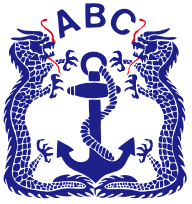


July - August 2025



HORIZONS

The Magazine of the Aberdeen Boat Club



Summer Series 2025, Race 1



June – August 2025

Dates		Holidays	ABC - Yacht Races	Dinghies	Others
June 2025					
Sun	1		Summer Series Race 1		
Sat	7				DBYC Cheung Chau Blast
Sun	8			ABC Tong Po Chau Summer 1	HHYC Typhoon Series 1
Sat	14				COA DBF Men Challenge Rally / HHYC Summer Saturday Series 1
Sun	15		Summer Series Race 2		
Sat	21				DBYC Island Series 3
Sun	22			ABC Tong Po Chau Summer 2	HHYC Typhoon Series 2
Sat	28				HHYC Summer Saturday Series 2
Sun	29		Summer Series Race 3		HKSAR Day Macau Rally (29 Jun - 1 Jul)
July 2025					
Sun	6				HHYC Typhoon Series 3
Sat	12				HHYC Summer Saturday Series 3
Sun	13		Summer Series Race 4		
Sun	20			ABC Tong Po Chau Summer 3	HHYC Typhoon Series 4
Sat	26				COA Sai Kung Team Seafood Rally / HHYC Summer Saturday Series 4
Sun	27		Summer Series Race 5		
August 2025					
Sat	2				DBYC Mong Tun Wan (Outpost)
Sun	3				HHYC Typhoon Series 5
Sat	9				HHYC Summer Saturday Series Final
Sun	10		Summer Series Race 6		
Sat	16				COA 4 Bay Rally / HHYC Typhoon Series Final
Sun	17			ABC Tong Po Chau Summer 4	
Sat	23				HHYC Typhoon Series Resail
Sun	24		Summer Series Race 7		
Sat	30				RHKYC Champ of Champs
Sun	31				RHKYC Champ of Champs Resail



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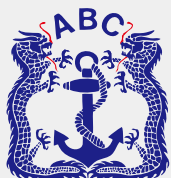
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"There is nothing – absolutely nothing – half so much worth doing as simply messing about in boats."

[Water Rat to Mole – The Wind in the Willows]

Chris Pooley
Commodore

Boating is of course ABC's *raison d'être*, with the emphasis on B for Boat, encapsulated by the annual Classic Yacht Rally held over the weekend of 24-25 May. The low entry numbers compared to earlier years suggest that the rally title and format need a refreshing update.

It has become apparent that the original concept of an event to showcase proud owners' graceful and elegantly designed older yachts – with its *concours d'elegance* as a highlight – has been eclipsed by the advancing years, as the old ladies gradually fade away. Nonetheless as the photo [q.v.] shows, the "fewer the merrier" and those joining the event found the party huge fun, cheerfully supported by ABC staff with a sampan service to all anchored craft. Then, after a pleasant night afloat in the calm bay, gently rocked to sleep after yarning over favourite tipples, sailors were able to enjoy ample portions of Harry's freshly cooked hot breakfasts.

The low entry numbers prompt the need for this call to ABC's Cruiser and motor owners to submit thoughts to Sailcom on re-generating and re-naming the event as an annual cruiser rally on a larger scale. This writer for one will have his hand up for next year! In the meantime, the racing arm of ABC's range of watersports, the ever-popular Summer Restaurant Series, is now underway, with the final race and prize-giving party set for Sunday, 24 August.

As advised in the last letter, the MI Development Pre-Submission has been lodged, and comments and suggestions have already started flowing in from the Town Planning Board – all, it has to be said, aimed at adding strength to our case. Government, meanwhile, is taking a more active interest in line with the initiative to develop HK South – into which ABC slots like a square peg in a square hole! To this end, an enthusiastic delegation from the Tourism Commission and Southern District Council made a visit to MI, to learn more of current space constraints and the need for the planned development. They left positively disposed to our plans.

The recent Membership Drive – focused to some extent on younger age groups, to bring down the Club's average age profile of 62 – received a most encouraging response, with over 70 applications and still counting. That leads helpfully into the annual Budget, which will have been approved by the time this letter is read.

Budgets for non-profit making clubs are always a delicate balancing act: how to keep F&B and facility charges attractively priced below outside commercial rates, while generating sufficient income to run and develop an

active Club with constant demands on Capital expenditure? Obviously, entrance fees and subscriptions play a critical role (hence para 5!), adversely countered by the maintenance demands of a 50-year-old building.

One of the architects of the Membership Drive, the former GM – now Honorary Member – Philippe de Manny, ended his consultancy on 31 May and vacated the flat. The Committee is considering temporary usage before deciding on a long-term role.

Summer is now upon us; and in this season what could be more appealing than a waterfront Club with a full range of watersport activities, splendid dining options and a nearby island on which to relax or stage an offshore outing? It's up to Members to make the most of everything the Club offers.

On that note, I wish Members the best of the season, whether in HK or away on leave.





Robin Sherchan
General Manager

Dear Valued Members,

Summer is here, and we are excited for all onshore and offshore activities, hoping they ensure you continue visiting us regularly.

Update: Join Our Communities

To our new Members: we want to highlight the various interest communities within the Club. We are preparing a full list of contact points, which will be shared in our weekly newsletter. This is a fantastic opportunity to engage in your hobbies and connect with fellow ABC members. Our communities include the **Diving, Golf, Cruising, Snooker, Fishing, Hiking, Dinghy Racing, Wine Lovers**, and **ABC Advisory** communities.

For the Advisory Community, we are seeking professionals to offer expertise in legal, finance, engineering, creative design, human resources, and public relations. We specifically invite members with skills in **website design** and **human resources** to provide insights into our ongoing projects aimed at enhancing your membership experience.

Save the Dates: Upcoming Events

As established Members know very well, the ABC offers frequent events with sumptuous fare to delight gourmets, along with wine tastings and more – plus, of course, some of Hong Kong's top sailing races. These continue this summer, when we have a host of events for you to mark in your calendar.

The ABC's **Summer Dining Events** are always a feature of the season,

and in July we have a South-East Asian Themed Semi-Buffer on 19th, soon followed by a Texas BBQ Buffet on 26th. Then in August, we have the ABC's perennially popular Lamb on a Spit on the 30th.

For budding wine connoisseurs, on 10 July we are launching a **Wine Education Programme**. This will cover **wine tasting techniques, viticultural regions, and winemaking processes**. Enrol in the Wine Lovers Community for priority bookings and benefits. Our esteemed wine educator, **Ms. Khem Rai**, brings a wealth of knowledge to the six upcoming classes.

Middle Island also has a special event, on 23 August, with Fresh Catch! – a new seafood-themed semi-buffet lunch. Head out there on your boat or by an ABC ferry, to feast, relax, and enjoy the setting with its magnificent coastal views.

Plus, you can challenge yourself and maybe show off sailing skills in a **Sailing Regatta**. The **Summer Series** continues, with four final races scheduled for July and August, culminating in a **prize-giving event on 24 August**.

