

May-June 2024

# HORIZONS

The Magazine of the Aberdeen Boat Club



Waglan Series Race 8





Dates		Holidays	ABC - Yacht Races	Dinghies	Others
May 2024					
Wed	1	Labour Day			
Sat	4		Classic Yacht Rally		RHKYC CR7: Coastal Race
Sun	5		Classic Yacht Rally		RHKYC CR7: Coastal Race
Sat	11				DBYC Lamma Cruise
Sun	12			ABC Tong Po Chau - Spring Race 3	
Wed	15	Birthday of Buddha			COA Lady Helm & Challenge Rally
Sat	18			HHYC Open Dinghy Regatta D1 / 29er - GP 8 - HHYC	RHKYC Spring Regatta
Sun	19			HHYC Open Dinghy Regatta D2 / 29er - GP 8 - HHYC	RHKYC Spring Regatta
Sat	25				HHYC HK Interclub Ladies / Girls Champs Regatta
Sun	26			ABC Tong Po Chau - Spring Race 4	RHKYC Spring Regatta resail
Sat	30	The Day Following Good Friday			
June 2024					
Sat	1				DBYC Mong Tun Wan Regatta / HHYC Summer Sat D1
Sun	2		Summer Series Race 1		
Sun	9			ABC Tong Po Chau - Summer Race 1	HHYC Typhoon Series D1
Mon	10	Tuen Ng Festival			COA DBF Men Challenge Rally
Sat	15				HHYC Summer Saturday D2
Sun	16		Summer Series Race 2		
Sat	22				HHYC Typhoon Series D2 - Mirs Bay / DBYC Cheung Chau Blast
Sun	23			ABC Tong Po Chau - Summer Race 2	HHYC Typhoon Series D3 - Mirs Bay
Sat	29				HHYC Summer Saturday D3 / COA HKSAR Macau Race or Long Distance Coastal Rally
Sun	30		Summer Series Race 3		COA HKSAR Macau Race or Long Distance Coastal Rally
July 2024					
Mon	1	HKSAR Establishment Day			COA HKSAR Macau Race or Long Distance Coastal Rally
Sat	6				HHYC Typhoon Series Resail
Sun	7				HHYC Typhoon Series D4
Sat	13				HHYC Summer Sat D4
Sun	14		Summer Series Race 4		
Sat	20				COA Sai Kung Seafood Team Rally
Sun	21			ABC Tong Po Chau - Summer Race 3	HHYC Typhoon Series D5
Sat	27				HHYC Summer Sat D5 (Final) / DBYC Mong Tung Wan Regatta
Sun	28		Summer Series Race 5		





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## COMMODORE'S LETTER



Chris Pooley  
Commodore

*Remember to celebrate Milestones as you prepare for the road ahead.*

*[Nelson Mandela]*

This Bumper edition records three significant---two being magnificent--- Milestone achievements in the Club's history worthy of celebration; two have occurred with an announcement of a third to come at the end of June. So, in chronological order:

Firstly, The Club's two smart, robust Orkney boats have arrived and are currently taking up car-parking space pending engine installation, Mardep survey approval and commissioning. See photos in this edition. The aim is to enhance the Club's sampan services and replace the ageing ABC 5, Well done Alex Johnston who spotted the design and located the yard in the UK. More details after commissioning in the July edition.

Secondly, an absolutely superb achievement and a first for ABC and indeed for HK. Two young ABC sailors ---- Russell Aylsworth and coach Akira Sakai, formerly ABC and now National squad ---- have qualified and been selected to represent HK in the 49'er Dinghy championship in the Paris Olympics this summer. Hooray, this is wonderful news, a very proud moment and a great honour for the sailors whose tireless and skilful efforts over many years have paid off handsomely. An honour which also pays tangible tribute to the quality of ABC's sailing courses and the competitive aims of the Aberdeen Racing Academy in which both starred.

For the full background see the article in the following pages which delayed publication in order to capture the moment. ABC will send them off with our congratulations and best wishes in an appropriate manner.

Thirdly, after 20 very busy, selfless, successful and happy years at the ABC helm our GM Philippe de Manny will step aside on 30<sup>th</sup> June to make way for his chosen and groomed successor--- currently deputy GM ---Robin Sherchan. It is always pleasing to be able to promote from within [when justified as this move is!]

and the move itself and the timing have the full support of myself and the General Committee. Philippe will continue to serve ABC in a Consultancy position after he steps aside. More to come i.d.c

Much more yet to be said but as a simple snapshot illustration of the Club's progress since he took the helm the figures below say much more than any mere words:-

	June 2003	June 2023
Membership Nos.	874	1,247
Gross Revenue	\$ 23.950m	\$ 55.837m

Indeed much worthy of celebration in this edition, delayed for that very reason.

On a less pleasing note ABC, along with other Clubs, is experiencing a decline in the number of membership applications. We are materially below Budget in this respect. Given that all Clubs aim to keep F&B prices and cap inflationary subscription increases at a reasonable level for members' benefit Entrance fees are a vital revenue-flow. The reasons for the decline are uncertain: demographic perhaps, economic or simply changing tastes but the fact has to be faced. The Committee will be looking at some form of Promotion with a focus on attracting a younger intake.

In the meantime, please be reminded of our 'member get member' policy, whereby members introducing a new member have one month's subscription waived. As a new move any member bringing in more than 25 guests to a function room will also benefit from a one -month waiver.

And so, on into Summer with the Summer Racing Series commencing on Sunday 2<sup>nd</sup> June ---and much more besides, afloat or ashore where in hot weather Middle Island is always an ideal welcome retreat.

# ABC Junk for Hire

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Picture by Fragrant Harbour

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## GENERAL MANAGER'S LETTER



Philippe de Manny  
*General Manager*

Dear Members,

Welcome to this May and June issue of Horizons, with news of further Club developments – and planned developments, along with upcoming race schedules, plus a mention of wonderful achievements by Aberdeen Racing Academy sailors.

### Pontoon access improvement

The Club is now actively looking at the possibility of installing a stairlift to access the main pontoon from the lower car park. As this idea would be part of a Corporate Social responsibility (CSR) initiative by a members' company that is to assist the underprivileged community, the project might be fully sponsored – serving as a wonderful action for our ageing membership and less able members and sailors.

Saying that – and as ABC will always be ABC – the actual access and pontoon curve make the project more complicated than expected, to the extent that one specialised lift company turned down the project given the risk of very high tide conditions on the main pontoon and on Middle Island, as well as the need for extensive maintenance to avoid corrosion.

The other idea suggested was to create an extra ramp, forming a base for the new lift; but that solves only the technical problem and creates Land Lease and demarcation issues. So yes, it's a great idea but I am afraid this will be in the making for quite some time.

### Sailing Lockers relocation

This project has been on the table for some time, and we asked all Members to empty their lockers in order to relocate them, and make better lockers where the motorbikes are supposed to be parked.

I must first thank our marine locker holders for the great response and their swift and efficient action, but

inform you that despite this, it takes to make these new lockers and we are still working on the project, which should happen anytime now. In this sense, may I ask all members who are still parking their motorbikes at the location to move to the new parking space for motorbikes at the end of the carpark near the wall, where others have already moved. This will help the process.

### Swimming pool Security improvement

Following the Food Environment and Hygiene Department introducing new regulations for swimming pool safety, we have been instructed to install a CCTV system around the swimming pool in order to get our licence renewed. The work is ongoing as I write, and there is another system to be put in place shortly – a drowning alarm. This is not yet compulsory but will become standard very soon.

The Club is looking at "Swim Eye", which works like an "extra lifeguard" under the water of your pool. If you know of another efficient and affordable system, feel free to contact the Club.

### Upgrade of AV system in the Harbour Room

The sound system in our function room was less than satisfactory and let us down many times. New AV equipment has been installed since 2 April, thanks to two members, Sunil Talwar and Tyron Truong, sharing their expertise in IT and AV systems and – most importantly – kindly helping to install that new sound system.

So, you now have no excuses for not have dance parties, singalongs, and long boring speeches that will not be interrupted by strange morse code type noises.

One of the issues we had (not the only one) worth noting is that our neighbour, the Marine Police, is transmitting messages on a radio frequency that was very close to the old wireless system, hence there were many

disturbances. But to be abruptly honest, the old system was garbage too!

### **The Bridge Revamp**

This function room needed a more holistic and modern approach, starting with a better identity. The Committee decided to relocate the bookcase to the back, across the room – hiding the Marine Police and creating separation from the dumbwaiter and miscellaneous miseries that should also be out of sight.

This room will become – or more precisely return to its intended role of being – the open room for members to work on their laptops, as was planned 15 years ago. But that still needs further discussion at committee level. The additional improvement will be extra storage space for all the bits and pieces we need to store.

Storage is the Club's second most-needed facility, and thanks to co-opted members' ideas, moving the bookcase creates the opportunity for a well-planned, tailor-made storage space for tables, chairs, MICE equipment and cutlery for functions.

### **Sliding Door of Waglan Bar**

With summer coming and the usual traffic in and out of the Waglan Bar – often leaving the doors opened and the air conditioned becoming more efficient for passing birds than for members – the committee members have decided to add auto-closing sliding doors. This will be better for saving energy, and will make it easier for waiters with heavy trays loaded with curries and tomahawk steaks to access the terrace.

But, be careful after a few drinks: the doors might seem to be a little slower to open than when you first arrive. If you bump your head, no worries – we will have a stock of Peppermint, Rosemary, Sage, Lavender and Frankincense oil to apply.

### **On the marine side:**

#### **Classic Yacht Rally – 4 & 5 May 2024**

This year the rally, will take a northern route instead of southern as the last few years. Actually, close to Hebe Yacht Club. The junk will be there, with as usual the friendly Mr. and Mrs. Lau Kam-cheung and Harry the master egg cook for breakfast after the long overnight. Alex and his team will run the rally and the sampan as usual.

#### **Summer Series – June to August 2024**

The first race of the Summer Series sails off the events on 2 June 2024.

The subsequent dates are 16 June, 30 June, 14 July (French National Day – you shall not see me at sea), 28 July, 11 August and 25 August.

In the past, this series of races was rudely known as the “Booze Cruise”, as fewer sailing boats were available than today, and the races always end near a restaurant where the party starts and the fun of being a sailor comes to light.

