

May-June 2023

# HORIZONS

The Magazine of the Aberdeen Boat Club



Waglan Series 2023







## May – June 2023

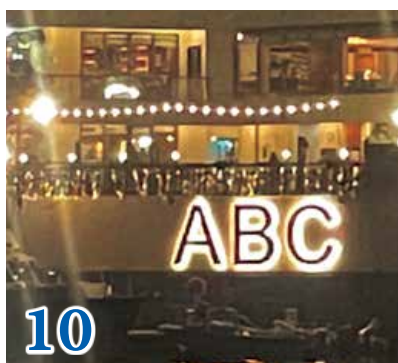
| Dates     |    | Holidays             | ABC - Yacht Races       | Dinghies                     | Others   |
|-----------|----|----------------------|-------------------------|------------------------------|--|
| May 2023  |    |                      |                         |                              |  |
| Mon       | 1  | Labour Day           |                         |                              |  |
| Sat       | 6  |                      | ABC Classic Yacht Rally |                              |  |
| Sun       | 7  |                      | ABC Classic Yacht Rally |                              |  |
| Sat       | 13 |                      |                         |                              | RHKYC Spring Regatta   |
| Sun       | 14 |                      |                         | ABC Tong Po Chau Spring 4    | RHKYC Spring Regatta   |
| Sat       | 20 |                      |                         | HHYC Open Dinghy Regatta     |  |
| Sun       | 21 |                      |                         | HHYC Open Dinghy Regatta     | RHKYC Spring Regatta Resail                                  |
| Fri       | 26 | Buddha's Birthday    |                         |                              | COA Lady Helm & Challenge                                    |
| Sat       | 27 |                      |                         |                              | RHKYC Inter-Class Festival                                   |
| Sun       | 28 |                      |                         | ABC Dinghy Cruiser Challenge | RHKYC Inter-Class Festival                                   |
| June 2023 |    |                      |                         |                              |  |
| Sat       | 3  |                      |                         |                              | HHYC Summer Saturday Series D1                               |
| Sun       | 4  |                      | ABC Summer Series 1     |                              |  |
| Sat       | 10 |                      |                         |                              | RHKYC CR5 - Coastal Race (Short)                             |
| Sun       | 11 |                      |                         | ABC Tong Po Chau Summer 1    | HHYC Typhoon Series D1                                       |
| Sat       | 17 |                      |                         | HKSF FOS Sailing Fun Day     | HHYC Summer Saturday Series D2                               |
| Sun       | 18 |                      | ABC Summer Series 2     | HKSF FOS Sailing Fun Day     |  |
| Thu       | 22 | Dragon Boat Festival |                         |                              |  |
| Sat       | 24 |                      |                         |                              | HHYC Typhoon Series D2 (Mirs Bay) /<br>COA DBF Men Challenge |
| Sun       | 25 |                      |                         | ABC Tong Po Chau Summer 2    | HHYC Typhoon Series D2 (Pursuit Race)                        |

### 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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Horizons welcomes ABC member contributions of articles and photos.  
Please contact the editor at [martin@drmartinwilliams.com](mailto:martin@drmartinwilliams.com)



## COMMODORE'S LETTER



Chris Pooley  
Commodore

*As full of spirit as the month of May, and as gorgeous as the sun in June.*

*[Henry IV ----Shakespeare]*

An apt description of the coming month for the Northern Hemisphere, named in the Gregorian calendar after Maia the Greek goddess of Springtime and Growth [q.v. below]. And in Hong Kong most welcome this year after the recent February-like weather in April, with the monsoon transition seemingly delayed.

Even so, summer and the high humidity will come and with it the typhoon season. On which subject boat owners please take careful note of the preparation guidance in the Reminder article a few pages on. While all members should be prepared for possibly disruptive weather and tidal surges.

**Growth:** Development so far this year has been very good with membership numbers above both Budget and Target. Yet more is needed, that is to say, funding! The Govt new Premium charge, purportedly to be levied at one-third the commercial value of the Club's land plot [howsoever that's defined] from 2027, was due to be revealed in 2Q 2022 but has yet to be unveiled. Practical funding arrangements cannot begin until the unwelcome news of the quantum is known.

Of more advantage to members is the hoped-for good news of formal approval of the MI Development Project in the 4<sup>th</sup> Quarter which will then trigger a review of the cost options and the funding needs.

In the meantime, the House Renovation Project is moving apace, for an update see Graham Price's informative article.

How can members help in preparing our "Club" --- which in reality means each and every member --- for these future costs? All ideas welcome, here are a few:-

- Spend more on F&B and enjoy yourselves while doing so!

- Persuade friends and acquaintances to join. Proposers are rewarded with a one-month waiver of the subscription.

- Help to sell Debentures to Companies which can then nominate 4 staff as members. Great value, particularly for Companies moving into Wong Chuk Hang. GM will think of an appropriate reward for such introductions!

Rest assured, once details of the Premium and the MI approval are known members will be fully informed.

In the meantime, summer is coming and with it much to enjoy:

- The Classic Yacht Rally on 6<sup>th</sup> May

- MI's Tropical Haven obviously either for sailing courses or simple relaxation, aided on 20<sup>th</sup> May by a special French Buffet. The new ferries will soon speed you there and back.

- The Junk always offers a popular jolly. Take note for your children of the Squid Catching nights on 19/5, 20/6, and 7/7. Book early as usually sold out.

- Deep-Sea Fishing competition on the 3<sup>rd</sup> June.

- And of course the Summer Series of Yacht Races to Island Restaurants starting on Sunday 4<sup>th</sup> June and ending with the prize-giving after Race 7 on 27<sup>th</sup> August.

So, as ever, much to look forward to at the Club, and much looming on the horizon for all of us to think about.

On that note all views welcome and I wish all members the very best of the summer season.



# ABC Junk for Hire

Available for Parties, Day Trips and Water Sports



Picture by Fragrant Harbour

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 [fmb@abclubhk.com](mailto: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: \$5,800

Saturdays, Sundays and public holidays: \$6,800

**BOOKINGS** - For junk booking please contact the Receptionist on 2552 8182 via [booking@abclubhk.com](mailto: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 2023 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](mailto:mbs@abclubhk.com)



## GENERAL MANAGER'S LETTER



Philippe de Manny  
General Manager

### RECENT AND UPCOMING SPORTING EVENTS

The Waglan series is over, with great wins this year by *Red Eye*, *Intrigue*, *Five O One* and *Shun Shui* - four ABC boats winning all divisions; haven't seen that for years! On Sunday 16 April, after the last race, the sailing crowd celebrated Dr. Nicholson's 90<sup>th</sup> birthday during the prize giving. A 90-year-old man still racing: what an example for us all to follow, certainly better than spending hours playing D&D. Thanks to the sponsor, The Kraken, for another cracking winter series; already looking forward to next year.

Summer series are next on the sailing calendar, starting on 4 June; with seven island races, finishing each time at one of the various seafood restaurants on Lamma or Po Toi. If you are not yet a sailor and want to experience a fun yet competitive way to get out at sea, just turn up for the early Sunday breakfast; there will certainly be a skipper willing to take you on board (usually a case of beer is welcome).

Racing dates are 4 and 18 June; 2, 16 and 30 July; and 13 and 27 August. Come along and discover sailing on big boats!

But before that, May is traditionally the month of the Club's youngest, yet already aging regatta – the "Classic Yacht Rally". This was started in 2005 by yours truly, in response to a lack of easy racing and cruising in the calendar, and a dying "Two-Legged Race". It occurred to me to organise a two-day cruising/racing event for older boats. A few years ago, one of our ex-commoedores, Jon Zinke, arranged a Tai Pan reunion that went very well. So, the path was designed and the classic yacht rally started, by inviting all old wooden boats such as TAIPANS, CHEOEY LEES, COLUMBIA, CONTESSA, MALABAR, VALIANT, MYSTIC

ISLANDERS, for a cruise to Tai Tam beach and BBQ at night and a race back the next day.

Today, the rally has far fewer oldies participating, as they are all gone to better places, but the spirit is still there and the cruising even more interesting – going to south Lantau with an overnight stay, curry on board the junk and breakfast on Sunday morning, before casually returning to port. This is now the Club's only real big cruising event.

Again, this is open to all. If you wish to get on a boat, I am sure we can find you some willing skippers to accommodate. The rally is on 6 and 7 May; please visit this webpage for more information: [https://www.abclubhk.com/Classic\\_Yacht\\_Rally\\_2023.aspx](https://www.abclubhk.com/Classic_Yacht_Rally_2023.aspx).

Mandarin Sport Fishing is again challenging ABC to a deep-sea fishing tournament. This will be held on Saturday 3 June; see the poster in this magazine. The entrance fee is only HK\$100 for anglers; there will be a full day at sea and return to Middle Island by 5pm for a prize giving and BBQ. You can book by emailing [hongkongfishing@gmail.com](mailto:hongkongfishing@gmail.com).

Also coming back is the yearly squid fishing. You can enjoy a great family evening trying to catch and eat those little *Teuthida*, also called *Vampyroteuthis infernalis*. The dates are 19 May, 9 and 20 June, and the last one will be on 7 July. Departure from the ABC pontoon on our junk at 7pm, for a return at 10pm; entrance fee HK\$250. Book fast, by emailing [booking@abclubhk.com](mailto:booking@abclubhk.com).



## ALSO MARK YOUR DIARIES FOR THESE SOCIAL EVENTS

Other events that are not to be missed over the next two months:

- **Mother's Day with our traditional Bountiful International Buffet**, Sunday 14 May, 12pm. Adults: HK\$359 only; concessionary price for members over 65 years of age: HK\$299 only; children (3-12 years old): HK\$259 only.
- **Middle Island French Buffet by Chef Aurelien**, on Saturday 20 May. Adults: HK\$318 only; concessionary price for members over 65 of age: HK\$258 only; children (3-12 years old): HK\$218 only.
- **Marvellous Seafood & BBQ Buffet**, The Galley & The Patio, Saturday 27 May. A magnificent spread, cooked to perfection by our chef Paul at a live cooking station, including variety of cold and hot dishes with carvery and delectable desserts. Adults: HK\$318 only; concessionary price for members over 65 years of age: HK\$258 only; children (3-12 years old): HK\$218 only.
- **Chinese "daa laang" Buffet**, Saturday, 10 June, 6pm. Adults: HK\$318 only; concessionary price for members over 65 years of age: HK\$258 only; children (3-12 years old): HK\$218 only.
- **Angus Beef "Four Cuts Night"**, The Galley & The Patio, Saturday 17 June, 6pm. Adults: HK\$398 only; concessionary price for members over 65 years of age: HK\$348 only; children (3-12 years old): HK\$298 only.
- **Father's Day with Sunday Roast Brunch Buffet**, Sunday 18 June, 12pm Adults: HK\$359 only; concessionary price for members over 65 years of age: HK\$299 only; children: HK\$259 only.
- **Italian Buffet with live hand-made pizza station**, The Middle Island, Saturday 24 June, 12pm. Adults: HK\$318 only; concessionary price for members over 65 years of age: HK\$258 only; children (3-12 years old): HK\$218 only.

## NEW STAFF

We welcome this month, after a long search, our new House Technical Manager, Steven Ng, who is taking over from Alok Kumar. Steve is a university graduate with two Masters Degrees, in surveying and engineering, and has extensive work experience with government bodies, banks and architecture companies. He is member of many professional associations such as:

- HKIS – Hong Kong Institute of Surveyors (SM - Building Surveying Division)
- RIBA – Royal Institute of British Architects (AM - Affiliate Member)
- TCP – Technically Competent Persons – T4 (AP - Authorised Person, RGE - Registered Geotechnical Engineer)
- ISA – International Society of Arboriculture (CA - Certified Arborist, Professional Member)
- GSHK – Geological Society of Hong Kong (PG - Practicing Geologist)

With such extensive knowledge, the fabric and structure of the Club are certainly in safe hands. We wish Steve good luck and a long career with ABC.

## MARKETING & PR

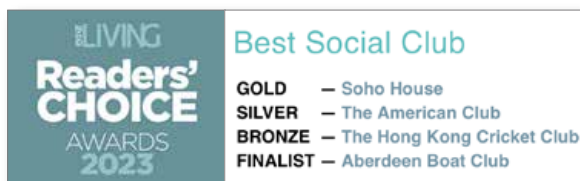
A member sent me a great surprise regarding our perception by people visiting our Club. Expat Living is a platform for expats to find things to



## GENERAL MANAGER'S LETTER

do and where to get things. Every year, they rate companies in Hong Kong – asking nearly 5,000 people about their experiences. We're delighted to announce the results of Expat Living's Readers' Choice Awards 2023 for Best Social Club. We are fourth, right behind the HKCC, the AC and Soho House. Not bad for a small club like us!

