I* had launched and begun working, that damage could be cheaply fixed. On one trip some gear got loose and stove in the port quarter near the waterline, flooding the steering gear compartment. Watertight integrity held, no cracks propagated beyond the damaged area... and when the trawler got back to HK and was slipped, repair materials for the hull cost just HK\$1,800!

There must have been some sort of imagined future however, because in March 1974, an official notice announced plans for a reclamation not far from Tai Mei Tuk in Tolo Harbour, to be leased to Ferro Cement Marine Construction Ltd, "for a shipyard to be used for the purposes of establishing a centre for research and development of ferro cement boats."



This 1973 aerial photo of a new typhoon shelter shows a pier and maybe a shipyard

PUBLIC WORKS DEPARTMENT
Foreshores and Sea Bed Ordinance
(Chapter 127)
Notice of Intention to Grant a Lease of Foreshore and Sea Bed

1. Notice is hereby given under section 4 of the Foreshores and Sea Bed Ordinance, Chapter 127, that it is proposed to grant a lease of the area stated in the particulars in accordance with the terms specified below.

2. All persons having objections to the granting of such lease, and also all persons who deem that their property may be injuriously affected by reason of the access of such property to the sea being interfered with by the granting of such lease and who claim compensation in respect thereof, must send their objections or claims in writing to the Director of Public Works before the expiration of two months from the date of this notice.

3. **Particulars**

Description and Lot No.	Location	Area
A reclamation, a pier and a slipway to form a part of Yim Tin Tsai DD 27	Shuen Wan Hoi (Plover Cove)	21,600 square feet (approximately) as delineated and coloured red on plan numbered P.5691A
Remarks		
Plan may be seen at District Office Tai Po, Tai Po Market, New Territories or at Port Works Division Office, 5th floor, Murray Building Garden Road, Hong Kong.		

4. **Terms and Conditions of Proposed Lease**
An annual tenancy is proposed to be granted to the Ferro Cement Marine Construction Ltd. for a shipyard to be used for the purposes of establishing a centre for research and development of ferro cement boats.

D. W. McDonald
Director of Public Works

22nd February, 1974.

Still something going on in early 1974



The intended site of the reclamation and new yard – something was built

None of the research and development centre, the yard or the fishing business seems to have prospered, since in the annual fisheries report in January 1973, the fishing fleet still only had one ferro trawler, the original *Pak Tak*. That said, at the May 1976 launch of Hong Kong's first yachting magazine, Mr David Leith's *Hongkong Boating Annual '76*, one feature was, "a story on the construction of the world's biggest ferro-cement boats in Hongkong," – so, some sort of action perhaps kept going for so long, and perhaps the big ferro trawlers were all exported.

The *Roslyn I* must have been sold out of Hong Kong – and to have proved a well-built and durable vessel since there's a current record of her, though not of her whereabouts, with an IMO Number 7108980. IMO numbers only started in 1994, so she lasted at least 20 years and if she's still afloat, she's half a century old. But then, a ferro boat called – wonderfully – *Zeemeeuw* (Seagull), built in 1887, was in service and afloat in a pond in Amsterdam Zoo until 1969.

Bar the possible survival of the *Roslyn I*, we haven't a clue what happened to any of the trawlers or the yard that built them. The newspapers are silent on Mr. Leonard and the two businesses. Ferro Cement Marine Construction Ltd seems to have gone out of business by the late 1970s, though it wasn't finally "dissolved by striking off" until 2001! Fishing Enterprises (HK) Ltd, which had been formed in June 1970 was "dissolved by striking off" in December 2002.

Mind you, while the *Roslyn I* was being built, Mr. Leonard had inspired his workforce to bring the ferro revolution of Hong Kong traditions right down to the maritime grassroots. In May 1971, working in their spare time with materials provided by the yard, Mr. Leonard's workers made a ferro-cement dragon boat – the standard 24-paddler size. He reckoned it was lighter than the standard teak boats and constructed so that if it filled with water – as any dragon boater will know, an ever-present possibility – it would, like a wooden boat, still float awash. The aim was for it to compete in the 1972 Taipo dragon boat races and afterwards – presumably after an expected 'solid' performance – to be donated to the Taipo Dragon Boat Association.