The ABC Summer Series, ALSO and less offensively known as “The Restaurant Series”, comprises seven races, on summer Sundays from late June to late August, all ending at either the Middle Island Clubhouse for the end of the season or any seafood restaurant on an island, such as Po Toi, Lamma, Cheung Chau or Peng Chau. There is an individual prize for each race, and an overall trophy for the series winner is presented at the Club's annual prize-giving party.

Nowadays, this series of races has become very competitive, with over 25 competitors each time – but the best part is, it still ends up in a restaurant and camaraderie between sailors is evermore present, making Hong Kong's sailing scene one of the most enjoyable in Asia.



## GENERAL MANAGER'S LETTER

If you are not a sailor yet, do come on these dates for breakfast in the coffee shop and try your luck to get on boat for the day. Surely after such an experience, you will get into racing. One piece of advice: your passage rights will be extremely softened with a case of beer under your arm; trust me you will be invited without even asking.

### LAST BUT NOT LEAST: ARA's MARVELLOUS REGATTA RESULTS

Despite the challenging weather conditions, of 5-10°C and heavy rains, our ABC Aberdeen Racing Academy sailors showcased their talent and determination at the 42nd European Championship on Lake Garda, Italy, with ARA sailor Alix Nguyen-Minh achieving the silver medal. The great success of the ARA team has made the Club proud!!

- Alix secured 2nd place in the U10 female category, ranking 17th overall in the cadet fleet –bringing home the first medal for Hong Kong in this event!

- Margaux Nguyen-Minh made history by achieving gold fleet for the second time in this event for Hong Kong, placing an impressive 189th.

Other outstanding results include at race week:

- Ethan Kiu: 57th in the Silver fleet
- Tara Maliah: 7th in the Bronze fleet
- Jessica Liu: 87th in the Bronze fleet
- Lucien Cohen-Adad: 80th in the Emerald fleet
- Rohan Maliah: 36th in the U10 category of the cadet fleet

With over 1000 sailors participating, this event was a true test of skill and perseverance, and ABC ARA demonstrated their excellence. Well done, boys and girls!

Now to end my series of articles, including this one. Just a few last words: "TIC TOC TIC TOC". That will make sense in the next, July and August, issue of Horizons.

Have a great summer!

**SQUIDS**  
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Jellyfish Sunscreen  
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fast drying Towel \$240



Swim Buoy \$480



Donut Dry Bag  
\$460



Happy Nappy Duo \$350

ATTACK Goggles \$320



# HOUSE COMMITTEE UPDATE

By Graham Price, Chairman, House and Building Committee

*Do you enjoy Your Club?* It is our job at Housecom to make sure that members get maximum enjoyment out of their club. I know that there are very many members who have watched their children stumble around the playpark, grow into competent swimmers in our pool, take Sailing courses and become proficient young sailors before moving on to higher education. Of course, they can continue to use the club on their parent's account until the age of 21!

It was recently my son's birthday – what to do? It was a school day and so we came to ABC immediately school finished. A swim in the swimming pool, not yet busy and so refreshing. Spoilt for choice from the extensive Galley menu we all chose a different dish. My children stuck with their favourites, my wife went healthy with the Goats Cheese Salad whilst I tried one of the special North Asia menu dishes. I had remembered to warn the Galley staff and requested a Birthday Cake in advance. The ABC has some talented chef's and a sumptuous and tasty chocolate cake appeared, to delight one and all.



Birthday Cake

As the summer evenings are with us why not cool off with a swim, a cool beverage and tasty supper from The Galley! I hope we will soon be able to start the ever popular floatie swim sessions again.



Enjoy the pool

As I write this update we are reviewing tender documents for our next phase of work, illustrated last month, our main entrance, staircase, reception and The Galley and Patio. At this stage we do not know whether the costs will match the estimates, but hopefully we will be able to make all the improvements we have planned.

You have surely noticed if you enter The Club by the main entrance the enormous display cases housing all, or most, of the many trophies that we hold. There are over 100 pieces in the hallway alone. Some are simple "cups", others are very different and include an elegant pewter sailing boat, and a bull horn hooter. What are all these trophies? I'm very pleased that former Commodore John Berry has agreed to help us review all these trophies, and to decide how best to "curate" and display them in the future. We will be providing some new display cases as part of Refit, and we intend to make sure that trophies are labelled in the display so that members can see the history and learn a little of





Trophy Case



Trophy - Sail Boat



Classic Yacht Rally Trophy

the stories behind all the trophies. We may move some trophies, or display them differently. We simply want to better preserve the story of the Aberdeen Boat Club, and the stories that go with each trophy.

Thanks to Sunil Talwar and Tyron Truong for the upgrade to the audio visual equipment in The Harbour Rooms which has greatly improved what we can offer to members and private hires. We will be calling on them as we move through the club upgrading.

By the time this goes to press we will have had the first meeting of the Four Peaks review group who will be looking at what we might do to improve our restaurant facilities as we continue the "Refit Project". My thanks in advance to all who are contributing to that.

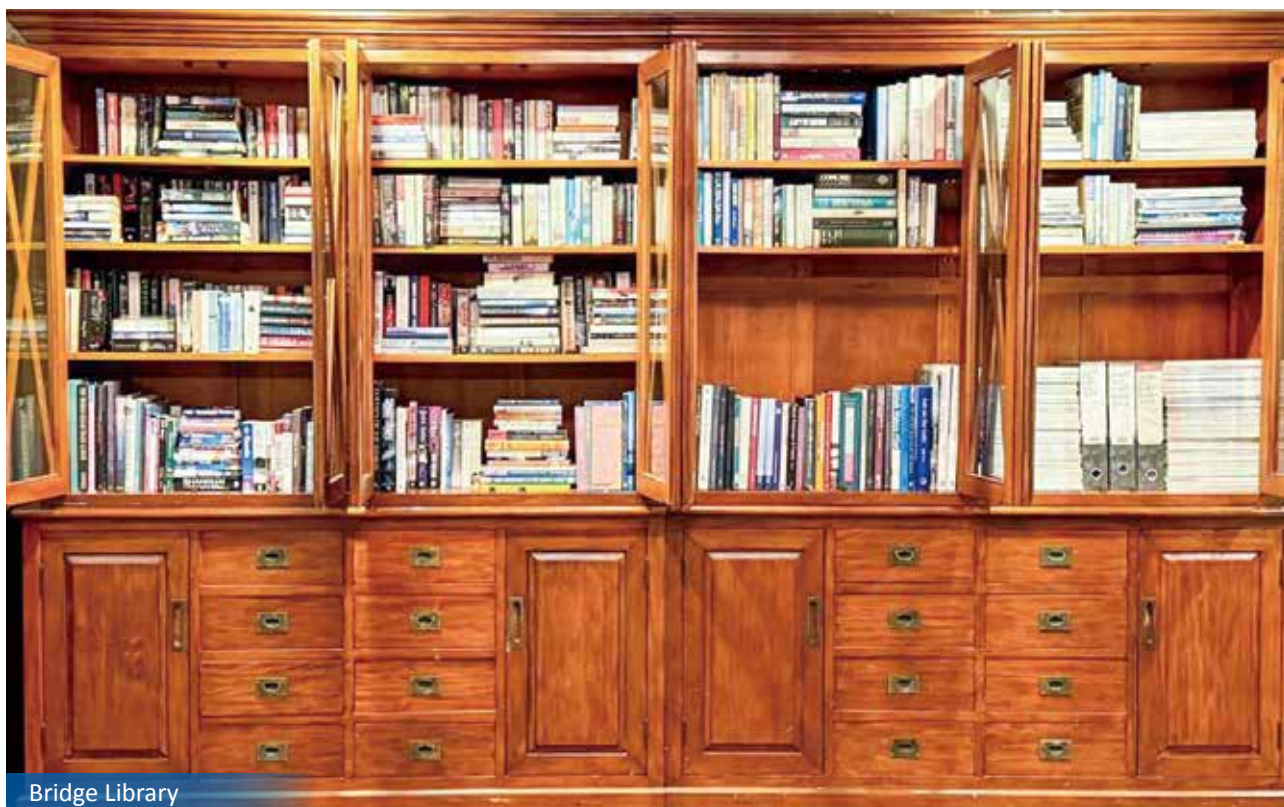
Another group of members have without being asked reviewed all the books in our "library",

the bookcase in The Bridge room. Thanks to Mrs. Rees, Berry, Skeggs and Evans. We will soon be moving the bookcase to a different place in The Bridge as we make some other improvements – principally making The Bridge more multi functional so we can use it as a "Relax Space", and extension dining venue or set up as a "Board Room" for meetings. These improvements will be starting soon.



Sorting in progress!





Bridge Library

So as you enjoy using our club, meeting friends, enjoying our facilities I hope that you barely notice the work going on behind the scenes on some major improvements – that is until suddenly you see the results of all our work. Thank you to our technical expert members George Doyle, Dave and Anna Rees who have contributed so much time and expertise.

As always please let me, any member of Housecom, Philippe De Manny or Robin Sherchan have any comments, suggestions or requests to improve your enjoyment of Our Club! I hope to see you in The Club.



Design Development



Design Work in Progress



Aviva Yacht (Far East) Limited  
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# Duo of Aberdeen Racing Academy Alumni Qualify for the Olympics!

By Philippe de Manny



On 26 April 2024, two alumni of the Aberdeen Racing Academy (ARA) – Akira Sakai and Russell Aylsworth – qualified for the Olympics, during the 55th French Olympic Week Last Chance Regatta, held in Hyères, France. Sailing in a 49er, they placed overall 7th in the Regatta, securing the final spot for Paris 2024. This is an achievement ABC can be proud of, as the ARA was the springboard for their success, which follows soon after them winning the bronze medal in the 49er sailing event in the Hangzhou Asian Games 2023.

Akira seems to have been the quiet man of the ARA, rarely mentioned in dispatches – ie Horizons magazine. In 2013, he performed well in Hong Kong's 29er nationals, and two years later he became the ARA sailing coach. He still competed, as in the 29er Hong Kong Open 2017, when he and Karrie Clark were in 2nd place overall on Day 2.

By contrast, Russell's course to early sailing success has been well charted. He started sailing in the Optimist beginner group in 2009, at the age of eight. ABC provided sailing instructions, headed by Kevin Lewis, who had just brought in Rory Godman as a coach, with Kevin continuing as trainer. Even then, Russell wanted to sail as fast as he could, even in the early years.

