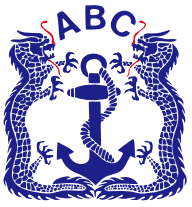
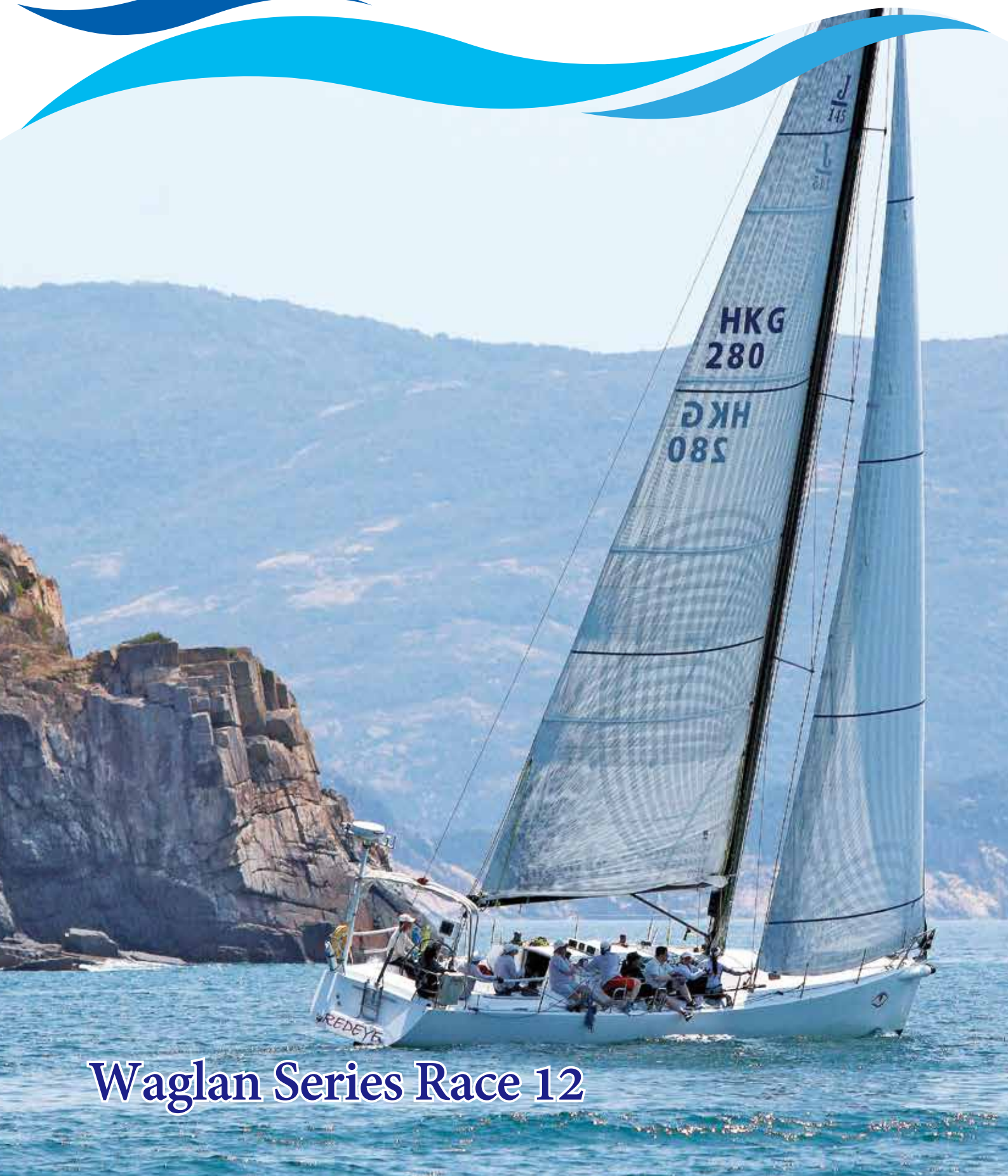