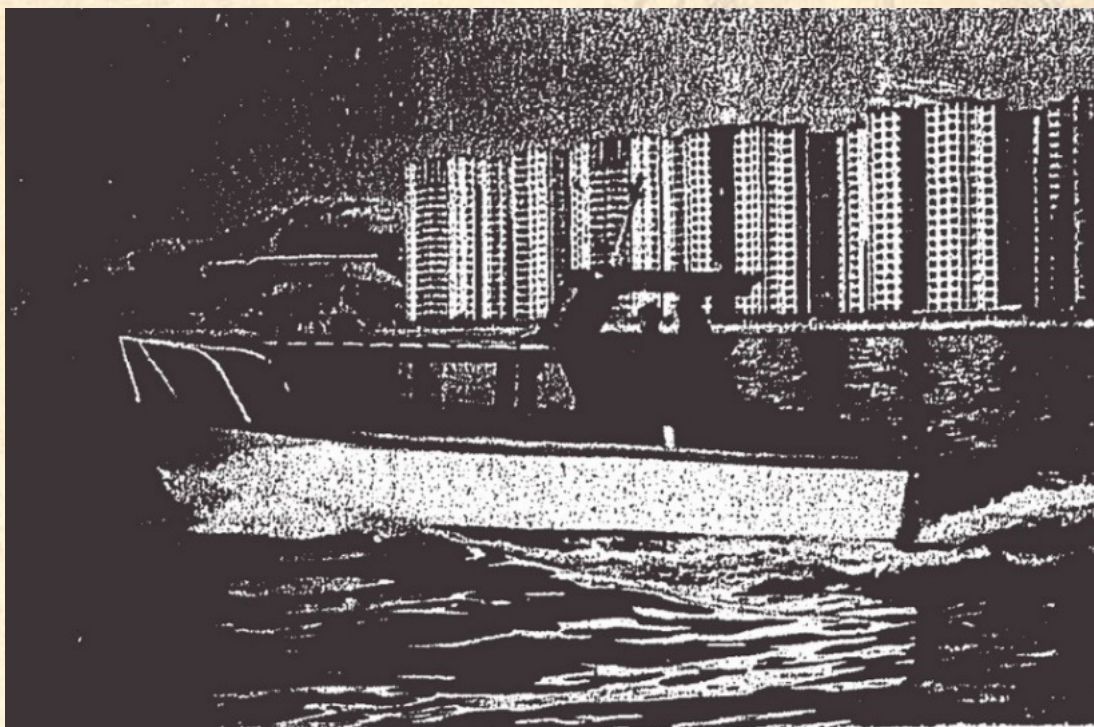
The *Zeemeeuw* on the Pelican Pond in Amsterdam Zoo, 1960s



Not the clearest pic, but this is the ferro-cement dragon boat

After that revelation of probably the world's first and only ever concrete dragon boat, there is only silence. Some traditions you don't mess with... well, not until the dragon boaters decide otherwise. Hello GRP.

The hello-goodbye of the ferro dragon boat wasn't the end of the concrete story for maritime Hong Kong. Not long after Ferro Cement Marine Construction Ltd had been founded, a parallel outfit interested in producing ferro pleasure boats popped up.



**Hong Kong's first – and maybe only –
ferro-cement motor cruiser showing its paces off Mei Foo**

In November 1970, Oceancrete Ltd. (海坚有限公司) – a local operation licensed by the 1961 Brit firm Seacrete Ltd that had already built 300 ferro-cement vessels of various sorts, set up shop in Cheung Sha Wan, aiming to build recreational boats with ferro-cement. They launched their first, a diesel powered, 28' motor cruiser with GRP-covered ply decks and superstructure, in December 1971; and in a floating display in Hebe Haven, showed it to anyone interested. At the time, the director of the outfit, Roger Weeks, said they aimed to sell the beastie for HK\$70,000 (in 1971, quite a lot of money!). They were also doing custom work and were reportedly building a 54' cruiser for a Guam based buyer.