Middle Island Moorings Refurbishment and Typhoon Season
The ABC Marine team, led by **Alex Johnston**, has been busy in June, completing repairs and maintenance on all 18 Middle Island moorings. This included refurbishing and repainting the **EVA yellow mooring buoys**, replacing **chains, shackles**, and **four/five-tonne concrete anchors** (sinkers). Both MI pontoons also had their anchor components replaced, and the Mediterranean-style

moorings were upgraded with larger buoys for easier docking. HK Marine Department Inspectors inspected and approved the installation works.

As we enter the **summer typhoon season**, we remind all ABC boat owners to prepare for storms by securing extra **storm lines** and using recommended **shackles** and **swivels**. Once the **T3 storm signal** is issued by the HK Observatory, all Club marine activities must cease in open water and the Aberdeen Typhoon Shelter.

Important Reminders

Please always adhere to parking rules. Only Members with valid parking labels are allowed to use the Club's facilities on **weekends** and **public holidays**. According to our Bye-laws, any member parking in the Club car park without using paid facilities may incur a **HK\$1,600** charge. If you notice this charge in your monthly statement, please contact our accounts department for verification.

Additionally, a reminder regarding our **Pets and Animals Policy**: access for pets via the lower car park is permitted for immediate embarkation aboard a **private vessel** or return to a private car. Members who leave pets unattended or leashed on Club premises may face disciplinary action from the **General Committee**.

For suggestions or feedback, please feel free to reach out to me at genman@abclubhk.com.

Thank you for being a valued part of our **ABC family**!



TONG PO CHAU SUMMER SERIES

Whether you're a seasoned sailor or new to racing, this fun and friendly series is the perfect way to get out on the water, sharpen your skills, and enjoy the thrill of competition.
Free participation for everyone!



8th & 22th JUNE, 20th JULY & 17th AUGUST

START TIME 13:25



www.abcmiddleisland.com



Welcome to the New Members

February

Dixon Lo
Phillip Meyer

March

Carlo Alpago
Marko Stojanovic
Tsang Chiu Kai

April

Benito Luis
Wong Ching Ching

May

To Cheuk Hang

June

Bellemin Velik Aleandre
Bousfield Ashley Paul
Burford James Michael
Carmichael Ewan Dugald
Cavanagh Sean James Philip
Chan Ho Yin
Chan Pak Kin
Cheng Chun Yue

Cheung Ching Kit
Cosntant Simon Jan
Daltrey Jonathan Luke
Doherty Hugh Dennis
Fuellemann Peter
Fujita Noriyuki
Fung Colin James
Fung Kenneth
Gao Guiwei
Henson James David
Ho Chi Hang Gary
Ho Man Kay
Ho Philipppe
Ho Raymond Ka Wing
Hou Zhenyan
Hu Joy Lan Ya
Jolicoeur Peter Antonio
Keco Mario
King Nigel Martyn
Kuong Yue Ling Evelyn Eugenie
Lai Yat Hei
Lam Chun Yiu
Lam Tsz Lok
Lee Ka Fai Kelvin
Lee Kin Ho Aaron

Lee Lin Tai Linus
Lee You Chung Nicolas
Lin Pok Wai
Lo King Ho
Mirchandani Arti Mohan
Nguyen-Minh Tam Hieu
Roberts Hugh Mclean
Schultz Markus
Sham Tsz Ho Trevor
Siu Ka Chun
Sun Lei
Tong Florense
Tong Oi See
Tsang Chi Lung
Tsang Shek Jeun Colin
Tso Yi Lee Elly
Wai Yuk Ching
Wang Xiaojia
Wang Xin
Wei Yan
Wong Suet Yin Ishtar
Yeung Kai Pong
Yung Chak Yan Henry
Zhang Zhen Yu

Middle Island Summer Special Opening Hours (25 June - 14 August)

Friday - Sunday & Public Holidays: 12 pm - 8:45 pm

(Last orders for à la carte at 8:30 pm)

Last Ferry: 8:45 pm

Wednesday to Thursday, 11 am to 5 pm

Limited Menu and Preorder DIY BBQ only.

Monday & Tuesday: Closed (Except 1/7 Public Holiday)



Honouring Heritage, Embracing the Modern

Words by ARTA Architects Limited
Photos by Steven Ko

How do you breathe new life into a beloved heritage site without losing the soul that makes it special? This was the central question guiding ARTA Architects as they approached the revitalization.

The club has long been a cherished retreat for sea lovers, and the design team sought to honor this legacy while steering the space into a vibrant new era. With a clear vision, ARTA Architects anchored their transformation around three guiding concepts: nautical inspiration, historical preservation, and a striking sunset-inspired color palette.

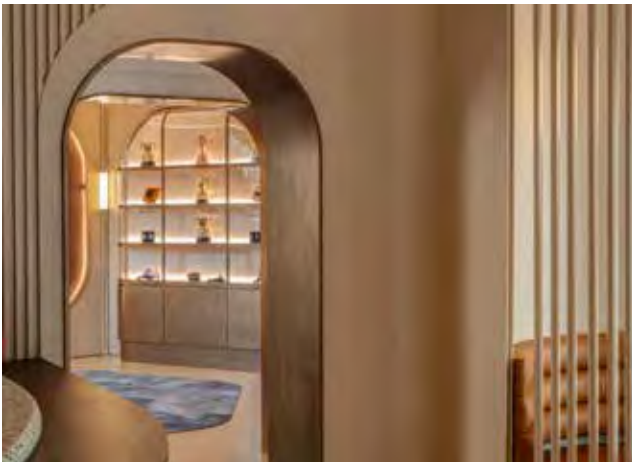
Our first step was to create a “Design and Style Guide” as a framework for creating spaces with different moods, such as a more sophisticated and elegant lobby, contrasting with a more colourful and vibrant restaurant

Nautical Themes

The design is inspired by nautical themes, featuring playful elements like portals and fluid forms based on maritime forms. The dynamic wooden strips at the façade are twisted to mimic the shape of a boat hull. In “The Galley”, elements such as the three-dimensional bar counter and the vaulted forms of the ceiling and wall panels are modern interpretations of boat designs, to instantly transport diners into a nautical themed restaurant.

Historical Elements

Key existing elements with historical value were identified for preservation to retain connections with the past. A highlight of the interior is the preserved hexagonal staircase, which is enveloped in varying tones of wooded textures that accentuate its unique geometry. The lounge area responds to the existing unconventional hexagonal space and iconic arch, by introducing curved arches that each serve a distinct purpose—ranging from a reception counter to a souvenir display, as well as a pathway to the restaurant.





Accent Colours

To embody the spirit of the Aberdeen Boat Club, an accent colour scheme was selected to resemble the varying blue, green, orange and yellow tones of the sky at sunset. The colours come together in perfect harmony in “The Galley”, to exude a sense of calm and tranquillity and celebrate Members’ love of sailing and the sea.

Reusing the Existing Building with Creative Use of Design

Especially in Hong Kong, where land is scarce and stringent building regulations leave little room for creativity, this project embodies the importance of revitalising existing buildings, rather than building new ones. It also showcases how to creatively use design to enhance even the most unorthodox of spaces.

For example, the existing lobby was cluttered and obtrusive. Yet we managed to create a clean and elegant space, while providing opportunities to incorporate functions such as the reception counter and the trophy display cabinet in creative ways.