May - June 2025



HORIZONS

The Magazine of the Aberdeen Boat Club



Waglan Series Race 12



May - August 2025

Dates		Holidays	ABC - Yacht Races	Dinghies	Others
May 2025					
Sat	3				RHKYC Tomes Cup / HK Match Racing Nationals 3-5 May
Sun	4			ABC Tong Po Chau Spring 3	RHKYC Nations Cup / HK Match Racing Nationals 3-5 May
Sat	10				RHKYC Spring Regatta
Sun	11				RHKYC Spring Regatta
Sat	17			HHYC Open Dinghy Regatta	COA Lady Helm & Challenge Rally / RHKYC Double Handed
Sun	18			ABC Tong Po Chau Spring 4 / HHYC Open Dinghy Regatta	RHKYC Spring Regatta Resail
Sat	24		Classic Yacht Rally	HKODA Team Racing Nationals	DBYC Lamma Rally / HHYC Ineterclub Ladies' Champ / RHKYC Summer Cup
Sun	25		Classic Yacht Rally	HKODA Team Racing Nationals	RHKYC Summer Cup
Thu	29				RHKYC Taiwan Race
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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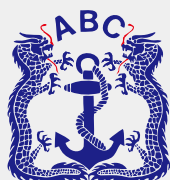
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HORIZONS MAGAZINE serves as the bi-monthly publication of the Aberdeen Boat Club. To inquire about advertising placements or for further information regarding "Horizons," kindly reach out via email at info@linkupdesign.com. The expressed opinions in the articles belong to the writers and may not align with the views of the Aberdeen Boat Club or the General Committee. The Club retains the authority to edit and provide clarity on all content. The Aberdeen Boat Club holds the copyright for all materials featured within the publication.



**"Sumer is icumen in,
Lhude sing cuccu! "**

[England, 13th century]

Chris Pooley
Commodore



Image from Wikimedia Commons

The loud call of the cuckoo is renowned as a herald of summer in Northern Europe but not so in HK, where the crescendo call of our cuckoo, the Asian Koel, is a herald of Spring. Apparently, Lamma residents know the Koel as the Orgasm Bird! Typically, its unmistakably strident rising call can be heard once the weather begins to warm from early March onwards ----although this year the warming was [still is!] late. Reportedly the Sevens was the coldest on record while in early April----at the time of writing -----the weather is still cool, well below the norm, belying the prediction in last month's letter.

But warmer weather will certainly come within the scope of this letter, enticing members to enjoy weekends relaxing on MI a short pleasant voyage away with frequent ferries.

A one-time celebration to come is the formal Opening Ceremony and presentation of Record of Thanks to the donor of the Club's newly-installed main pontoon access ramp on Selina ---GM to complete. It may appear to be a simple structure but, as with anything involving Safety concerns and approvals from various Authorities, the whole process was dogged with delays from inception last August caused by bureaucratic surveys, checks and hurdles. The celebration will be a relief as well as an expression of gratitude and a benefit for members in need.

As summer looms MI Sailing Courses are attracting much interest: the

pace of applications is picking up with the first batches already full. So, if keen get in early for the next series. Meanwhile members generally are using the Club's facilities in greater numbers as can be noticed by drivers when trying to park within the Club's limited space. Unfortunately, under the rules by which the Club is bound we are unable to expand the Parking Area much as we would like to.

Looking a little further ahead, sailors can enjoy a 'classic' ABC weekend by joining the Classic Yacht Rally on 24th-25th May, another early summer treat, see separate details. This is followed by the first in the regular Summer ---or Restaurant ----Series of 7 races on Sunday 1st June and fortnightly thereafter until late August.

These same dates are of course a reminder that the Typhoon Season is nearly upon us so sailors should pay close attention to---better read, mark, learn and inwardly digest as School Masters used to say ----the Marine Manager's sage guidance on practical preparations and precautions in this edition.

At last, something positive to report on the MI Development front: by the time this magazine edition is published the pre-submission to Town Planning Board will be in their hands following April's final polishing. Recently the Government's Planning Dept has been repeatedly calling and urging us to submit, which though somewhat ironic given the past 12 years of bureaucratic indecision, temporizing and general obfuscation, is a most welcome

indication of official support for the improvements we have long sought. In fact, the MI expansion plan is an exact tangible fit with the new push from on-high to develop HK's Southside with a particular emphasis on leisure facilities. This gives us much confidence that TPB will approve the Development, possibly by early next year.