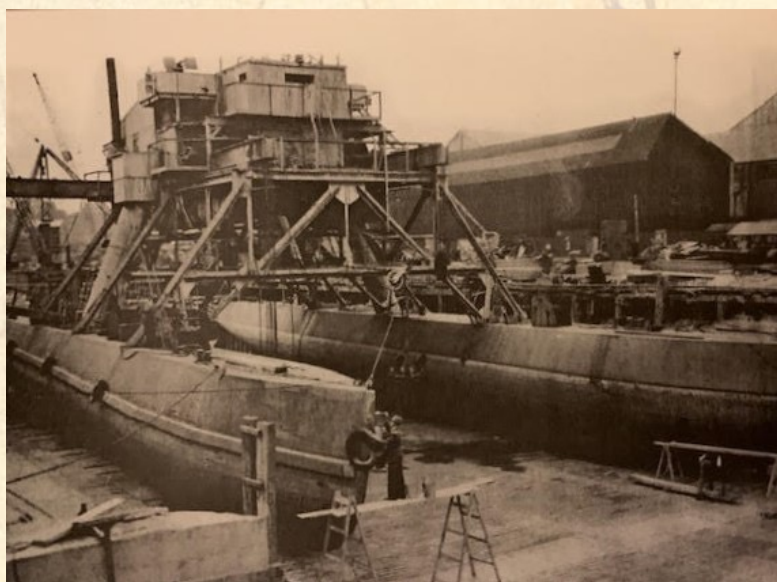
Oceancrete Ltd's concrete boat venture didn't seem to go anywhere much either. No further news of ferro-cruisers or any other sort of local ferro-cement production pops up in the record. That said, Oceancrete Ltd seems still to be a listed company, only these days as a trading company. Very Hong Kong. If X doesn't work, try Y... or P... or Q... or Z.

Now you might wonder where all this came from; and if you don't, I'll tell you anyway. The answer is a research query sent to me about another concrete vessel – this one a weirdo – that may... or almost certainly may not... have starred in Hong Kong's maritime story.

As a bloke who spends far too much time peering into HK's naval navel, I was asked whether I could come up with any data about a ferro-cement vessel designed by the eminent civil engineer Guy Maunsell, which is said to have ended its days in HK. Said Maunsell (whose eponymous firm, today AECOM, has a big history in HK) was a very inventive contributor of concrete wheezes to help Britain win WW2 – q.v. the anti-aircraft forts in the Thames Estuary. Way out at the whacky end of his inventive genius was something called a Landing Craft Gun (Tower) (LCG(T)) or, depending on what you're reading, Landing Craft (Gun) Tower (LC(G)T).



**The model of the LCG(T) that was tested in a tank,
now in the Imperial War Museum**



**The LCG(T) in dry dock at Red Lion Wharf on the Thames before her
trials – at this stage, no guns**

This extraordinary vessel was a submersible, twin-diesel catamaran, built in ferro cement. On top of its two sponsons was perched a concrete and steel pillbox on stilts that carried two 6" howitzers and a few light AA machine guns. The idea was that such beasts would trundle into shallow water off a chosen invasion beach; the hulls would be sunk until they rested on the bottom at Position A with the pillbox above the surface, and then begin bombarding with the howitzers until life became a bit hot, when the hulls would be pumped out using compressed air, all same submarine ballast tanks, and the whole contraption re-floated, and moved to position B.

This seemed a brilliant wheeze... if you didn't actually understand all that much about WW2 artillery. Given the accuracy of what is called counter-battery fire, sitting targets are bad ideas. After developing the ideas at the Sicily, Salerno and Anzio landings, come D-Day in 1944, a moving pattern of seven battleships, twenty-three cruisers, ninety-three destroyers, two monitors, and two gunboats, proved an accurate and potent solution to the need for artillery support in the early phases of the landing.

The prototype of Guy Maunsell's vessel had meanwhile been built at yards on the Thames, launched in 1943 and been trialled, with everything working exactly as intended... at which point the misguided nature of the intention struck home, and the whole idea was binned; leaving a completed, but completely useless prototype.

