

January-February 2025

HORIZONS

The Magazine of the Aberdeen Boat Club

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January - March 2025

Dates	Holidays	ABC - Yacht Races	Dinghies	Others
January 2025				
Sat	4			RHKYC Coastal 3
Sun	5			COA New Year Crew Helm Rally
Sat	11			HHYC Kowloon Cup / HKRNVR Memorial Vase
Sun	12	Waglan Series Race 7		HHYC Kowloon Cup
Sat	18			RHKYC Frostbite Cup
Sun	19		RHKYC Bluff Head 1	RHKYC Frostbite Cup
Sat	25	Four Peaks Race		RHKYC Spring 1
Sun	26	Four Peaks Race		
Thu	30	CNY		COA Chinese New Year Macau
Fri	31	CNY		COA Chinese New Year Macau
February 2025				
Sat	1			COA Chinese New Year Macau / RHKYC Double Handed
Sun	2	Waglan Series Race 8 & 9		
Sat	8		29er & ILCA Nationals	RHKYC Spring 2 & 3
Sun	9	Valentines Day / Ladies Helm	29er & ILCA Nationals	
Sat	15		Hong Kong Race Week	
Sun	16		11 - 16 Feb	
Sat	22			RHKYC Double Handed
Sun	23	Waglan Series Race 10	RHKYC Bluff Head 2	
March 2025				
Sat	1			DBYC Island 1 / HHYC Monsoon Spring 1 / RHKYC Coastal 4
Sun	2			RHKYC Coastal 4
Sat	8			RHKYC Ladies Helm
Sun	9	Waglan Series Race 11		
Sat	15		RHKYC Inter-School Festival	HHYC Monsoon Spring 2
Sun	16		RHKYC Inter-School Festival	RHKYC Spring 4 & 5
Sat	22		HKODA Spring Selection	RHKYC Feeder Race / COA Solaris Pasta Cooking Cup
Sun	23	Waglan Series Race 12	RHKYC Bluff Head 3 / HKODA Spring Selection	RHKYC YMC Po Toi Challenge
Sat	29			HHYC Monsoon Spring 3
Sun	30		ABC Tong Po Chau Spring 1	



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



COMMODORE'S LETTER



Chris Pooley
Commodore



*The year of the Wood Snake – as the snake sheds its skin
may this year bring renewal and transformation.*

As heads clear after the NYE Superheroes' party and we enter January, the usual transformation has begun, with the passing of the Winter Solstice on 21st December the days are steadily lengthening –but not as yet warming up. See the Club's Notices for details of closure times over CNY from 29th January: these will be limited to the extent possible thanks to the staff rostering system, and the help of member volunteers manning the Waglan Bar.

Prior to that – on what, coincidentally, is usually the coldest weekend of the year – the unique Four Peaks Race starts on Saturday the 25th, generously supported this year by a new Main Sponsor, Zulupack, and Platinum Partner Gateway group; for more details see the race website. Once again, we are indebted to our volunteer members who make it possible by manning support craft, hill stations and the Control Room. All find it a rewarding experience and there could be room for more at the 11th hour – if interested contact ABC's new Assistant Marine Manager Mark Cheng (who took over from the retired Jennifer).

Members were recently offered the chance to make an annual anonymous contribution to the Staff Fund, as is customary among Clubs generally. This Fund is put to good use as it pays for the hugely popular Staff Party, with the surplus being disbursed as needed on a discretionary basis. This practice obviates the need for any individual Lai See packets which are, for obvious reasons, strictly discouraged.

January 1st brought some unwelcome news with the imposition of new "Drink and [Don't!] Drive" regulations governing vessel coxswains and **crews**. For details see the Marine Manager's article and be prepared for an initial "blitz". It remains to be seen how this will pan out, but it is very much to be hoped it does not signal the total closure of one traditional avenue of pleasure!

Following final completion of the recent stage of renovations, the Club will host a Grand Opening Ceremony and cocktail party at the Galley on Saturday

11th January coinciding with the quarterly Social Gathering. A highlight of the party will be the award of Honorary Membership to Cobo, who retired (to enjoy life travelling) on 20th December after **30 1/2 years'** dedicated service. A tremendous record by someone known – by definition – to all Members. Not to be missed! Pending a formal announcement of Cobo's replacement Dorothy Or is handling Membership issues at Cobo's desk, using her old number. More to follow i.d.c.

Members who attended the last MI presentation will be aware that we are *almost* ready to submit our Proposal to the Town Planning Board after inching our way through the final set of hurdles. All being well we should submit during the first Quarter. Let's see!

This letter is being penned in Thailand following a pleasant visit to ABC's charming reciprocal Club the Royal Varuna in Pattaya. Members will be sure of a warm welcome with sailing opportunities for RYA Certificate holders from Starter up. There is a wide-ranging menu to be enjoyed in the club, which has an open design with a cool fresh air ambience. On the subject of Reciprocal (see Emblems in the Waglan Bar), Members are encouraged to take advantage of these overseas benefits and report back on their findings.

Finally, on the subject of Membership, Clubs throughout Hong Kong are feeling a chill breeze affecting interest from potential new applicants, for reasons which are not entirely clear. New Members represent an essential ingredient of Club health, and so to address this issue watch out for a Member-get-Member drive in the first Quarter.

On that note, I wish all Members the Best of Health, Happiness and Pleasurable Times at the Club in the Year of the Wood Snake to come.

Kung Hei Fat Choi!



Four Peaks Race 2025

25 - 26, January

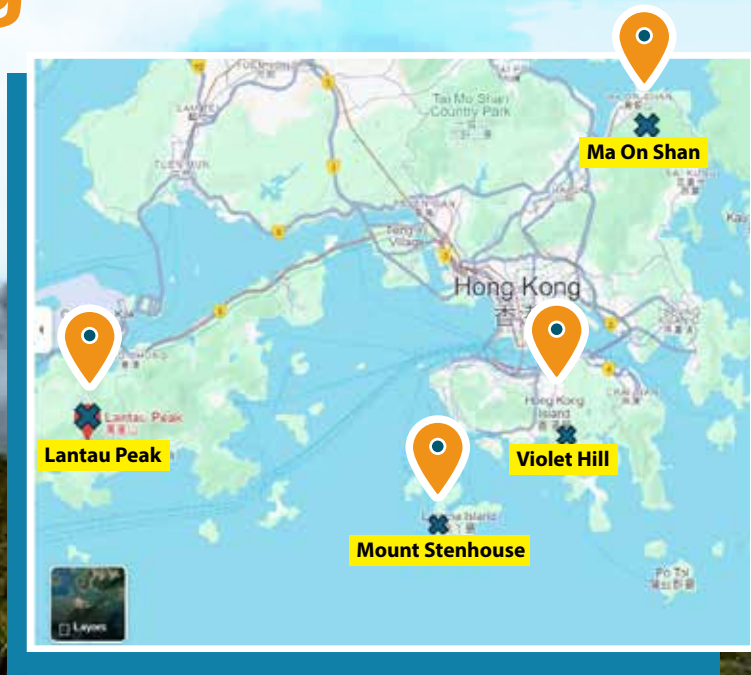


Conquer the Heights, Embrace the Challenge!

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A 95NM overnight yacht race,
running across 4 iconic peaks
around Hong Kong.

Registration



www.4peaksrace.com

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GENERAL MANAGER'S LETTER



Robin Sherchan
General Manager

Dear Valued Members,

I hope you all had a fantastic festive season filled with laughter and good times! As we dive into the new year, I want to wish everyone a joyful and prosperous Chinese New Year. Kung Hei Fat Choy! May this year bring you happiness and success.

ABC Charity Efforts

As the festive season unfolds, I'm thrilled to share some heartwarming updates on our charitable initiatives. This year, we proudly donated to our neighbour, the Little Sisters of the Poor Home, and Food Link, two organisations that make a significant difference in our community. It's truly inspiring to see our Members rally together for such important causes. A special thank you goes out to two anonymous Members who generously contributed HK\$10,000 each. Your kindness exemplifies the spirit of giving and makes a profound impact on those in need. Together, we are creating a brighter future for many. Thank you for your unwavering support!