You can find the results at: [expatliving.hk/expat-living-readers-choice-awards-2023-winners-results/](https://expatliving.hk/expat-living-readers-choice-awards-2023-winners-results/)



### MI DEVELOPMENT STATE

As regards Middle Island progress: after 700 committee meetings, 250 consultants' meetings and about the same amount of back and forth exchanges with various government departments, we are at a standstill. All that we were asked to demonstrate, prove, amend, concede, re-design, and explain again has been completed. We are at the final stage with the Environmental Protection

Department before having our EIA (Environmental Impact Assessment) stamps, allowing us to move to the re-zoning of the shore under section 12A. After this, the fun will start. We expect the EPD's answer in the last quarter of this year.

The following two years will still be challenging, with the redesigning of accommodation (changing rooms, classrooms, hard stand allotments etc..), especially considering all the concessions we had to make along that tedious and complicated route of obtaining the right to build. Important factors will include the tender process for building, and obviously the state of our finances in December 2025 which, with a dash of optimism, is around the date for beginning the construction process.

All the latter processes remain to be completed, and the final and affordable product will be subject to another membership consultation before we start.


We are getting there; the worst is behind us. The only thing to keep in mind is that from the day we commit to the development, we can't stop, and it is going to be a long process.

# Get Social with Us!



aberdeenboatclub





# SQUIDS

## Fishing on the ABC Junk


**Only in May - July**

Going squid-fishing on the ABC junk is entertaining. Bring the children or a group of friends or make some new friends on the junk. These evening excursions are run only from May to July.  
**Book quickly as they are very popular.**

**19 May / 23 June / 7 July**  
**Time: 7 pm - sharp - to 10 pm**  
**Minimum 25 people; maximum 35 people**  
**\$250 per person**

To book your place, please call 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

**Booking**




# ABERDEEN BOAT CLUB

## DEEP SEA FISHING

**SATURDAY 3rd June 2023**  
**0600-1530**

**TOURNAMENT**

**Entrance Fee \$100/angler**

**BBQ & PRIZES**  
**MIDDLE ISLAND 1700**  
**Hongkongfishing@gmail.com**  
**WHATSAPP 91220695**

20 Shun Wan Road Aberdeen



# Past Events

## *Easter*

On Sunday 9 April, the ABC celebrated Easter 2023 events at the Main Clubhouse and at Middle Island. Easter at the ABC opened with an Early Bird breakfast buffet on The Patio. Usually, at 11 am our Easter Bunny will visit in the main Clubhouse's playground; but this time we changed the venue to 3/F Harbour Room due to the heavy rain, to allow us to continue our legendary egg hunt for nearly 20 children. After this, we were so glad the weather turned back to sunny.

Shortly thereafter, 80 guests joined us for the ABC's famous Easter brunch, a buffet whose delights were complimented by the fine and sunny weather. In the middle of the afternoon, on Middle Island, we could at last celebrate Easter with our first traditional family egg race since 2018. About 30 Members and their children took part in the Easter egg and spoon race for families. Hope you enjoy the memories we present in this Easter Sunday photomontage!

Our first prize winner, Mr. Mowser, followed our ABC culture by sharing his huge chocolate Easter egg with all the Members on Middle Island, and of course keeping some for memories and munching on later, while donating the rest to our dessert chef so he could complete his massive chocolate truffle cake for all the Members.

We would also like to thank all of you who participated in our Easter colouring competition.





# Songkran

Songkran, the Thai Water Festival, was celebrated at ABC on 15 April, coinciding with the official festival being held in Thailand from 13-16 April 2023. The festival marks the end of the solar year and welcomes a new beginning with people splashing and sprinkling water on each other as a way to wish a lucky and happy new year.

This event was part of the first Songkran celebration after three years of the Covid-19 pandemic, even in the whole of Hong Kong and Thailand, so there were 60 people including Members joining our buffet and enjoying the water splashing tradition.

Our French Chef, Aurelien, had spent a whole month to try and adjust his curry recipe by checking all the Thai restaurants in Hong Kong, in order to match the traditional flavour from Thailand.

One of our Members, Mr. Peterson, especially enjoyed the food and the ideas we have for the Club: "I feel happy as I see people coming back here. Before, I stayed home for the last few years; but here at the Club the food is delicious, and well done chef!"

All the children of Members and adults could hardly wait before the buffet finished, before spray each other with colourful plastic water guns. Our team also joined in water gun battles with our Members, making us all wet and delighted as we enjoyed celebrating the solar new year with wishes for luck and happiness.





# HOUSE COMMITTEE UPDATE:

By Graham Price, Chairman, House and Building Committee



## **Forget JUMBO, now we have ABC!**

As we head into warmer summer weather, we hope to be starting work on our planned refurbishment and improvement of the main Clubhouse at Sham Wan. We have titled the whole scheme “Project Refit” – in keeping with the idea that the ABC is built like a ship, as seen from the typhoon shelter.

If you have taken our ferry, or you have a boat in the typhoon shelter, you will surely have noticed large letters “ABC” on the sea wall near the bow of the “ship”. The letters are illuminated at night, and now that there is no Jumbo restaurant, ABC will be the most prominent signage in the area!

## **Installation of new pipes and new toilets**

We will award a contract in the near future for replacement of water and drainage pipes. The new pipework will be accessible on the outside of the building (near the anchor). At the same time, the toilets on the 2nd and 3rd floors will be rebuilt.

This work will require the erection of a protective hoarding outside the Club, and there will be occasional disruption to services. We will have to close the toilets whilst they are being refitted. We will try to minimise the inconvenience to members, although it will for a short time be necessary to use toilets on another level.





### Marine Lockers

In the car park, we have a few marine lockers for use by members to store sails and boat stores. In order to undertake our Refit Project, we need to move some facilities within the Club. One consequence of this is that we will be re-purposing the space in the room where most of the sail lockers are now. This means that lockers may have to be re-located.



### Members Social Evening “By invitation only”

A social evening was held on 29 March, when members were invited to join in a cocktail party, to mix with other members and to meet some General Committee members and Club Managers. It was an opportunity to find out what members feel about their Club, and to listen to suggestions and concerns. The evening was a great success, and we intend to repeat this format 3 or 4 times a year. So watch out for an invitation in your e-mail! If you would like to receive an invitation, please let a committee member or Cobo know!



### Design Style Guide

We recently commissioned ARTA Architects to produce a design style guide for the Club. The guide will be used to ensure that any refurbishment work, or new work on the Clubhouse, adheres to a consistent style, and that there is standardisation of equipment, sanitary ware, lighting, decoration and finishes throughout the Club.

The illustration shows how the design concept is used to refresh a familiar area – the staircase.



# ABC Marine Typhoon Preparations – 2023 Season

The ABC Marine Office would like to take this opportunity to remind you to make the necessary typhoon preparations ahead of the 2023 Typhoon/Tropical storm season here in HK, such as inspecting your mooring lines, swivels and shackles. These should be replaced, if required, as part of your regular repair & maintenance of your vessel on a mooring.

However, once again, it has been brought to our attention that some boats are not using the correct equipment on Club moorings.

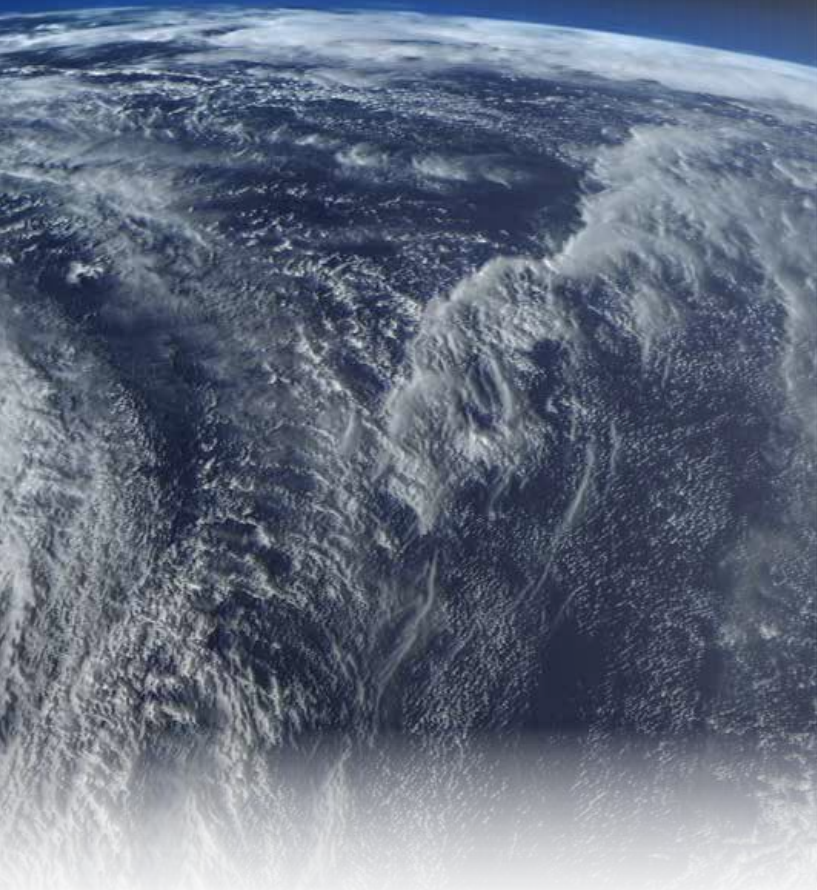
There should be a galvanised shackle attached to the ring on the top of the buoy, then the swivel, then another shackle onto your mooring lines, which should have a metal thimble. Some moorings have the swivel attached directly to the ring on top of the buoy, which is not correct and results in wear/stress. There have been boats lost off moorings in past typhoons and tropical storms due to this incorrect practice.

All components in system should be galvanised – not stainless steel, which becomes brittle over time when exposed to the marine environment:

The correct method of attachment to a mooring buoy: e.g. buoy ring - shackle – swivel – shackle to the mooring lines with a metal thimble to prevent wear and tear on a particular spot. This allows movement of all the components in the mooring system, which absorbs excess energy. Please see the example in the photo.







Please also note that the shackles should also be wired through the pin and shackle body, to prevent the pin becoming unwound when under load. Please do not use plastic cable ties to protect items in the marine environment.



**IMPORTANT:** For Club moorings in the Aberdeen Typhoon Shelter, please **DO NOT** tie your mooring buoy(s) to an adjacent mooring. This would put additional load and stress onto your mooring system. The buoys need to be able to move, to absorb the energy when the wind or sea state is high.

### Some other important reminders.

- Ensure that your vessel has sufficient fenders on both sides, if moored in the Aberdeen Typhoon Shelter (TYS). Powerboats which have high freeboards should have fenders at both deck and water level, to prevent contact with other vessels.
- Place extra storm mooring lines with suitable chaff protection through the fairleads on the deck of your vessel. You will require extra lines on to your mooring buoys, fore and aft – if in the Aberdeen TYS. Top tip – use washing up liquid to provide some lubricant through the fairleads.
- All loose equipment – such as tenders, paddle boards or other loose equipment or belongings etc – must be securely tied down or stowed below. During a storm, these will otherwise be blown, away causing damage to either your vessel or others in the vicinity.
- All sails on yachts should be secured with extra lines over the main sail cover; or remove it entirely. Boats with furling jibs should also drop the sail and stow it below – especially if on an open water mooring which is more exposed to the weather. If a furling jib becomes loose during a storm, it will flog in the wind and potentially put the yacht's mast and rig at risk, due to the excessive stress.
- Yachts should place halyards forward, to act as additional security for the rig. If secured to the base of the mast, they will hit the rig and chafe in the high winds.
- All hatches and openings in the hull must be closed securely and be watertight.
- Make sure all cockpit and deck gunnels are clear, to allow excess water to drain.
- Once the T3 is hoisted, all Club ferry and Club sampan services will be suspended until the T3 is lowered.
- If you have any additional questions regarding your vessel's typhoon preparations – please contact Alex: Marine Services Manager in the ABC Marine & Sailing Office.



# WAGLAN SERIES 2022-23

WORDS AND PHOTOS BY  
FRAGRANT HARBOUR

Supported by:



## RACE 8 & 9

With the incapacitation of regular race officer, Alex Johnston, renowned sailor and coach Jaime Boag was drafted in to take control of Races 8 & 9 of the Waglan Series 2022-23, on Sunday, the 26<sup>th</sup> of February. Ably assisted by Jennifer Li, Boag laid a windward / leeward course in the vicinity of Yuen Kok Light, south of Lamma Island, and was careful to avoid any encroachment into the nearby shipping lanes or an Impala class championships taking place nearby.