In an age where sustainability is increasingly vital, this project is a great demonstration that revitalisation rather than rebuilding may be the way forward.



BEFORE



AFTER



Discover the art of cooking

Our talented chefs will guide you through an exciting culinary journey featuring



Session 1 16 July

- Beef Tartare
- Spicy Clams Marinere with Toast

Session 2 23 July

- Caesar Salad
- Prawn in Tomato and Red Bell Pepper with Rice

Session 3 30 July

- Nepalese Momo
- Spicy Tomato Chutney

Session 4 6 August

- Trout Ceviche
- Bacon-Wrapped Chicken Breast with Mashed Potatoes

Session 5 13 August

- Crepes with Caramel Salted Butter
- Raspberry Trifle

16 July ——— 13 August
2pm-3pm on Wednesdays
The Middle Island

\$ 200 *per class / per adult*
(One-day advanced reservation required)

Scan to book





New Faces, New Facilities & Fresh Horizons

Including a Guide to the ABC for New Members

By Graham Price, Chairman - House and Building Committee



Grand opening of the pontoon ramp

I was very pleased to see a good turnout when the new sloping gangplank down on to the Pontoon at the main Clubhouse was officially opened on 31 May, in front of a good crowd of Members and some curious bystanders. It is a great improvement to Pontoon access, and a bridge between Housecom and Sailcom – as we will rely on the Marine Staff to ensure its safe operation from now on!

After the traditional Bai San (拜神) Ceremony to bring good luck and fortune, we moved upstairs to the Harbour Room, which was by this time comfortably full of Members, all in need of a welcome drink and some sustenance in the form of the delicious canapes which our catering team produce so well.

I am happy to say that one reason the room was comfortably full was because we were welcoming a large number of New Members, the ink on whose membership cards was barely dry.

Our GM, Robin, welcomed everyone and introduced members of staff. The Commodore, Chairman of the staff committee and I all said a few words of welcome. I also threw out a challenge – everyone present was to make the effort to meet at least three New Members before they could leave. I'm happy to report that most present did indeed take the trouble to introduce themselves and make new friends at the Club. We also took a moment to warmly acknowledge Philippe De Manny, who was awarded Honorary



David Robinson on Piano



More gym machines



Snooker for everyone



An evening of connection and camaraderie

Membership – a richly deserved recognition of his long-standing service and commitment to the Club.

So a very big “Welcome to the Club”, to the many New Members receiving their first Horizons magazine! I thought it would be helpful to highlight a few of our attractions and facilities.

You will have seen our recently refurbished staircase and main entrance. There is a display of boats in photographs on the walls, and this display will grow later this year. If you glance upwards, particularly at night, you will see a large illuminated sphere. This provided light from the lighthouse when viewed from the outside. Interestingly, we were not able to install a proper lighthouse lantern – for fear we might mislead and wreck shipping.

Our refurbished Galley inside, and Patio outside, are ideal places to relax and eat or drink those comfort foods we all enjoy. Many Members like to cool off in the Pool and then relax on the Patio with a drink and something to eat.

On the 2nd floor we have the outside deck, the Waglan Bar and the Four Peaks Restaurant (Wednesdays to Sundays). In each of these locations you can enjoy

our superb cuisine and refreshing drinks.

Our swimming pool was retiled in 2020, and you may not know but the water is heated so you can swim comfortably even in the cooler months. (The water is heated; the atmosphere is not!)

If swimming is not your favourite sport, how about a game of squash, or perhaps a session in our gym. Both these venues can be accessed with your membership card.

After a good dinner in the Four Peaks Restaurant, or merely after a cocktail or cool beer in the Waglan Bar, there is a comfortable snooker and billiards room on the 3rd floor. For the enthusiasts, David Hilling

is our snooker convenor, and the snooker team meet twice a week to practice, and play frequent matches against other clubs. But any Member may sign out the key and a set of balls from the Waglan Bar and use the snooker room. We do ask that you respect the table and the equipment.

Of course, if you want to explore more, there is ABC’s best kept secret, Middle Island or Tong Po Chau. Middle Island is situated one hundred metres off the southern shore of Hong Kong Island, between Deepwater Bay and Repulse Bay.

Our Middle Island Clubhouse is the perfect spot for pre- and post-race socialising or simply hanging out with your children. Whether you hire a dinghy or kayak, help your little ones fish, paddle in the clean water or just sit in the shade and enjoy the view, it’s one of the quietest and most relaxing spots to be found so close to the city.

And Middle island has its own premium French Chef Aurelien, who will on request prepare you the most delicious of feasts. Ferries run from the Clubhouse to Middle Island every 30 minutes, more frequently for major events.

I hope you can find the time to enjoy, with friends, all the wonderful facilities the friendliest Club in Hong Kong has to offer!



Philippe De Manny awarded Honorary Membership



Fog, Fun and Faraway Thunder: Classic Yacht Rally 2025

Words and Photos by Fragrant Harbour



Jadalinkir and Five O One crews



Steve Perret entertains

This year marked the 20th anniversary of the Aberdeen Boat Club's Classic Yacht Rally. Eight boats set off from Tai Tam Bay on Saturday, 24 May, and sailed in company to Cascade Bay in Port Shelter for a memorable prize-giving and buffet. What the event lacked in numbers, was more than made up for in spirit. The rain came and the rain went, the fog lifted and the wind picked up. On the party junk, the wine flowed, the laughter got louder and the happy sailors made the rally one to remember.

The Classic Yacht Rally also welcomes powerboats, and 2025 saw the participation of the 1934 classic, *Java*, formerly *Marine 1*, launched in 1935 at Hong Kong & Whampoa Dock. Other oldtimers joined the event, including the historic wooden ketch, *Jadalinkir*, built in Australia in 1946.

A Taipan 28, *Scheherazade*, built in Pak Sha Wan in 1972, sail number C6, joined the fun with its tan bark sails and three-man crew in orange polo shirts. The former *Island Fling*, a successful racing yacht in the 1990s, home and abroad, now named *Lulu*, also appeared along with the double-ender, *Bowline*, a graceful

41-foot Hans Christian, *Bowline*.

Rally officer Jono Slattery welcomed everybody at 11:20 and announced Route 2, which would take in Cape d'Aguilar, TCS2, Steep Island, Trio, Shelter to starboard and into Cascade Bay (Kau Sai Wan) on the southern side of Kau Sai Chau. The distance would be some 15 nautical miles, and he reminded everyone



Lulu, Five O One and Scheherazade crews chat



Bowline and Karma abreast



to stay well clear of commercial shipping. Low tide would be at 13:23.

The rally began at 11:30 in a breeze of 8 knots from the northeast. This had the fleet moving fairly quickly through the Beaufort Channel (Sheung Sze Mun) and out into open water. But it didn't last.

Off Clearwater Bay, the fog reduced visibility to a hundred or so metres and the wind began to die. Next came the rain. With boats stationary, facing all directions and barely moving, there were worries that some of the tailenders would give up and retire. They didn't, and the rally continued.

Little could be seen in any direction, just dark shapes of nearby islands. Occasionally, a Hobie 16 sail would provide some colour but then it

would disappear. Occasionally, far away, thunder could be heard.