Private Functions & Takeaway Orders

As we reflect on the past few months, we've noticed a slight dip in function attendance, likely due to many of you jet-setting. However, takeaway orders have increased compared to last year, possibly reflecting the lingering post-Covid habits of enjoying meals at home. We can't wait to see everyone back at the Club for some fun and camaraderie soon!

New Fee Structure for Pontoon Boat Labels

The Sailing and Marine Committee has engaged in extensive discussions to balance pontoon usage while enhancing revenue to support the ongoing maintenance and replacement of our pontoons. After thorough evaluation, we have published a new fee structure based on the length overall (LOA), which can be found on our website under the "Pontoon" section.

To ensure a safe environment for our sea-going members, we will be issuing a maximum of **180 boat labels** on a first-come, first-served basis. Please reach out

to Mark if you have not yet applied your labels, as there are limited spaces available at this time of writing this article.

Additionally, the Sailing and Marine Committee is exploring the introduction of a new enhanced membership package tailored for large boat owners to address their specific needs. Further details will be announced in due course.

Slight Adjustment in Subscription Fee

Heads up: By the order of the ABC General Committee, starting January 1, 2025, Associate Member subscriptions will increase by HK\$50, bringing the total to HK\$1,670. Additionally, Weekday Member subscriptions will rise from HK\$920 to HK\$960, and so on. This adjustment helps us continue improving the Club and ensuring you have the best experience possible.

Staff Updates

We are pleased to announce several changes within our team aimed at fostering internal growth and enhancing the Club's culture. Jono Slattery has been promoted to Chief Dinghy Instructor. With his extensive experience and knowledge in dinghy sailing, as well as practical expertise in keelboat sailing, he will be a valuable asset to the Sailing & Marine team.

Additionally, our new Marketing & Communications Manager, Dorothy Or, has successfully settled into her role and has graciously agreed to assist the Membership department. Mark Cheng, our newly appointed Assistant Marine & Sailing Manager, is effectively managing his responsibilities within his department too.

Please take a moment to congratulate them when you see them around the Club. Please stay tuned for more positive news regarding staff promotions in the upcoming March/April issue.

Looking Forward

Our team has been actively brainstorming ways to enhance our service delivery for Members. We've generated several ideas that we plan to implement throughout the year. I welcome any suggestions you may have—feel free to reach out to me at genman@abclubhk.com or say hello when you see me during my regular walks around the Club.

Thank you all for being such an integral part of the Aberdeen Boat Club. Here's to an exciting year ahead, filled with fun, friendship, and fantastic memories.

Chinese New Year 2025 - Club Opening Hours

Date	Main Club House	Middle Island Club House
28 January CNY Eve (Tue)	All Outlets CLOSED after 3pm	CLOSED
29 & 30 January CNY Day 1 & 2 (Wed & Thur)	The Waglan Bar & Sundeck OPEN 10am-10pm (Drinks and Special Menu - last call at 9:30pm) The Galley & Patio and The Four Peaks Restaurant CLOSED	CLOSED
31 January CNY Day 3 (Fri)	All Outlets OPEN as regular hours.	OPEN as per Public Holiday hours.
All other club facilities, including the gym, swimming pool, and squash courts, will remain closed from 3pm on 28 January until 8am on 31 January .		
The club will be closed at 3pm on 17 February for a staff party. Normal opening hours will resume on 18 February .		

Welcome to the New Members

June 2024

Alice Woo
Gavin Nelson Dsouza
Oliver Charles Seeholzer
Wu Chunmei

August 2024

Alizabeth Constant
Augustine Mitchell
Chan Ambrose Ting Yee
Chan Ho Yin Christopher
Cheryl Chang
Ho Sze Man, Venus
Hung Mavis Wing Yu
Jihey Han
Joanne Hon
Maaya Iris Constant

Sierra Lu-min Corcoran
Sophie Mitchell
Wichael James Bruce Wilson

September 2024

Hon Muk Sen, Alex
Wong Hei Ching, Hailey

October 2024

David Fenn
Jack Yu
Jeff Li
John Barclay
Johnny Yip
Lea Serina Benz
Michael Brasler
Ng Alfonso Wai Yin Trs

Steven Lee

November 2024

Kyle Chan
Norah Huang

December 2024

Christopher Ryan Lam
Devin Gu
Ding Jian, Alex
Geoffrey Gittins
Ryan Gu
Shi Jing
Tam Lok Hei, Kent
Tiang Mayi Jiang, William



HOUSE COMMITTEE UPDATE

By Graham Price, Chairman - House and Building Committee



Christmas has come and gone – the Club was alive with happy Members and their children. Our outstanding FnB team prepared and served us sumptuous Christmas fare. Father Christmas made his expected appearance, to the delight of all young people; David Robinson made a magical musical background in The Four Peaks.

No sooner are Christmas decorations taken down before it is time to redecorate again – this time in anticipation of the New Year ... in fact two New Years. 2025 was welcomed in with our famous New Year countdown party – “Superheroes”. Soon after 1 January, all thoughts change to Chinese New Year, traditional lanterns and orange trees replace Christmas trees and fairy lights. Our kitchens turned to traditional and exciting new Chinese dishes to welcome in the Year of the Wood Snake.

In the midst of all this excitement, we are also officially christening our newest dining venue – “The Galley”. As ABC is in profile a ship, and we are a boat club by the sea, we try to use appropriate descriptions. No coffee shops on ships, but meals are prepared and served in “The

Galley”. I hope Members will want to join in this celebration on Saturday 11 January at 6 pm, with drinks and snacks “on the house”.

We will gather in eager anticipation, cut the ribbon to mark the opening, and then enjoy fine wines and victuals in the company of fellow ABC shipmates. We are very proud to have completed Phase 1 of our Refit project, and look forward to future phases, when we will make even more exciting enhancements to our Shum Wan Clubhouse.

Other work you will see, coming to a close, is a new sloping gangway down on to the Pontoon, which will allow members in wheelchairs access to the waterfront. We hope this will be an incentive for Sailability to visit Aberdeen more often. This project has been generously enabled and funded by a Member who wishes to remain anonymous. Thank you!

Whether you were at the Club at Christmas & New Year – or travelling to see family or relax abroad – the ABC team wish you all a successful 2025 and Year of the Wood Snake.

MIDDLE ISLAND DEVELOPMENT UPDATE

By John Berry, Chairman - Development Committee

REPORT ON PROGRESS IN 2024

The Development Committee's principal role is the planning and development of ABC's Middle Island facility. The Club development has come a long way at Middle Island since the 1980s when it set up a pontoon barge, housing and launching training dinghies, with changing facilities and a viewing deck above, tethered to a mooring buoy off an old boat repair yard. The Club later acquired and levelled the repair yard and its ramp, and transferred the club boats ashore. This enabled room for substantially more private dinghies as well as club trainers. As usage grew the club area was able to be extended by reclaiming land and the present MI clubhouse as constructed in the 1990s.

Concepts and plans began to be developed for a larger facility to provide for the club's continuing growth of usage of the sailing, racing and clubhouse facilities to serve the growth in members' needs and the growing public demand for sail training.

Submissions were made to Government on environmental, marine and land matters. As the statutory land planning approval process some modifications of the plan became necessary and advantageous in pursuit of an approvable, buildable and efficient expansion of our Middle Island centre.

After the demanding environmental hurdles were overcome, the Club is now on the process of making a 'Section 12A' submission to Town Planning Board for establishment of town planning zoning which is needed to enable a lease of land/seabed to be granted. During the last year the committee have continued to progress that that phase of the approval process, after which updated costing, phasing, followed by detailed design and construction can proceed.

A neighbour's support is needed in this part of the planning process, and dialogue with RHKYC continues via with several get-togethers and contacts between the two clubs' flag officers and Devcom. Some significant modifications to the layout plans were made at the time in response to RHKYC's comments and no further comments were received on ABC's revised plans, which were passed to them.



Letters of support have been received from Sports Federation and Olympic Committee, Hong Kong Sailing Federation, Hebe Haven Yacht Club, Sailability, Hong Kong Sea School, Outward Bound, and others.