Russell was included in the ARA in late 2010, and by April 2011 he was in racing form, and benefited as ABC continued fully supporting the sailors, not only in HK training and events, but also in overseas events. Russell ended his Optimist career early, at 12 years old (as he grew too big), at the top of the HK rankings. Russell then started sailing 29ers, initially with Matthew Wright.

He and Matthew entered their first two 29er

events, the 29er North American and World championships, finishing 19th in Silver fleet in North Americans and 23rd for Bronze fleet in Worlds. Aged just 13, Russell was the youngest sailor in the fleet. He competed in 27 further regattas on the 29er, switching helm to Calum Gregor in the middle of his stretch. Russell and Calum won the RHKYC Around the Island race in 2015 and again in 2016. Sydney, Keil, Medemblick, Wales, Melbourne, Auckland and Los Angeles rounded out the local events. Once again, the training and entering the events were made possible by the support of the ABC.

By 2020, Russell had graduated to 49ers, and in December that year, Hong Kong nationally sponsored Russell and Akira (ie through Hong Kong Sports Institute), who departed for Sydney further train for an Olympic qualification event in Abu Dhabi. The Covid pandemic was then fully underway,

and after causing interruptions to training in Hong Kong, it resulted in further issues, such as training in Sydney ending abruptly, only to continue in Melbourne.

In April 2021, Russell and Akira entered the Mussanah Open Championship / Asian & African Olympic qualifier in Oman. They raced well, scoring 7 bullets in the 16 races; but it was an Indian duo that earned the one Asian slot in the Olympics.

Any frustration the duo felt was surely dispelled in April, when they qualified for the Paris 2024 Olympics. This is a wonderful achievement for the two ARA alumni, and I'm sure many of us in the ABC will follow their races this summer. We wish them great success!







## The Orkney 592s have Arrived at ABC

By Alex Johnston – ABC Marine Services Manager

In late April, the ABC's two new Orkney 592 Sampans were delivered by a 40ft container truck and mobile crane truck. Though the weather was a challenge at one point, with some strong wind gusts, fortunately we avoided the worst of the rain.

We have started the process with the Marine Department to get both vessels licensed at the same time. Both vessels are also now being fitted with their Mercury 60 hp Outboard engines by Faithfull Marine, here in Shum Wan, Aberdeen. Both commissioning tasks are now well underway.

Once we have a better idea of a full commissioning date and initial sea trials have been completed, we will announce the date/time for the traditional Bai San and naming ceremony to all members and other relevant parties.

Thanks to Myles Winter of ETA Logistics and the ABC Marine & Sailing staff for their assistance with the delivery, especially as these vessel arrival logistics are always a challenge, with containers and mobile cranes in a tight space.





# Playing Just Nine Holes Allows More Time in 19<sup>th</sup> Hole

By Philippe de Manny

On 26 April, we held the first game of this year for ABC Golf Society - and I have to report that we were thunderstruck!!!

The 14 players who dared come that morning ended up having a great time, which finally came to a close late at night, after the emotions of the game and the lengthy lunch and après golf drinks. A great time, that is, despite the whims of the weather gods.

The rain started just before our first tee-time, and stopped just after the competition stopped. It was so heavy - with risk of lightning - that, sadly, the marshals had to close the course, shortening our competition to 9 holes. We opted for an early lunch, followed by drinks going on into the late evening, making for a real gold day out.

Results:

## Individual Ladies' Winner:

Highest Stableford score - Miss Joey Lee with a respectable 17 over 9 holes

## Individual Men's Winner:

Highest Stableford score - Geaspar Byrne & Stein Olson, ex-aequo [*that's fancy-speak for tied* - ED] with a nice 15

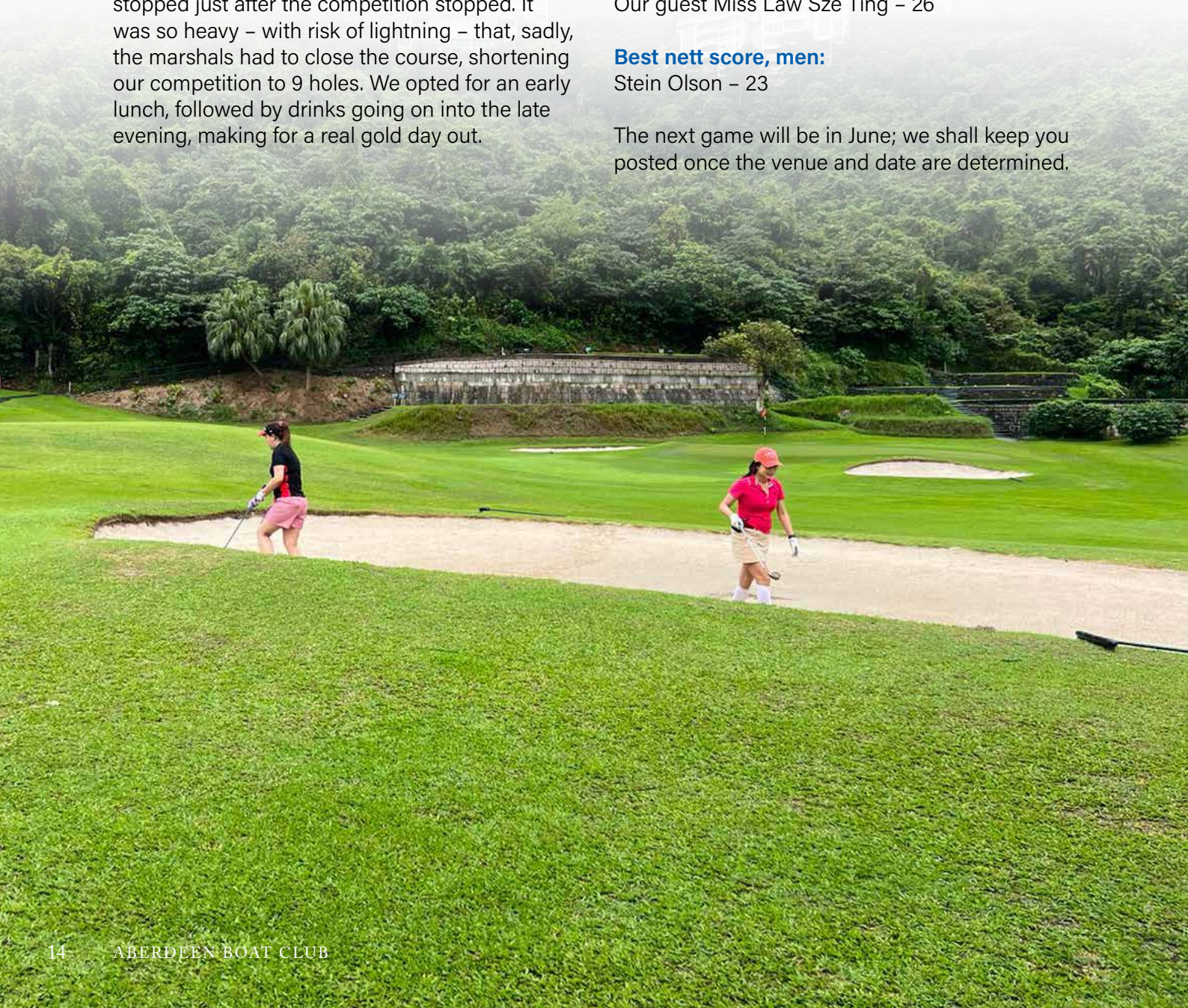
## Best nett score, ladies:

Our guest Miss Law Sze Ting - 26

## Best nett score, men:

Stein Olson - 23

The next game will be in June; we shall keep you posted once the venue and date are determined.







Highest Stableford score – Miss Joey Lee



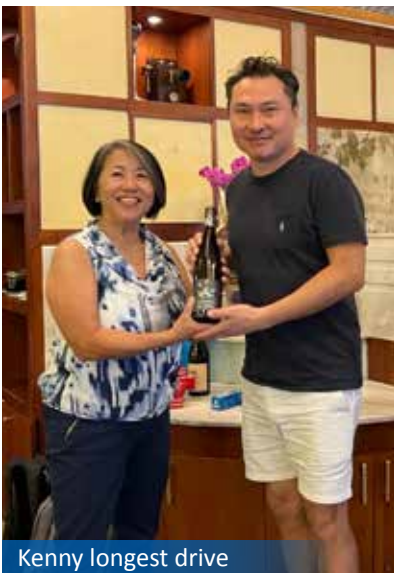
Highest Stableford score – Geaspar Byrne & Stein Olson



Best nett score, ladies: Miss Law Sze Ting



Best nett score, men: Stein Olson



Kenny longest drive



Past Commodore John Berry wins the most golf enjoyment prize



Natalie Berry co-host and receiving the most golf award





## STAFF MATTERS

Aberdeen Boat Club believes in caring for our staff's well-being as much as we value the quality of our services. With this in mind, the club recently collaborated with Matilda International Hospital to offer complimentary health assessments to our staff. This initiative was a wonderful opportunity for us all to gain insight into our health and well-being.

Matilda's visit reinforces the importance of understanding our health, encouraging us to prioritize our wellness in our daily lives.

Let's keep this momentum going by making health a priority in our daily lives. Remember, every small step towards better health counts!

Matilda supports you with various health and wellness resources. For details of their health assessment programmes, please visit: <https://www.matilda.org/en/about/areas-of-expertise/health-checks>











# STAFF ANNUAL DINNER 2024



## LONG SERVICE AWARDS



## EMPLOYEE OF THE YEAR







# THE LUCKY GUYS



1<sup>ST</sup> PRIZE WINNER

2<sup>ND</sup> PRIZE WINNER

3<sup>RD</sup> PRIZE WINNER







# HAPPY MOMENTS



## CHINESE COSTUME FEMALE & MALE WINNER









# FISH SCIENCE CENTRAL

WORDS BY STEPHEN DAVIES

## Part III

### Rebuilding the fishing fleet post-war

After indulging in a few gripes, it's time to go back mainstream. This time, we're going to look at the revolution that happened to what counted as a fishing boat in Hong Kong in the first four post-war decades. Aberdeen played a big part but it wasn't entirely central, so what follows looks at the wider story, with our home port playing a walk-on part here and there. We'll tackle it in two bites – this article looking at the late 1940s through beginning of the 1960s. The next, moving on to the radical new designs that, as of the mid-1960s, changed the look of Aberdeen forever.