A black windward mark was laid at a distance of 1.2 nautical miles for the IRC divisions and a yellow mark at 1 nautical mile for the HKPN divisions, both at 75 degrees. Separate leeward marks were laid – black for IRC, and an inner yellow cylindrical mark for HKPN.

The combined start for IRC 1 (three boats) and 2 (five boats) was at 1100. Both divisions went off on two laps of the outer course into a 10- to 14-knot breeze, in sunny but somewhat hazy conditions. The Grand Soleil 44, *Wild Card*, led IRC 1 off the line whilst the Judel-Vrolijk Custom 36, *Nightshift*, led IRC 2.



Jinn claims the honours in IRC 2



Intrigue prepares to wash its kite

It was straight into a rolling start for the combined HKPN fleets comprising HKPN A (five boats) and HKPN B (three boats). The Beneteau Oceanis 43, *Five O One*, led HKPN A whilst the Beneteau First 7.5, *Muxu*, led HKPN B, also on two laps of the shorter course. The Beneteau Oceanis 46, *Jibulai*, squeezed through between the committee vessel and the Bavaria 34, *Shun Shui*, in the second tier. Late arriver, *The Farr Side*, a Farr 40, was given a start and brought up the rear of the fleet.

The Neo 430 Roma, *Next*, led the IRC 1 fleet around the leeward mark but a slow kiwi drop of its kite probably cost it handicap honours. The J-122E, *Jinn's* drop was similarly not clean, while the Bashford 41, *Intrigue*, suffered even more with a late drop and sailing well past the mark, before washing its spinnaker. *Next* led the way home but lost out on handicap to *Wild Card* by 10 seconds, despite the latter suffering a wineglass in its kite as it gybed for the line. The J-145C, *Redeye*, finished 3<sup>rd</sup>.



Jibulai claims line honours in HKPN A





Nightshift closes on the finish line

*Jinn*, a J-122E, claimed line and handicap honours in IRC 2 with *Nightshift* 2<sup>nd</sup>. The Sunfast 3600, *Arcturus*, got the better of the J-111, *Juggerknot*, for 3<sup>rd</sup> on handicap. *Intrigue* brought up the rear in 5<sup>th</sup>.

*Jibulai* was first across for line honours in HKPN A but lost out to *Five O One* on handicap. The X-41, *Full Tilt*, crossed in 3<sup>rd</sup> place but was relegated to 5<sup>th</sup> behind the FarEast 28R, *Tequila Sunrise*, and the Jeanneau Sun Odyssey 409, *Boss*, on handicap. Sadly, *Boss* had problems retrieving its pink kite and was last seen heading for Macau . . . missing the second race.

*Shun Shui* took line and handicap honours in HKPN B ahead of *Muxu* with *The Farr Side* 3<sup>rd</sup>.

With the breeze having strengthened to 17 knots, and still oscillating, after consulting some of the competitors Boag left the course the same, apart from shortening HKPN by moving the leeward mark further away from the committee boat.



Cosy on the rail of Next



A second race – Race 9 – soon got underway for IRC at 1225 on the same two-lap course. *Redeye* led IRC 1 off the line closely followed by *Wild Card*, whilst *Juggerknot* got off to a flying start in IRC 2.

Next, again, took line honours in IRC 1 but, again, lost out on handicap to *Wild Card*, which had upped its game, this time by 17 seconds. *Redeye* finished 3<sup>rd</sup>.

In IRC 2, *Jinn* again took line honours but lost out on handicap to *Nightshift* by 18 seconds, proving there's no room for errors in close competition. Much to the surprise of Doc Nicolson and crew, *Intrigue* finished 3<sup>rd</sup>. Summing up the day he commented "Everything that could go wrong went wrong!"



Jinn leads Nightshift downwind





Tequila Sunrise keeps its kite under control

Having waited for the HKPN boats to finish, 20 minutes later, at 1245, the RO started their race with several boats OCS.

In the end, *Jibulai* took line honours and, this time, hung on for handicap honours, while *Five O One* was again elevated above *Tequilla Sunrise* and *Full Tilt* into 2<sup>nd</sup> place on handicap in HKPN A.

*Shun Shui* repeated its daily double in HKPN B while *The Farr Side* pipped *Muxu* for 2<sup>nd</sup> on handicap by 14 seconds.

A prize-giving was held in the Waglan Bar where bottles of wine were presented to the winners. Awards for those not present went to the next boat who were!

Aberdeen Boat Club's rear commodore (sailing & marine), Graeme Brechin, gave special thanks to Jaime Boag for stepping in at the last minute and concluded "Great winds. Doesn't get much better than this!"



Jibulai rounds the leeward mark



Tequila Sunrise approaches the leeward mark



Wild Card collects their IRC 1 winnings





Tequila Sunrise in HKPN A approaches the start

# WAGLAN SERIES 2022-23

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## RACE 10

No wonder there was reason for concern as crews assembled at the Aberdeen Boat Club in preparation for Race 10 of the Waglan Series 2022-23 Waglan Series. Even PredictWind was not even predicting a wind speed, only 'light and variable' for the morning. It looked a bit more promising for the afternoon with a 1-8 knots southerly-swinging easterly.

Race officer, Alex Johnston, assisted by Jennifer Li, anchored the committee boat *Shun Fung* in its regular spot between Round Island and Repulse Bay, whilst monitoring the zephyrs . . . or lack of them.

Somewhat unexpectedly, though, the breeze began to fill in from the south with 3-knots from 195 degrees. Given the conditions, Johnston opted for the shortest possible course – 14 (S) for all.

This meant taking both the IRC and HKPN fleets for a starboard rounding of Castle Rock, a port rounding of the Tai Tam Club Mark and returning to the Round Island finish via the Chesterman Gate – a distance of 9.7 nautical miles.



Taking advantage of what wind there was, a long start line was set with no windward mark to facilitate the fleets leaving Repulse Bay.

First off on schedule, at 1100, were the eight IRC boats with six in IRC 1 and two in IRC 2. *Intrigue* and *Nightshift* in IRC 2 led the IRC 1 boats off the line followed by *Wildcard*, the foiling Beneteau Figaro 3, sailed double-handed by Cosmas Grelon and his father, Philippe, in preparation for the Rolex China Sea Race in April, *Witchcraft* and *Redeye* towards the pin end. *Arcturus+* and *Next* brought up the rear beside the committee boat.

Five minutes later HKPN followed with *Sea Eagle* and *Full Tilt* front-runners in HKPN A and *JeNa PaBe* and *Muxu* leading HKPN B. With Round Island not a mark of the course, most boats passed it to starboard whereas *Legende II* opted to pass it to port while the breeze briefly built to 9.1 knots.



Sea Eagle in HKPN A prepares to start



Sea Eagle heads for Tai Tam

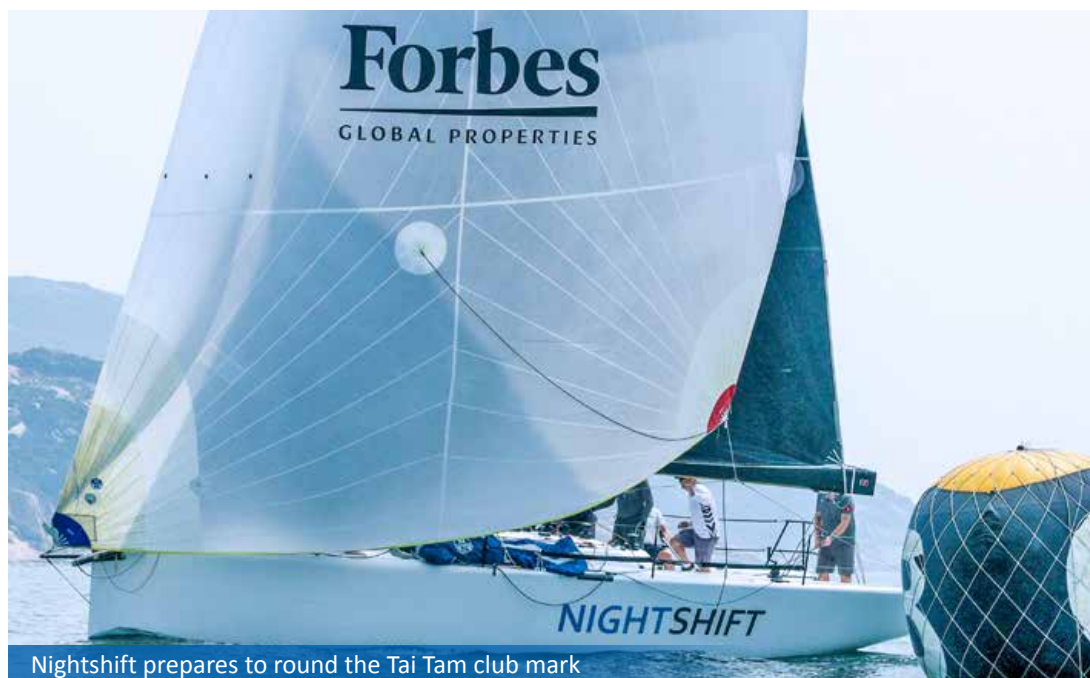


Wild Card prepares to hoist at Castle Rock





Sea Eagle 4<sup>th</sup> in HKPN A



Nightshift prepares to round the Tai Tam club mark





JeNa PaBe closes on Legende II

Unfortunately, *Witchcraft* must have misheard the race course details and headed off to sail Course 14 to Fury Rocks and not the short course, which was clearly displayed on the notice board on the committee boat. Consequently, first to round Castle Rock was *Redeye* where it hoisted its colourful kite and headed back towards Round Island before gybing towards the Tai Tam Club Mark. *Wild Card* followed but struggled to hoist its kite. *Intrigue* had no such trouble, rounding in third place. The Far East 28R, *Tequila Sunrise*, was the first HKPN A boat to round before heading to the Tai Tam club mark.

There, *Redeye* in IRC 1, was still in the lead but, on the way back to the finish, at Round Island via the Chesterman Gate, was overhauled by *Wild Card* which took line and handicap honours.

*Redeye* finished 2<sup>nd</sup> with *Next* finishing 3<sup>rd</sup> but losing out for 3<sup>rd</sup> place on handicap to the Beneteau Figaro 3.



Slow progress but fun on The Farr Side





Shun Shui rounds Castle Rock



Double-handed on the Beneteau Figaro 3



Cosmas and Philippe Grelon claim 3<sup>rd</sup> in IRC 1

*Intrigue* took line and handicap honours in IRC 2 with *Nightshift* 2<sup>nd</sup>.

*Tequila Sunrise* led HKPN A home for line and handicap honours followed by the J/80, *JeNa PaBe*, and *Legende II* with *Sea Eagle* 4<sup>th</sup>. It was another 34 minutes before *Five O One* crossed the finish line chased by the first HKPN B boat, *Muxu*. In the dying breeze, *Muxu* struggled to keep its orange kite full and, having inched its way to within 100 metres of the finish line, spent the next 85 minutes drifting back to around 500 metres from the line before the official cut off at 1700. Sadly for *Muxu* and the other HKPN B boats, *Shun Shui* and *The Farr Side*, they never got a finish. *Boss* and *Full Tilt* both retired in HKPN A.

The committee boat raised its anchor (at 1700) and headed back to Aberdeen Boat Club for the prize-giving. With several crews not turning up, spare bottles of wine were distributed to Cosmas Grelon and his father and to *Five O One* being the only HKPN A boat in attendance.





Long time getting to the windward mark







Next, sole survivor on IRC A



Muxu in a tight spot

# WAGLAN SERIES 2022-23

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## RACE 11

Light rain greeted the fleet on Sunday, the 26<sup>th</sup> of March, as the race management team made preparations for Race 11 of the Waglan Series 2022-23. Wind readings between Ocean Park and Middle Island were a favourable 7-8 knots, and a good deal more than Race 10 two weeks before. In the distance, across the channel, Lamma Island's sole wind turbine was turning faster than usual.

The turnout, however, was disappointing – 13 boats – probably due to the dismal conditions and boats such as *Juice*, *Neo One* and *Simpson Marine*, preparing for the China Sea Race (starting in just over a week). By comparison, Race 10 in the series attracted 18. Still, the stalwarts of Aberdeen Boat Club racing were there, including *Next*, *Intrigue*, *Five O One*, *Muxu* and *Shun Shui*. Relative newcomers *Momentai* and *Tequila Sunrise* also made an appearance, eager to improve their positions in the overall standings.