Along with nearly all other Clubs ABC has suffered a net decline in membership over the past year and we are currently below Budget ---a Budget which had reflected, so we thought, a decline to some extent. There is a consensus view on the likely factors at play but that is beyond the scope of this letter. Suffice it to say, the Committee felt it was time to make a pro-active move, hence the Membership Promotion launched in early April. To some extent this was targeted in the hope of encouraging nearby residents in the new housing and office developments to take advantage of the Club for weekday lunches. But mainly there is a perceived need to attract new younger members, in particular active racing sailors. ABC offers some of the best keel-boat racing in HK with all events well-supported. However, ABC entrants are materially outweighed by non-member boats----much as they are most welcome.

In the hope that some readers of this letter will have benefitted from the Member-get-Member initiative, I look forward to the results of the Promotion, which has made a promising start, and wish all readers a very pleasant two months to come.



Robin Sherchan
General Manager

Dear Valued Members,

Time flies, and we're already in the second quarter of 2025. Much has been accomplished, and many plans are underway to enhance your Club experience. While changes may require some adjustments, we believe these improvements will ultimately benefit us all.

Update: Targeted Membership Drive

We discussed the new targeted membership drive among the management and Membership Committee. After analysing the data, the Membership Committee and the General Committee identified a **need to attract younger members** to address a declining trend, a challenge faced by many clubs. While our membership is currently robust, projections indicate potential risks among younger members in the next 8-10 years.

We launched this time-limited drive to ensure long-term vibrancy while maintaining our standards. Our last similar promotion was in 2008, and sustained us through challenging times. The response has been overwhelming, with **quotas filled in just 9 minutes!** Our email servers were at capacity, candidates eager to queue from 8am, and we now have a **healthy waiting list** of eager candidates.

Please note that processing will take some time, but we aim to onboard eligible Members soon. Kudos to our team for their hard work on this initiative!

What's Next?

We are actively developing a **membership retention and engagement plan**. There are communities within our Club for both new and existing members, such as the **South China Diving Club, Wine Lovers Community, Cruisers Community, and Hiking Community**. Stay tuned for more community announcements!

Happy Mother's and Father's Day

We wish a happy Mother's Day and Father's Day to our dedicated staff members, Galley's **Senior Waitress Buena Chau** and **Executive Chef Paul Chong**. Read their stories in this issue to recognise their hard work within our ABC family.

Save the Date: Upcoming Events

Celebrate **Mother's Day and Father's Day** on 11 May and 15 June, respectively, with a brunch buffet, including complimentary drinks, and a family photo. Our **May Dining Promotions** are: Seafood & BBQ Buffet with complimentary wine tasting on 17th, Chinese Buffet "Daa Laang" on 24th, and Chefs' Family-Style Dinner on Middle Island featuring Executive Chef Paul's Italian dishes and Head Chef Aurelien's French delicacies on 30th. Our **June Dining Promotions** are a Mediterranean Feast Semi-Bufferet on 21st, and the Summer Chef's Specialties Buffet, with live station and complimentary wine tasting, on 28th.

And of course, we have sailing. The **annual fun Summer Series** starts on 1 June, taking you to your favorite island restaurants! The **ABC Signature Classic Yacht Rally** heads

to Sai Kung over 24–25 May for a weekend of fun, food, and laughter!

New Wine Programme

In July, we are launching a **new wine programme** with an award-winning wine educator! This will include educational sessions with tastings, allowing you to purchase selected wines at below-market prices. Topics will include **navigating wine lists, understanding New World vs. Old World wines, and wine and cheese pairings**. Dates will be announced soon. To join the Wine Lovers Community, please email Henry or Lal at bar@abclubhk.com.

Book early for the upcoming Wine Dinners! Highlights include the acclaimed family-owned **Kendall Jackson Vineyards dinner on 22 May** and an **exclusive Burgundy Wine Dinner on 19 June**.