After the planning process is complete, we will be able to move into the development phase. We have been well supported by our consultants in our submissions: Urbis is lead in this planning phase, with inputs from Asia Infrastructure Solutions (engineering), Cinotech (environmental) and MPS (marine traffic impacts).

A Middle Island development update held for members at Middle Island was held on 23rd November, with a keen attendance conveying support, and the powerpoint presentation has been shared on the club website; please scan the QR code to view it for more information.



Very sadly our Development Committee Chairman Barry Hill has passed away recently after a period of illness. We are fortunate to have had Barry enthusiastically guiding and driving the Middle Island Development project over the past decade or more, and adding his strong project management and communication skills to guide and drive the process of development together with land and related matters.

Our Development Committee members who continue to make made substantial contributions to the process are: John Berry, Chris Pooley, Alan Child, Paul Scroggie and Eric Tang.



Navigate the New Year

Join our dinghy sailing and powerboat courses



JANUARY TO APRIL JUNIOR & YOUTH REACHER

Our popular Youth and Junior Reacher courses will start again in mid-January and will offer regular sailing on Sundays. Our Youth Reacher course is for students who have completed our club stage 3 course and would like to further their skills. The Junior Reacher course is for students who have completed their HKSF Level 1 & 2 courses and would like to prepare for their HKSF Level 3 course with more on the water time to refine their skills and build their hours.

Bookings for our January to April Reacher courses via www.abcmiddleisland.com/training or scan the QR code – to check availability and dates.

ADULT SAILING COURSES

The following courses are scheduled throughout the year. For more details and dates, please visit www.abcmiddleisland.com/training or scan the QR code.

ADULT BEGINNERS	6 DAY COURSE	OPTION 1: 5, 12, 19, 26 JAN & 2, 9 FEB (SUNDAYS)
		OPTION 2: FEB 8, 9, 15, 16, 22, 23 (SATURDAYS & SUNDAYS)
INTERMEDIATE COURSES	1 DAY COURSE	MOST SUNDAYS
ADULT RACING CLUB	1 DAY COURSE	MOST SATURDAYS
INTRO TO LASERS	2 DAY COURSE	ONCE PER MONTH
ADULT LEVEL 3 (after level 1 & 2)	6 DAY COURSE	ON REQUEST
ADVANCED COURSES	6 DAY COURSE	4, 11, 18, 25 JAN & 1, 8 FEB

EASTER JUNIOR & YOUTH SAILING COURSES

Offering all our usual very popular Junior and Youth courses over 2 weeks. You can check out the latest schedule and availability at www.abcmiddleisland.com/training or scan the QR code.

WEEK 1: 7 - 11 APRIL

WEEK 2: 14 - 18 APRIL

POWERBOAT TRAINING COURSES

We are proud to continue offering our RYA powerboat courses year-round. We run these very frequently and they are great practical courses to learn all the skills required for operating a powerboat. You can check out the course dates and availability at www.abcmiddleisland.com/training or scan the QR code.



RYA POWERBOAT LEVEL 2	2 DAY COURSE
RYA SAFETY BOAT COURSE	2 DAY COURSE
POWERBOAT REFRESHER	1 DAY COURSE
POWERBOAT TRIP	1 DAY COURSE

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Celebrate the Season:
A Snapshot of
Holiday Cheer at
Our Club



A Heartfelt Thank You

As we embrace the spirit of giving this holiday season, we want to express our deepest gratitude to all our members who generously donated food and toys. Your contributions have made a significant impact, and we are proud to share that all items have been delivered to Foodlink charity, helping those in need in our community.

We would also like to express special appreciation to two anonymous members for their incredible support. Their generous donation of \$10,000 each allowed us to provide even more food to Foodlink and our neighbor, the Little Sisters of the Poor Home.

Together, we are making a difference. Thank you for your kindness and commitment to helping others.



A Toast to the
New Year:
Party Highlights



ABC Cruisers Christmas

all joy, even if no snow

- By David Rees -



Middle Island was once again the venue of choice for the ABC Cruisers Christmas Party, held on 7 December. It was a good show, with cruising yachts and power boats taking over the pontoons around 4pm, just in time to get the decorations on board, hoisted and lit.

Docking was easier this year for the 12 boats that made the journey, including a few from Sai Kung, Lamma Island and Discovery Bay. ABC marine staff were standing by to help as "harbour master for a day" Andres Hernandez was there to greet the yachts and ensure everyone was secured in the correct locations. ABC marine team also ran extra ferries into the night, accommodating those of us and our guests who chose to arrive in the more traditional way. Boats that joined this year included *Abiders*, *Orin Blue*, *Sea Eagle*, *Kookaburra*, *Cloudy Bay*, *Karma*, *Honor* and 2 small speed boats, bringing the total to nine on the pontoon.

In the end, about 70 adults and children plus 1 crazy Christmas Tree attended. At the time of writing, I still don't know what else to say, check out the photo. I guess the politically correct gender label these days would be "evergreen" and that smile can light up any tree topper. As usual, quite a few people spent the night waking to fresh coffee smells on the dock.

The Cruisers Christmas always starts on the dock around sunset and this year was the same. Howard Yuen once again satisfied the holiday revellers' demand for mulled wine with his special family recipe. He had the table and cookers set up, everything made fresh and hot ... what a good smell. And then there was the band ... Tim Jones and his Hong Kong Takamaka Ukulele Band set up on the hard stand, so everyone had a first class ticket and great sound. Super night. Then the kids joined in for the sing-along in their newly arrived costumes!



Sailors and guests made their way up to the buffet. Since this is not a racing crowd, no rules for a start were followed, no marks rounded and an orderly finish line was tentatively supervised by Aurelien instead of Alex. Then again, Aurelien had a knife! He was actually carving the brisket, but nobody was taking chances, preferring to line up nicely for a big slice!

Dancing followed dinner with almost everyone on the floor; more mulled wine anyone? The playlist and spirited excitement were provided by dance award winning Tyron Truong (aka Christmas Tree). The big takeaway gift this year was the wondrous

sight of teenagers happily dancing with their parents (?!). The spirit of Christmas was surely contagious for everyone young and young at heart on Saturday night.

This year's event welcomed some new joiners and missed a few regulars who were abroad. Alan Li, Jakob Lausten and Bob Rogers made sure we had photos to share and once again we need to thank Andres for making the excellent arrangements. For those who could not attend, we wish you a belated Happy Holidays, and look forward to seeing you at next year's party, already booked for 13 December 2025.



Goodbye!

Cobo Liu, Membership Manager

Hello!

Cobo Liu, Lifelong Member

By Martin Williams

In December, one of the longest serving staff members of the ABC retired.

Membership Manager Ms. Cobo Liu had been with the Club for a little over 30 years, which is surely a long, long time! "Yes, it is a long time, but to me it is just yesterday that I first arrived," Cobo tells Horizons shortly before her last day at work. "This is my second family; I leave my own family every morning and walk into another big family to meet the Club Members and colleagues and deal with all sorts of questions, just like at home."

Prior to joining the Club, Cobo had spent a "wonderful" eight years with the China Fleet Club, Royal Navy, in positions such as Receptionist and Bookkeeper. Her boss there was the General Manager, David Watts, and when the China Fleet Club closed in 1992, he became the General Manager of Aberdeen Boat Club. "Soon afterwards, a position as Activities Secretary became available, and he saw me as a good candidate because of my easy-going, love-to-help character," recalls Cobo.

Perhaps some people may have been nervous starting a new job, but Cobo is from a big family, and had found the China Fleet Club also like a big family, with over 130 staff along with meeting lots of new people every day. "Therefore, I didn't have any problems in chatting to ABC Members because I am a very good listener," she says. "And as for my colleagues, they were so very helpful and made me very welcome."

In her initial role, Cobo helped the Membership Secretary with preparing all the Members'

applications for approval, and arranging weekly children's activities plus the Club's monthly events.