At 1030, race officer, Alex Johnston, welcomed all boats, and announced that IRC 1 & 2 would follow Course 15 (L), taking in the Chesterman Gate, Castle Rock, a Tai Tam mark, the channel marker TCS2, Castle Rock again, back through Chesterman with a finish off Round Island – a distance of 18.7 nautical miles.

The HKPN A & B boats were given Course 15 (S), covering a distance of 14.2 nautical miles. Instead of TCS2, after the Tai Tam mark they would round Beaufort Island leaving it to starboard.





Five O One rounds the Tai Tam mark

Johnston pointed out that a windward mark had been laid in towards Repulse Bay at 3.5 nautical miles. "Please leave it to starboard," he said. All communications on VHF Ch.72 and, he added, because of thunderstorms in the area, he might have to shorten course.

Fifteen minutes later he reminded everyone that a windward mark had been laid and that it should be left to starboard.

At 1050, a horn was sounded, and at 1055, the countdown for the five IRC boats began. A clean start was marred by an HKPN boat in front of the line (which resorted to its engine to get out of the way). Five minutes later, eight HKPN boats

were sent off, with the brave French entry, *Muxu*, in the thick of it.

Then the wind began to soften and boats struggled to make the windward mark. *Shun Shui* and *DBX2*, hadn't listened to the RO and sailed off merrily into the distance. Nearing the Cheshire Home, they both realized their mistake and returned, very slowly, to round the mark at 1150 while the others, kites raised, began picking up speed, heading for Castle Rock.

Earlier, and somewhat surprisingly, *Redeye* radioed the committee boat at 1125 to announce its retirement. This left Eddy Lee's *Next* the only contestant in IRC 1.



Jinn nears the finish line



Not a lot of wind for HKPN



The wind returned in open water and the boats all made reasonable progress rounding the Tai Tam mark. A wind reading taken at 1300 in the Beaufort Channel (Sheung Sze Mun) gave 11 knots from the east.

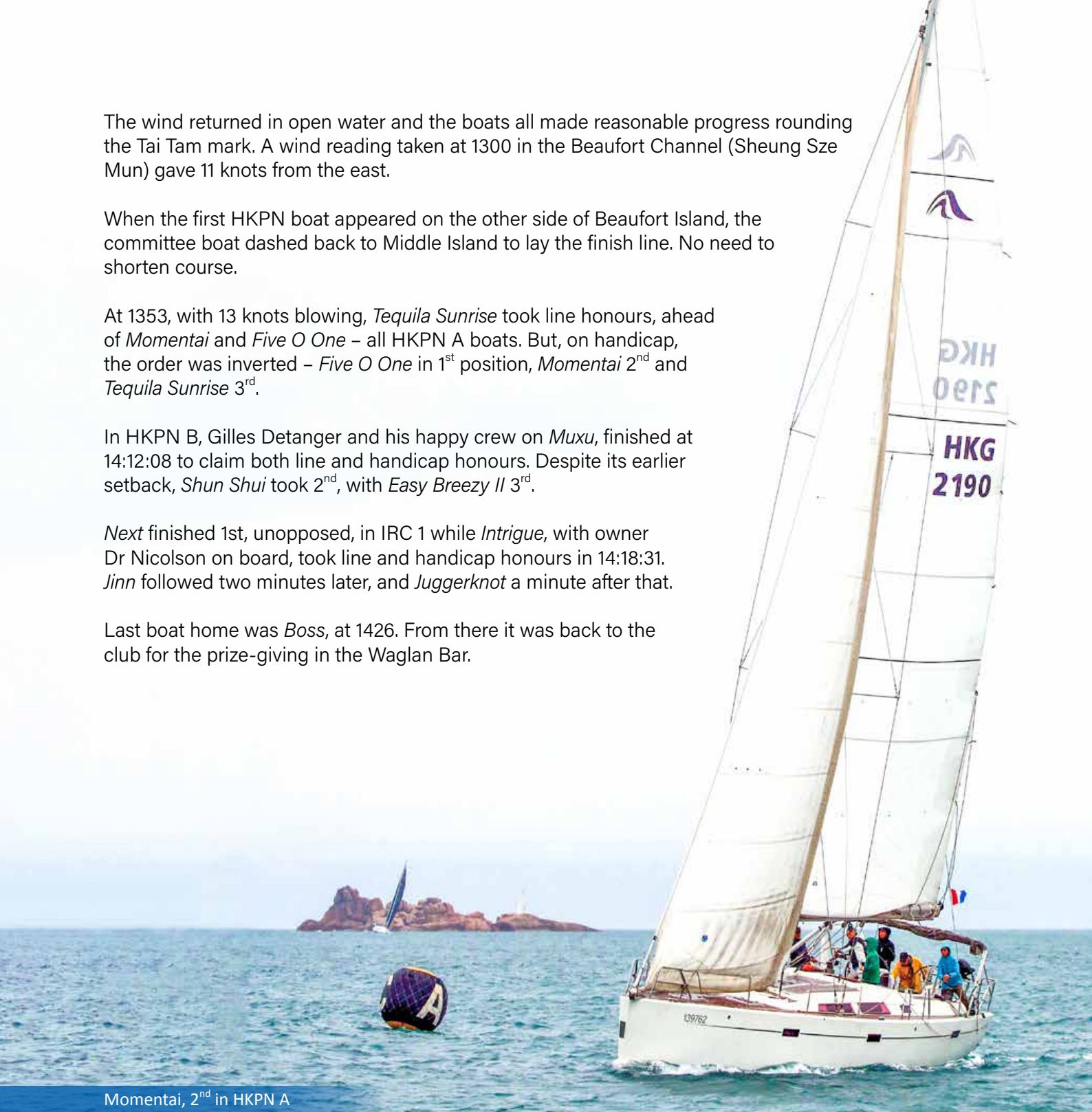
When the first HKPN boat appeared on the other side of Beaufort Island, the committee boat dashed back to Middle Island to lay the finish line. No need to shorten course.

At 1353, with 13 knots blowing, *Tequila Sunrise* took line honours, ahead of *Momentai* and *Five O One* – all HKPN A boats. But, on handicap, the order was inverted – *Five O One* in 1<sup>st</sup> position, *Momentai* 2<sup>nd</sup> and *Tequila Sunrise* 3<sup>rd</sup>.

In HKPN B, Gilles Detanger and his happy crew on *Muxu*, finished at 14:12:08 to claim both line and handicap honours. Despite its earlier setback, *Shun Shui* took 2<sup>nd</sup>, with *Easy Breezy II* 3<sup>rd</sup>.

Next finished 1st, unopposed, in IRC 1 while *Intrigue*, with owner Dr Nicolson on board, took line and handicap honours in 14:18:31. *Jinn* followed two minutes later, and *Juggerknot* a minute after that.

Last boat home was *Boss*, at 1426. From there it was back to the club for the prize-giving in the Waglan Bar.



Momentai, 2<sup>nd</sup> in HKPN A



Easy Breezy II crew wrapped up



Juggerknot in the Beaufort Channel



Joyous crew of Muxu





IRC combined start

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## RACE 12

Initial concerns over the anticipated light conditions fortunately proved unfounded for the final race of the Waglan Series 2022-23 on Sunday, the 16<sup>th</sup> of April 2023.

Having anchored the committee boat, *Shun Fung*, between Round Island and Repulse Bay the race officer, Alex Johnston, ably assisted by club general manager, Philippe de Manny, set up a start line in a breeze of barely 4 knots. A windward mark was laid at 215 degrees and 0.35 nautical miles distant.

At 1045, as the team prepared for the combined IRC fleet start there was a 100-degree wind shift.

This meant hoisting the AP postponement flag while the start line was reset. Fortunately the breeze had strengthened to 10 to 13 knots from 95 degrees allowing the AP flag to be lowered at 1119 and the IRC warning flags to be hoisted at 1120.



With the windward mark dispensed, the combined IRC 1 (five boats) and IRC 2 (four boats) started on the gun at 1125. Both *Witchcraft* and *Wild Card* were over eager and were caught on-course-side (OCS) and obliged to restart, conceding the lead off the line to *Next*.

Course 16 (L) had been chosen for the IRC boats and comprised port roundings of Castle Rock, Beaufort Island, and Shek O Rock, before returning with a starboard rounding of Castle Rock, through the Chesterman Gate and into the finish off Round Island – a distance of 17.2 nautical miles.

At the 1130 gun it was the turn of HKPN A (six boats) and HKPN B (4 boats) to get away in a more disciplined start on Course I6 (S). This involved rounding both Castle Rock and Beaufort Island to port, Castle Rock to starboard on the return leg, through the Chesterman Gate and likewise finishing at Round Island.

Unknown to those on the committee boat, Ian Nicolson's *Intrigue* glanced a known rock off Round Island while Nick Burn's *Witchcraft*, following in its wake, went straight into the back of the hapless Bashford 41, coming to a sudden and unexpected halt. Fortunately, both were able to continue.



Arcturus 2<sup>nd</sup> on handicap IRC 2



Witchcraft and Wild Card caught OCS



HKPN combined start





Jibulai and JeNe PaBe making for Castle Rock



On the rail of DBX2



Boss & Easy Breezy II off the Cheshire Home



Witchcraft heads for Castle Rock

*Jibulai*, and *Five O One* led the HKPN A fleet off the line whilst *Shun Shui* led HKPN B.

Sunny Leung's *Jibulai* made light work of the shorter 12.3nm HKPN course in champagne sailing conditions – blue sky, a consistent breeze and flat water, finishing in an elapsed time of 1:54:55 only to finish 2<sup>nd</sup> on handicap in HKPN A. John Berry's *Five O One*, with John Blay on board, claimed handicap honours with Ben Chong's *J/80, JeNe PaBe*, 3<sup>rd</sup>. *Boss* finished 4<sup>th</sup> ahead of *DBX2* while *Chaud Patate*, without a spinnaker, trailed the fleet.

Kent Wong and Felix Mak's *Shun Shui* was the best of the HKPN B fleet to take both line and handicap honours. Alex Cheung's *The Farr Side* claimed 2<sup>nd</sup> with Alfred Lau and Castor Kong's *Easy Breezy II* 3<sup>rd</sup>. *Muxu* had kite issues on its return near Castle Rock and brought up the rear.

Meanwhile, having rounded Beaufort Island, conditions eased for the IRC fleet heading for Shek O Rock, one of the leaders, *Intrigue*, barely making 3 knots. Despite the conditions, *Witchcraft* went wide of the Rock and made considerable gains on its approach. Then the breeze returned as they raced back to Castle Rock and on to Round Island.

Eddy Lee's *Next* took IRC 1 line honours by over five minutes on *Witchcraft* but was relegated to 3<sup>rd</sup> on handicap. *Witchcraft* claimed handicap honours with Glenn Smith's *Wild Card* 2<sup>nd</sup>. *Redeye* finished 4<sup>th</sup> with *Arcturus+* 5<sup>th</sup>.

*Intrigue* claimed line and handicap honours in IRC 2 with Sunny Chai's *Arcturus* 2<sup>nd</sup> and Carey Jack's *Juggerknot* 3<sup>rd</sup> with *Wicked*, making a long overdue return, 4<sup>th</sup>.



Boss rounds Beaufort Island





Wild Card finishes 2<sup>nd</sup> on handicap in IRC 1

The day's prize-giving for Race 12, involving 19 of the 36 entries in the Series, along with the Series awards, were then held back at the Aberdeen Boat Club's main clubhouse where the commodore, Chris Pooley and Graeme Brechin, rear commodore (sailing & marine), presented a cornucopia of prizes including perpetual silverware, bottles of Kraken Rum, Fuegy fuel vouchers, Old Salt drinking bottles and bottles of wine.

The Series was split into two mini-series. The first six races were held from 9<sup>th</sup> of October to the 11<sup>th</sup> of December 2022. The last six races from the 15<sup>th</sup> of January to 16<sup>th</sup> of April 2023 with the 12 races contributing to the overall series results.

In IRC 1 *Redeye* and *Next* were tied on 23 points each after 12 races with *Redeye* breaking the tie on count back with two wins to claim overall.

In IRC 2 *Intrigue* comfortably took the overall series with four wins.

*Five O One* finished with six bullets to take HKPN A overall.

*Shun Shui's* seven victories earned it the HKPN B overall title.