Reminder: Guest Limit on Weekends and Public Holidays

Please adhere to the guest limit policy: at the Main Club, you may bring **4 additional guests**, and at Middle Island, **6 additional guests**. If you plan to bring more, please contact us in advance regarding space availability. Thank you for your understanding, as we may need to enforce **crowd control measures during this busy peak season** for your safety and to follow regulations.

Please feel free to share your ideas or suggestions with me at genman@abclubhk.com.

Thank you for being a part of our ABC family!

CLASSIC YACHT RALLY 2025



24 MAY (SAT)
25 MAY (SUN)

MORE
DETAILS





Accessible, Modern, Welcoming: ABC's Ongoing Upgrades

By Graham Price, Chairman - House and Building Committee

The House Committee meets every month to look at the operations which make the ABC work, to ensure that our clubhouses are well maintained and to look for improvements we can make. Recently, these improvements were manifest in the revitalized Galley restaurant, the staircase and our now, rather upmarket main entrance. We have introduced digital signage and under the guidance of our "Ladies Team" have re-hung pictures and carefully curated the display of trophies in the main foyer and in display cases around the club.

Those who have been to Middle Island, or boarded boats or sampans from the club will have noticed the splendid new ramp which provides access to the pontoon for those who have difficulty using the stairs, including those in wheelchairs. This also makes a safe and usable boarding point for Sailability. Based at Hebe Haven Yacht Club in Sai

Kung, "Sailability" provides sailing opportunities to EVERYONE in Hong Kong. Sailability's sailors, with Physical Disabilities, SEN & ASD have won medals at International events.

We are very grateful to a member who has provided the finance for this. It has taken a few months to fine tune the project and so we were excited to host the official opening in May.

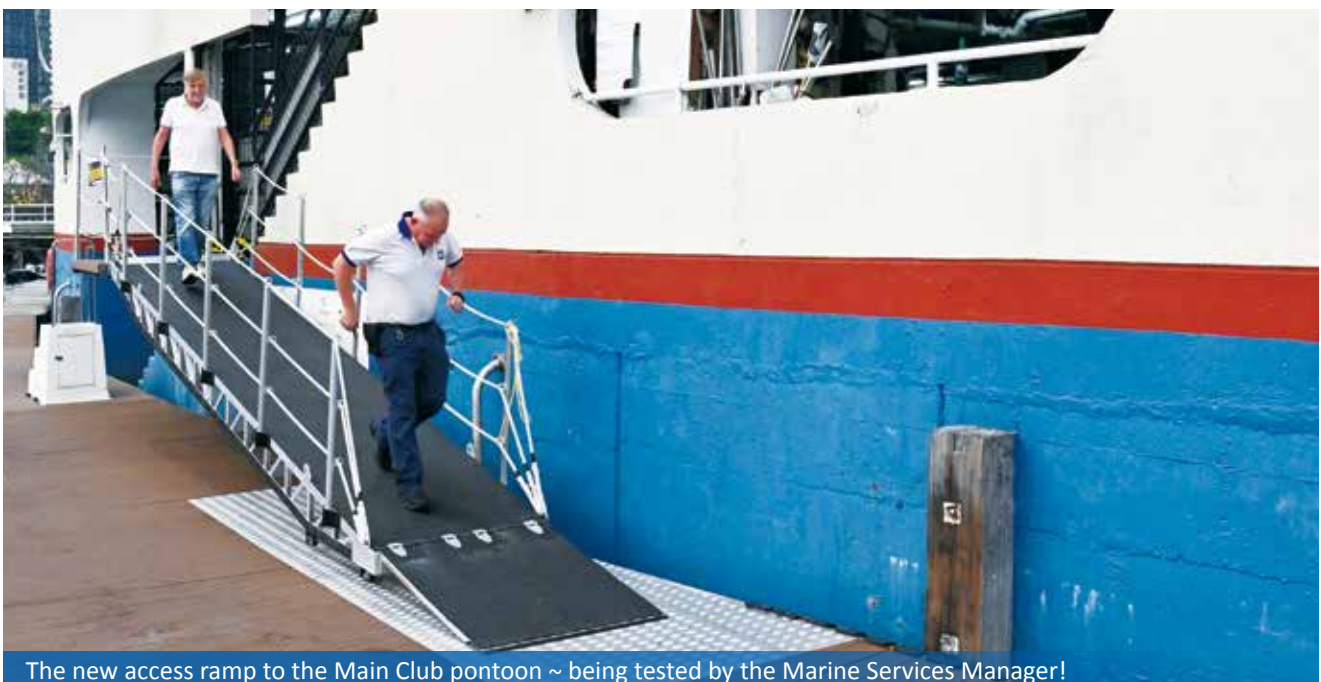
We are carefully examining the drainage system for our Middle Island Clubhouse and have consultants working on designs to improve the drainage, so we do not have any problems with drainage when we are busy. This is just one example of the work that goes on behind the scenes.