Six years after joining, Cobo was promoted to Assistant Membership Manager, and became involved in the preparation of sailing events. "During those years, I learnt so much, including the sailing rules that once meant nothing to me," she says. "At one time, we needed to produce a 'sailing rule' book – and without the input of all the sailing Members, especially John Berry, we wouldn't have the rule book today."

In 2004, another promotion followed, to Membership Service Manager. While her work was 9 to 5, it was not a regular desk job: it was challenging and fulfilling. Cobo learnt new things, and with meeting people every day she had no time to think of leaving because she loved it so much. Along with contributing to the Club, she was appreciated for all she did.

As with the China Fleet Club, the ABC became akin to a family for Cobo. "We share work and problems with colleagues," she says. "We are here to help all kinds of Members with their problems at the Club, along with listening to their requests and helping them to have a happy time whenever possible in the Club."

Whenever a prospective Member made an enquiry, Cobo invited them to the Club, giving a tour of the facilities along with a brief history of the Club. Once a new Member had joined, Cobo was effectively the first port of call for them, helping them solve queries or directing them to the right person.



Best Staff Award for the Year 2012.

Besides finding new members, Cobo helped the Accounts Department with chasing up unpaid bills, which she rated not very pleasant, though she was comfortable talking to Members in arrears.

For Cobo, an especially memorable Club event was the Four Peaks Race in February 1995. This would be her first year of assisting the race, yet on the morning she was to start helping, a very different event took precedence. Cobo went into labour, and had to go to hospital. "When the General Manager and the Sailing Committee heard the news, they joined in to help run the race while I was in hospital," Cobo recalls. "Later, I received so many sweet congratulations from all of them."

Even when there were obstacles, Club management and staff helped navigate the way forward. Notably, even at the height of the Covid pandemic, the clubhouse remained open, largely thanks to recently retired General Manager Philippe de Manny and his tenacity, grace and wisdom, which Cobo learned a lot from.

Along with being especially proud of helping produce the Sailing Rule Book from scratch, Cobo will look back fondly on the Annual Staff Parties. "We could let our hair down, and enjoy evenings with drinks, food and laughs," she says. "But most importantly, we each wanted to be the lucky one to win the biggest prize of the evening."

After retiring, Cobo will keep in close contact with her colleagues at the Club – much as she still has a big circle of friends from her school days and China Fleet Club colleagues, who still party together whenever possible. Her plans include a trip to England, to visit David Watts and his wife Nerissa, along with spending more time in different countries.

And Members are set to see more of Cobo – not in her office role, but relaxing, enjoying the facilities, thanks to an honorary life membership granted for her dedication to the Club spanning three decades.



Story of the maritime coal trade

OLD KING COAL – Part 2

By Stephen Davies

Part of coal's centrality to the development of modern Hong Kong is how, in its way, it became a variant re-run of what gave us the Opium Wars. The trading imbalance that had caused the opium trade did not go away when the tumult and shouting was over. There was still not much demand in China for the sort of kit British manufacturers produced. But the Brits were still addicted to tea... and, until the late 1880s, India was not providing a substitute. For shipping types therefore, the conundrum was simple. What to ship to China that would at least pay something towards the costs of the voyage, so a ship could then load up with goodies, return to Britain and cash in?

The answers were various. Since an empty ship – and we're talking sailing ships for the first near half-century don't forget – is not just wasting money but handles like a pig on stilts, the simplest answer was to find a low-value something that could act as both cargo and ballast. Two swiftly identified candidates were bricks to feed the treaty ports' western style building boom ... and coal. Because coal was in ever increasing demand.

It's an interesting feature of Hong Kong's maritime history how soon steam supplanted sail in the port's throughput. In much of the world the sail/steam crossover didn't take place until pretty much the turn of the 19th/20th centuries. In Hong Kong steam was outnumbering western sail by the mid-1860s. Of course, that ignores the numerically larger and always important traditional Chinese sail component that hung in almost until the 1920s. But since we're talking coal, growing maritime trade between China and Europe, Australasia and the Americas, even with ever more efficient engines and boilers, meant steadily increasing steam tonnage, so demand for coal kept growing.

What has been intriguing me about the role of all this black stuff in Hong Kong's story have been five questions. How much coal are we talking about? How did the coal get to Hong Kong? Where was it stored, and how did the location of coal depots change over time? Where did the coal come from? How much did Hong Kong's use of coal change through time?

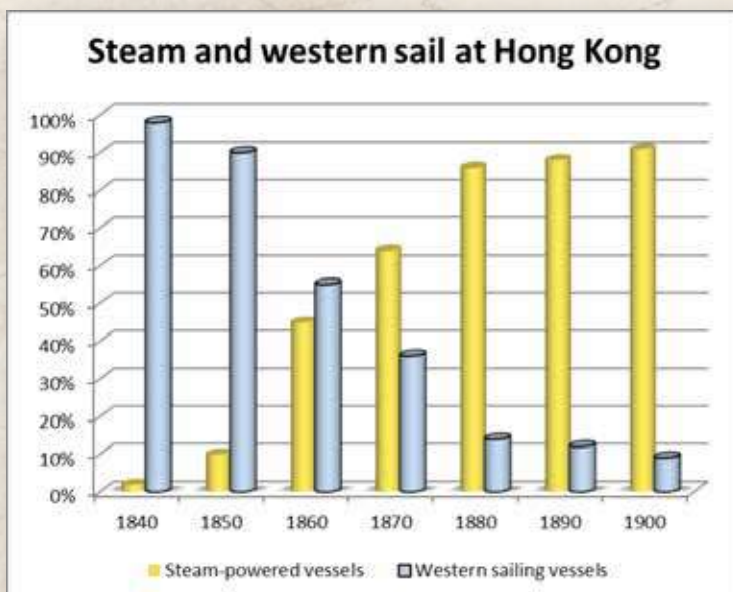


Figure 1: When steamships took over in Hong Kong.

The problem with trying to answer the questions, as we noted in Part 1, is that the available data is pretty much non-existent from 1841 through to 1893, helpful for some questions but either partial or non-existent for the rest from 1893 until 1914, and thoroughly muddled from 1915 through until someone began to get a grip in 1971.

Put bluntly the answers I've come up with – all very, very conditional – involve rather a lot of hand-waving, but, as the late, great Angus Maddison indicated, better some hand-wavey numbers to get the ball rolling than no numbers at all. And if you've never heard of Angus Maddison, get Googling.

So, first the big question. How much coal?