Meanwhile the Waglan Series celebrations were made even more enjoyable with the celebration of Dr Ian Nicolson's 90<sup>th</sup> birthday, a major milestone and still sailing. Congratulations Doc.

|        |                 | Mini Series 1       | Mini Series 2          | Series Overall        |
|--------|-----------------|---------------------|------------------------|-----------------------|
| IRC 1  | 1 <sup>st</sup> | <i>Redeye</i>       | <i>Wild Card</i>       | <i>Redeye</i>         |
|        | 2 <sup>nd</sup> | <i>Next</i>         | <i>Next</i>            | <i>Next</i>           |
|        | 3 <sup>rd</sup> | <i>Wild Card</i>    | <i>Redeye</i>          | <i>Wild Card</i>      |
| IRC 2  | 1 <sup>st</sup> | <i>Intrigue</i>     | <i>Intrigue</i>        | <i>Intrigue</i>       |
|        | 2 <sup>nd</sup> | <i>Juice</i>        | <i>Arcturus</i>        | <i>Juggerknot</i>     |
|        | 3 <sup>rd</sup> | <i>Juggerknot</i>   | <i>Juggerknot</i>      | <i>Jinn</i>           |
| HKPN A | 1 <sup>st</sup> | <i>Boss</i>         | <i>Five O One</i>      | <i>Five O One</i>     |
|        | 2 <sup>nd</sup> | <i>Legende II</i>   | <i>Boss</i>            | <i>Boss</i>           |
|        | 3 <sup>rd</sup> | <i>Five O One</i>   | <i>Tequila Sunrise</i> | <i>Jibulai</i>        |
| HKPN B | 1 <sup>st</sup> | <i>Shun Shui</i>    | <i>Shun Shui</i>       | <i>Shun Shui</i>      |
|        | 2 <sup>nd</sup> | <i>Muxu</i>         | <i>Muxu</i>            | <i>Muxu</i>           |
|        | 3 <sup>rd</sup> | <i>Water Rabbit</i> | <i>The Farr Side</i>   | <i>Easy Breezy II</i> |



Wild Card, 2<sup>nd</sup> in IRC 1 and 3<sup>rd</sup> in Series Overall



Shun Shui claims the daily double and Series Overall in HKPN B



ABC vs USRC

# A Cautious Start and Tough Tussles with Rattling Pots

By Dave Hilling

On 13 March, the ABC invited United Services Recreation Club (USRC) for the very first snooker match between our two clubs. The original date set for this was in February this year, but it was rearranged due to so many players being out of Hong Kong on various trips, so it was nice to get everything confirmed for a new date so soon in March.

After all the initial introductions between everyone and a quick rundown of the format for the evening had concluded, it was onto the first game. This put ABC's Wayne Robinson against Amos from the USRC; and as expected with two players from teams that have never played

before, it was a cautious start on the table. Breaks were quickly followed by safety play and there was an anxious atmosphere as they got used to each other's styles. Amos was an experienced player, with a good eye for potting when left half a chance, and it was this that just kept him on top for a 1:0 lead to the USRC.

The second player up for the ABC was Adrian Lynch, vs Lap Pong for the USRC, and it was Adrian who settled quicker with a series of good breaks. Once all the reds had been dispatched Adrian had a commanding lead and the frame should have been all over, especially with a 20-point lead with just the final two colours





left. A lot of credit has to go to Lap Pong as he battled on, escaping snookers and setting his own snookers up in return. This, followed by consecutive white ball in-off fouls on the pink by Adrian, and two good pressure pots on the pink and then black by Lap Pong, resulted in him turning the game around totally. There was pure delight from USRC, in contrast to ABC's amazement that we were now 2:0 down.

Up stepped ABC captain Dave Hilling, knowing that nothing less than a victory in this game was required to turn the evening around. Vincent for the USRC was having trouble with rattling his pots in the pockets, so Dave took full advantage with a number of good breaks. This included the biggest break of the evening so far, at 22, so as with the previous game there was a commanding lead and snookers required heading into the colours. Lightning was not to strike twice though, and with a steady conservative finish the ABC were back in the match at only 2:1 down now.

The final singles game pitted ABC's Tong Yun Fat against USRC's captain Vincent Li (there were

two Vincent's for USRC present for the evening; and both also had family names beginning with the letter L to add to the confusion). The match was high quality, with some excellent long potting and power shots by both players. Therefore, it was fitting that this game went right down to the black, and also fitting that Fat had the composure to close out the final pot to just sneak ahead on the scoreboard.

So, at the dinner break everything was all even, and the players could sit down to get to know each other more over the delicious ABC curry buffet. It was certainly great to have a new team visit the Club, and the comradery was strong as stories about our respective clubs were shared. Don McNeil of KCC had made the initial introduction for Dave to Vincent, and it was much appreciated by both teams.

Onto the doubles we marched, with Wayne and Fat for the ABC vs Vincent (not the USRC captain this time) and Amos. By this time, Fat was in fine form with a new highest break of 23 and Wayne was also playing well, which allowed a comfortable lead heading into the colours. Vincent was continuing to be extremely unlucky, with even more rattling of his pots in the pockets, and this allowed the ABC to power onto a 3:2 scoreline.

All was to play for with the final game of the evening, which pitted Dave with Adrian vs Vincent Li and Lap Pong. However, in a complete reversal of fortunes from the previous game, it was the ABC's inability to get points and USRC's amazing long potting that gave them an unassailable lead. Despite a late rally and attempts at snookers, Adrian couldn't get his revenge on Lap Pong for his earlier singles loss after the incidents with the pink ball.

As a result, it was honours even, with 3:3 on the evening and a nice start to having the USRC in our group of snooker teams to play. We have reciprocated the introduction from Don, by putting Vincent in touch with Gordon Robinson from the RHKYC, and hopefully they can now also arrange a snooker match in the coming months. For now, though, the ABC are very much looking forward to visiting USRC's clubhouse in Jordan for the first time, in the second half of the year, for another enjoyable night of snooker.



3 Cornered Snooker tournament

# Sailing Clubs Cue Off as 3-Cornered Snooker Tournament Returns

By Dave Hilling

On 27 March, the last part of what was missing from the snooker calendar returned to pre-Covid ways. This was of course the pinnacle of the snooker season, being the '3-cornered snooker tournament' which was last played in June 2020.

The '3 cornered snooker tournament' is when 3 of Hong Kong's main sailing clubs – Aberdeen Boat Club (ABC), Royal Hong Kong Yacht Club (RHKYC) and Hebe Haven Yacht Club (HHYC) – put sailing aside for a night of snooker instead. The venue is always on neutral ground, in the Hong Kong Club in Central; and it is much appreciated that Nick Horvath continues to arrange this event for everyone.

Essentially, the format of the tournament is: each sailing club puts forward a team of 4 players for round robin singles games and doubles games against their respective peers in the other two clubs. Thereby, each player has two singles games and two doubles games on the evening, which totals 12 singles games and 6 doubles games across all the teams.

After warm embraces between all the players from ABC, RHKYC and HHYC – and a quick catch up on how everyone had been over the last 3 years – it was on to the snooker. Despite the Hong Kong Club's amazing facilities, with 3 snooker tables, I personally have only seen all 18 snooker games finished once in the last 15 years. Hence there is normally a shortened



version of 12 singles games and 3-4 doubles games, but as usual we were all bullish at the start that all the games would be completed on this occasion.

With 3 snooker games being played at the same time with the use of 3 tables, it can get pretty hectic to keep track of who is winning and by how many points. That being said, it was quite clear that the RHKYC had brought a strong team, with Marcus Tang, Billy Chow and Alfred Lau under their captain Gordon Robinson. There was some amazing potting, strong safety and even a full colour ball clearance of 27 points by Alfred Lau. Steve So from HHYC won both his singles games, and looked to be one of the top players in the room.

The ABC team consisted of Nick Horvath, Adrian Lynch and Wayne Robinson under captain Dave Hilling. However, out of our 8 singles games we managed to win just 3 of them. There was a proper war of attrition game between Wayne and his HHYC counterpart Stuart Mason, which went down to the wire with the balls and also the time it took to clear the table. Wayne just pulled ahead in the final balls and showed composure when needed in a tight match. Adrian had a strong game against HHYC captain CK Chan, and was well ahead before even getting to the colour balls. Whilst Dave raced ahead against HHYC's Gareth Williams, but almost let him back into the match towards the end, and had to dig deep on the final blue and pink balls.

As a result, after all the singles matches had been completed, RHKYC had 6 wins with ABC and HHYC on 3 wins each. After an enjoyable dinner put on by the Hong Kong Club and some further snooker reminiscing between players, it was on to the doubles games. However, it was clear (despite the early optimism about completing all 6 doubles games) that it was just not going to be possible given the time left in the evening. Therefore, we just went for 3 doubles games between the teams, to ensure we could have an outright winner.

The ABC doubles pairing of Nick Horvath and Wayne Robinson had a great win against the favoured pairing of Steve So and Gareth Williams of HHYC. The other ABC doubles pairing of Dave Hilling and Adrian Lynch managed the only ABC victory against RYHKC of the evening against the hot shots Alfred Lau and Billy Chow. The lead changed hands multiple times, with some solid break building, and it was due to a few unexpected fouls by RHKYC that the ABC just pulled ahead.

Despite RHKYC also losing their doubles game against HHYC in the final game of the evening, the dominance of RHKYC in the singles games was just too much to reel in. The overall scores were RHKYC = 6, ABC = 5 and HHYC = 4; so well done to RHKYC for playing some great snooker and more than deserving the trophy presented at the end. We all look forward to another 3-cornered snooker tournament towards the end of 2023, in which we can again pit the sailing clubs' snooker skills against each other.

## ABC Snooker Society

The ABC snooker society is growing, and we are looking to encourage a couple more players who would be interested in starting snooker or returning to their snooker pasts. As this is a social club, all levels of snooker players are more than welcome to join. We meet up twice a month after work at the ABC for snooker practice, a few drinks and lots of camaraderie. Then approximately once every 6 weeks we have a match with another social snooker club - giving plenty of opportunity to meet great people from other clubs over a few frames of snooker.

If you would be interested to find out more or join up for one of our snooker practices to see for yourself, please reach out to Dave Hilling (ABC snooker convener and captain) at [davidhilling@hotmail.com](mailto:davidhilling@hotmail.com); and we look forward to adding to our snooker society,

Scan to Join



What's in a name? Perhaps more than you think!

## Part 1

# Quest to discover ships named *Hong Kong/Hongkong*

Words & Photos By Stephen Davies

It all began with a steam railway locomotive ... as these things can.

My boyhood enthusiasm for steam locos was fired again recently when *Bahamas*, one of five wondrously restored pre-WW2, Stanier 4-6-0 Jubilee Class locos, puffed and clanked past my study window. Chasing the detail – as some of us do – I found myself contemplating the 191 locos of the class built between 1934 and 1936 and their astonishing gallimaufry of names. To someone's way of thinking, all the names were in some way or another celebratory of the silver jubilee of King George V in 1935, after which the first engine of the class, *Silver Jubilee*, had been retrospectively named (complicated tale). It happened, I noticed, that a whole bunch of the names were of entities in the old British Empire.....

"I wonder ?" I thought...

And yes, by golly, between 1936 and 1964 a loco called *Hong Kong* was in biz between London and the north east of Britain ..... which got my undisciplined mind whirring. So, if a railway loco, what about a ship? Have any ships ever been called *Hong Kong* or *Hongkong*?



The Jubilee Class 4-6-0 No. 45611, *Hong Kong*





Finding out the answer to that has been a fun voyage – which has revealed on the way that there's more in a name than you might think. There's probably a lot that's missing, because before the 1880s shipping records were very patchy, and sorting one potential *Hong Kong*/*Hong-Kong*/*Hongkong* from another is a nightmare, when it can be done at all.

For me, a nightmare involved the very first ship called *Hong Kong* never – yes, never – having anything to do with *Hong Kong*. She was a 545 ton burthen barque, built in 1843 by Brown & Co of West Passage, Cork, Ireland, for the man who became one of the kings of Scottish beer, William McEwan (does one sniff a Jardine or a Matheson in there somewhere?).

Hong Kong 1843 R. Dunlop 412 Cork 1843 McEwan Glasgow Crk. 10 A 1

The first entry for a vessel named *Hong Kong* in *Lloyd's Register* 1843. It seems Captain Dunlop never actually took command.

**THE HONG KONG.**

We have much pleasure in publishing the following letter, respecting a Vessel built by the Messrs. Brown, Ship Builders, Passage.

Glasgow, 27th March, 1843.