When I imagined writing this piece, my vague general knowledge of the story suggested it would be easy. From sail to VROOM-VROOM, as it were. And then I got into the detail. By golly, from a very simple start it turned out to have more side alleys than 1960s Sheung Wan until, by the 1980s, it had settled into the world of Aberdeen Harbour that is the only one anyone under forty can remember.

The simple start came soon after Hong Kong began scrambling back onto its feet after World War 2, in 1945. Hong Kong's fisheries had a lot to recover from. The fishing population of 26,257 was just a third of the 77,451 there had

been in 1941. As bad, its fleet of boats had been devastated. Deepwater sailing junks had been reduced to 283 from the 1,724 tally pre-war. Worse, the people needed to rebuild the fleet just didn't exist. In the two main building centres, Aberdeen and Shaukeiwan, there were only 112 boatyard workers left, compared to an estimate of 1,564 of them pre-war; a ninety percent reduction.

That's worth stopping and thinking about for a moment... a ninety percent reduction. Nine in ten.

What had changed (in part thanks to Japanese initiatives during the occupation (see Fish Science Central Part 1) was that the colonial government committed itself to revving up the fishing industry. That was for two reasons. As we saw in that first piece, fish was a vital protein source for a wrecked and food-challenged economy with a fast-growing population. Added impetus came with the founding of the new United Nations' Food and Agriculture Organization in 1945, with its emphasis on upgrading fisheries in the world's poorer societies, and its first regional conference, in Singapore, in September 1947. The FAO, as we'll see come the next part of this story, played its part in changing the face of Aberdeen forever.

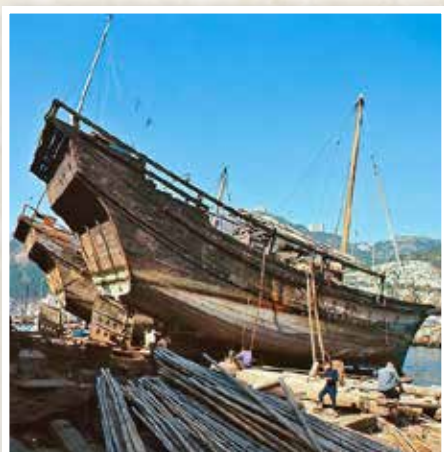


**Tens of thousands of Gray Marine diesels powered the thousands of WW2 landing craft.**



At some point in 1947 two large local, deep water sailing trawlers – we don't know which, or what type – had Gray Marine diesels installed to see how things worked. During the war, the Detroit based Gray Marine Motor Company had produced tens of thousands of engines for the landing craft used in the amphibious landings that won the war for the allies.

Marinized Gray Marine diesels were widely available in HK in 1947. Brand new units, still in their wartime packing cases, were being offered for sale. Surplus WW2 landing craft and motor boats fitted with Gray Marine diesels were being auctioned. There was even a court martial of a British army Royal Engineer officer, who had been selling military stores illegally – including a Gray Marine diesel. Given the availability, it's a curiosity of the mechanisation of the fishing fleet that these were the only two Gray Marine diesels ever fitted!



**A shafting on a kwong sun type vessel in a yard in Ap Lei Chau, c.1970s – the underwater shape has been modified to take a modern steel, semi-balanced rudder and twin propellers.**

The sense I get is that what this first exercise mostly did was illustrate the potential problems, since Hong Kong's "traditional" vessels weren't easily adaptable to motorisation. Think the pattern of internal semi-compartmentalisation, no heavy keel and keelson to bore to support a

prop shaft, no floors and dense forest of frames to support the engine beds, no deadwood with a rudder hanging off it for a prop cut-out. So, like all motorised traditional hulls thereafter, when *F528S* was trialled at Shaueiwan at the end of May 1948, the prop had to be offset and hung off a big 'A' bracket fine on the underwater quarter. That required permanent corrective helm to be applied when under power. The protruding prop and 'A' bracket were also easy to snag with gear. Not surprisingly, because even with government support motorisation was also expensive, the uptake wasn't super quick.

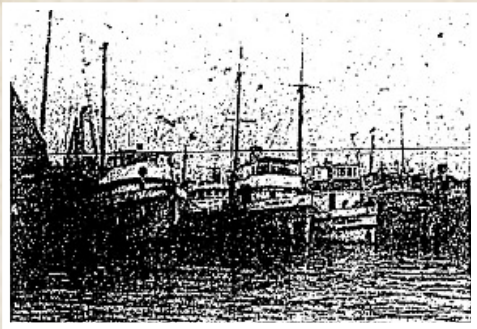
Meanwhile, for deep sea work out in the South China Sea the first solution for improving efficiency, given the problems with motorising the sailing fleet, was to import second-hand trawlers from elsewhere. The majority brought in seem to have been ex-Japanese "schooners". That is the rather odd description always used for the general design of entirely motorised vessels like the *Daigo Fukuryū Maru* (第五福龍丸, Lucky Dragon 5) that got caught in the fall-out of the Bikini Atoll nuclear test in 1954.



**The Daigo Fukuryū Maru – typical of the "schooner" style fishing vessel imported to Hong Kong immediately post-war.**

The answer is a fascinating tale, a bit like an interesting by-way in Hong Kong's story to which we'll come, of a hybrid design that got motorised and finally did away with the masts. In Hong Kong's early campaign to replace sailing trawlers with powered, modern designs, however, in addition to the Japanese schooners there were other sources from Taiwan, China, Korea and even Australia, and including what the Royal Navy knew as MFVs<sup>1</sup>. The MFV was basically a Scottish, inshore fishing boat design used for wartime harbour work. Up to two dozen arrived in Hong Kong with the navy at war's end and were around through the 1950s. At least two ended up in the fishing fleet as offshore trawlers.





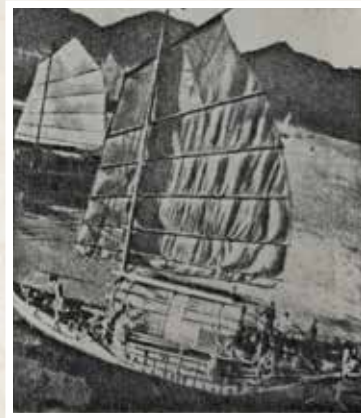
**A British Admiralty MFV (top) and a smorgasbord of mostly US influenced designs in the Yaumatei typhoon shelter in 1948 (bottom).**

By 1950 the recently created government fisheries unit would seem to have been on two tracks. One, what we could style the short term solution, was to encourage motorisation of the large fleet of locally built wooden craft, all built by eye to more or less hybrid designs that had evolved regionally over the previous century or so, and which seem to have been generically known as *kwong sun*.<sup>2</sup> The other, long-term goal was to look for solutions to improving the efficiency and catches of the deep water fleet with a radical rethink, kissing goodbye to centuries of tradition.

That wasn't just the thinking of a westernising bureaucracy either. At the same time, as the newspapers reveal, a few in the private sector had much the same idea and set off in several directions at once.

For the majority, however – which reveals the real problem – as the post-war fleet rapidly expanded, sticking with traditional designs built by local yards was the way to go. Over the next twenty years, the remnant post-war fleet in 1945 grew sixfold to around 10,000 vessels in total by the early 1960s. Yep, adding vessels at c. 10 new vessels EACH WEEK on average for seventeen years. The bulk, of course, were sampans and the traditional inshore small vessels, like the

*ku tsai teng* ( 罟仔艇 ) purse seiner. They were 16'-40' (4.9-12m) long. They hit their maximum numbers in the mid-1960s and thereafter rapidly declined, though examples are still around.



**Classic smaller types of early sail-powered and later motorised post-war fishing craft.**

But, if you were into deepwater fisheries in the late 1940s and early 1950s, initially you faced outside competition. Foreign-backed companies were getting in on the local fishing world, and the South China Sea was not then being claimed to be or being bullishly policed as someone's private lake. To compete meant leaving locally built sailing junks behind, even when motorised. Initially, as we've seen, that meant buying second-hand from Japan and elsewhere. The result was that by the mid-1950s, three approaches were being taken.

One, which should probably have been the way to go, was to shift to steel-built deepwater trawlers. The trend was set by the go-getting Chan Shu-woon ( 陳樹桓 ), whose Great South Fishing Industries Ltd ( 廣南漁業 ) built up a fleet of eight steel and one wooden trawler between 1950 and 1962. Most were bought from Japan and adapted in Hong Kong. At midpoint in 1954, however, two were built in Hong Kong – *Southern Glory* ( 南強 )<sup>3</sup> at the Kwong Cheung Hing Shipyard in Cheung Sha Wan, and



*Southern Capital* ( 南京 ) at Cheoy Lee, then at Ngau Tau Kok. When the company was wound up in 1964, after the very pro-KMT Chan Shu-woon had been forced to head for Taiwan, the fleet was sold and became the pro-Beijing Henry Fok's Yau Wing Co. Ltd fleet. Ho hum.



**Great South's Southern Glory, a steel-built trawler launched in 1954.**

The steel trawlers hung in for a few more years and then seem to have disappeared. The reason was simple. A steel, deepwater trawler, if British registered – and the Great South and Yau Wing fleets were – had to have a fully qualified master in charge. There's a trace of the problem in a couple of late 1950s newspaper stories of special exemptions being granted to a couple of steel trawlers, with the skippers being restricted to those who had "passed a special examination before the Director of Marine." Wooden vessels counted as "traditional" so a local fisherman's experience-based qualification was OK, with no special exam in front of the Director of Marine. In effect, whatever was going to count as "modernisation" was going to have to be built in wood and probably locally.

So, the second route, taken by the enterprising leading local fishermen Lai Kwong-chau, was to adapt the Japanese schooner design to Hong Kong. In 1956, with government financial backing, two trawlers to a new design – 85' loa Japanese schooner hull, western style midships and forecastle, and a traditional local raised poop but still with junk sails (!) – were in build at the Mak Moon Hop Shipyard in Shau Kei Wan. It's unclear how many were built, but it seems that the idea didn't really catch on. That was possibly because, being 25 percent bigger than the largest traditional hulls, they were pretty costly.<sup>4</sup> They also used the western, keel and frames construction system and – horrors – were launched stern first, quite counter to established tradition.