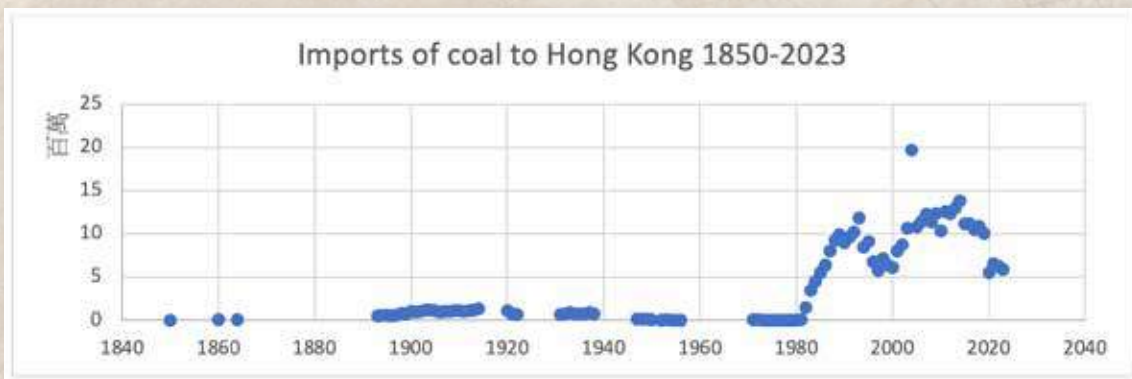


Figure 2a: Coal Imports to Hong Kong 1841-2023

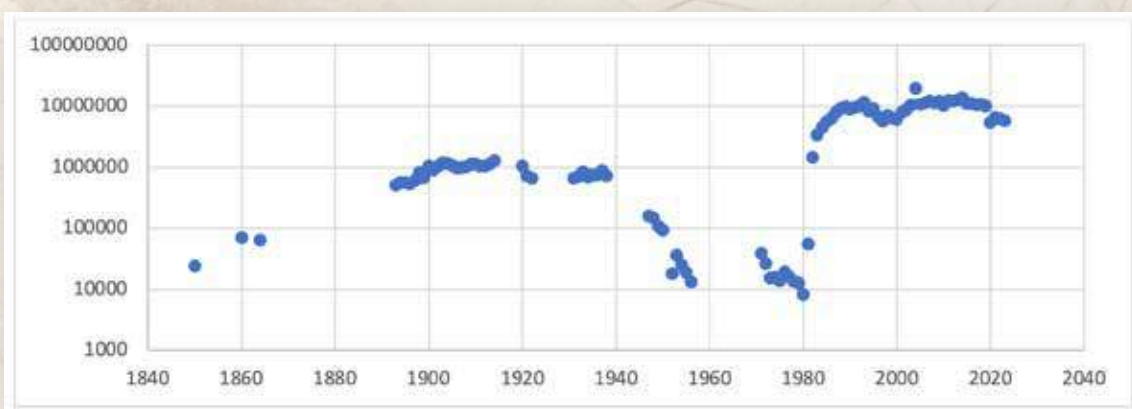


Figure 2b: Coal imports to Hong Kong 1841-2023, log scale

As figures 2a and 2b show, the broad answers are pretty staggering, especially when you try to translate them into stuff like the numbers of ships needed to bring the coal to HK, and the amount of land (or hulks like the *Fort William*) needed to store it. That's leave alone Hong Kong's contribution to global warming.

The very ball-park number I've come up with for the last 180 or so years is somewhere around about half a billion (500,000,000) tonnes. That means that in less than two centuries Hong Kong has contributed some 820,000,000 tonnes of CO₂ to the atmosphere, or about 0.05% of the total amount of CO₂ humanity has collectively added in the 260 or so years since the start of the Industrial Revolution. It's an interesting example of HK punching above its weight!

You could look at it another way. Half a billion tonnes of coal occupies about 520,000,000 m³.

So, all the coal we've used in Hong Kong since 1841 – and it's all come by sea – would fill the c.790,000 m² surface area of Aberdeen Harbour, from the western to the southern typhoon shelter wall, with an enormous pile about 650m high. That's a pile of coal some 2.6km long and on average about 200m wide that, allowing for an average water depth of 8m, is over 40m higher than Victoria Peak. Wouldn't that make an interesting addition to the Four Peaks Race?

But as you'll also have spotted in the graph – maybe! – there's a fascinating pattern. Hong Kong's coal imports have had two peaks. And the big one has been over the last fifty years. That's why the lower, log scale graph is needed because otherwise what happened from 1841 to 1971, critically important in HK's history though it was, would be almost invisible. We'll get back to the second, whopping peak in the last of these articles.

The first boom time for imported coal was from 1841 to the heyday of coal-fired steam ships. The peak years in HK were those straddling the end of the 19th into the first decades of the 20th century. On my guesstimate somewhere between 40,000,000 and 60,000,000 tons came to Hong Kong during that period, peaking in the 1910s at about 1.5 million tons a year, though the numbers are so flakey it could well have been a lot more.

Given that the average ship hauling coal as ballast over the first twenty years only carried at most 400 tons, and usually more like 200 tons, and even at the peak, in the first twenty years of the 20th century, only at most 4,000 tons (with most even then only carrying around 1,500 tons), we're talking of 30,000-40,000 shiploads over one hundred years. A quick back-of-the-envelope scribble makes that an average of a ship arriving in Hong Kong to discharge coal

pretty much every day of the year, fewer in the early days but perhaps as many as two to three ships arriving a day at peak moments in the peak years. In 1868, for example, by which time HK's coal was coming from all main UK coalfields, Australia, Taiwan, and Labuan, one to three ships a month were leaving Cardiff, South Wales, for HK alone.

Not that to begin with the coal hung around long. Again, accurate numbers are hard to find bar for the c.30 years period 1893-1923 (and even those are a tad suspect). But very roughly over the first fifty years, so 1841-1891, up to 80% of the coal imported was promptly loaded back into ships as bunker (the shippy word for fuel). Hong Kong, you see, very rapidly became that vital thing for a steam based maritime empire, a coaling station. And not just a coaling station but a First Class Coaling Station, deemed of super-whizzbang major strategic importance.

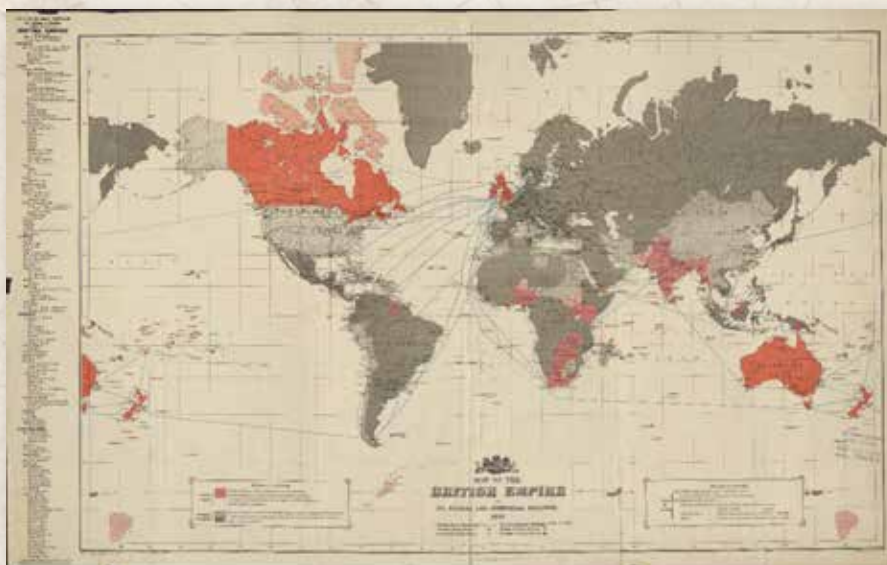


Figure 3: A network of vital coaling stations to keep shipping moving



Figure 4: Hong Kong, Labuan, Singapore, Penang and Rangoon (Yangon) – lone British controlled coaling stations in what the Brits called “the Far East”.

Arguments had begun for more and better defended coaling stations as of the late 1850s. In the 1870s and 1880s strategists like J.C.R Colomb and Sir Alexander Milne pushed hard for change and, if reluctantly, a parsimonious British government responded. That's the major reason, in case you ever wondered, for all those whopping gun batteries you see in places like Mt Davis and Lei Yue Mun, Pinewood and Stanley, and so on, which started to be built in the late 1880s. It was all about protecting the coal that Britain's maritime trade and naval forces had to have to operate.

What a status as a coaling station meant was having large stockpiles of coal ready at all times from which ships could refuel, or bunker as the OK phrase has it. At the peak in the first two decades of the 20th century, Hong Kong had up to 100,000 tons of steam coal permanently available for commercial shipping, with a further 30,000 tons stood by for the Royal Navy.



Figure 5:
Captain Sir John C.R. Colomb, KCMG, RMA (1838-1909).



Figure 6:
Admiral of the Fleet Sir Alexander Milne, Bt., GCB (1806-1896)



Figure 7:
The Royal Navy's coaling station at Simon's Town, South Africa c.1900 – the huge piles of coal are highlighted in red.

Hongkong, China...	(Det. ton.)	Current stock.....	9,000	7,000 to 8,000 tons	\$1.50	4 months
		Reserve stock.....	5,000	5,000 tons	\$1.50	
		Unburnt stock.....	10,000	10,000 tons	\$1.50	
		Total stock.....	24,000	22,000 tons	\$3.50 per ton	

Figure 8: The US Navy's guide to coaling stations, 1909 edition: 97,000 tons in stock and... harbinger of change, 3,000 tons of fuel oil.