GENTLEMEN—Knowing the satisfaction it will afford you, I have much pleasure in giving you a short account of how the *Hong Kong* behaved on her passage from Cork to Glasgow. On our first day out, the weather was fine and wind light; however, by sunset we had run several miles a-head of all the fleet of vessels that sailed with us from Cove, except the *Prince of Wales*, formerly a Revenue cruiser. Most part of next day we had light airs and calms; towards evening a fine breeze set in from southward, and at daylight we were off Dublin bay, with a strong S. W. wind. During the day we passed several vessels bound up Channel, mostly cotton loaded; from the rate we passed them, and the high rate given by the log, the ship was going very fast; but wishing to ascertain her rate by a truer test than the common log, I did so very satisfactorily by the bearings of the land, and when we could not be influenced by the tide, and found her going 104 knots per hour; and as, at the time, she would have borne much more wind or sail, I have no hesitation in calculating on the other half knot. In tacking I found her to stay well, and taking her every way she has much surpassed my anticipations. As to her sailing going up the Clyde in heavy squalls, the mate and crew who intend returning home will give you an idea of the proof I put her to. I was determined to try her whole constitution previous to crossing the Great Pond.

Since the arrival of the *Hong Kong* in Glasgow, I have had visits from many experienced professional men, who have invariably expressed their high opinion of her whether as to strength, material, or fastenings.

As to the outward appearance, whether it may be that people calculate prematurely on something clumsy coming from a place where few ships have been built, I cannot say; now that she is here, however, the common expression is, "I did not expect to see so fine a ship."

You have, I can assure you, gained credit by your first appearance on this stage, and I have had the task of explaining to many the wonders on the River Lee, amongst which is your dry dock and extensive dock yard establishment.

I remain, dear Sir, yours very truly,

Messrs. Wm. & N. Brown.

H. DODDS.

Extract of a letter from the owners, Messrs. M'Ewan and Co., dated

Glasgow, April 1, 1843.

GENTLEMEN—We certainly owe you an apology for not writing to you sooner, but the same tide that brought in the *Hong Kong* brought us in another ship from the Indies, and filled us, head and hands, with business. We beg to assure you the delay has not proceeded in any way from dissatisfaction with the "*Hong Kong*"; on the contrary, we have very great pleasure in saying that with the exception of the cabin arrangements, we are quite delighted with the ship in strength and capacity; in carrying she quite exceeds our expectations; and we are agreeably surprised by Capt. Dodd's account of her sailing qualities, from which we expect her to make very good passages—if she does not prove a very fast sailer. We are remodelling the cabin altogether on a different plan, and we expect in a week or two, when we get our plan completed, we will have a ship, in point of elegance, accommodation, and strength, that is not surpassed in the Clyde.—We remain, gentlemen, yours, &c.

Glowing praise from her skipper, Henry Dodds, for the first *Hong Kong*, *Cork Examiner*, 12 April 1843, p.1.

She made three voyages to Calcutta, though none further east, before Mr McEwan started sending her to Cuba for sugar in 1847. That wasn't good news for her captain, Henry Dodds, who died aboard in Havana in 1846 aged only 36. It proved much worse for his successor, Captain Boyd, and for the rest of the crew on the ship's third voyage to Havana. The newspapers laconically reported in April 1849, "*The Hong Kong*, Boyd, sailed from Havana Dec 14 (1848), for Cork, and has not since been heard of."

21st.—The *Hong Kong*, Boyd, sailed from Havana 14th Dec. for Cork, and has not since been heard of.

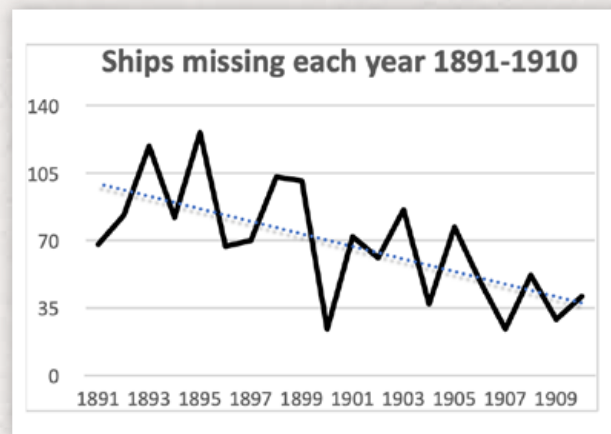
*Hull Courier*, 27 April 1849, p.8

For any student of seafaring in past times, the number of ships that suffered the fate of the first *Hong Kong* is truly awful. Regular casualty summaries didn't start appearing until the 1890s, and when they did, for the first five years of the 1890s, NINETY-SIX vessels disappeared without trace EVERY YEAR on average, around 70-80% of them sailing vessels. That's about one every four days. Gradually ship safety did improve – though with too many shipowners having to be dragged into compliance, kicking and screaming at their loss of income, that being far more important than seafarers' lives. Even by 1910, up to 50 ships a year were still disappearing – about one a week.

That fate had been the 15<sup>th</sup> *Hong Kong*'s too:

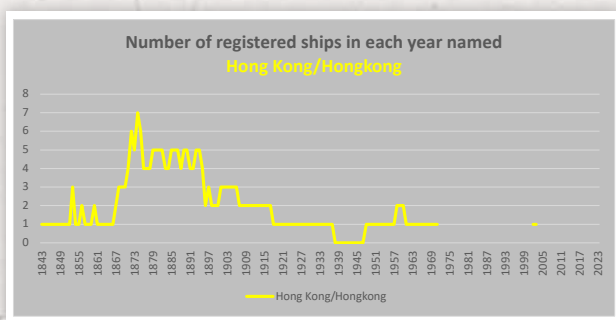
1890 *Hong Kong* ..... 385 Ger. W.Bk. Sunderland—Sutton. Coal ..... Sailed from Sunderland on 27th Nov. 1890; and not since heard of.

Excerpt from the *Lloyd's Casualty Returns* for 1894



Data from *Lloyd's Casualty Returns* 1891-1910

Given that there was a ship called *Hong Kong* pretty much as soon as the Brits took over the new colony, you might think that, as a ship's name, it was on a roll. Not quite. Getting the pre-1880 story right is tricky. I thought I had it sorted until, suddenly, up popped one or maybe two 1860s Dutch barques called *Hong Kong*, one of which may or may not have foundered in 1866 and then been replaced by a second in 1868. And an 1867 *Hongkong*, a French coolie ship out of Macao, that was taken over by her desperate passengers, run ashore near Shangchuandao (上川島, aka St John's Island), then pirated and finally salvaged – though what happened after that I haven't a clue.



Even more puzzling is what I had initially thought was *Hong Kong* number four, a German owned barque. Questing for more detail in a variety of ship registers and shipping reports in newspapers, this turned out to probably have been five different ships. It is very hard to argue that vessels of 215 tons, 350 tons, 248 tons, 510 tons and 398 tons are the same ship, especially since only with the last two – and then very confusingly - do the captains' names match as well.

It's illustrative of the problem of getting stuff right that the last two, which had initially looked like only one, were owned by Eduard Hemptenmacher of Rügenwalde in East Prussia (today Darłowo in Poland), who was an ex-ship's captain who may have made his money in skippering to China. That there were two ships wasn't immediately obvious. That's until one pays close attention to the *Lloyd's Register* entries. One then notices that the 1876-1881, 510 ton, Bremen built barque *Honkong/Hongkong*, captained by W. Brandsdorff, somehow overlaps between 1875 and 1881 with the 398 ton, Bremen built barque *Hongkong* also skippered by W. Brandsdorff, which eventually went missing in 1894, as we've seen. That they aren't the same is made plain by the clear statement that the second, smaller vessel is the 1873, Bremen built ex-*St Magnus*, no record of which appears anywhere else. Tricky.

It does seem that in the early decades, enthusiasm for the name *Hong Kong/Hongkong* was more for non-Brit owners than Brits. Of the 18 *Hong Kong/Hongkongs* between 1843 and 1880, over 70 percent were owned by non-Brits. There were five German owners, four Straits Chinese, two Dutch, one French and one Thai owned vessel with a German skipper. Even the last two *Hong Kong/Hongkongs* in the 20<sup>th</sup> century followed that pattern, with Swedish and Korean owners. In terms of flag states however, and as one might expect when for much of the 160 years the British merchant fleet was the largest in the world, there's much less non-red duster bias. If twelve, or 44.4%, of the 27 *Hong Kong/Hongkongs* were not British flagged, comfortably over half were.





After 1880, records improved greatly – thanks, presumably, to improving international maritime cooperation (Brit dominance at work) and the increasing use of the submarine telegraph. Putting together the solid post-1880 records with what I can muster for the less transparent period before that, over the 160 years between 1843 and 2003, which as far as I can stumble upon things seems to have been the last time any registered ship was called *Hong Kong* pure and simple, only 27 vessels have ever been called just *Hong Kong/Hongkong* (we'll come to the many, many *Something Hong Kongs* or *Hong Kong Somethings* in Part 2). On the other hand, sparse though the examples were, at least one registered vessel was called *Hong Kong* in every year from the first in 1843 until 1937. After a ten-year gap, covering the 2<sup>nd</sup> Sino-Japanese War-cum-WW2, that was true again from 1948 to 1971. Finally, a last, faint echo registered in the years 2002-2003.

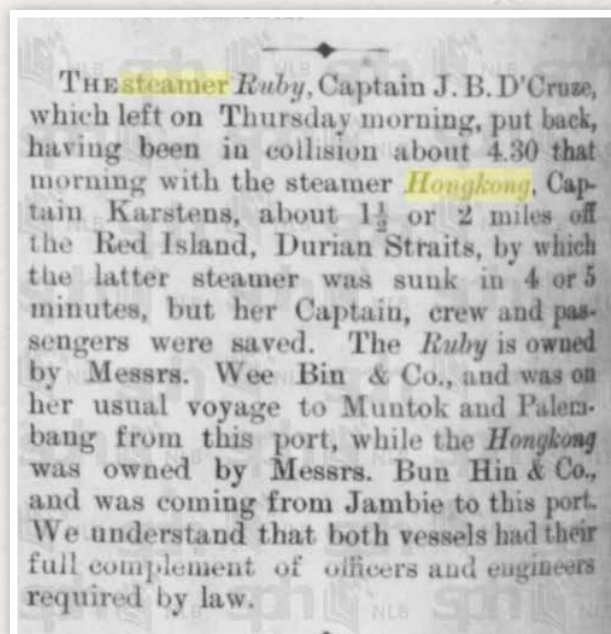
Until the late 20<sup>th</sup> century the *Hong Kongs* were mostly pretty small. The smallest was a steam launch tiddler of 11 tons that served Mr James Anderson, the storekeeper of Hong Kong's McEwen Frickel & Co., from 1885 to 1897. The biggest was a 36,270 ton, third generation containership that had been the *Hanjin Hong Kong*, but was briefly called *Hong Kong* 2002-2003 before becoming the *MSC Sardinia* until it was scrapped in 2012.

Only two *Hongkongs* were actually built in Hong Kong. There's no doubt about Mr Anderson's 11 ton launch being built here.

However, the small, 108 ton steamer *Hongkong* had actually been built in Glasgow in 1879. She was then shipped out in pieces and in 1880 was riveted together in Hong Kong's Cosmopolitan Dock, and fitted with an engine made over on Hong Kong Island at the affiliated West Point Foundry, owned by the remarkable Kwok Acheong (郭甘章, more properly Kwok Cheong, 郭松), who was also a major backer of the dockyard.<sup>1</sup> She'd probably been bought as a speculative venture by the Cosmopolitan's founding owner, William Spratt.

The first recorded voyage of this *Hongkong* was a sad one. Under the command of a Captain Haydon, the ship sailed on 1 June 1880, with William Spratt aboard, in search of the body of William's 23 year old son Nelson. The young

man had gone missing on a voyage to Canton/Guangzhou aboard the ferry *Pow An* (保安), the first screw-driven ferry to appear on local routes.<sup>2</sup> Following the death of his principal financial backer, Kwok Acheong, in April 1880, his son's death was a double blow for William Spratt. In December 1880 his financial difficulties resulted in the sale of his dockyard to the HK & Whampoa Dock Co. and in 1884 he himself died. The diminutive *Hongkong* was sold shortly after the sale of Cosmopolitan Dock and by sometime early in 1882 she had been registered in Singapore. She worked local Straits area waters for her living under a Captain Karstens, until she collided with the steamer *Ruby* in the Durian Strait in 1889 and sank.