**Two Japanese-style trawlers on the stocks in Shau Kei Wan (left), Mr Lai Kwong-chau (right).**

Maybe an additional reason was that at the same time serious thought was being given to an alternative route that built on existing strengths. This was focused on working out how the traditional local generic deepwater *Kwong Sun* hull design could be goosed to compete with the Japanese competition. In Part II of this series, we saw how, in January 1956, Stanley S.S. Yuan had given a talk to the Hong Kong Engineering Society showing that not a great deal of change was needed. Basically, the stern below the waterline had to be modified to provide a deadwood, prop opening and modern rudder mounting.

Someone must have been listening, though the results took a while. Five years later, in 1961, at the Kwong Lee Cheung Shipyard in Cheung Sha Wan, the first two of a redesigned *Kwong Sun* type deepwater trawler were launched for Messrs Ng Wan-shui and Yeung Shing-lau of Shau Kei Wan, again with government financial support. They were the first two of six; each had a raised forecastle, slightly lower, flat-topped poop, and three masts with sails. I've only ever found one, truly awful photograph. Interestingly, it has a strong whiff of today's *Aqualuna*, which suggests that there may have been a bit of folk memory when the tourist "traditional junk" was built. But like so many HK "memories", it was of a 1960s experiment that went nowhere, not of anything that anyone with any properly documented knowledge might think of as a traditional Chinese fishing vessel of yesteryear!



**The adapted kwong sun type on trials just after launch.**



Into all these local adaptive exercises during the '40s, '50s and '60s there had been strong input from the government fisheries unit, which was evidently trying to fit a number of not necessarily compatible variables together. On the one hand there were Hong Kong's fisherfolk still, at this point, largely illiterate and brought up learning traditional skills using traditional equipment on mostly sail-powered traditional vessels, still lived on by the whole family. On the other there were the local shipyards, the majority of which, again, had mostly illiterate workforces who built in wood using pre-industrial, build-by-eye techniques to produce traditional, partly hybrid, regional designs. Out in the wider world, witnessed by the fisheries unit's regular interactions with the FAO's work on improving the design and operation of the world's fishing fleet, were the imperatives to change – motors not sail, modern materials, drawings-based tank-tested designs, mechanised winches and gear. Nothing signalled this more than the publication in 1955 of *Fishing Boats of the World*, the proceedings of an FAO conference in 1953, the 1956 publication of a book of standardised drawings and a follow-up volume, *Fishing Boats of the World: 2* of 1960. The line of thinking that ended up with the innovative new design that swept the board in Hong Kong as of around 1965 is evident.



### Upgrading the fleet was a decade line programme.

My favourite illustration of how Hong Kong's impoverished, hard-working fisherfolk

responded to the challenge of overthrowing age-old practices is an early 1960s report on the mechanisation drive. Basically, they always had to cut their coats to suit the exiguous cloth they had. If we just focus on the engines, we can see how that worked. The engines fishermen could afford were mainly small – the average installed power was 21 hp. Of 2,561 installed engines reported on in 1962, only around thirty had engines greater than 100 hp, 63 percent were under 20 hp and nearly 50 percent were 10 hp or less. That's revelatory of the balance of the fleet being preponderantly small, inshore boats and suggesting that sail was still at work when the wind served. It's also clear from the makes that many, if not most of the larger engines were bought second-hand, and were very often marinized truck engines. The report notes forty-six (yes, 46) different makes of diesels in use. They had come from all over the world – mainly British, but Japanese, American, German, Swedish, Austrian, French, and Chinese – the recorded use of the Austrian make was only in farm tractors!

Looking at where Hong Kong had got to by the end of 1964 is instructive. Two thirds of the fishing fleet had been mechanised, but only a handful – perhaps thirty to forty vessels – were to modern designs. The trial with steel was hitting the regulatory buffers. Two attempts to shift local build in new directions had not found the magic ingredient to divert established practices into a new direction that would catch on. That is, the design that in terms of the cost in investment would produce such a whopping increase in productivity that taking the plunge looked like making business sense had yet to appear. In short, what was lacking was a common design to produce economies of scale all round.

And then the government fisheries unit came up with gold. On 6 January 1965 ... but that's for next time.

<sup>1</sup> MFV = motor fishing vessel

<sup>2</sup> I've never found the Chinese characters for the generic, but my hunch is that they were probably 廣船 – Guangdong (style) vessel.

<sup>3</sup> The *SCMP* and *Lloyd's Register* give the name as *Southern Glory*. When the whole fleet was auctioned off in 1964 – and thereby hangs a very opaque tale – the Chinese characters for the name are 南強 not, as one would expect, 南威. Go figure.

<sup>4</sup> One vessel cost HK\$260,000 – in today's money, about HK\$3.25 million, which even with government support was a huge sum for a mid-1950s fisherman.



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# Loong Story Short: A Brief History of Dragon Boat Racing

*By Martin Williams*

In this Year of the Dragon, and with the Hong Kong International Dragon Boat Races to be held on 10 June, it's surely timely for this issue of *Horizons* to feature the sport of dragon boat racing.

You surely know the basics: boats powered by teams of paddlers, each inspired onwards by a drummer, race along a straight course that's perhaps 500 metres long. The races are bursts of frenzied activity, and between heats, spectators must wait in the summer heat till crews are lined up for the next battle of the boats. But if you look into the origins of dragon boat racing, you'll find them as murky as the typical typhoon shelter.

First, consider the boats themselves. As Wikipedia notes, these are among of a family of traditional paddled long boats found from Africa, across Asia, to the Pacific. Dragon boats themselves originated in the Pearl River Delta, and have décor including a colourful, carved dragon's head at the prow.

While in the west, dragons are great fire-breathing flying brutes like Smaug of *The Hobbit*, Chinese dragons are more benevolent, and are associated with water; given the differences, some people argue they should be globally known by a Chinese word, *loong*. Though mythical beasts, the Chinese dragons were evidently drawn from real creatures, notably Yangzi alligators, and perhaps saltwater crocodiles that once frequented the Pearl River Delta.

As to dragon boat racing: this evidently began with at least one human who suffered a tragic fate. In most origin myths, this human was Qu Yuan, a poet and minister of the State of Chu during the Warring States period. Possibly, Qu advised the emperor of a way to avoid war with the State of Qi, but – maybe influenced by corrupt ministers – the emperor ignored him, and the State of Qi indeed invaded. Though the emperor was captured, Qu Yuan wandered the





countryside composing poetry, before in 278BC holding onto a rock and drowning himself in a tributary of the Yangzi.

Enter the proto dragon boats! People dashed out in their fishing boats to save him, but in vain. They beat drums, splashed the water with oars, and tossed rice into the river in a bid to prevent fish devouring Qu body.

Or perhaps dragon boat racing commemorates Wu Zixu, another figure caught up in Warring States court intrigues and internecine warfare who also committed suicide. Alternatively, the races may honour Cao E, a 14-year old girl who would not give up searching after her father drowned in a river, spent days searching, jumped into the water and drowned, maybe coming back to life with her father's body in her arms.

"You may find these stories ridiculous or too legendary to be true," remarks the China Culture

website. "Well it doesn't matter whether the stories were true or not, what really matter are the traditions that Chinese people have been honoured for 2000 centuries [sic!] and the merits – patriotism, courage and love treasured by the nation."

An entirely plausible component in the mix of dragon boat stories concerns military exercises, also in the State of Chu, as soldiers boosted skills for using small boats in warfare. Over time, the races perhaps evolved into a spectator sport.

And, in turn, it became traditional to hold dragon boat races during Tuen Ng, which is held on the fifth day of the fifth lunar month each year, and is widely known as the Dragon Boat Festival. Just maybe – and here we return to fantasy – this day also celebrates a day when the water dragon takes to the skies, and racing boats is a way to worship the flying dragon [even as it rampages through towns stealing gold to take back to a mountain lair ... or maybe we're just confused now – EDs].

In 1976, Hong Kong held the first international dragon boat race. It was evidently relatively modest, with nine local teams and a Japanese team, but helped set the stage for far more racing. Fifteen years later, the International Dragon Boat Foundation was founded in Hong Kong, and this has since nurtured the worldwide growth of dragon boat racing, which is now, "a vibrant, effective and independent paddle sport".

By now you might be wondering, "Never mind dragon boat racing – what else is celebrated on 10 June this year?" And, happily, there is something for non-boaters: National Iced Tea Day, in the US.

This is not *cha chaan teng* style iced tea; photos indicate there's no milk involved, which is of course shocking. But don't despair – milk-less iced tea can be varied, and recommended recipes include one that could be ideal for nautical types in the ABC: just add a splash of rum.

Maybe make that two splashes, and you could be all set for a fine day of enjoying watching or even participating in dragon boat racing this month.





Kikukie's Dream, winner of the first race, 2nd in the second

# WAGLAN SERIES 2023-24

WORDS AND PHOTOS BY FRAGRANT HARBOUR

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## RACE 8 & 9

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There was talk of 32 entries for this event on 18 February 2024 and, although some didn't make it, the racing was arguably the most competitive in the series to date. The event also drew a number of new names, most notably *Tai Chi* which joined two other Cape 31s – *Out of Africa* and *Capitano* – in some spirited sailing southeast of Lamma Island. Three boats make a class and there's some talk of another two of these one-designs reaching our shores, while David Kong's *Out of Africa* is proving that the South Africans can still build a good boat!

The Aberdeen Boat Club's *Shun Fung* set off early to lay the course for the first race of the day – Race 8. Some time was spent finding the right spot, but eventually race officer Alex Johnston at

10:10 said "Drop", and the familiar 'clank' of the anchor chain was heard as the committee boat came to rest a good distance from two cargo ships anchored nearby. Johnston's assistant, Howie Suen, set off on the support boats to lay Course 2 for IRC and Course 4 for PHS.

By the way, on board *Shun Fung*, and giving the RO the benefit of their racing knowledge, were top level sailors – Jamie Boag and Nick Atkinson. Assisted by the app, Buoy Zone, two 'technically correct' courses were laid as the competitors began to arrive, among them Eddy Lee and his Beneteau Senses 46, *Generations*, and racing machine, *Next*, a Neo Roma 430. Stefan Phillip and crew on *Neo One*, also appeared, so some exciting racing was on the cards.