Out of the whiteness, a ketch approached the officials' boat. It was *Jadalinkir* from Shelter Cove. Owner Nick Colfer had come to ask Slattery if he could join the rally and the party! Affirmative, came the reply. *Jadalinkir* then set off – destination Cascade Bay. Interestingly, in its earlier days, *Jadalinkir* had featured a bathtub with hot and cold running water!

The party junk soon arrived in Cascade Bay and the Club's P4 sampan began ferrying people aboard. The rain stopped, the clouds lifted and the junk's aft deck, foredeck and upper deck filled with sailors and friends enjoying sundowners and the hospitality of the catering staff. Commodore Chris Pooley arrived in time to make a welcome speech.



Lulu and The Farr Side pass Beaufort



Jadalinkir approaches in the rain



Classic Yacht Rally 2025



Bowline passes Cape d'Aguilar

Then came the much-anticipated prize-giving, with Rear Commodore Sailing, Chris Perret, in great form – giving impersonations and presenting bottles of wine to:

- **First sailboat to the anchorage:** *Five O One*
- **First powerboat to the anchorage:** *Java*
- **Concours d'Elegance winner:** *Bowline*
- **Oldest yacht:** *Java* (1935)
- **Most colourful crew:** *Scheherazade*
- **Best performing classic yacht:** *Jadalinkir*
- **Spirit of the event:** *The Farr Side*



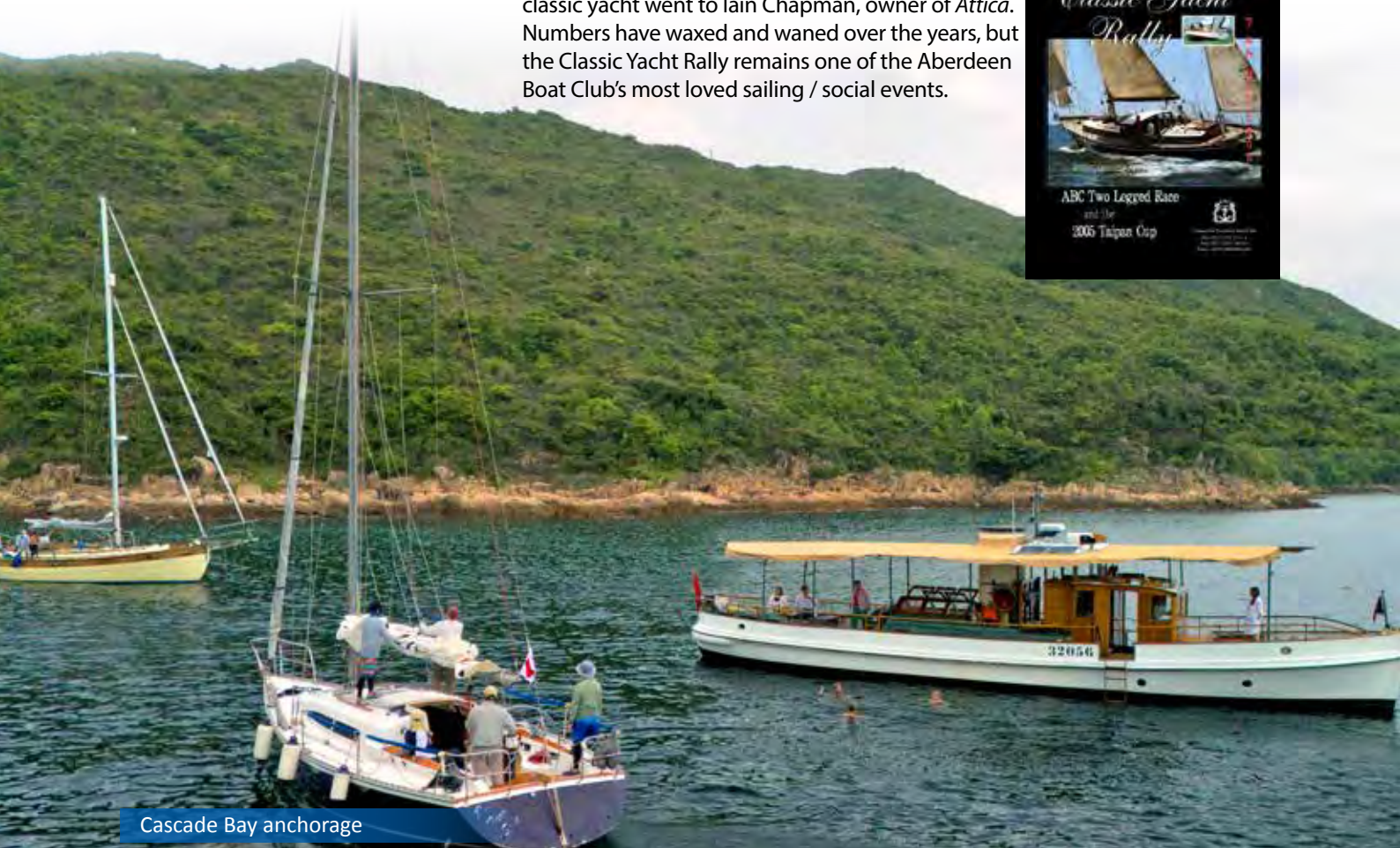
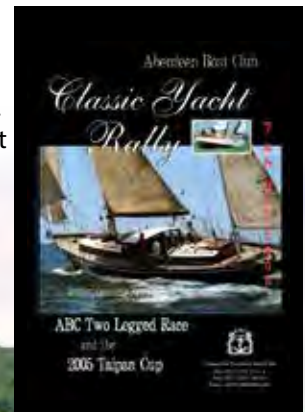
Chris Pooley answers a call

If that wasn't enough, there were also bottles of wine for:

- **Solo sailor:** *Karma*
- **Most laps of the anchorage before dropping anchor:** *Lulu*

Then came the curry buffet, which disappeared in no time at all. The fun continued before crews slowly made their various ways back to their boats and sailed away. What a great ending to a great event.

For the record, the inaugural Classic Yacht Rally was held on the 7 and 8 May 2005. It was initiated by former general manager, Philippe de Manny, and attracted an amazing 22 boats. It started off Middle Island and ended with a raft up in Tai Tam Bay. Overall "winner" was *Attica*, with Don Quixote the highest-placed Taipan. The Fragrant Harbour Voila Chevalier watch for the best classic yacht went to Iain Chapman, owner of *Attica*. Numbers have waxed and waned over the years, but the Classic Yacht Rally remains one of the Aberdeen Boat Club's most loved sailing / social events.



Cascade Bay anchorage



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Summer Series 2025, Race 1

Words and Photos by Fragrant Harbour



Club favourite, *Redeye*

“We’ve got 8 knots from the east, 105 degrees to be exact,” said assistant race officer, Jono Slattery. He was reading his wind vane on the top deck of *Shun Fung*, the Committee Boat. In the distance, there were clouds over Repulse Bay and, further south towards Chung Hom Kok, a lot of haze but, directly overhead, there were large patches of blue. Was this a sign that Sunday 1 June, would turn out to be the perfect beginning to the Aberdeen Boat Club’s Summer Series 2025? Twelve boats were about to find out.