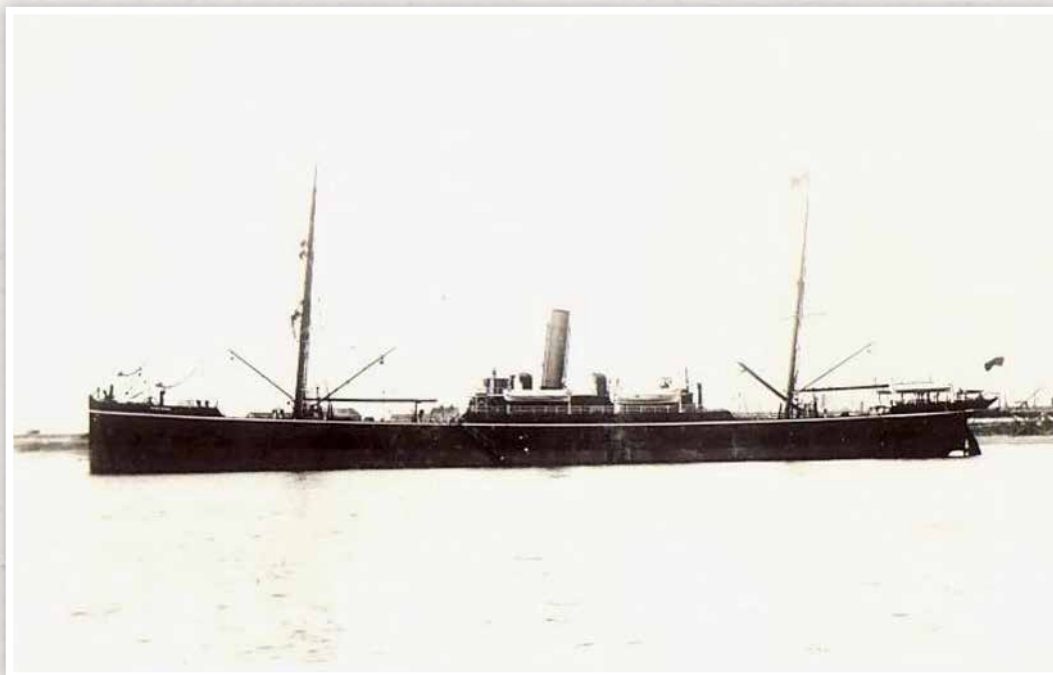


The sole record of the loss of the Hong Kong built *Hongkong*, *Straits Times Weekly Issue*, 24 October 1887, p.2

Sinking or disappearing seem to have been the unfortunate fate of rather a lot of our *Hong Kong/Hongkongs* – ten, or 37% of them. The causes involved: collision; stress of weather; stranding then sinking – a common fate in the days of traditional navigation, when even the best navigators could never swear they knew where they were to within a mile or three. The 1,476 ton *Hong Kong* of 1882 managed the memorable feat of finding an uncharted rock at the entrance to the Haitan Strait just six months after she'd left Newcastle on her maiden voyage. Two steamers called *Hong Kong* hit rocks and sank at either end of the Gulf of Aden in 1875 and 1890.

And all sort of problems – from poor maintenance to, probably, insurance scams – did for the rest. For example, in 1817 a small, French flagged

steamer sank from unknown causes not far from present-day Zhanjiang, with the company that owned it going bankrupt not long afterwards.



The P&O *Hong Kong* that went down off Perim Island at the entrance to the Red Sea in 1890.



The diminutive *Marty et D'Abbadie Hong Kong*, which sank from unknown causes near Zhanjiang in 1917.



A map showing where the *Hong Kongs* went down is pretty much a map of one of the world's hemispheres.



Locations of the nine wrecked *Hong Kongs*

One of the most interesting of the *Hong Kongs* is the first of which we have an image, and that's only because for a brief period she had become HMS *Hong Kong* – the only warship with the name in the Royal Navy's history. She'd been built in Britain in 1849, along with her sister ship *Canton*, for the Hong Kong and Canton Steam Packet Company – as a joint project between Alexander Campbell of Dent and Company, and Alexander Matheson of Jardine, Matheson and Company, to set up a river ferry service. It wasn't a hugely successful experiment because

the early steam engines were rather unreliable. In addition, income from the ferry services was never enough to prevent the owners interrupting services to charter the ships out for more lucrative towage and salvage work! Fortunately for the owners, who'd decided to wind things up and sell off the two ferries, the Second Opium War broke out. The navy promptly chartered the *Hong Kong*, which became HMS *Hong Kong* and Commodore Henry Keppel's flagship at the "Battles" of Escape and Fatshan Creeks.



HMS *Hong Kong* at the Battle of Fatshan Creek, 1857.  
Detail from a larger painting by Commander John Corbett RN  
(later Admiral Sir John Corbett, KCB).

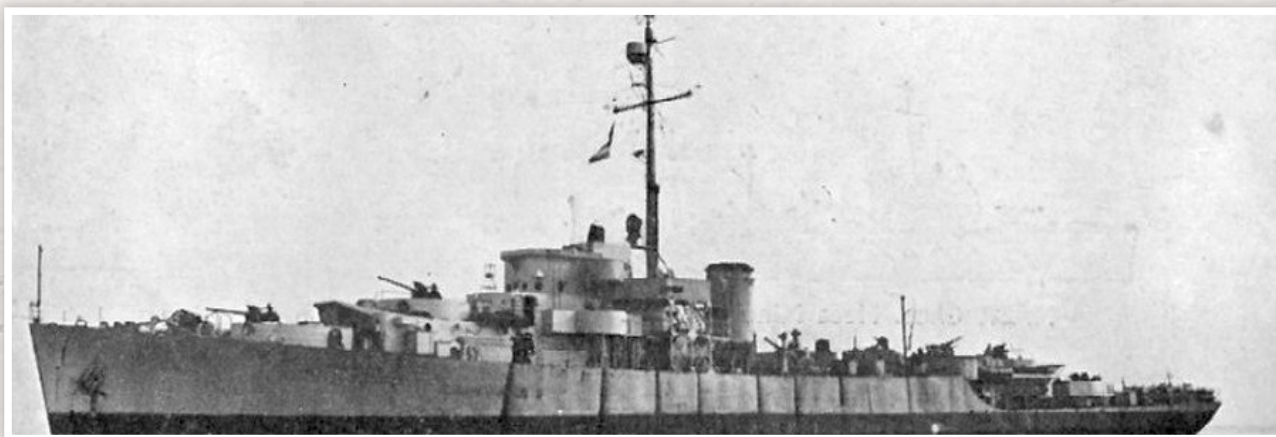
There's nothing that tells us clearly what happened to the *Hong Kong* thereafter, leave alone post-war. She's listed in the *Mercantile Navy List*, official number 32713, from its first issue in 1849 through until 1867, though never appeared in *Lloyd's Register*. When more detail on ownership is given in the *Mercantile Navy List* as of 1865, a rubric indicates there had been "no information received". So maybe she was kept at work until broken up ... or maybe the remains of a rotting hulk are somewhere beneath the 50% of the harbour that's been reclaimed.

That unique HMS *Hong Kong* is sort of book-ended by the "HMS *Hong Kong That Wasn't*". The US Navy's Tacoma Class patrol frigate *Holmes*, while she was being built in 1943, was redesignated to be transferred to the Royal Navy. When the decision was made, the *Holmes* was to become the Colony Class patrol frigate HMS *Hong Kong*. For reasons one can only guess at, someone in the Admiralty obviously thought that naming a frigate after a colony the Brits had recently lost to the enemy was probably bad joss. So, she was instead called HMS *Tobago*. Post-war, the *Tobago* had the curious fate of

being sold to the Egyptians for conversion to a passenger vessel, and ending up being sunk in the Suez Canal as a blockship in 1956.

What about 香港, just in Chinese? My own sense from scholarly work that has been done on the names of traditional Chinese craft suggests that's pretty unlikely. Traditional Chinese boat names didn't work like that. On the other hand, working around Chinese waters c.2019-2021 seem to have been eight *Xiang Gangs* in various forms, any real detail about which no one seems to know, except that some of them, at least, seem to be pretty small – one in the PRD area just 7m loa! Three others were flagged in Albania ... but when last heard of c.2020, were in North China. Like a lot of data out of China, pretty opaque and unhelpful.

So, just 27 *Hong Kongs/Hongkongs*. Once we allow for variations, however, that handful rapidly expands to 127. Or that's the number I've got to, after finding the further 100 *Something Hongkong Somethings* that I've managed to identify so far. But that expanded story is for Part 2.



HMS *Tobago*, the "HMS *Hong Kong That Wasn't*"

<sup>1</sup> When he died in 1883, Kwok Ah Cheong ( 郭亞祥 ) was one of Hong Kong's richest men, one of the founders of the Tung Wah Hospital, and owned 13 steamships. He had founded the Fat Hing Company ( 發興行 ) in Sheung Wan that Fat Hing Street ( 發興街 ) commemorates. From 1868 to 1869 there was a lane between Hollywood Road and Taipingshan Street called Quock Acheong Lane ( 郭松街 ). From c.1870 until at least the 1920s an alley from Lower Lascar Row to Ng Kwai Fong was named A-Chung's Lane in English, but the same name as before in Chinese ( 郭松街 – Romanised as 'Kwok Tsung Kai' ).

<sup>2</sup> On her maiden voyage from Glasgow, where she had been built, to Hong Kong, she lost her propeller in the Red Sea and had to be towed to Aden to have a new one fitted. That raised the cost of the delivery to Hong Kong by 50%!





## F&B PROMOTION

### MAY PROMOTIONS

**The Galley & The Patio**  
South America

**The Four Peaks Restaurant**  
New Spring Dishes

\*\*\*

### JUNE PROMOTIONS

**The Galley & The Patio**  
Sustainable Seafood Promotion

**The Four Peaks Restaurant**  
New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會

## Cocktail and Mocktail

May  
June



- |                         |      |
|-------------------------|------|
| 1. Young coconut        | \$55 |
| 2. Watermelon Sangria   | \$65 |
| Non-alcohol             | \$45 |
| • Watermelon juice      |      |
| • Vodka                 |      |
| • Lime juice            |      |
| • White wine            |      |
| • 1/2 Fresh orange      |      |
| 3. Watermelon Rum Punch | \$90 |
| Non-alcohol             | \$75 |
| • Watermelon            |      |
| • Rum                   |      |
| • Lime juice            |      |
| • Elderflower liqueur   |      |



Aberdeen Boat Club 香港仔遊艇會



## F&B PROMOTION

### Beer & Wine of the Month Promotion - May



Wine of the Month  
May 2023

Vina Cobos  
Felino Chardonnay 2022  
Mendoza, Argentina  
100% Chardonnay  
The nose is fruity, expressing tropical aromas like mango, pineapple and citric. In the palate delights with green apple, peach and subtle notes of vanilla.

Vina Cobos  
Felino Cabernet Sauvignon 2020  
Mendoza, Argentina  
100% Cabernet Sauvignon  
Intense aromas of red pepper, fresh red fruit, hints of vanilla. Medium bodied, juicy tannins, smooth finish.

\$75/ Glass

\$330/ Bottle

VIÑA COBOS

### Beer & Wine of the Month Promotion - June



HUNTER'S WINES  
MARLBOROUGH  
The Love Story of Marlborough, NZ  
since 1979

\$65/glass  
\$290/bottle

Sauvignon Blanc 2022  
A classic! Passionfruit, citrus, grapefruit & green herbs, crispy juicy finish

Pinot Noir 2021  
Cherries, wild berries, plum & rich fruit cake, balanced & rich finish



• HAPPY •

# Mother's day

with Generous Sunday Brunch!

**\*Free-Flow Sparkling wine for all mothers!**

**Sunday, 14 May 12pm-2:30pm**

**The Function Rooms**

**(Limited Seating – Please Book Early!!)**

Scan to Book



**\$359 for adults**

**\$259 for children aged 3–12 years**

**\$299 for senior citizens**

**Add only \$149**

**for 2-hour free-flow Sparkling,  
Red & White wine  
and \$249 with Champagnes.**



**Treating all the Mothers with  
a fabulous range of savoury dishes  
along with carvery and a DIY buffet station.**

**\*Free Gift for  
each Mother!**



**\*Free family photo  
memorabilia for  
each table booking!**



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

# French Buffet



**Saturday, 20 May**  
**12noon onwards**  
**The Middle Island**

Travel with us in France on May, French chef Aurelien will get ready for you some popular dishes from the North to the South of France. Cold cuts, seafood, cheese, stew..... and of course baguettes will be waiting for you so join us and enjoy. A bientot

**Adult: \$318 only**

**Concessionary price for member  
over 65 of age: \$258 only**

**Children: \$218 only**



**BOOKING**



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

Aberdeen Boat Club 香港仔遊艇會





# Marvelous Seafood & BBQ Buffet

*with Complimentary Wine Tasting*

**Saturday, 27 May**

**6 pm**

**The Galley & Patio**

Saturday night is time for our BBQ seafood buffet at ABC, a magnificent spread cooked to perfection by our chef Paul at a live cooking station including variety of cold and hot dishes with carvery and delectable desserts.