At this time of year our committee's thought turn towards the budget for the next club financial year which begins in July. We have to carefully match our requirements

for repair and maintenance and our aspirations for further development of our clubhouses with the available finance and anticipated income.

Many of you have commented that they liked the refurbishment we have completed and asked "What's next?". We have a number of discreet projects in our wish list and over the next few months detailed investigations will be made to produce schematic designs and estimates of cost. We will then sequence the works according to fit our budget. On the list are the following: Female staff changing rooms, repair of hidden piping in the ceiling of the Billiards Room, improvement of the Squash Court building, Children's Playground equipment and furniture, moving the General Office.

As always we welcome views and suggestions from members – please contact me at: rearcommodore.house@abclubhk.com



The new access ramp to the Main Club pontoon ~ being tested by the Marine Services Manager!



Easter Fun

Our annual Egg Hunt and Egg Races were a resounding success, filled with laughter and excitement as families gathered to celebrate the joy of Easter. Participants of all ages enjoyed a day packed with fun activities, racing to find colorful eggs hidden throughout the children's playground. Check out the photos to relive these memorable moments and see the smiles that made the day so special!



On your mark, get set



1st Prize Winner - Sofia



2nd Prize Winner - Reuben



3rd Prize Winner - Johanna



Fast feet, steady hands



Balancing speed and precision



Sneaky smiles before the chaos!



Sweetest egg hunt moment



Our friendly chicken is sharing chocolate eggs



Finding eggs and making memories



Hoppin' into Easter with a bag full of surprises!



Nothing beats the joy of fun moments like this!



Eggs were hunted, fun was had!



LIGHT UP THE WATER Squid Fishing on ABC Junk

*Catch me
now!*

MAY	10 (Sat) / 16 (Fri) / 30 (Fri)
JUNE	6 (Fri) / 20 (Fri) / 27 (Fri)
JULY	4 (Fri) / 11 (Fri) / 18 (Fri)

TIME	7:00 pm – 10:00 pm
------	--------------------

GROUP SIZE	Min. 20 Pax Max. 35 Pax
---------------	---------------------------

PRICE	\$ 260 per person
-------	-------------------

(Includes squid fishing tools)

Important Notes:

- No meals included
- We recommend having dinner beforehand or arranging a takeaway for pickup before 6:30pm
- No cooking onboard – Any squid caught will be yours to take home and prepare as you like
- If the number of participants is fewer than 20pax, the event will be cancelled

Scan to book





Set Sail for Adventure: Master the Waves with Our Sailing Courses!



JUNIOR WEEKEND SAILING

Saturday Junior Sailing continues with popular demand, restarting May 10th after our easter courses and continuing every Saturday for 6 weeks. Our courses are designed for children aged 7 to 11, catering to all skill levels, from complete beginners to confident sailors. There is a course for everyone.

ADULT SAILING COURSES

Adult sailing courses are scheduled throughout the year.

ADULT BEGINNERS - HKSF LEVEL 1&2 - (ZERO TO HERO)

6 DAY COURSE

Option 5: 17, 18, 24, 25, 31 May, 1 June (Sat & Sun)
Option 6: 7, 14, 21, 28 June, 5, 12 July (Sat)
Option 7: 22, 29 June, 6, 13, 20, 27 July (Sun)
Option 8: 2, 3, 9, 10, 16, 17 August (Sat & Sun)

INTERMEDIATE COURSES ADULT RACING CLUB INTRO TO LASERS ADULT LEVEL 3 (after levels 1 & 2)