But perhaps most attention was being paid to the relative newcomers such as *Kikukie's Dream II* and *Kingsman by Simplicity*. What were they capable of and how would they shape up against the Cape 31s and the likes of Glenn Smith's *Wild Card* and Sunny Leung's *Manbude*? In IRC 2, the ones to watch included *Nightshift* and *Jinn* with regular ABC entry, *Intrigue*, also worth keeping an eye on. Sadly, Andy Pidden's high-performing *Juice* was nowhere to be seen – a pity.

In the two PHS divisions, it was anyone's guess with names like Ben Chong's *JeNa PaBe* and Pascal Martin's *Skywalker* prepared for battle. Gilles Detanger and his French crew on *Muxu*, for once all dressed in the same orange gear, looked happy enough to win anything! But whatever happened to *MoHan*, *blowers daughter* and *Water Rabbit*?

There was one late entry, but accommodation was made for the venerable J-145, *Redeye*, as David Mitchell and crew make a big contribution to ABC events.

The RO welcomed everyone at 10:45, gave them their courses and told anyone who wasn't starting to stay clear of the line. Boats practicing their starting procedures are understandable, but slower boats sometimes become a hazard and have to be told to move away.

On schedule, Alex had the two IRC fleets – IRC 1 & 2 – away at 11:00. Fifteen high-performance boats, concentrated towards the pin end of the line, manoeuvred skilfully and crossed without incident as Race 8 got underway. They soon came over on to port and made for the top mark.

Five minutes later, seven PHS boats in two divisions set off. They also crossed without incident and it wasn't long before the "Lamma Patch" was filled with sails, criss-crossing back and forth. *Kikukie's Dream II* led the IRC fleets, with *Out of Africa*, *Capitano*, *Kingsman* and *Wild Card* in close contention.

After completing their two laps, the winner on handicap in IRC 1 was *Out of Africa*, with *Capitano* in 2<sup>nd</sup> and *Kikukie's Dream II* 3<sup>rd</sup>. The IRC 2 race saw *Jinn* emerge victorious, ahead of *Nightshift* and Hennig Mueller's *Zesst*. ABC entry, *Redeye*, struggled with its massive kite but still put in a creditable performance to finish seconds ahead of *Manbude*. The wind at this stage was around 8 knots, the morning haze was burning off and the skies were (almost) blue.



Out of Africa lines up the start



No mistaking Redeye's kite





Kingsman approaches the top mark

PHS A was won by consistent – and persistent – performer Ben Chong in his J-80, *JeNa PaBe*. *Generations* scored a 2<sup>nd</sup> and *Skywalker* a 3<sup>rd</sup>. A delighted *Muxu* won PHS B but, sadly, *Easy Breezy II* and *Shun Shui* retired.

At 12:10, the RO, anxious to take advantage of the improving conditions, had the IRC boats away in what turned out to be a highly competitive, three-lap windward / leeward. Although *Kikukie's Dream II* took line honours, it was pushed into 3<sup>rd</sup> on handicap. *Out of Africa* came out on top over Drew Taylor's *Capitano* which placed 2<sup>nd</sup>. Stefan Fillip's *Neo One* slipped to 10<sup>th</sup> – a disappointing result for the DB crew.

James Verner, helming *Nightshift*, sailed a great race to win IRC 2, beating Nico Cohen-Addad's

*Jinn* into 2<sup>nd</sup> on handicap. In 3<sup>rd</sup> place was *Zesst*, with 2 *Easy* bringing up the rear.

*JeNa PaBe*, once again, showed PHS A a clean pair of heels to win on handicap ahead of *Five O One* and *Skywalker*. *Easy Breezy II* stormed back into contention in Race 9 with a 1<sup>st</sup> on handicap, pushing *Muxu* into 2<sup>nd</sup>.

Under blue skies and consistent winds, it turned out to be a perfect day's racing. RO Alex Johnston felt that it was the windward / leewards that drew so many competitive boats. "It's very simple, we are here to give sailors a good time. We are here to provide a venue and a course laid by sailors who understand racing. I hope all boats and crews enjoyed today's racing provided by ABC race management."



Tai Chi, new name on the course



## RACE 10

The committee boat arrived on station early, at 09:45 on Sunday, 3 March 2024. Anchor was dropped in 13.9 metres of water, according to the Marine Department's *eSeaGo*, between Middle and Round Islands – the usual starting place for Aberdeen Boat Club's islands courses, as it allows race officers to lay club marks without encroaching on other courses in the area.

By the way, *eSeaGo* is one of our Marine Department's greater achievements. It is a no nonsense, simple app that offers comprehensive coverage of local waters and is regularly updated by the Hydrographic Office. It also gives local names of coastal features, obstructions and depths. And it's free – well done MarDep.

Back to Race 10. With regular RO, Alex Johnston, under the weather, Club Commodore Chris Pooley took over as official race officer, with Jennifer Li as his assistant, handling course management, finishing times, results, and just about everything else that makes a race day go according to plan!

Incidentally, the Aberdeen Boat Club has the distinction of being the only local sailing club still using the traditional sound system – a brass "mini cannon" with blank cartridges. The canon uses percussion and, when fired, produces a loud *Bang!*, a visible cloud of smoke and the unmistakable smell of cordite. Old soldiers will appreciate this...





Happy Next finishers

At 10:40, Chris welcomed the sailors and announced the courses: IRC 1 and 2 would follow Course 25 (L) and PHS, Course 22 (S). Course 25 (L) covers a distance of some 27 nautical miles, with 22 (S) a little over 15 nautical miles. This meant the "faster" boats would be going a long way out to TC1 and, if the wind died, would be returning quite late. But the RO was confident that the easterly would hold and, at 10:55, began the sequence for the first start.

At 11:00, nine IRC boats got away cleanly and headed for a windward mark laid in towards Repulse Bay. Five minutes later, 13 cruisers had a lively start – *Boss* and *DBX2* coming very close at one point but eventually parting amicably and heading for the windward mark, *Tipsy Easy* and its many crew bringing up the rear 20 minutes after starting the race.

Past the Cheshire Home, *Kikukie's Dream II* and its slick Chinese crew led the way. Others in contention at the front were Eddy Lee's *Next* and Gordon Liu's *Kingsman by Simplicity*.

Conditions had been a little glum at the start but, passing Bluff Head, patches of blue began appearing overhead. It was still a little chilly (17°C) but, most importantly, the wind was holding and it looked like both fleets would be home in good time.

The PHS course included a Tai Tam Club Mark before going out to Fury Rocks, back to Tai Tam, out to Castle Rock, and back through the Chesterman Gate with a sprint to the finish off Round Island.



Kingsman nails the IRC start





Five O One, winner of PHS A



The venerable Intrigue, winner of IRC 2

The IRC fleet took in Castle Rock, leaving Beaufort Island to starboard, the TCS markers, passing inside Shek O Rock, rounding Fury Rocks, sailing outside of Po Toi, back to Castle Rocks, through the Chesterman Gate and finishing off Round Island.

After two hours of racing, first to begin its run to the finish was *DBX2*, claiming overall line honours at 13:24:13. Regular campaigner but not always regular achiever, *Five O One*, surprised everyone by scooping handicap honours in PHS A, followed by *Skywalker* and *Boss*. The B fleet saw *Easy Breezy II* take 1<sup>st</sup> position, with *The Rising Sun* in 2<sup>nd</sup> and *Shun Shui*, 3<sup>rd</sup>. *Generations* called it a day at 11:50 with a broken vang, but forgot to inform the committee boat – very naughty. *Tipsy* also retired. Later, as often and despite trying hard, *Water Rabbit*, threw in the towel.

At 14:29, after a tough two-and-a-half-hour race, *Kikukie's Dream II* stormed home to claim line and handicap honours. 2<sup>nd</sup> on handicap was *Arcturus+* and 3<sup>rd</sup>, *Next*. The IRC 2 division was won by Henning Mueller's *Zesst*, ahead of *Intrigue* and *Jinn*.





2 Easy, Repulse Bay in the background

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## RACE 11

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The Observatory was not predicting much wind – 4 to 7 knots from the east, maybe an occasional ‘gust’ of 10 – and not great visibility. But the race officer was predicting 32 boats and that was enough to get crews out to the starting area between Middle and Round Islands in good time for Race 11 of the Waglan Series 2023-24.

Thus far, the series has attracted some 20 boats per race and, apart from the postponement of Race 1, has provided well-managed racing over a period of five months among the islands to the south of Hong Kong. Interestingly, the majority of series entrants hail from the Royal Hong Kong Yacht Club. A figure of 80% shows that supply is





Skywalker starts

committee boat, *Shun Fung*, came across *Skywalker* adrift with a stalled engine, or was it a piece of rope around its propeller? Skipper Pascal Martin was advised to solve the problem if he wanted to participate in the day's racing – a functioning engine is a requirement of the rules. Happily, the Jeanneau Sun Odyssey 42i was able to make the starting area by 1010.

At 1025, with half an hour to go before the scheduled IRC countdown, race officer Alex Johnston was having difficulty laying the outer distance mark as the wind was "all over the place". Once the line was secure and time was running out, he made his welcome address and announced Course 15 (S) for everyone. There would be no windward mark and both IRC and PHS fleets were to drop Chesterman Buoy. Sadly, *Full Tilt* announced its retirement before even crossing the line.

meeting demand and confirms that co-operation between the clubs has never been stronger!

Also, as the series spans two years and 10 race days, the committee has divided racing into Mini Series One and Mini Series Two – One being for 2023 and Two for 2024. Race 11 was the fourth for the current year; Race 12 on the 24<sup>th</sup> of March will be the last.

Leaving Aberdeen Typhoon Shelter South at 0940 on Sunday, the 17<sup>th</sup> of March 2024, the

Although the breeze was barely 4 knots, the RO decided to press ahead and had the 13 boats in IRC away at 1100, except for two – *Nightshift* and *2 Easy* – who were OCS and obliged to return. Five minutes later, the 12 boats in PHS A and B followed. The wind at this point was from 100 degrees and had increased very slightly to 5 knots. As is common during the month of March, there was a lot of haze over the water but overhead the sky was blue. Great conditions if only there could be more wind.





Water Rabbit pulls away from Muxu



Parnassus, 6<sup>th</sup> in IRC 1

The first mark of the course was Castle Rock followed by a Tai Tam Club Mark. But the going was slow and even the leaders – *Next* and *Wild Card* – were struggling. In the circumstances, the RO decided to shorten course at 1210 with two blasts of the horn. Over Channel 72, he informed the fleet that the committee boat would be taking times just to the northeast of Beaufort Island.