The keelboat races for the Club’s

summer sailing programme have been designed to end near popular seafood restaurants. “Works perfectly,” said one veteran. “Race hard, sweat buckets and top it all with piles of steamed prawns, fried squid and plenty of Tsingtao beer. Way to go!” According to many locals, the favoured restaurants are some of the best in the Greater Bay Area – Ming Kee on Po Toi, Lamma Hilton in Sok Kwu Wan, New Baccarat on Cheung Chau’s waterfront and Fat Kee in Po Toi O. Furthermore, they’re yachtie-friendly, with some even providing ferry services.



Nightshift, 2nd in IRC 2



Sea Eagle's striking spinnaker

Lunches usually include an informal prize-giving, with lots of cheering and laughter as bottles of wine are presented to winners and achievers by the Race Officer of the day.

As the start of Race 1 approached, Race Officer Alex Johnston gave his welcome on VHF. "Today, the IRC divisions will be doing Course 34 (L) and the PHS divisions, Course 34 (S). Once finished, you should make your way to Ming Kee Restaurant on Po Toi – eight tables have been reserved."

At 10:20, the orange flag was raised; and Johnston reflected on his choice



Scallywag nails the PHS start



of courses. "At 12.2 nautical miles, that's the longest I've got to get them to Po Toi for lunch. With an incoming tide, that should be three hours of racing. I'm sure they'll be happy with that."

The countdown for IRC began at 10:25, and a gun at 10:30 saw five boats in two divisions glide across a start line that was shorter than usual. *Witchcraft* led the way while *Next* brought up the rear. "Back with a bang" was the Banner 41, *Intrigue*. Readers may remember that this regular campaigner lost its rudder not long after the start of Race 2 in the Waglan Series last November.

At 10:35, seven boats in two PHS divisions set off, with the 23-foot Ruffian, *Scallywag*, out in front. All boats headed for the gap between Round Island and the Cheshire Home. There was no windward mark.

Chesterman Gate was next, after which the two fleets made their way towards Beaufort Island in the easterly breeze. Sadly, after struggling to reach the start line, the unfortunate *Shun Shui* retired from the race. It just wasn't their day.



All the way from DB, *Sea Eagle*



Triple A heads for Chesterman Buoy



Intrigue jibes to the finish

Shun Fung upped anchor at 10:50 and caught up with the leaders off Bluff Head. In the distance, IRC entries *Witchcraft* and *Next* were about to tack through Lo Chau Mun, the channel between Beaufort and Po Toi islands. Their next mark was Sung Kong. They would then return through the channel.

Not far behind, *Triple A* and *Sea Eagle* were putting in good performances as they chased the IRC boats, leaving Beaufort to port and rounding Fury Rocks, before returning through Lo Chau Mun.

At 12:15, Club support staff laid a finish line south of Castle Rock. *Shun Fung* dropped anchor and, at 12:30, a blue flag was raised. Sai Fuk was sent off in the Club's sampan to get wind readings along the northern



Consistent performer, *JeNaPaBe*

side of Po Toi. "Eight to nine knots from 100 degrees," was his VHF reply. Strangely, the ARO's online readings were 2 knots at nearby Waglan.

Nevertheless, at precisely 13:00, four spinnakers appeared at the northeast entrance to the gap, *Intrigue* and *Next* in front. Barely 15 minutes later, *Intrigue* took line honours and 1st in IRC 2. In quick succession, *Witchcraft* finished to claim 1st in IRC 2, *Redeye* took 2nd and *Next*, 3rd. *Nightshift*, on handicap, scored a 2nd in IRC 2.

In the PHS A division, handicap winner was the plucky *Jahoo!* in an elapsed time of 2 hours, 37 minutes and 26 seconds. Andy Leung's *Triple A* scored a deserved 2nd, and *JeNaPaBe* filled the 3rd slot. *Sea Eagle* comfortably won PHS B, ahead

of *Scallywag* and *Water Rabbit*.

Ashore, in the happy atmosphere of the Ming Kee Seafood Restaurant,

RO Johnston presented the prizes, thus ending the first race of this year's Summer Series.



The crew of *Jahoo!* celebrate

Aberdeen Boat Club Sail Training

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Bookings are open for our busy Summer holiday camps and spaces are running out. If you would like your child to come sailing over the summer holidays then please book asap. We are offering all our courses starting from June 16th for 10 weeks ending with the last week starting August 18th.

Weekend Sailing

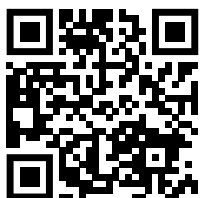
After the Summer holiday camps we will resume our normal weekend sailing for all our Junior & youth sailors that would like to go sailing on their weekends enjoying fun and new experiences on the water while making new friends.

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We have adult sailing available every weekend for beginners all the way up to advanced racers. Even if you have never sailed before, we have a course for you!


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ARA Sailors Compete in Historic International Regatta in Japan

By Szymon Mokowski

In May, three of the Aberdeen Racing Academy's top sailors made the trip to Enoshima, Japan, to take part in the 2025 Lypo-C Enoshima Olympic Week – which brought together 302 boats from five countries and highlighted both Olympic-calibre talent and rising youth sailors.

Enoshima Yacht Harbour was the sailing venue for the “week”, which is a historic regatta that has been held since 1977, and is recognised by World Sailing, as well as serving as a leg of the Asia Sailing Federation, contributing to the development of sailors across Asia.

For all of us, it was the first time racing at Enoshima, which proved to be a very challenging location, with strong tidal influences and river currents that made sailing technically demanding and heavily favoured local knowledge. Despite this, our sailors demonstrated impressive skill and adaptability, especially given they had no prior experience on these waters.

Unfortunately, the weather allowed us to complete only three races on Saturday. On Sunday, we waited ashore for wind, but the race committee ultimately decided to cancel racing for the day. The fleet was highly competitive throughout.

Here are our sailors' results:

- Margaux Nguyen-Minh
– **6th overall, 1st girl**
(unfortunately, no separate prize was awarded for the girl's category)
- Lucien Cohen Addad
– **19th overall**
- Alix Nguyen-Minh
– **34th overall**





Old King Coal - Part 5

By Stephen Davies

To kick off the narrative of Hong Kong's second moment of "peak coal", it's time for a short digression, otherwise known as WW2 and the Japanese occupation. In its way, the hiatus – and the enormous damage – caused by the three years and eight months of bitter occupation, which seems to have cost the lives of something like 320,000-350,000 of Hong Kong's pre-war population (think about that for a moment), goes some way to explaining how come the graph of Hong Kong coal imports through time, featured in Part 3, had two humps like a very misshapen Bactrian camel. We can now disaggregate that complex chart to show the pre-WW2 picture (Figure 1). It contrasts staggeringly – if you pay attention to the Y-axis numbers, with the postwar picture for the period for which we have accurate data, 1971-2023 (Figure 2).

If coal had been on a slow slide before WW2 broke out, from Hong Kong's point of view WW2 and the Japanese occupation seemed like the kiss of death. In 1940, Hong Kong was still importing around 50,000 tons of coal each month; call it ten to twenty shiploads, or 120 to 240 ships a year. [Editor's note; an imperial ton weighs 2240 pounds; a metric tonne weighs 1000 kilogrammes, or 2204.6 pounds; hence ton and tonne are similar but a little different.]