1 DAY COURSE 1 DAY COURSE 2 DAY COURSE 6 DAY COURSE

MOST SATURDAYS
EVERY SUNDAY CLUB RACE DAY
ONCE EVERY OTHER MONTH
ON REQUEST

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 RYA SAFETY BOAT COURSE POWERBOAT REFRESHER POWERBOAT TRIP

2 DAY COURSE 2 DAY COURSE 1 DAY COURSE 1 DAY COURSE

Website

www.abcmiddleisland.com

Email

sailingsecretary@abclubhk.com

Sailing Office

2518 9536

ABC Marine - Mooring & Vessel Preparations – Typhoon Season 2025

By Alex Johnston



The ABC Marine Team would like to take this opportunity to remind you to make the necessary Mooring and Vessel preparations ahead of the 2025 Typhoon/Tropical Storm season here in HK. This should include inspecting all your vessel lines, and mooring swivels and shackles. If these are old or damaged, they should be replaced as part of your regular repair and maintenance of your vessel on a fore/aft mooring, as in the Aberdeen Typhoon Shelter, or on an individual swing mooring at Middle Island, Deepwater Bay.

It has been brought to our attention that some Members are still not using the correct mooring tackle and equipment with their vessels on Club moorings.

There should be a galvanised shackle (load bearing) attached to the ring on the top of the buoy, then the swivel (articulation), then another shackle (load bearing) onto your vessel's mooring lines, which should have a metal thimble to increase strength and reduce wear.

Each component in the system needs to be able to move, in order to absorb the force and strain of the vessel on the mooring, while in use. The force and strain are substantially and proportionally increased during high winds and swells, typhoons or other heavy weather conditions.

Some moorings have the swivel attached directly to the ring on top of the buoy, which is **not correct** and results in wear/stress. There have been boats lost off moorings in past typhoons and tropical storms due to this incorrect practice.

All components in the system should be galvanised – not stainless steel which becomes brittle or deteriorates over time when exposed to the marine environment. Never use aluminium shackles, as these will deteriorate very quickly in salt water, which is why – as many boaters know, most steel or alloy vessels' hulls/outboard engines are protected by sacrificial aluminium anodes.

The correct method of attachment to a mooring buoy should be as

follows:

Buoy Ring – Shackle – Swivel – Shackle, on to the vessel lines, with a metal thimble to prevent wear and tear on a particular spot. This allows movement of all the components in the mooring system, which absorbs excessive energy, load and force on the vessel and its lines, while in use and especially during extreme storm conditions.

Please see the upon example images. An extra vessel mooring line and thimble can be attached to the lower shackle, as in the left image. This is up to the individual vessel owner's decision or preference.

At right, a closer image of the Shackle – Swivel – Shackle mooring tackle components. Please note that all shackles in the system should also be wired through the pin and shackle body, to prevent the pin becoming unwound when under load. Please do not use plastic cable ties, which are not as strong or healthy for the marine environment.



Typhoon Vessel Preparation - Some Additional Important Reminders

- Ensure that your vessel has sufficient fenders on both sides if moored in the Aberdeen Typhoon Shelter (TYS). Powerboats which have high freeboards should have fenders at both the deck and water level, to prevent contact with other vessels.
- Place extra storm mooring lines with suitable chaff protection through the fairleads on the deck of your vessel. You will require extra lines on to your mooring buoys, fore and aft – if in the Aberdeen Typhoon Shelter and on a swing mooring at Middle Island in Deepwater Bay. **Top tip – use washing-up liquid to provide some lubricant through the fairleads; this will reduce chaff on the vessel's mooring lines.**
- All loose equipment, such as tenders and paddleboards, or belongings etc, should be securely tied down or stowed below/deck lockers. During a storm any loose items will be blown away and lost, causing damage to either your vessel or others in the vicinity.
- All sails on yachts should be secured with extra lines over the main sail cover; or remove them entirely. Boats with furling jibs should also drop the sail and stow it below – especially if on an open water mooring which is more exposed to the weather. If a furling jib becomes loose during a storm, it will flog in the wind and potentially put the yacht's mast and rig at risk, due to the excessive stress.
- Yachts should place halyards forward to act as additional security for the rig. If secured to the base of the mast, they will hit the rig and chafe in high winds.