The wind, as often, had its own ideas and started to perk up. Tacking across Sheung Sze Mun, *Next* was first home followed by *Wild Card*. The graceful Swan, *Parnassus*, on port tack, cut an impressive sight as it finished 6<sup>th</sup> in IRC 1. *Kingsman* by *Simplicity* retired.

On handicap, in IRC 1, *Redeye* claimed victory with *Wild Card* in 2<sup>nd</sup> and *Next* 3<sup>rd</sup>. Henning Mueller's *Zesst* cleaned up in IRC 2 with *Intrigue* and *Jinn* following.

In a return to racing, Ben Lau and crew put on an impressive performance to claim line and handicap honours for *Gearboxx* in PHS A. Consistent performer Ben Chong helmed *JeNa PaBe* to 2<sup>nd</sup> place. ABC boat, *Skywalker*, finished 3<sup>rd</sup>.

The colourful PHS B division was won by *Easy Breezy II* with a surprise 2<sup>nd</sup> for *Water Rabbit*. Normally this Japanese-crewed Beneteau First 265 has difficulty in light airs. 3<sup>rd</sup> place when to the cheerful French crew, all dressed in orange polo shirts, on *Muxu*.





Last boat to finish at 14:28:11, just as the tide was beginning to turn, was the Hans Christian, Bowline, of Alex Yu.

The next race in the series is scheduled for the 24<sup>th</sup> of March 2024.



JeNa PaBe and DBX2, off Stanley



Jinn abreast of Nightshift



# Waglan Series Prize Giving



Easy Breezy II – Mini Series 1 – 3rd Place Winner of PHS B Division, Mini Series 2 – 1st Place Winner of PHS B Division, Series Line Honours & 1st Place Overall Series Winner of PHS B Division



Kikukie's Dream II – Mini Series 2 – 1st Place Winner of IRC 1 Division, Series Line Honours & 2nd Place Overall Series Winner of IRC 1 Division



Jinn- 2nd Place Winner of Mini Series 2 for IRC 2 Division & 3rd Place Overall Series Winner of IRC 2 Division



Boss – Mini Series 1- 1st Place Winner of PHS A Division & 3rd Place Overall Series Winner of PHS A Division





Zesst – Mini Series 1 & Mini Series 2 – 1st Place Winner of IRC 2 Division & 1st Place Overall Series Winner of IRC 2 Division



Wild Card – Mini Series 1 – 2nd Place Winner of IRC 1 Division, Mini Series 2 – 2nd Place Winner of IRC 1 Division & 1st Place Overall Series Winner of IRC 1 Division



Intrigue – Mini Series 1 – IRC 2 2nd Place Winner, Mini Series 2 – IRC 2 3rd Place Winner & 2nd Place Overall Series Winner of IRC 2 Division



NEXT – 3rd Place Winner of Mini Series 2 for IRC 1 Division & 3rd Place Overall Series Winner of IRC 1 Division



Five O One – Mini Series 1 & 2 – 2nd Place Winner of PHS A Division, 1st Place Overall Series Winner of PHS A Division





# Sailing Clubs Compete Again, with Trophy for the Losing Team

By Dave Hilling





On the 26 February the ABC invited the Royal Hong Kong Yacht Club (RHKYC) for a night of snooker. This was the first match of 2024, because the planned match against the KCC in January had to be rearranged due to player availability. Although there is a long history of the sailing clubs playing each other, there was something new this time as the RHKYC had made a trophy consisting of a cue ball in a rosebud on top of a triangle. Now this trophy is not for the winning team, but for the losing team because in the inscription it says, "Your break next time", signifying the return match must be held by the losing team.

The games started promptly at 5:30pm, so as to get the x4 singles games completed before the dinner. There was also something else new about the ABC team, as this was the first match for Ian Poon, who had been joining the last few practice sessions, so it was his opportunity to be part of the match team. Ian was up against David from the RHKYC, who is an experienced player and very good at the tactical aspects of snooker. The game was very close, with some great potting by both players and Ian exhibited his skills, but David was able to close out the final colours for a 1:0 lead to RHKYC.

Next up was ABC's Nick Horvath vs Ray playing for RHKYC, in which they traded off a series of good breaks between them. Nick was edging ahead and at one point had a comfortable 19 point lead, then all the luck changed. There were accidental snookers, in off shots with the white ball, and misses, resulting in the scores being even heading into the final colours. Like in the first game of the evening, it was RHKYC that just edged through after potting the pink, and it was 2:0 to them.

Johnson Wong for the ABC was now up against Marcus for RHKYC; and with their team full of confidence Marcus raced into an early lead. Marcus was finding good colour balls after potting his reds, so it took some good play by Johnson to bring the scores close again as they headed into the final colours. It was now the common theme of the evening for RHKYC to just be that bit sharper when on the final balls, so Marcus took this game too.

Now pitted the two club captains – Dave Hilling for the ABC vs Billy for RHKYC, in the closest game yet of the evening. Both players exchanged breaks, along with some excellent snookers and overall the safety play was also solid. This time it was the ABC to head into the colours ahead, and by the time the blue went in Billy was required to pot both the final balls for a re-spotted black. Then disaster happened, as Dave fouled on the pink and his following long pot on the ball also ratted in the pocket. Billy needed a good long pot on the black, and despite the pressure he calmly dispatched that final ball to give the RHKYC an unassailable 4:0 lead.

Such was the intensity and excitement of the last game all the players had remained in the snooker room even when the curry buffet was ready next door. It was however agreed by everyone that the food was certainly worth waiting for; and there were many compliments regarding the taste and quality of the curry that the ABC provides on nights like these.

After the dinner, we had two doubles matches to try and bring the scores closer. However, Nick and Johnson in the first of these doubles were really struggling against David and Billy. It just seemed like the ABC couldn't get any run of the balls this evening; and when the gap of points was too much to claw back, there was no choice but to declare that game to RHKYC.

In the final game of the night, it was Dave and Ian for the ABC vs Ray and Marcus, which was an even match up heading into the colour balls. Marcus then took the game forward using his previous form from his earlier singles game, so it was ABC chasing after the brown ball. Unfortunately, it was RHKYC that – as we had done throughout – just had enough in the locker to close out a perfect match, with the final score 6:0. The ABC congratulated them on their great snooker and gracefully took the losers trophy when clearing up after the match.

On another night, at least 3 or 4 of the games could have gone the other way, but that is snooker sometimes; and back to the practice sessions we go to ensure we can give back the losers' trophy next time.





# Excellent pots, safety play and a bumper buffet

By Dave Hilling

On 11 March, ABC invited Hebe Haven Yacht Club (HHYC) for a night of snooker. It had been a while since we last played HHYC, other than in the 3-cornered snooker matches, so it was great to have their team over to the ABC again. There was a slight delay in play as the members from both clubs filed into the snooker room, but it wasn't too long until the first game was able to get cue-off.

For the ABC, we had Tim Jones against Stuart from HHYC; and despite Stuart mentioning he hadn't practiced much recently, he took an early lead with some key pots. Tim also looked to get

back into the game with a couple of good breaks of his own, but as it came down to colour balls the points gap just proved to be too much to reel in. Therefore, first blood was to the away team as they finished off the final colour balls.

Next we had Nick Horvath for the ABC, who had very kindly stepped into the team the day before after an injury to Wayne Robinson, and Nick was against Steve So at the HHYC. Over the past few years, Steve has been one of the top performers on the snooker calendar, and was the only undefeated player from the last 3-cornered snooker match in October. This





match didn't disappoint as there was plenty of high quality snooker play on show, Steve had some excellent pots and Nick was providing some great safety play to get in position for his breaks. Unfortunately for the ABC, there were a couple of unlucky foul shots that ended up being costly and it brought the score to 0:2.

Normally we would complete all the singles games leaving the doubles games for after dinner, however Steve So needed to leave early and we agreed to bring his doubles game forward. Fresh from their singles wins, Steve and Stuart teamed up as the in-form players against ABC captain Dave Hilling and Andy Chan for the ABC. HHYC were playing very well and Andy was suffering from a stiff neck and wasn't on his normal game, so Dave changed the tactics with a focus on safety and snookers. At one point there were four snookers, resulting in three HHYC fouls in a row, and this changed the direction of the game. So when Andy's neck loosened up he potted the last blue and ABC were finally back in the match, 1:2.

There wasn't quite enough time to have another game before the dinner, so we adjourned next door to what was now a full curry feast. Steve had headed off, so there was food for 8 between just the 7 of us. After making a sizable dent in the buffet because no one wanted such good food to go to waste, we went back into the snooker room slightly fuller than usual.

Returning to the singles games and now feeling fine, Andy went up against William for the HHYC, who was one of their recent new recruits to the team. William had some nice pots and also gratefully received a few additional points after well placed snookers, but Andy had now returned to his usual solid level of play. He was comfortably ahead once onto the colour balls, and even though they went all the way to the pink ball, the game was really already over a few colours before. So despite initially being 0:2 down, the ABC had now drawn level at 2 games apiece.

The final singles matches pitched the two captains – Dave Hilling for the ABC vs CK Chan for HHYC, in what has been a common and close match up over the years. Both are known for their safety play, but it was CK who was putting Dave to the sword this time around. His safety was strong and he was making his pots as well. This all resulted in Dave needing snookers once on the blue ball and it was too much to achieve, so HHYC pulled ahead again, 2:3.

Now there was the final doubles match, which was a must win for the ABC to draw back level again, so Nick and Tim teamed up to play CK and William for HHYC. The tactics of Tim playing safe and Nick potting after HHYC being given harder shots was going very well. CK and William also made a good game of it, but with snookers required after the green ball was potted by the ABC, it was a tough ask.

The overall score on the evening was 3:3, so nothing separated the teams in the end, and an absolute key game for us was someone finally taking a win against Steve, even if it was from a doubles match. Everyone had enjoyed plenty of food, a few drinks and played part to an enthralling night of snooker. We all look forward to the "away match" later in 2024 against HHYC, which will actually also be played at the ABC.