But there was no way that the massively strained Japanese wartime shipping system, suffering constant depletion from submarine and air attacks, could sustain anything like that sort of supply. From the slender info we have from British Army Aid Group sources, by 1945 there was a struggle to get even 4,000 tons a month to Hong Kong. So, come the British re-occupation, in addition to having to repair all the damaged machinery, and a major shortage

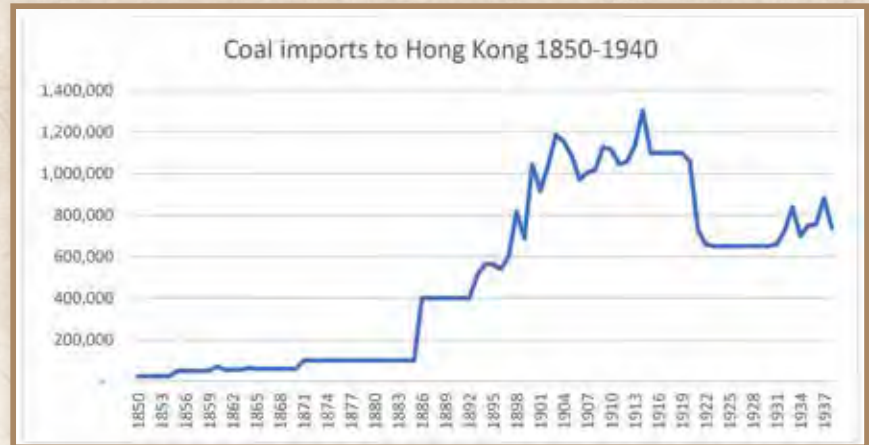


Figure 1: Hong Kong's first moment of peak coal (numbers pre-1886 approximate).



Figure 2: The 1971 to today picture – 1971 to 1981 averaged about 25,000 tonnes a year, so doesn't show at this scale.

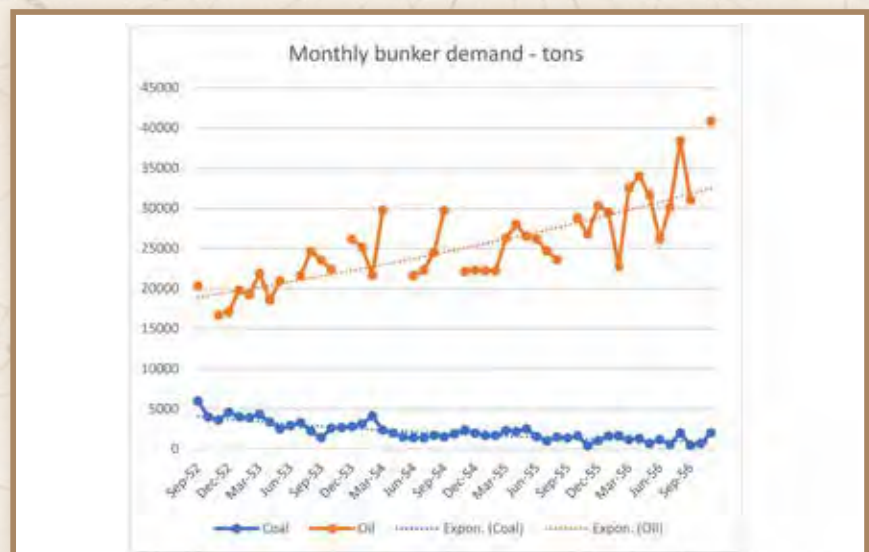


Figure 3: Four pawky years, but coal demand was low and sinking and oil demand high and rising.



of shipping tonnage, the decision was made to switch the power station boilers to being oil-fired, and no doubt a number of other, previously steam powered systems, also to switch to oil ... or junk steam and shift to electricity. It followed that post-WW2 coal demand was immediately a fraction of what had been the case just four years previously.

As ever, the numbers are patchy and flaky – I'll whinge again about the grim quality of HK government data – but from some numbers I've culled from the newspapers, you can see how immediately post-war, coal was on a slide and oil on a burn (ho ho) (Figure 3).

And that's where it stayed for the shipping world through to the 1960s, at which point demand for coal from shipping had pretty much disappeared. In the Marine Department's *The Port of Hong Kong* booklet for 1966 (Figure 4), there's

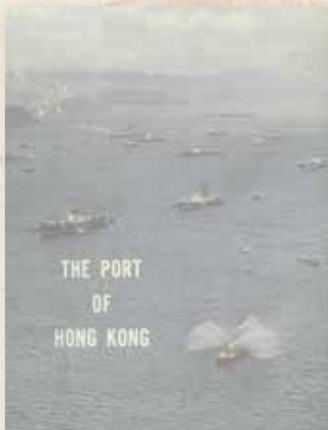


Figure 4: Mardep's PR glossy 1966 edition.



Figure 6: Lamma's <90,000 tonnes of coal.



Figure 7: Castle Peak's <200,000 tonnes of coal.

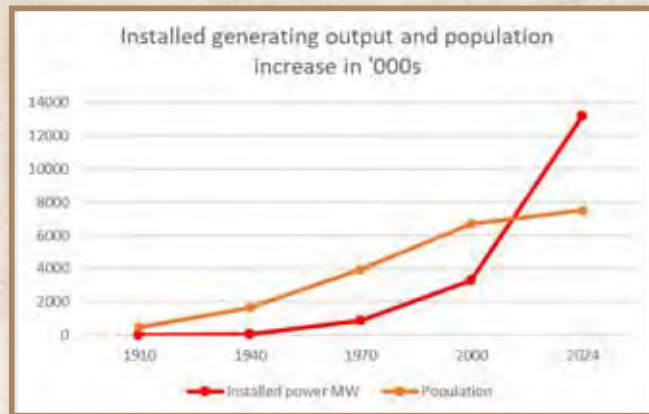


Figure 5: Our demand for electrical power has grown much, much faster than our numbers have.

just 1,000 tons of bunker coal in stock – but 200,000 tons of boiler oil and around 100,000 tons of heavy marine diesel.

And then came what the Japanese called the “oil shokku” moments in 1973 and again in 1979, provoked by oil shortages caused by crises in the Middle East – so what's new? Suddenly, what had been a dirt-cheap source of fuel for Hong Kong's ever-increasing demand for electrical power fell sharply out of favour.

And that's when and why demand for coal in post-war HK went orbital. We can put it very plainly by looking at total annual generating capacity in HK as between 1910 – round about peak steamship and the beginning of the “electrical power” era – and 2023, not long after HK's peak coal-for-electricity. The increase is 1,055,990%, from 0.000125 gigawatts in 1910 to 13.24 gigawatts in 2023, or 0.274 **kilowatts** per 1000 inhabitants in 1910 to

1.76 **megawatts** per 1000 in 2023. OK, today only 35% of Hong Kong's electricity is from coal powered generation, but that still requires us to import 400% more coal annually than we did when steam ships were king – about 5,000,000 tonnes a year.

Another way of presenting those pretty mind-boggling numbers is to look at how generating power in Hong Kong has grown compared to the population (Figure 5).