- All hatches and openings in the hull and cabin must be closed securely and must be watertight.
- Make sure all cockpit and deck gunnels are clear, to allow excessive water to drain.
- **Once a T3 is issued, all Club ferry, sampan services and ABC Marine Operations will be suspended until the T3 is cancelled.**
- **A post-typhoon Inspection is always performed, after the storm and once it is safe to do so, by the Marine Services Manager or Chief Marine Coxswains. Any issues or damage observed are reported to the Senior Management, Flag Officers and Club committees, as soon as possible, if required.**
- If you have any additional questions regarding your vessel's typhoon preparations – please

contact **Alex: Marine Services Manager in the ABC Marine & Sailing Office: 2518 -9523 – Ext 835.**

IMPORTANT:

For fore and aft Club moorings in the Aberdeen Typhoon Shelter, please **DO NOT** tie your mooring buoy(s) to an adjacent mooring. This puts additional load and stress onto your mooring system. The buoys need to be able to move, to absorb the energy when the wind or sea state are high during storm conditions.



Waglan Series 2024-25, Race 10

Words and Photos by Fragrant Harbour

The Waglan Series to date has been attracting reasonably healthy fleets and the race committee's "guesstimate" on Sunday 23 February 2025 was for two dozen starters, hopefully more. Being a 10-day series, with 12 scheduled races spread over nearly six months, crews have a choice of dates to fit in with their busy schedules. The format works well, particularly when the holiday periods are taken into account.

The committee boat, *Shun Fung*, reached the starting area between Ocean Park and Round Island at 09:45. The wind, swinging from north to northeast, was light. The most that was recorded on the committee boat was 5 knots. Nevertheless, it was enough to have the support staff sent off to lay marks, and those on the committee boat to prepare their record sheets for the race.

Race officer Alex Johnston wanted to get it right, so he postponed the start and tweaked the position of

the outer distance mark. Backwards, forwards, a little to the left, until he was finally satisfied.

By this time, 17 boats were circling *Shun Fung* and the RO made his address. All IRC boats would follow Course 17 (L) and the PHS boats, Course 17 (S). Simple. The seven IRC boats would cover a distance of 20 nautical miles and the nine PHS boats, 14.6 nautical miles.

The main difference between the Long and Short courses was that the IRC boats would round Sung Kong and Shek O Rock while the PHS boats would round Fury Rocks before heading back to a Tai Tam Club Mark. If the wind looked like it was going to die, the Club's *Standard Sailing Instructions* provided for a shortening at Tai Tam.

With the wind reaching 6 knots in the starting area, the RO was confident enough to get everyone moving. The AP came down and the gun for IRC fired at 11:20. *Kikukie's Dream II*





DBX2 leaves Tai Tam

and *Next* led the IRC boats to their first mark, Chesterman Gate, while *Juice*, *Wild Card* and *Kingsman* by *Simplicity* gave chase.

Next away, five minutes later, were the PHS boats. *Five O One* came over early and looked like it had made a good decision. Rather than wallowing on the line, like it had done in Race 8, *Ti'Punch*, went for a measured approach and got away smoothly with the PHS starters. So far so good, both clean starts.

At this point the wind was blowing from 60°, but it soon swung to 0°. There wasn't a great deal and very soon the cruisers began to suffer as they inched their way to Chesterman.

The fleet was roughly split into three: the IRC boats on their way to Sung Kong; the PHS pack struggling to get to Chesterman; and the unlucky tailenders. The good news was that wind readings from Tai Tam were an encouraging 8 knots.

To get a clearer picture, *Shun Fung* motored to Tai Tam at 13:00 for the race officer to take stock. The 8-knot breeze, from 45°, was holding and the IRC boats had all passed the mark and were rounding Sung Kong. By 14:05, five PHS boats had rounded Fury Rocks and the northeasterly had increased to 10 knots.

But when the race committee spotted *Wild Card* approaching under kite off Cape d'Aguilar, a quick decision had to be made. The finish line had to be laid and the RO told the helmsman to turn the boat around and head for Middle Island. There were still three hours to the 17:00 cut-off, and he was confident that quite a few of the PHS boats would make it. Pity the guys at the back like *Five O One* and *Ti'Punch* – both later retired.