And that's where Hong Kong comes in because, in a throwaway one liner in the only authoritative account of the LCG(T) it says, "the prototype was sold off as scrap after the war and found its way to Hong Kong harbour, where it remained in use in the post war period as a salvage craft. It would straddle sunken vessels and bring them to the surface using the compressed air lifting system." And that was this naval navel gazer was being asked about.

Except there is not the slightest trace in the record of anything of the sort. Given that this wasn't just a pretty singular vessel, but at 130' (39.6m) long with a 56' (17.1m) beam – call it two "Star" ferries side by side – quite large and pretty conspicuous, some sort of press comment would have been inevitable. The arrival of every major post-war salvage aid in HK can be traced – the three Royal Navy King Salvor class ships, a 100-ton floating crane towed out from UK, the ex-Japanese crane ship *Seishu Maru*, three repurposed Bar class boom defence vessels, Admiralty Floating Dock 18, *Autumnlight* – but not a peep about a large and peculiar – indeed unique – ex-LCG(T).

So, like an awful lot of anecdotal Hong Kong 'history', this was not quite a concrete fact. However, "concrete Hong Kong maritime historical facts" the *Lady Wolmer*, *Autumnlight*, *Pak Tak*, *Roslyn I*, a dragon boat and a motor cruiser certainly are.

¹ It's a complicated story basically to do with the wonderfully simple and economical, but essentially lightweight, nail fastened, internally braced monocoque junk hull, and the unique, klutzy, high friction steering system. The massive internal timber skeleton of western vessels was easily adapted to bear the weight and vibration of engines, and the keel and deadwood for being bored out for a stern tube for the propeller shaft. The lightweight traditional junk hull was hard to adapt, needed local strengthening to stand up to the vibration, and because of the rudder had to have an offset shaft, emerging at an angle to one or other side of the centreline, which meant winding on a permanent rudder angle to steer a straight line.

² Interesting productivity factoid here. In 2021, there were only about 10,510 active fisherfolk, but still 5,170 fishing vessels of which, however, over 3,000, or >60%, were sampans.

³ Sir Jack Cater, KBE, JP (1922-2006) was later the first head of the ICAC from 1974-1978, and from 1978-1981 Chief Secretary, Hong Kong's most senior civil servant.

⁴ Marvellous, 3 volume classic, Jan-Olof Traung, Food and Agriculture Organization of the United Nations. Fishing Boats of the World, Farnham, England: Fishing News, 1955.

⁵ The modernisation story is a fascinating one that I'll return to in another piece for your delectation. The Tai Lee Cheung yard on Ap Lei Chau built the first modern type for a non-Aberdeen owner in 1965. The first two modern vessels for the Aberdeen fleet, each costing HK\$275,000, were the two 86' trawlers *Hoi Ngan* for Mr Cheung For-yau and *Hoi Kan* for Mr Leung Tai-hei, launched from the Sau Kee Shipyard on Ap Lei Chau on 23rd Feb 1970 – their costs had been underwritten by a loan of HK\$460,000 from the FMO.

⁶ It was liquidated in 2011.

JULY PROMOTIONS

The Galley
Contemporary Cantonese
-inspired Dishes

The Four Peaks Restaurant
New Summer Dishes

AUGUST PROMOTIONS

The Galley
Summer Coastal Japan
-inspired Dishes

The Four Peaks Restaurant
New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會

**New Series
Starting Soon!**



Wine Tour

Around the World 3.0

If you can't travel (easily) to the exotic wineries to sip the wines (just yet), we will bring them wineries and the wines to you

**Launch date to be announced soon
to all registered wine-loving members!**

**These events are by invitation only
and on a first come, first served basis.**

**Update: New requests to be included in the priority wine lover's list are now closed until further notice, as all wine-pairing dinners have been running on full capacity with long waiting lists. Thank you for the support!*



Aberdeen Boat Club 香港仔遊艇會

Beer & Wine of the Month Promotion - July

CIDER OF THE MONTH

5.0% ABV **THREE OAKS CIDER CO.** 330ml



\$52 / Bottle

Crisp, clean, refreshing. Refreshing and old school, fantastic as a change from beer!