In the meantime, starting with the building of Hong Kong's first gasworks in Shek Tong Tsui in 1864, coal had begun to have a great deal more importance for the territory than as bunker for ships. By 1910 coal was essential for gas street-lighting and up-market cooking, for the pumps that ensured the water supply and emptied dry docks, for electricity for telephones, telegraph, and street and Peak trams, for ferries and, as of 1910, the Kowloon-Canton Railway, for the hundreds of steam launches plying for hire or serving as company taxis, for the launches of the marine police and port administration, and for industries from sugar refining and textiles, to ropemaking and cement works.

It had become seen as jolly useful for everyday use at the bottom of the market too. The magistrate courts records are full of prosecutions for 'unauthorised possession' of coal, or 'larceny of coal,' or 'robbery from a coal store.' My favourite, if a sad one, is the lady who operated a sampan getting six days in jail for taking a bucket of coal from a shipment she was carrying somewhere, "to heat some water to wash my hair." That sort

of almost petty prosecution of poor people trying to make their very, very hard lives a bit better speaks volumes about the reality of British colonialism's "rule of law".

We can see how that increasing terrestrial demand for coal played out in the only fairly credible statistics I have found. Usefully they cover the period when all this ancillary coal use was rolled out.

It is clear from the graph that over the thirty year period in question, coal imports kept going up whilst exports for bunker coal plateaued and then started declining. By 1913, just before WW1, of the 1,303,179 tons of coal imported that year, only 39.6% – 515,827 tons – was loaded into ships' bunkers. At that point, it follows, Hong Kong itself was consuming 600,000 tons or so of coal to fuel its own economy directly¹.

Hong Kong's appetite for fossil fuels to sustain its economy and way of life was on a roll. But more on that later. What we'll look at next time is where all that coal was put.

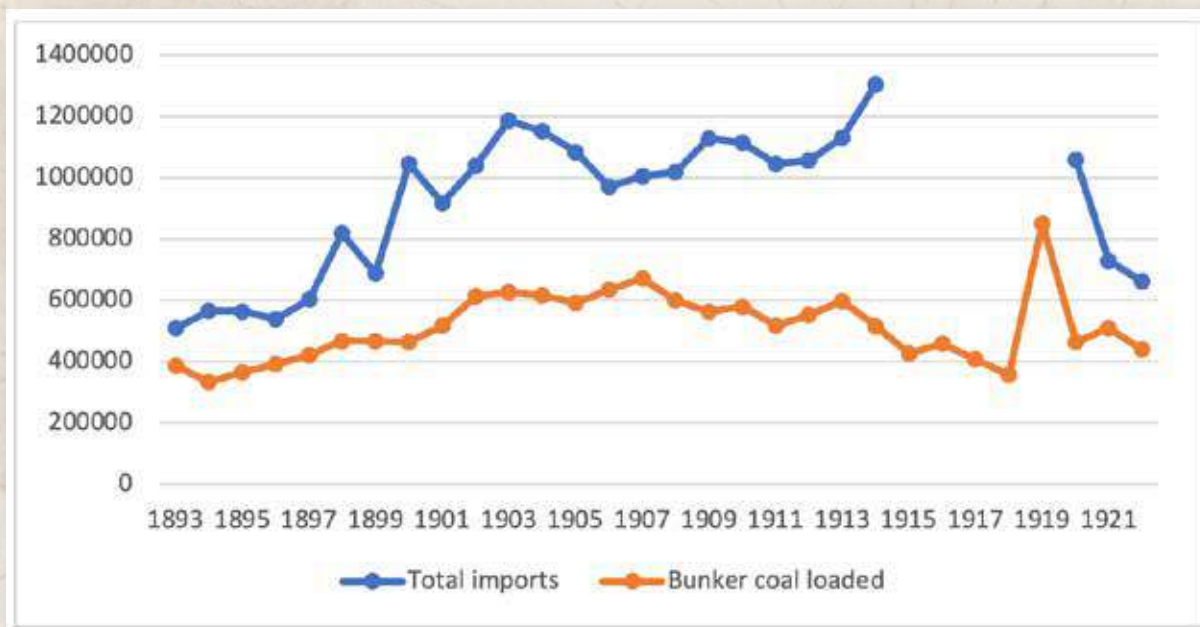


Figure 9: Coal imports and exports 1893-1921.

¹ The upwards blip in bunker supply 1919 reflects a recovery from decreased demand, decreased stocks, and an increase in the Japanese merchant fleet's share in HK maritime trade that had happened during the First World War.



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Skywalker, 1st in PHS A

WAGLAN SERIES 2024-25

WORDS AND PHOTOS BY FRAGRANT HARBOUR

RACE 2

Leaving the dock a little late, Club committee boat, *Shun Fung*, powered out of Aberdeen Typhoon Shelter South and made for its usual spot south of Middle Island, dropping anchor at 10:10. On board, assistant race officer, Jennifer Li, Club General Manager, Robin Sherchan, support staff and the media began preparing themselves for Race 2 of the Waglan Series 2024-25.

Missing from the ship's complement, though, was the principal race officer due to sickness. With some quick thinking, contact was made with

Arnold Luntz on *Intrigue*, who agreed to stand in as RO. The Club's P4 sampan (*Aberdeen Boat Club 14*) rushed to collect the experienced sailor and race officer and had him aboard *Shun Fung* by 10:30. Luntz decided on Course 22 (L) for the IRC boats and Course 22 (S) for the cruisers. It turned out to be a good decision, especially given the conditions.

And what were the conditions on Sunday, 20 October? The answer is overcast skies, strong winds from the northeast and white horses on the water.

Reefed mainsails and headsails were the order of the day, as crews readied themselves for an islands race. Club support staff, Sai Fuk, laid the Outer Distance Mark for the start line some 400 metres towards Ocean Park, and then went on to set a windward mark in the direction of Repulse Bay.

The ARO gave her welcome to all participants at 10:45, in both English and Cantonese, and announced that IRC would sail Course 22 (L) and PHS, Course 22 (S). Despite both courses being referred to as "22", they differ significantly in marks and length. The faster boats go to Castle Rock as

their first leg, rounding it to starboard. From Castle Rock they double back on themselves to a Tai Tam Club Mark and on to Shek O Rock. Returning to Sung Kong, they head for Waglan Island before traversing the deep (71 metres) channel between Beaufort and Po Toi Islands. Castle Rock is next, followed by Chesterman Gate and a sprint to the finish off Round Island. Total distance – 23.6 nautical miles.

The PHS boats, doing the shorter version of Course 22, round Bluff Head and head for Fury Rocks. They then double back on themselves, leaving out Sung Kong and Waglan Islands. Their final rounding is Castle Rock, leaving it to starboard. They, too, pass through Chesterman Gate before finishing at Round Island – a total distance of 15.1 nautical miles. Or just less than two-thirds the distance covered by the faster boats.

Sadly but wisely, *JeNa PaBe* radioed the committee boat within minutes of the start, announcing its retirement. “We are a small boat and the wind is too strong for us,” said Ben Chong, skipper of the 28-foot sportsboat. Incidentally, the J/80 has barely two and a half feet of freeboard at the mast.

In a clean start, IRC 1 and 2 got away at 11:00, followed five minutes later by the seven boats in PHS A and B. No incidents of note and the boats were soon crashing their way into the wind.

Leaving the windward mark to starboard, they made their way southeast into open water.

Suddenly, off Stanley, *Intrigue* ran into trouble, broaching wildly. A call for help came from the struggling *Bashford 41*: “We’ve lost our rudder”, said crew member, Sheila Chan. *Aberdeen Boat Club 14* was sent immediately to tow the boat out of danger and back to the Club.

That left only *Next* racing in IRC. The well-found *Neo 430*, though, was relishing the conditions and in no time had left Castle Rock and the Tai Tam Club Mark behind, and was heading for Shek O Rock. Wind at this point was a consistent 12 knots with gusts in the 20s.

The PHS fleet, with *DBX2* and *Skywalker* leading the way, passed the Tai Tam mark and headed for Fury Rocks. Skies were clearing and there was a sparkle on the water – a great day for experienced sailors, educational for the less experienced! Among these was *Bowline*, which retired at 12:43.