# With Regal Yachties Out, Enter the Imposters from Nick's Network

By Dave Hilling

On 25 March 2024, we had this year's first instalment of the 3 cornered snooker tournament, which continues to be very kindly arranged by Nick Horvath. There was one big amendment though, because the tournament is normally between Hong Kong's 3 main sailing clubs Aberdeen Boat Club (ABC), Royal Hong Kong Yacht Club (RHKYC) and Hebe Haven Yacht Club (HHYC). However, HHYC were unfortunately not able to put a full team together due to a number of their players being out of town.

Nick was able to put a team together of snooker players from his network, which he was to lead and named them 'The Imposters'. So it was ABC, RHKYC and the Imposters to ensure we still had 3 teams involved. The format of the tournament is: each team has 4 players for round robin singles games and doubles games against their respective peers in the other two teams. Thereby, each player has two singles games and two doubles games on the evening, which totals to 12 singles games and 6 doubles games across all the teams.



The ABC team consisted of Andy Chan, Tim Jones and Ian Poon under captain Dave Hilling. This is the first time ever that Nick Horvath wasn't playing for the ABC in a 3 cornered match, and it was certainly strange to see him on one of the opposition teams. With there being 3 snooker tables in the Hong Kong Club, we could have 3 singles matches running simultaneously, and it took a fair amount of co-ordination to ensure the players are at the right table and at the right time.

The quality of the snooker players was probably the highest it has ever been in the tournament, because the RHKYC team captained by Louis Kwong has brought up some excellent young talent through their club programme. This, added to a star-studded Imposters team, made for a daunting line up of games on the roster.

It is fair to say that the ABC struggled in the singles and despite having a real go in a couple of the games, we won just 2 out of our 8 singles. Both of these were against RHKYC, and the Imposters were supreme in their approach along with the result. Andy played very well in his singles and was probably unlucky not to get more than just the one victory. Whilst Ian also showed why he is an important addition to the ABC team, with a solid game of potting against his RHKYC counterpart.

As worked very well 6 months ago, the format of having a buffet dinner instead of the sit down dinner was undertaken once the singles games were completed. This does allow for the doubles games to start earlier and ensure that we can finish everything at a sensible time. After everyone was suitably stuffed, it was back to the snooker to see if either the ABC or RHKYC could catch the Imposters.

For the doubles, ABC had Ian teaming up with Tim on one table and Andy alongside Dave on the next table. Unfortunately for Ian and Tim, they caught Calvin Wong from the Imposters on inspired form as he just kept extending his own highest break of the evening with some masterful play. For Andy and Dave it was a closer affair in their game, but a similar result, giving the Imposters an unassailable lead for the evening. The ABC doubles matches against the RHKYC were very competitive and could

have gone either way, so it made a great watch of tactical play along with potting.

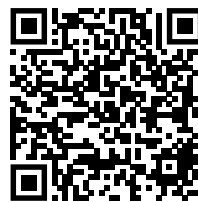
Overall, though, the Imposters were just too strong and comfortably came out on top for the evening, winning both the coveted 3 cornered trophy and the highest break trophy. RHKYC finished in 2nd place and ABC were left to contemplate how some of the games could have gone the other way. What a great evening, and despite Hong Kong at the same time having the snooker professionals in town at the Queen Elizabeth Stadium, it appeared it was the snooker at the Hong Kong Club that was receiving greater praise.

Looking forward to the year's second 3 cornered snooker match, in September/October once all is arranged. The questions on everyone's lips are: Will it be HHYC or another Imposters team stepping up to the baize; and Will Nick be back playing for the ABC, as he was missed tonight.

## ABC Snooker Society

All levels of snooker players are more than welcome to join. 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







# French May

Join us this May as we celebrate the spirit of French May in Hong Kong!

Indulge in a culinary journey with our exquisite selection of French cuisine. From the rich and comforting Tartiflette to the delicate Barramundi Fillet, Bouillabaisse, Grilled Veal Chop, and Marinated Spring Chicken, experience the true flavors of France. Don't miss our signature Escargots and the delightful French Toast with Vanilla Ice-cream. Plus, savor the unique combination of French Beans Salad with Foie Gras Terrine.



Escargots



Bouillabaisse



Grilled Veal Chop



Marinated Spring Chicken

*Bon appétit!*





## F&B PROMOTION

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



**1664 BRUT**  
THE SPARKLING LAGER  
WITH AN ELEGANT TWIST  
CRISPY & DRY | MORE SESSIONABLE

**NEW** GRAFTED BEER OF THE MONTH

**\$38 /BOTTLE**  
HALF PINT **\$41**  
FULL PINT **\$64**

**GOOD TASTE WITH A TWIST**

1664 BRUT 拉格啤酒 250 毫升



*Wine of the Month*

**Chateau Ducasse Graves Red 2019**  
Graves, France  
Varieties: Merlot 55%, Cabernet Sauvignon 40%, Cabernet Franc 5%

A fleshy, supple and rounded wine from Graves in Bordeaux. Deep ruby red colour with an expressive nose of alluring sweet red fruits. The palate is smooth with flavours of plums and ripe black fruits with undertones of more mature characteristics such as tobacco, earth and dried herbs. Well-structured with soft, supple tannins filling out the palate which leads into a long finish.

**\$90 GLASS** **\$360 BOTTLE**

**Chateau Ducasse Graves White 2020**  
Graves, France  
Varieties: Sauvignon Blanc 40%, Semillon 60%

Very bright, minerally laced aromatics of citrus, white grapefruit, pineapple and crisp. On the palate, the wine is clean, vibrant, dry with a savory minerality texture is nicely balanced with a little weight from the Semillon.

**\$90 GLASS** **\$360 BOTTLE**

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



**SINGHA**

**SINGHA BOTTLE BEER**

**\$25 /BOTTLE**

Distributed by **Selford**

ASIA'S GLOBAL PREMIUM BEER



*Wine of the Month*  
**JUNE**  
Frank, Italy

**\$72 per glass**  
**\$285 per bottle**

**Tantinel**

**Pinot Grigio 2022** **Cabernet Sauvignon 2022**



*May*

Scan to Book



Booking at 2552 8182 or  
email to [booking@abclubhk.com](mailto:booking@abclubhk.com)



## Mother's Day with Bountiful Sunday Brunch Buffet

Funtion Room

Sunday, 12 May | 12 noon -2:30 pm

Price: \$359 Adult

\$299 For member over 65 of age

\$259 Child (3-12yrs)

*Add only HK\$149 for 2-hour free-flow Sparkling, Red & White wine.*

Treat the extraordinary women in your life to an exquisite dining experience filled with love and appreciation. Our bountiful Sunday buffet is designed to honor and celebrate the amazing mothers who make our lives brighter every day.

## Spring Japanese Buffet

The Galley & The Patio

Saturday, 18 May | 6 pm

Price: \$318 Adult

\$258 For member over 65 of age

\$218 Child (3-12yrs)

*Add \$30 for 2 Hours Free-Flow Beer (Early bird for first 20pax including free can beer)*

Indulge in the Spring Special featuring a delightful selection of freshly sliced Japanese assorted Sashimi, sushi, and a variety of crisp Spring Japanese salads, appetizers, refreshing seafood, flavorful katsu curry, and delectable desserts.



## Angus Beef "Four Cuts" Night with complimentary wine tasting

The Galley & The Patio

Saturday, 25 May | 6 pm

Price: \$398 Adult

\$348 For member over 65 of age

\$298 Child (3-12yrs)

*Add \$30 for 2 Hours Free-Flow Beer (Early bird for first 20pax including free can beer)*

Taste four cuts of premium Angus beef, fresh from the grill; Rib-Eye, New Striploin, Tenderloin and Rump. All are served with jacket potatoes, steak fries, corn-on-the-cob, carrots, broccoli, salads and your choice of delectable desserts!



# June

Scan to Book



Booking at 2552 8182 or  
email to [booking@abclubhk.com](mailto:booking@abclubhk.com)

## Father's Day Sunday Brunch Buffet

Funtion Room

Sunday, 16 June | 12 noon -2:30 pm

Price: \$359 Adult

\$299 For member over 65 of age

\$259 Child (3-12yrs)

*Add only HK\$149 for 2-hour free-flow  
Sparkling, Red & White wine.*

Join us as we pay homage to fathers with a lavish Sunday Brunch buffet. Indulge in a delectable array of cold and hot dishes featuring traditional favourites and exciting culinary creations. From succulent roasted meats to flavorful sides and irresistible desserts, this feast will satisfy every palate.



## Chinese Buffet "daa laang"2.0

The Galley & The Patio

Saturday, 22 June | 6 pm

Price: \$318 Adult

\$258 For member over 65 of age

\$218 Child (3-12yrs)

*Add \$30 for 2 Hours Free-Flow Beer  
(Early bird for first 20pax including  
free can beer)*

Don't miss out on the opportunity to savor the flavors of Chiu Chow cuisine ("daa laang") and celebrate the arrival of summer! Join us for this extraordinary event that promises to be an unforgettable culinary experience.

## Semi-Buffet Surf & Turf Night *with complimentary wine tasting*

The Galley & The Patio

Saturday, 29 June | 6 pm

Adult - HK\$338 (Beef or Lamb),

HK\$288 (Chicken)

Members over 65 of age: HK\$288 (Beef or Lamb),

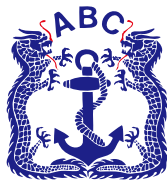
HK\$238 (Chicken)

Child (3-12 yrs): HK\$198

Savor a delicious assortment of garden salads, starters, cold-cuts, and desserts at the buffet table. For the main course, select from premium US Beef, Free-Range Chicken, or Grass-fed Australian Lamb with King Prawns, complemented by delectable sides. Don't miss this unforgettable culinary event!







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



### Part A (Master)

Dates : 15, 16 August 2024 14, 15 November 2024  
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 : 22, 23 August 2024 21, 22 November 2024  
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.

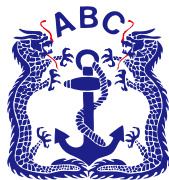
Eye test certificate requirement: <https://www.mardep.gov.hk/en/forms/pdf/md687.pdf>

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

( ) 15, 16 August 2024 Thursday & Friday

( ) 14, 15 November 2024 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.

( ) 22, 23 August 2024 Thursday & Friday

( ) 21, 22 November 2024 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

\_\_\_\_\_

\_\_\_\_\_





# Adult Dinghy and Powerboat Courses

MARCH - AUGUST 2024



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