Wine of the Month JULY
Marlborough, New Zealand



\$60 per glass
\$270 per bottle

Sauvignon Blanc 2020
Pinot Noir 2018

KONO

Beer & Wine of the Month Promotion - August

BEER OF THE MONTH

麥子



\$58 /BOTTLE

經典 Classic Pale Ale

MADE IN HK 100% 香港釀製 SINCE 2012 MAK'S BEER

WINE OF THE MONTH

Melacce Montecucco
Vermentino DOC 2019
Tuscany, Italy

The aromatic description of this wine opens with intense notes of herbs and wild-flowers which then gives way to deeper hints of spice and sea, closing with notes of almond. Enters the mouth fresh and sweet, with a pleasant lively acidity and a fragrant varietal Flavours.

\$295 / Bottle **\$65 / Glass**

Rigoletto Montecucco
Rosso Sangiovese DOC 2018
Tuscany, Italy

Large and fresh, vinous and vibrant notes, of red and ripe fruit. Soft and tasty with sweet tannins and a jaunty acidity with freshness accompanying the fruity notes that are found in the finale.

CASTELLO COLLE MASSARI



F&B PROMOTION

Summer

July & August



Greyhound

Grapefruit Juice, Gin/Vodka,
aperol, syrup, splash of soda
(Alcohol) \$60

Rose Sangria

Rose, syrup, splash of soda, mixture of fruits,
top of cointreau
(Alcohol) \$60



Water Melon Surprise

Whole watermelon, Watermelon juice mix honey,
splash of soda, Vodka
(Non alcohol) \$55
(Alcohol) \$60

Water Melon Mojito

Watermelon juice, mint, sugar, soda
(Non alcohol) \$55
(Alcohol) \$60



Aberdeen Boat Club 香港仔遊艇會

Mexican Fiesta

WITH CHILLED SEAFOOD BUFFET

with free-flow options

The Galley & The Patio

Saturday, 23 July • 6pm onwards

What better way to celebrate summer than with a feast of Mexican delicacies and drinks?
Join us for the ABC's fiesta abounding with Enchiladas, Quesadillas, Croquettes,
Nachos, Tacos, Burritos, DIY Fajitas, chilled seafood dishes plus much more!

Adults: HK\$299 only (Add HK\$78 for free-flow Margarita)

Concessionary price for members over 65 years of age: HK\$249

Children (3-12 years old): HK\$199 only

**To reserve for your family and friends, call reception at 2552 8182 or
email booking@abclubhk.com**



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION



S.E.A

(South East Asia) Food Festival

with Free-Flow Options

**The Galley & The Patio,
Saturday, 13 August, 6pm onwards**

Treat yourself to a culinary tour of the region, featuring summer specials with delicacies from around South East Asia. There will be unlimited choices of fresh salads, starters, chilled seafood, and a range of Asian-inspired foods from Malaysia, Singapore, Vietnam, Thailand, Indonesia and the Philippines.

Adults

**HK\$289
ONLY!**

**Concessionary price
for members over 65 years of age**

**HK\$249
ONLY!**

**Children
(3-12 years old)**

**HK\$189
ONLY!**

To reserve for your family and friends,
call reception at 2552 8182 or email booking@abclubhk.com



Aberdeen Boat Club 香港仔遊艇會

Back By Popular Demand!

Bombay

Street Food Gala

with Free-Flow Options

**The Galley & The Patio,
Saturday, 27 August
6pm onwards**

Welcoming Autumn, this night will be replete with savouries from medieval Bombay's Irani cafés – featuring a splendid array of famous street foods like pani puris, bhajis, dosas and more, followed by famous ABC curries, tandoori, and naans. After these mouth-watering dishes, round off the evening with delectable Indian desserts!