Oh, and to manage that interesting feat, we now store something like three times more coal than was ever stored all over the place in the heyday of steam ships and steam-powered factories, because the power stations went back to coal and haven't yet weaned themselves off it. The storage is now done in just two places – Lamma Island and Castle Peak (figures 6 and 7) – both usefully out of sight and out of mind of the glitterati and fat cats.



The story of the maritime coal trade

Mind you, in the meantime the shipping world has solved how to shift the stuff. No more paltry loads under 10,000 tons, leave alone the under 5,000 tons that was nearer the interwar norm, and under 2,000 tons throughout the 19th century. Instead, the 1.5 million tons that was brought to Hong Kong in 1914 would need just ten or so ships like the 123,000 dwt *Tricula* that my late brother-in-law Capt Peter Sayers was skippering in the early 1980s (figure 8). *Tricula* on its own could carry more coal than the 100,000 tons that was stocked for bunkering ships before the First World War.

Peter visited the ABC in 1987, when he was skippering the 31,000 ton tanker *MV Euplecta*, giving him time for a sail on *Fiddler's Green II* and dinner at the ABC between offloading in Ap Lei Chau and Kwun Tong (Figures 9 and 10).

To cope with its new hunger for more and more coal to satisfy Hong Kong's insatiable demand for electricity, China Light and Power even had two of its very own whopping bulk carriers built in South Korea. They were both 150,000 tonners – even bigger than the *Tricula* – the *MV Castle Peak* and *MV Lady Kadoorie*. (Figures 11 and 12)

Looking back over these five articles, we have been considering the arrival in Hong Kong of something like half a billion tonnes (500,000,000) of coal, the best part of ninety percent of it in the postwar era, with around 70-75% of all the coal ever imported arriving in the last 40 years. Where has all that coal come from? Over the 182 years Hong Kong's been importing the stuff, and as befits a resource-starved port city, the answer is from pretty much anywhere that made economic sense (Figure 9).

In Hong Kong, old King Coal has always been and remains still a merry old soul. He's reportedly set

to be with us until at least 2035 by which time – and it's a definite maybe – Hong Kong's electricity generators will have quit coal, whilst demand to be allowed to max out on egregious, wildlife damaging light pollution will continue unabated.

Net zero, anyone?



Figure 10: Captain Peter H. Sayers, MN.



Figure 8: *MV Tricula*.



Figure 9: *MV Euplecta*



Figure 11: MV Castle Peak.



Figure 12: MV Lady Kadoorie.

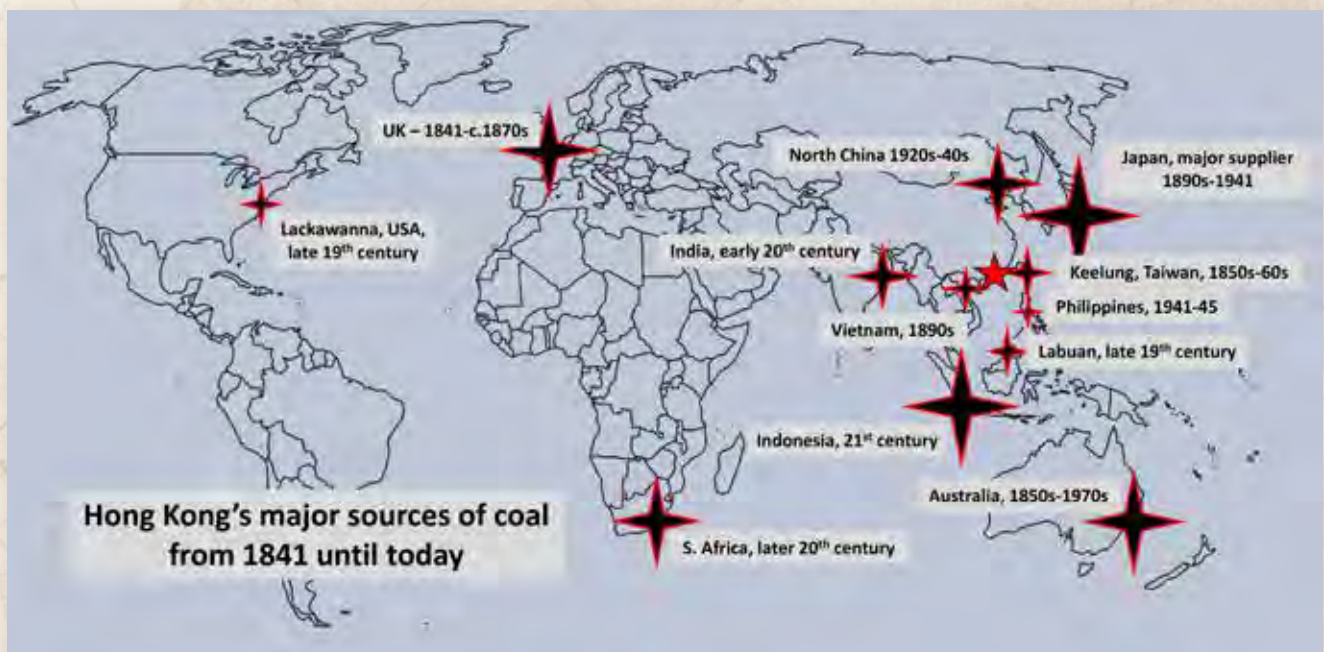


Figure 13: The sources of coal for Hong Kong 1841 to 2023.



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September 11th (Thu)

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December 11th (Thu)

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ABC vs HKCC: Tight Frames and Great Friendship

By Dave Hilling



On the 2 June, the ABC invited Hong Kong Cricket Club (HKCC) for a night of snooker. The snooker room ceiling renovations were literally just completed the day before, and we now had the new snooker lockers installed. So after a number of positive comments on room improvements by both teams, it was on to the match itself.

Up first for ABC, we had Johnson Wong against Lee Wainwright, who is the HKCC snooker captain; and it was fair to say that Lee's skills have really improved since last year. This allowed HKCC to race ahead with some great potting and break building on show. Johnson was trying his best to keep up, but each time he put any points on the board, Lee would have another good break and pull further ahead. In the end the gap was too big, so Johnson conceded and it was first blood to HKCC.

Next was ABC captain Dave Hilling against Mike from HKCC, but it wasn't a great start for Dave. He was struggling with his potting and this allowed Mike to capitalise by taking an early lead. There were some exchanges of breaks but it wasn't until the colours when the scores

started to even out. Dave required snookers, yet it was Mike who ended up setting a great snooker on the pink ball to take the scores to two up for HKCC.

Ian Poon for the ABC was against Simon for the HKCC, and finally an ABC player was taking his chances once amongst the balls. There was some solid break building and positioning of the white ball, so Ian ultimately powered through his opponent. With too many snookers required by the time they reached the colours, Mike conceded and the ABC had managed to halve HKCC lead to 1:2.

Unfortunately, one of the ABC team was not able to join at the last minute. So after discussions between the two captains, it was agreed that one ABC member would have two singles and another would need to be involved in two doubles games. Ian, fresh from his resounding victory over Simon, now stepped up to take on Kenji from HKCC. However, this was not so straightforward as errors had crept into his play. This led to a tight match up and eventually it went all the way down to the final black ball, which was put away with a fantastic

cut into the middle pocket by Kenji. 1:3 now and the ABC were clearly in a difficult space.