**Adult: \$318 only**

**Concessionary price for  
member over 65 of age \$258 only**

**Children : \$218 only**



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

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F&B PROMOTION



CHINESE BUFFET

## *Chiu Chow Cuisine (打冷)*

**Saturday, 10 June, 6pm**  
**The Galley & The Patio**

Join us for an unforgettable night, as our perennially popular Chinese Chef Po surprises and delights you with his creativity! He will host the live station on the Patio, to indulge you in Chiu Chow cuisine ("daa laang"), as we welcome the Summer. A not to be missed event!

**Adult: HK\$318 only,**

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

**Children (3-12 years old): HK\$218 only**

Book Now



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# The Four Corners of Scotland Whisky Dinner

Region: Highland, Lowland, Speyside, Isle of Skye

*(Singleton 12 & 18 YO, Glenkinchie 12 YO, Mortlach 16 YO, Talisker 18 YO, Johnnie Walker Blue Label)*

Thursday | 15 June | 7pm



This event is by invitation and on a first come, first served basis. Please email Robin at [fnb@abclubhk.com](mailto:fnb@abclubhk.com) to be included in the VIP invite list for these exclusive events.

Scan to Join



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

Aberdeen Boat Club 香港仔遊艇會



# Angus Beef “Four Cuts” Night

with free wine tasting for home delivery!

**Saturday, 17 June | 6pm**

**The Galley & The Patio**

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

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

Adults  
**HK\$398** only

Concessionary price  
for member  
over 65 of age

**HK\$348** only

Children  
**\$298** only

Book Now



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

Aberdeen Boat Club 香港仔遊艇會



# Father's Day

## Sunday Roast Brunch

with Free -Flow Beers for all Dads!

Sunday, 18 June 12pm – 2:30pm

The Function Rooms

(limited seating, please book early to avoid disappointment)

Adults **HK\$359** only

Concessionary price for member  
over 65 of age **HK\$299** only

Children under 12y **\$259** only

Sumptuous, British-inspired Sunday roast themed buffet spread,  
accompanied by cold and hot dishes and delectable desserts.

You can create unique souvenirs for lasting memories in the family  
photo booth, while each Father will receive a free gift!

Add only **HK\$149** for 2-hour free-flow Sparkling, Red & White wine;  
and **HK\$249** with Champagne

Book Now



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

Aberdeen Boat Club 香港仔遊艇會

# ITALIAN BUFFET

with live hand-made pizza station

BOOKING



**The Middle Island**  
**Saturday, 24 June, 12pm**

ABC presents a sumptuous Buffet Lunch of the best fare that Italy can offer - with home-made pizzas, live pasta station, a spectacular Parmesan cheese wheel, tempting salads and luscious desserts.



**Adult: \$318 only**

**Concessionary price for  
member over 65 of age: \$258 only**

**Children: \$218 only**



To reserve for your family and friends, call reception at 2552 8182 or email [booking@abclubhk.com](mailto:booking@abclubhk.com)

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## PLANNING YOUR NEXT PARTY? WE HAVE IT ALL!

**We'll be delighted to propose tailor-made packages  
that best fit your requirements!**

- Customised Buffet Menu
- Special Indian Curry Buffet Menu
- Premium BBQ Buffet Menu
- Customised Set-Meal Menu
- Customised BBQ Buffet Menu
- Free-Flow Drinks Package

Enquiries



For enquiries, please email our F&B team at [booking@abclubhk.com](mailto:booking@abclubhk.com)



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Aberdeen Boat Club 香港仔遊艇會

# Home Wine Delivery May 2023

Free Wine Tasting (Saturday 27 May) 6:30-8:30pm

| SPARKLING  | Price        | Qty | Amount |
|--|--------------|-----|--------|
| <b>Alta Alella "Mirgin" Cava Gran Reserva Brut Nature 2018, Catalonia, Spain</b><br>Fresh, light and clean aromas of citrus, peach and wood smoke lead to a crisp palate. Smoky orange and tangerine flavors finish with latent toast, hard spice and spent yeast notes.   | \$155        |     |        |
| <b>Dopff au Moulin Cremant d'Alsace "Cuvee Julien" Brut N.V., Alsace, France</b><br>Dry and elegant Crémant, showing hints of quince and white flowers, fine bubbles with good length and weight.  | \$160        |     |        |
| WHITE WINE   | Price        | Qty | Amount |
| <b>Alta Alella PB (Pansa Blanca) 2020, Catalonia, Spain</b><br>Very intense nose, Floral notes and aromas of green fruits predominate with a background of green almond, fennel and ripe lemon. Voluminous with a sweetish entry on the palate, recalling the fruitiness with a saline point. Good acidity and a lingering aftertaste. | \$120        |     |        |
| <b>Angeline Chardonnay 2020, California, USA</b><br>Fresh notes of Bosc pear, lemon zest, touches of pineapple, and subtle vanilla on the finish.  | \$168        |     |        |
| <b>Tyrrell's Hunter Valley Semillon 2021, Hunter Valley, Australia</b><br>The nose is clean with a hint of lemon richness, the palate continues with fresh citrus and concentrated grapefruit flavours. The finish is pleasing with a balance of fruit and soft acid.  | \$180        |     |        |
| <b>Domaine Tinel Blondelet Pouilly Fume "Arret Buffatte" Blanc 2021, Loire Valley, France</b><br>It is elegant and refined, with bright citrus and grassy notes, marked minerality, and a whiff of white peach.  | \$220        |     |        |
| RED WINE   | Price        | Qty | Amount |
| <b>Angeline Cabernet Sauvignon 2020, California, USA</b><br>Rich notes of fresh boysenberry, cassis, and a touch of light cocoa.   | \$180        |     |        |
| <b>Jean Luc Colombo Cotes du Rhone "Les Abeilles" Rouge 2018/19, Rhone Valley, France</b><br>Intense purple color. On the nose, Seductive aromas of red fruits, coriander and bay leaf. This is a fresh and silky wine, with notes of licorice and spice on the palate.  | \$135        |     |        |
| <b>Vina Cobos "Felino" Malbec 2020, Mendoza, Argentina</b><br>Ruby red and violet tones, delights the nose with tones of fresh red fruit. The palate is broad and fruity, with notes of strawberry, cassis and plum. Malbec denied by its round tannins and good concentration.  | \$155        |     |        |
| <b>Tyrrell's Hunter Valley Shiraz 2019, Hunter Valley, Australia</b><br>The palate is medium bodied with good depth of flavour yet still lively and fresh. Soft, savoury tannins and a crunchy acidity adds to the wines complexity.   | \$180        |     |        |
|  | 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 or in person.

Email: bar@abclubhk.com

**FREE delivery will be offered for purchase over HK\$2,000, pls allow 3 working days for delivery.**

**All wines are subject to availability.**



# Home Wine Delivery June 2023

Free Wine Tasting (Saturday 17 June) 6:30-8:30pm

| SPARKLING  | Price        | Qty | Amount |
|--|--------------|-----|--------|
| <b>Codorniu ART Collection 457 Grand Reserva 2008 – Cava, Spain</b><br>The three varieties coming from the three Rated Spots of Codorniu. The cusp of the cava.<br><b>At #40, Most Admired Wine Brand in the World ~ Drinks International Magazine 2022</b>  | \$910        |     |        |
| <b>Kumeu River Cremant NV – Kumeu, New Zealand</b><br>Light lemon/green, it is crisp and dry, with strong, citrusy, slightly nutty flavours, showing excellent vigour, intensity and complexity. Fragrant, it's a highly distinctive wine, well worth trying.<br><b>5 Stars - Michael Cooper 2019</b>  | \$310        |     |        |
| WHITE WINE   | Price        | Qty | Amount |
| <b>Maxwell Wines Adelaide Hills Chardonnay 19 – Adelaide Hills, Australia</b><br>Aromas of peaches, nectarine, yellow apple & honeysuckle. Complex flavours or nectarine, yellow apple, ripe pear & white peach. Refined with balanced acidity, subtle creaminess & excellent defined long finish. Perfect match with chicken, seafood, breads & pastries. | \$170        |     |        |
| <b>Unico Zelo Terra Cotta Greco 2021 – Riverland, Australia</b><br>Orange wine with bright orange peel, yellow peach and a subtly integrated oxidative character in the background that has shades of Oloroso to it.   | \$198        |     |        |
| <b>Klein Constantia Estate Metis Sauvignon Blanc 2018 – Constantia, South Africa</b><br>Fresh citrus and nettle aromas full the nose. The palate is concentrated and full bodied with a rich peppery and mineral mouthfeel.<br><b>94 Points - Tim Atkin SA Wine Report 2018</b>  | \$240        |     |        |
| <b>Grace Wine Koshu Toriibira Vineyard Private Reserve 2021 – Yamanashi, Japan</b><br>Rounded acidity, fruity flavours reminiscent of aromas expand on the palate with a long finish. This is a white wine that combines elegance and power.   | \$390        |     |        |
| RED WINE   | Price        | Qty | Amount |
| <b>Xanadu Wines Circa 77 Cabernet Sauvignon 2019 – Margaret River, Australia</b><br>A balanced wine, with a persistent fruit finish with beautiful regional savoury inflections of bay, black olive and licorice.<br><b>91 Points - Ray Jordan, The West Australian</b>  | \$140        |     |        |
| <b>Mills Reef Wines Reserve Cabernet Merlot 2018 – Hawke's Bay, New Zealand</b><br>A rich full body wine with intense blackcurrant, blackberry and plum flavours, layered with caramel and spicy cedary oak.<br><b>Gold - NZ Wine of the Year Awards 2019</b>  | \$185        |     |        |
| <b>King of Prohibition NV – Regional Australia, Australia</b><br>Intense yet well balanced with flavours of dark berries chocolate and savoury French oak. Best paired with a smoked beef brisket.   | \$210        |     |        |
| <b>Tohu Whenua Awa Pinot Noir 2019 – Marlborough, New Zealand</b><br>Complex and elegantly structured wine balanced with soft, silky tannins. Long, lingering and mouth-filling finish complemented with dark fruit aromas.<br><b>Silver Medal &amp; 93 Points - DWWA 2022</b>   | \$340        |     |        |
|  | Grand Total: |     |        |

Member Name: Mr. / Ms / Mrs.      Membership Number: \_\_\_\_\_

Tel No: (Office) \_\_\_\_\_      (Home) \_\_\_\_\_

Delivery Address: \_\_\_\_\_

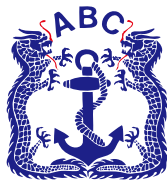
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## Pleasure Vessel Grade II Operator Certificate Courses (Part A master, Part B engineer)



### Part A (Master)

Dates : 17, 18 August 2023 16, 17 November 2023  
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 : 24, 25 August 2023 23, 24 November 2023  
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 PEAK Examination Centre, Vocational Training Council ("VTC") after completion of the course. Successful candidates after they get the license which issued by Marine Dept. 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 examination. Practical boating is not required for the examination.
3. Examinations are normally held on selected weekdays, you may register your examinations to the PEAK Examination Centre ("VTC") by post or online registration. Document required for the examination application:- a ready examination application form, a copy of your identity document, examination fee HK\$1,100 (HK\$550 for Part A and HK\$550 for Part B), cheque payable to "Vocational Training Council". 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](mailto:mbs@abclubhk.com) or by post or hand to the Admin Office of the Club.
6. For applying the examinations to the PEAK Examination Centre ("VTC"), please visit <https://www.peak.edu.hk/exam/en/md> for more information.

Eye test certificate requirement: <https://www.mardep.gov.hk/en/forms/pdf/md687.pdf>

Note: Get your eye test certificate before booking the examinations

The address of the PEAK Examination Centre ("VTC").:  
VTC Tower, 27 Wood Road, Wanchai, Hong Kong  
Tel. no. 2919 1467 Email : [cpdc@vtc.edu.hk](mailto:cpdc@vtc.edu.hk)

N.B. Before booking and fixing your examination date, you have to allow enough time for finishing all the model questions, so as to prepare the examinations efficiently.





## 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

( ) 17, 18 August 2023 Thursday & Friday

( ) 16, 17 November 2023 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.

( ) 24, 25 August 2023 Thursday & Friday

( ) 23, 24 November 2023 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



# 2023 Summer SERIES

RACE 1 4 JUNE

RACE 2 18 JUNE

RACE 3 2 JULY

RACE 4 16 JULY

RACE 5 30 JULY

RACE 6 13 AUGUST

RACE 7 27 AUGUST

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