First boat home, at 13:35, was the cruiser *DBX2*, although *Skywalker* won PHS A on handicap. *Five O One* claimed victory in PHS B ahead of *The Rising Sun* and *Easy Breezy II*.

Great monsoonal winds, but testing conditions for all who took part in Race 2 of the Waglan Series 2024-25!



RACE 5A



Very close IRC A & B start

The Waglan Series is the Aberdeen Boat Club's main racing series during the colder winter months. It spans two calendar years and typically enjoys monsoonal winds from the northeast. Confirmed entries for the current series stand at 26, not counting the 'casuals' who join on the day.

Going back a little, conditions on Sunday, the 3 November 2024, were so good that the race committee held the scheduled Races 3 & 4 and was able to include a third race – or Race 5 – later in the afternoon. Hence, the race held two weeks later on the 24 November, became 'Race 5a'. This will all be worked into the final series results on the 23 March 2025.

At 10:00 on the morning of the 24th, the committee boat, *Shun Fung*, dropped anchor in its usual place between Round Island and Ocean Park while race officer, Alex Johnston, and his team decided on courses for the two fleets. Course 17 (L) was chosen for the five IRC entries and Course 17 (S) for the ten PHS boats. Sai Fuk, the club's reliable and cheerful support boat driver, rushed off to lay a windward mark 0.4 nautical miles in towards Repulse Bay and a club mark in Sheung Sze Mun, off Tai Tam Bay.

The main difference between the two courses, as set out in the club's *Standard Sailing Instructions 2022 Revised Edition*, is the longer course (L) takes in Sung Kong and Shek O Rock, while the

shorter course (S) leaves out these two and has its cruisers rounding Fury Rocks instead. There is quite a big difference in lengths – 20 nautical miles for the longer and 14.6 nautical miles for the shorter course.

At 10:35, the competitors started appearing. First came Eddy Lee's 'fleet' consisting of the Beneteau Sense 46, *Generations*, and the Neo 430, *Next*. Then came *Kikukie's Dream*, the crew in high spirits and ready to do battle. After that, boats arrived in quick succession ready for the 'off' at 11:00.

But there was a small problem. Just as the RO was making his welcome speech at 10:45, and paddling right across the start headed for Middle Island, came what seemed to be an endless line of canoeists, stretching from the ODM all the way back to Round Island and beyond! Given that Johnston favours long start lines, it is not difficult to imagine how long it took for these paddlers to clear the course. Oh dear.

But, acting calmly, Johnston asked everyone to be patient and raised the AP flag, and waited.

Eventually, at 10:59, the AP came down and an orange flag was raised. At 11:05, the starting sequence for the two IRC divisions began and, five minutes later, five racing machines surged across the start in an almost straight line. All clear.

2 Easy pulled away from the others and was soon around the windward mark. But *Arcturus+* and *Kikukie's Dream* were closing the gap and the race was looking set to be a fast one.

The PHS boats, altogether 10 in the A and B divisions, started at 11:15. *Shun Shui* had positioned itself well at the start and led the PHS fleets to the windward mark. Unusually, the competitive J/80, *JeNa PaBe*, was not at its best and trailed the fleets.

The boats passed Stanley and Tai Tam without incident and, at 12:30, wind readings from the Tai Tam Club Mark were 12 knots from the east-northeast.

As the boats left the Beaufort Channel (Sheung Sze Mun), the wind began to build and readings of 14 to 16 knots came in from Shek O. The IRC boats were relishing the conditions, especially in the open waters around Sung Kong and off Shek O Rock. The smaller, or less experienced, boats in PHS struggled a little but only one, *Tipsy Easy*, retired at 13:25.

Both courses turned out to be just the right length – under three hours. No need to shorten this time.

Kikukie's Dream II stayed strong throughout the race and captured 1st on handicap in IRC 1. In 2nd was Glenn Smith's *Wild Card* and 3rd, Stefan Filip's *Neo One*. In IRC B, *Arcturus+* placed 1st and *2 Easy*, 2nd.

Pascal Martin in PHS A, steered *Skywalker* to victory ahead of *DBX2* and *Concorde*. In the B division, veteran campaigner *Five O One* took the honours, with the brave J/80, *JeNa PaBe*, in 2nd and *The Rising Sun* from Discovery Bay in 3rd.

2nd in PHS A, DBX2



ABC Southside Regatta 2024: *Friendship and Competition*

By Szymon Mokowski



ABC sailing students with the Commodore, Race Committee, General Manager and coaches – celebrating achievements together!

The ABC Southside Regatta 2024, held over the weekend of 30 November and 1 December, brought together an impressive gathering of sailing enthusiasts, with 123 entries competing across five distinct classes: Optimist, 2.4, ILCA 4, ILCA 6, and 29er. This annual event not only showcased the skill and tenacity of the sailors, but also highlighted the strong community spirit that permeates the sailing world.

Under the adept leadership of Race Officers Bonnie Cheng and Barry Truhol, the regatta featured two well-designed sailing courses tailored to the unique demands of each class. Bonnie Cheng expertly managed the Optimist and 2.4 classes, while Barry Truhol took charge of the ILCA and 29er fleets. The sailors were greeted with ideal weather conditions, boasting consistent winds of 8 to 12 knots, which provided the perfect backdrop for competitive racing. The excitement in the air was palpable as participants prepared to showcase their skills on the water.

Over the course of the weekend, competitors participated in a total of six races for the Optimist, ILCA 4, ILCA 6, and 2.4 classes, while the 29er fleet engaged in an impressive eight races. Each race unfolded with thrilling intensity, as sailors navigated the courses with precision and determination. The organisation of the event was commendable, with everything running smoothly and efficiently, allowing the focus to remain on the competition at hand.

However, the weekend was marked by a sombre moment as the sailing community took time to honour the memory of the beloved coach Fajai, who sadly passed away during the regatta. A minute of silence was observed, attended by all Race Officers, volunteers, and participants, reflecting on the profound impact Fajai had on countless sailors. His dedication to nurturing young talent and fostering a love for the sport has left an indelible mark on the community. As sailors stood in silence, it was a poignant reminder of the bonds formed through sailing and the legacy that coaches leave behind.



Optimist Main Fleet 1st Place
Margaux Nguyen-Minh



Optimist Main Fleet 3rd Place
Alix Nguyen-Minh



Optimist Intermediate Fleet 1st Place
Meghan Cohen-Addad



Optimist Intermediate Fleet 2nd Place
Aurelia Wilson



The prize-giving ceremony took place on 1 December, after all races were completed, transforming Middle Island into a lively hub of celebration. Parents, supporters, and fellow sailors gathered to honour the achievements of the competitors. The sense of friendship and competition was evident as cheers erupted for the winners, and stories of the day's races were shared among friends and family. The regatta served not only as a competition but also as a gathering of the sailing community, fostering connections and friendships that extend beyond the water.

As the final awards were handed out and the last cheers echoed across ABC Middle Island, the Southside Regatta left an enduring impression on all who participated. It was a weekend filled with competition, joy, and heartfelt remembrance—a true testament to the spirit of sailing and the community that supports it. Looking ahead, there is no doubt that the legacy of this year's regatta will inspire future events and continue to foster the love for sailing among new generations of sailors.



Howzat! ABC Rematch with Cricket Club Potting Machines

By Dave Hilling

On 26 November, the Hong Kong Cricket Club (HKCC) invited ABC for the return snooker match, after earlier in the year the home match for ABC vs HKCC ended in a draw at 3:3.

Everyone arrived for a 6:30pm start, and we were introduced to their newly appointed snooker convener, Lee Wainwright. Then it was over to the snooker itself.

Up first was ABC snooker convener and captain Dave Hilling, against Mukesh for HKCC, who was their previous snooker convener and is well known for his strong potting skills. There were a lot of safety shots in the early part of the game, before Mukesh opened up the table with an excellent snooker. Once the blue ball was potted, the distance was too much, so 1:0 to HKCC.

Simultaneously, on the other table, was Andy Chan for ABC vs Ian for HKCC. Ian rushed into the lead with some great play and Andy was left playing to makeup the points. Midway through the game Ian had a few fouls, giving away points. Once it came down to the colours, Andy dispatched the balls up to the pink, leaving Ian no choice but to concede. Scores all even again.