There was hope that the curry buffet for dinner would change around their luck, whilst providing the springboard for a comeback. Dave and Ian teamed up for ABC vs Lee and Mike for HKCC. However, it was more of the same with missed chances and things just weren't clicking tonight for the team. Lee in particular was playing well and was dangerous with even a half chance provided. Dave managed to get a couple of good snookers for Mike to navigate himself out of, and this game was finalised by a long pot on the pink by Lee.

The last game of the evening had Dave team up this time with Johnson for ABC against Simon and Kenji for HKCC. The overall victory already was assured for HKCC, so this game was more for pride. Both ABC players were playing better than in their earlier singles games and they were also helped out by a string of fouls from their opponents. The lead constantly changing hands and this continued all the way up to the colours, and it was only fitting that it went down to another black ball game. It was up to Johnson to have the final word, with a really well taken pot on this black into the top corner pocket.

Congratulations were passed to HKCC as the overall score for the evening was 2 vs 4 in a well-earned win for them. Although the ABC hadn't quite played to their potential, it was a great evening of fun and snooker for everyone involved. We look forward to the return match at the Hong Kong Cricket Club later in the year.



23 Years of Dedication to Cleanliness: The Heartwarming Story of Ho Jeh and the Aberdeen Boat Club

By Dorothy Or



23 years ago, Lee Tai Ho (Ho Jeh: 好姐) chose to work part-time as a cleaner at Middle Island, Aberdeen Boat Club, to care for her three young children. "Back then, I took the boat to Middle Island twice a week for work, sweeping and washing dishes for five years," she laughs. "Middle Island is small, but the sea breeze is strong. The trash blows around, and chasing it feels like playing hide and seek!"

Later, as her children entered secondary school, Ho moved to work full-time in the main clubhouse, facing new challenges. "The Club is as big as a maze; I got lost constantly in the first few days!" she recalls. "I remember one time, after going up and down for a while, I had no idea where I was." Now, she knows even the hidden corners of the back stairwell like the back of her hand.

The Club's Iron Person, Battling the Elements

The Club has many outdoor areas, and Ho's job involves "watching the weather." Under the scorching sun, she wipes the floors, when even touching the railings can burn her hands. During heavy rain, she collects

trash, getting soaked but still rushing to dry the area before members arrive. Despite her small stature, she possesses great strength.

During the pandemic, Ho's cleaning frequency changed from daily to hourly. "Bleach made my fingers peel, but thinking of the Members' safety kept me going, no matter how tired I was," she recalls.

The Warmest Reward: From "Cleaning Sister" to "Family of Members"

When asked why she has persisted for 23 years, Ho Jeh's eyes light up: "The happiest thing is that Members see me as one of their own!" She counts on her fingers, saying, "Some ladies have gone from being pregnant to seeing their children grow up. Every time we meet, they greet me, and I've even helped Members take care of their babies so they can enjoy their meals. Foreign Members always smile and say 'Morning!' when they see me." I also enjoy saying 'Morning!' to them."

A Seafood Loving Fisherman's Daughter with Stamina

It turns out Ho Jeh comes from a fishing family, and loves going out for seafood with her family during her free time; it's her most satisfying leisure experience. She also enjoys hiking, joking, "Cleaning stairs has built my stamina; I can hike along the Dragon's Back without being out of breath!"

A simple "Morning" from a Member makes me happy for half a day.

"True professionalism isn't about glamorous titles, but about doing ordinary tasks extraordinarily well for 23 years."

Congratulations Ho Jeh !





Jono's Voyage: From Hong Kong Waters to ABC Instructor

By Martin Williams



Jono Slattery beams with delight when telling of his work as the ABC's Chief Dinghy / Sailing Instructor. "I've got the best job in the world," he says.

Jono [short for Jonathan] was born in Ireland, but when he was six, his family moved to Dubai. Then, after just a year, they moved again to Hong Kong, where his father worked as an aviation engineer. They lived in Sai Kung, and his father soon joined Hebe Haven Yacht Club,

sailing on dinghies and other boats. Jono also took up boating, very casually at first.

"There were about 15 kids, and it was like a social club for us," Jono recalls. "It was run by parents, and we enjoyed having fun like playing at pirates, and capsizing one another's boats."

Soon, the children's coaching became more professional, and Jono began gaining and honing skills. At age 14, he became an assistant instructor. "I felt like a millionaire, making big money for a 14 year old," he says. In 2011, Jono finished secondary school at the age of 18, and began working as a full-time instructor at Hebe Haven, including running RYA courses in summer.

During his free time, Jono developed a passion for riding motorcycles. In 2014, this led to a "massive" crash when a car slammed

into him. Jono was hospitalised for three months, followed by six months of physiotherapy. At first, he wondered if his sailing career was over for ever. Happily, he recovered, though a severe ankle injury meant his right foot contains "scaffolding", with stiff joints.

The aftermath of the crash gave Jono time to think about his future, and in 2015 he left Hebe Haven, partly to spend more time with his wife, Pearl. Also, through knowing the then Dinghy Sailing Manager, Jono became a part-time instructor with the ABC.

Later, Jono transitioned to full-time work as an instructor. "It's different every time," he says. "With kids, you can joke around, they react really well to enthusiasm. It's a bit more formal with adults."

Adult coaching chiefly involves taking newcomers, and giving them the skills and confidence to head out on their own. While wannabe sailors might initially say, "No way I'll be confident in five days" – and are perhaps surprised the lightweight dinghies readily tip as they move around – most indeed become happy to sail by themselves.

While Jono took a couple of years out to work as a marine engineer, he returned to the ABC as instructor, including for the Aberdeen Racing Academy. While enjoying fun sailing like outings to Po Toi, he still loves spending weekends on his motorbike, with favourite routes passing Bride's Pool, and up and down Route Twisk. He even commutes to work by scooter, weaving past traffic jams en route to and from his home in Sai Kung.





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July-August Promotion



South-East Asian Semi-Buffer Dinner

The Galley & Patio

Saturday, 19 July, 6:30pm

Price: **\$318 Adult**

\$268 Senior (Aged 65 or above)

\$218 Children (Aged 3-12)



Texas BBQ Buffet Dinner

(With complimentary wine tasting for home delivery)

The Galley & Patio

Saturday, 26 July, 6:30pm

Price: **\$338 Adult**

\$288 Senior (Aged 65 or above)

\$238 Children (Aged 3-12)



New Seafood-Themed Lunch Semi-Buffer

Middle Island Clubhouse

Saturday, 23 August, 12nn

Price: **\$318 Adult**

\$268 Senior (Aged 65 or above)

\$218 Children (Aged 3-12)

Add On 1/2 roasted lobster \$225,
whole lobster \$400



Lamb on a Spit

(With complimentary wine tasting for home delivery)

The Galley & Patio

Saturday, 30 August, 6:30pm

Price: **\$318 Adult**

\$268 Senior (Aged 65 or above)

\$218 Children (Aged 3-12)



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July



August



Beer & Wine of the Month Promotion - July



Beer & Wine of the Month Promotion - August





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



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Dates : 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 : 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.

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R3: 29 JUNE



R4: 13 JULY
R5: 27 JULY



R6: 10 AUGUST
R7: 24 AUGUST



For more details