Adults: HK\$298 Only

**Concessionary price for members
over 65 years of age: HK\$258**

Children (3-12 years old): HK\$198

To reserve for your family and friends,
call reception at 2552 8182 or email booking@abclubhk.com



Aberdeen Boat Club 香港仔遊艇會

Home Wine Delivery July 2022

WHITE WINE	Selling Price	Qty	Amount
Grafe Lecocq Pinot Gris - Alsace, France Nicely perfumed with fresh fruit notes (exotic) and a mushroom touch. Beautiful fruity expression in the mouth with richness, elegance and roundness. Very charming.	HK\$148		
Slingshot Sauvignon Blanc 2020 - California, USA Refreshing and crisp, Slingshot Sauvignon Blanc has aromas of pineapple, mango, and white peach. With balanced acidity and a textured pallet, this wine features flavors of lemon zest, lime, and honey suckle.	HK\$198		
Hahn Winery Chardonnay 2019 – Monterey County, California, USA Hints of apricot and butterscotch on the nose. Ripe peach and pineapple flavors with supporting French oak notes. Crisp and refreshing.	HK\$208		
Sandalford Element Late Harvest 2017 –Western Australia Chenin Blanc, Sauvignon Blanc, Semillon, Chardonnay & Verdelho. Pale lemon in color. There's a mix of passionfruit, pineapple and guava and sweet orange blossom notes. On palate, tropical flavours in abundance, luscious sweetness without being unctuous and low alcohol really driving home the softness and appeal of this wine. Alcohol - 7.8 %	HK\$128		
RED WINE	Selling Price	Qty	Amount
Sokol Blosser Organic Pinot Noir 2018 – Oregon, USA Ripe and intense black cherry aromas with violets and cedar box notes. This is the wine that defines Sokol Blosser. 100% Pinot Noir, ample structure to ensure long-term aging ability. Pair with salmon, turkey, pork, risotto with mushrooms.	HK\$198		
L'Ecole 41 Merlot 2018 – Washington, USA Rich with aromatic aromas of nutmeg, clove and cinnamon, this spicy Merlot shows red cherry fruit, black plum, blackberry and dark fruit flavors encased in a peppery, chocolate, black cherry finish.	HK\$338		
Cypress Cabernet Sauvignon 2018 – California, USA Dark purple in color with youthful red hues, with a mix of jammy red fruits, black cherries, black currants, violets and spicy cigar box oak aromas. The palate is plump and rich with a mouthful of varietal Cabernet fruitiness from start to finish. A perfect pairing for a roasted leg of lamb.	HK\$148		
Sandalford Reserve Cabernet Sauvignon 2017– Margaret River, Australia This is a very pretty wine with lifted notes of violets, cassis and hints of fragrant cedar. Medium to full bodied with silky tannins and moderate acidity. Perfumed flavours as for the nose along with the unmistakable Margaret River nuances of choc-mint, rosemary and bay leaf. A wine which will only improve over the next ten years.	HK\$268		
Simonsig Mr Borio's Shiraz 2016 – Stellenbosch, South Africa With a vibrant plum colour and attractive notes of blueberries and spice. Hints of vanilla pods intertwine with the well grafted tannins that sculpts the palate. Long dry finish with a repetition of succulent black berries and cherries.	HK\$148		
Please Note: The listed items do not qualify against minimum monthly F&B charges			
	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 at bar@abclubhk.com