There were two further singles games – Tong Fat for ABC vs Lee on table one and then, representing ABC on table two, Ian Poon vs Steve for HKCC. Fat was steadily scoring in his game, where he had a great break to push out in the lead. Lee showed plenty of grit and determination to keep Fat within sight, but after yellow, green and brown balls were dispatched,

the game was soon wrapped up.

The final singles match was between Ian and Steve, with the latter making some really good pots and safety shots. Ian that stayed patient and chipped away at his opponent's lead when he could. Then, a HKCC mistake allowed him to take the lead, remaining there for the rest of the game. So it was 3:1 to the ABC.

Then, on to the doubles games. Fat and Andy teamed up for the ABC vs Mukesh and Steve for the HKCC. The game started slowly, but then both Andy and Fat got a string of great pots each. Mukesh did his best to keep these two potting machines at bay, but there was too much for HKCC to do. So now, the evening was already won at 4:1, even as the final doubles game was being played.

This saw Dave and Ian team up for the ABC, against Lee and Ian for HKCC, and was the closest game of the evening. The lead changed a few times as the red balls steadily fell and it was neck and neck heading into the colours. Dave missed a chance on the blue to finish the game, but fortunately, Ian for the ABC was at hand to pot the following pink and it was all over.

The final score was 5:1 to the ABC – a resounding victory in a tough venue to come away with a result. Lee congratulated the ABC team and took us down to their restaurant for the customary meat and chicken pie extravaganza. What a night and what a feed, so we all look forward to the two matches between our clubs next season.



On 6 December, the Kowloon Cricket Club (KCC) invited ABC for our away 2024 fixture. This followed a very respectable home draw against KCC earlier in the year.

The Sanctuary has three snooker tables, with an in-house scorer/umpire and they had recently just replaced their tables with brand new heated tables. It was very impressive.

After a few reintroductions of players, it was over to the serious snooker. On table one for the ABC we had Wayne Robinson vs KCC snooker captain Don McNeil. Wayne broke off but kicked a red out into the open. Don potted it, followed by a black and he was off on building a sizable break. Wayne was consistently being outscored. Soon after the match got to the colours, it was 1:0 to KCC.

Next on table two was ABC Captain Dave Hilling against John Greene for KCC and this was a much slower starting game. Eventually the game sparked into life with points by both players and then returned into a tactical dogfight. Unfortunately for Dave, John kept on finding snookers and later sunk the brown, blue and pink to end it. ABC were now trailing 2:0 to KCC.

The third simultaneous game being played saw Tim Jones for ABC vs CJ for KCC and after Tim broke, CJ immediately had a quick fire break that included a black. Credit due to Tim as he fought back and got himself into the game. Then CJ had a string of fouls and was very unlucky with multiple white balls going in off. He looked set to draw level, but made one more foul and the ABC

were finally on the score board at 2:1.

The fourth singles match was already underway and this saw Ian Poon for ABC vs Mike for KCC. It was an absolute cracker with great pots and solid safety play by both players. The lead was constantly changing. By the time they got to the colour balls, there was nothing separating them. Ian potted the blue and then had an incredible long pot on the pink to seal the game.

It was honours even at 2:2 when we paused for the dinner. Once everyone was sated it was time for the doubles games.

On table one it was Dave teaming up with Wayne for ABC vs Don and John for KCC. Now unfortunately this was not a close game. Don and John were both on fire, making large breaks. Dave did have a few pots to keep it respectable, only to see John finish the blue, pink and black to take their score to over 100 points.

At the same time on table two it was Ian pairing up with Tim for ABC and Mike with CJ for KCC. This was a much closer affair with all four players contributing to the scoreboard. It went right down to the pink with Ian narrowly missing a long pot, and CJ took his time to tap in that final pink.

Overall scores were 4:2 to KCC, and ABC can hold their heads high in a valiant effort against a very strong KCC team. It has been a great 2024 snooker season with some memorable wins and draws, along with a few losses. We look forward to 2025 with the first match likely being in January.



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The Galley & Patio
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Price: **\$318 Adult**
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\$218 Children
(3 to 12 years old)

All-you-can-eat Hot Pot Night

The Galley & Patio
Saturday, 25 January | 6pm

Price: **\$318 Adult**
\$268 Senior
(65 years old or above)
\$218 Children
(3 to 12 years old)

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January



February



February

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Valentine's Day

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With 5 course French meal
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sparkling wine



*Gifts are limited
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bookings.*



Seoul-Hokkaido BBQ & Ramen Night!

The Galley & Patio

Saturday, 15 February | 6pm

Price: **\$338 Adult**

\$298 Senior (65 years old or above)

\$238 Children (3 to 12 years old)

Join us for a delightful evening featuring the return of Wang Gal Bi BBQ paired with a variety of Korean delicacies!

Enjoy a Hokkaido Ramen Station and a spread of fine Korean & Japanese dishes!



Angus Beef "Four Cuts" Night (With complimentary wine tasting for home delivery)

The Galley & Patio

Saturday, 22 February | 6pm

Price: **\$398 Adult**

\$348 Senior (65 years old or above)

\$298 Children (3 to 12 years old)

Experience the flavours of four prime cuts of Angus beef, grilled to perfection: Rib-Eye, New Striploin, Tenderloin, and Rump. These savoury selections are accompanied by jacket potatoes, steak fries, corn-on-the-cob, carrots, broccoli, fresh salads, and a selection of irresistible desserts of your choosing!



F&B PROMOTION

Beer & Wine of the Month Promotion - January

KEEP THE BEER, SKIP THE BREAKS.

© Alcohol* 0 Sugar Low Calories*

Carlsberg 0.0
330mL

\$39 /Bottle

Carlsberg Probably the Best Beer in the World

Wine of the MONTH

Country of Origin—South Africa

Ken Forrester Vineyards, Petit Chenin Blanc 2023

Uncomplicated bouquet with hints of pink grapefruit and melon

Slightly waxy entry, fine weight, and notes of pineapple and grapefruit with a pinch of stem ginger on the finish

Ken Forrester Vineyards, Petit Cabernet Sauvignon 2022

Fresh ripe mulberries and plums with a spicy undertone

Soft, rich and fruit-driven wine

\$270 per bottle / \$68 per glass

KEN FORRESTER VINEYARDS
GRANTED 1819

Beer & Wine of the Month Promotion - February

香港 | BREWED IN HONG KONG | 製造

YOUNG MASTER 少爺

ABC

ANOTHER ONE
ALL DAY SESSION ALE

ABV 3.3% | IBU 10 | Crushable | Juicy | Refreshing

\$48 PER CAN

香港 | BREWED IN HONG KONG | 製造

WINE of the MONTH

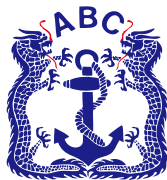
Stony Bank, Pinot Noir 2022

An elegant soft rounded wine with aromas of strawberries, red cherries and a touch of oak. Red fruits coming through on the palate, delicate spice, clove and nutmeg with nice savoury oak, lingering moreish finish.

Stony Bank, Sauvignon Blanc 2022

The fragrant nose exhibits pleasing aromas supported by mineral notes. The tight and savoury palate shows flavours of grapefruit, lemon and lime citrus, coupled with tropical fruit nuances. These delightful characters culminate the wine in a smooth and captivating finish.

\$270 per bottle / \$68 per glass



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



Part A (Master)

Dates	: 31 March, 3 April 2025	11, 14 August 2025	10, 13 November 2025
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	: 7, 10 April 2025	18, 21 August 2025	17, 20 November 2025
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 Sailing Secretary by email sailingsecretary@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

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.

**Application Form
Download**





2024-2025 WAGLAN SERIES

6 Oct 2024
20 Oct 2024
3 Nov 2024
24 Nov 2024
8 Dec 2024

12 Jan 2025
2 Feb 2025
23 Feb 2025
9 Mar 2025
23 Mar 2025



Info & Register at
www.abclubhk.com