FREE delivery will be offered for purchase over HKD\$1,500,

Allow 3 working days for delivery. All wines are subject to availability

Home Wine Delivery August 2022

SPARKLING	Selling Price	Qty	Amount
Vilarnau - Sleever Brut Reserva DO CAVA NV- Penedes, Spain This cava is a bright straw colour with a steadily rising stream of fine bubbles. It has pronounced apple fruit with a great balance between ripe fruit and delicate acidity.	HK\$138		
WHITE WINE / ROSE / DESSERT	Selling Price	Qty	Amount
Geyser Peak - Chardonnay 2018 – California, United States The palate shows a bright and balanced mix of stone fruit, Crème Brulee, and toffee that round out a delicate finish. Fruity, floral, and delicately toasty.	HK\$162		
Mud House - Rapaura Sauvignon Blanc 2021 – Marlborough, New Zealand This wine is juicy and refreshing with crisp acidity and quenching finish. Powerful aromas of blackcurrant and green peppercorns, contrasted by sweet and savoury herbs.	HK\$132		
Fantinel - Tenuta Sant'Helena Ribolla Gialla IGT 2020 – Friuli, Italy An elegantly subtle, radiant white with a tangy, vibrant mouthfeel. This ancient vine exudes the consistently delightful abundance of its native lands.	HK\$152		
Eddie McDougall's - Little Pig Rose 2019 – Margaret River, Australia Notes of crunchy yellow apple, and fresh red berries with a zesty and tantalizing hint of citrus. Once the wine crosses your lips, a luscious and delectable minerality will exude a freshness like no other, making for a well-rounded wine that is poised and sophisticated whilst still providing you with every bit of enjoyment and satisfaction.	HK\$132		
Mongioia - Moscato d'Asti DOCG 2021 – Piedmont, Italy Aromas typical of grapes, fruity notes of ripe and juicy white peach with a note of aromatic, almost mentholated grass. In the mouth: an acid note given by the hint of lime, orange peel and mandarin.	HK\$138		
RED WINE	RED	Qty	Amount
Sottocai - Chianti Classico DOCG 2019 – Tuscany, Italy With a deep ruby colour and intense aromas of cherry and red fruit, this Chianti Classico balances ripe fruit and acidity with well-integrated accents of wood and spice. A great match with roasted meats and flavourful pastas, this wine is also delicious to sip on its own without food.	HK\$168		
The Flying Winemaker - Cabernet Sauvignon 2019 – Margaret River, Australia The allure of eucalyptus is ever-present and inviting coupled with dark blackberries, plum, violet florals and liquorice, making the aroma very inviting and seductive whilst showing great intensity. The palate has a pronounced yet honest intensity with clean, fresh acidity and fine-grained tannins.	HK\$152		
Longview - Yakka Shiraz 2016 – Adelaide Hills, Australia Aromas of red berries, white pepper and baking spices exhibiting flavours of black currant and dark cherry. It has toasty oak characters, perfectly balanced tannin and a long clean finish.	HK\$188		
Mud House - Narrows Pinot Noir 2020 – Marlborough, New Zealand A bouquet of cherry and dark berries is complemented by subtle, sweet oak spice. Juicy acidity and ripe tannins lead to a succulent, lingering finish.	HK\$158		
Grand Total :			

Please Note: The listed items do not qualify against minimum monthly F&B charges

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

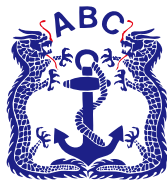
Tel No: (Office) _____ (Home) _____

Delivery Address: _____

Delivery Date: _____ Member Signature: _____

Total amount will be charged to Member's account. Order accepted by email at bar@abclubhk.com

FREE delivery will be offered for purchase over HKD\$1,500,
 Allow 3 working days for delivery. All wines are subject to availability



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



Part A (Master)

Dates : 18, 19 August 2022; 3, 4 November 2022
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\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

Part B (Engineer)

Dates : 25, 26 August 2022; 10, 11 November 2022
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\$2,200 for member/person/course. HK\$2,800 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 relative exam. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays, you may register your exams. to the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, Eye-sight exam. Report from a registered doctor or Part I or Part II Registered Optometrist., examination fee HK\$1,255, cheque payable to "The "Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together in the first attempt). There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
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 apply the exam. in the Marine Dept.
Website for Exam Date: https://www.mardep.gov.hk/e_files/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: <https://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight Exam. Report: <https://www.mardep.gov.hk/en/forms/pdf/md687.pdf>
Online application: https://ebs.mardep.gov.hk/en/services_seafarer_examination_services.php
The address of the Marine Dept. : Seafarers' Certification Section
Marine Department, 3/F Harbour Building,
38 Pier Road, Central, HK.
Telephone : 2852 4941
Fax : 2541 6754



Pleasure Vessel Grade II Operator Certificate Courses

Application form

Part A (Master)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:30pm

() 18, 19 August 2022 Thursday & Friday

() 3, 4 November 2022 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address: 20 Shum Wan Road, Aberdeen, Hong Kong.

Signature

Date

Part B (Engineer)

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

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

Fax: _____ Email: _____

Please enroll me on the course for Part B (Engineer) to be held at 7:00pm – 10:30pm.

() 25, 26 August 2022 Thursday & Friday

() 10, 11 November 2022 Thursday & Friday

Please debit my account with \$2,200. -

For Non-Member please include a cheque with \$2,800. Payable to Aberdeen Boat Club Ltd.

Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