On the way, *Shun Fung* passed four boats trying to get through Chesterman Gate. All persevered, though, and later recorded a finish. Even *Zesst*, which had been struggling to keep up, radioed the committee boat and insisted "we are going to finish". They did – well done Henning Mueller and crew.

First boat home was *Kikukie's Dream II*, taking line and handicap honours in IRC A. That amounted to three hours and seven minutes to cover the course. Second boat home was *Next*, but it was relegated to 3rd on handicap. *Wild Card* placed 2nd on handicap.

In IRC 2, *Juice* finished 1st and, after four hours, 48 minutes and 21 seconds, *Zesst* recorded a worthy 2nd.

Tipsy Easy claimed handicap honours in PHS A after three hours, 37 minutes and 46 seconds of racing. *Full Tilt* placed 2nd and *Momentai*, 3rd. In the B division, *Rising Sun* finished ahead of *Easy Breezy II*.

Easy Breezy was the last boat home at 16:31:38, reveling in the 10-knot following breeze. No-one missed the five o'clock cut-off.



Wild Card finishes, Five O One a long way to go



Waglan Series 2024-25, Race 11

Words and Photos by Fragrant Harbour



DBX2 nails the start

On Sunday 9 March 2025, 20 keelboats showed up for Race 11 of the Waglan Series 2024-25. While that may not sound a lot, it is a healthy fleet in post-Covid times. A total of 24 boats have entered the 12-race series, along with "C" designated boats which enter on a one-race basis.

Off Middle Island at 10:05, the Aberdeen Boat Club's utility vessel, *Shun Fung*, came to a rest and race officer Alex Johnston sent off support staff, Sai Fuk, in a northerly direction towards Repulse Bay to lay the windward mark at 0.4 nautical miles. The ODM was laid towards Ocean Park and, by 10:30, the stage was set for a good day's racing. Sai Fuk's next task was to lay a Club mark in the entrance to Tai Tam Bay.

Overhead, cloud cover was "thin" while towards the Lema Islands there were patches of blue. Around the committee boat, there were occasional white horses and the 8-knot breeze promised two lively



PHS A start at 1105

starts for the nine IRC and ten PHS boats.

In IRC 1, there were four strong contenders – *Fenice*, the sleek 60-foot Solaris, *Next*, the Neo 430, Glenn Smith's *Wild Card* and the veteran J/145C, *Redeye*. Sadly missing were *Kikukie's Dream II* and *Neo One*. Hope

they and *Kingsman* by *Simplicity* make it for the final on 23 March.

Witchcraft, *Zesst* and *Jinn* were all strong contenders in the IRC's second division, while Andy Pidden's *Juice* could not be overlooked. A shame about *Arcturus+* not being able to make it.



A rivalry has developed between *DBX2* and *Skywalker* in PHS A; and even in the pre-start manoeuvrings, skippers Thomas Wong and Pascal Martin showed they were ready for the fight. Thanks to the considerable length of the start line, if *Ti'Punch* stalled (as it did in Race 9) the other nine starters would have plenty of room to take avoiding action. Strangely, *Tipsy Easy*, although in the area, never crossed the start line, scoring a DNS in the day's results.

On paper, PHS B featured eight entries, but *Boss* and *Ganyibei* were absent. A pity, as Arthur Cheng's *Boss* has been improving recently. Ones to watch included *Generations*, *Easy Breezy II* and Ben Chong's high-performing J/80, *JeNa PaBe*.

With 12 minutes to go, the race officer welcomed everyone and announced the courses – Course 22 (L) for the faster boats, and Course 22 (S) for the cruisers. For navigators in IRC 1 & 2, concentration was required as their 24-nautical-mile course was fairly complex. It took in Castle Rock, a Tai Tam Club Mark, leaving Cape d'Aguilar to port, rounding Shek O Rock, Sung Kong, Waglan and Po Toi Islands, Castle Rock again, through Chesterman Gate and a finish off Round Island.

PHS A & B would pass Bluff Head, leave the Tai Tam Club Mark to starboard, round Fury Rocks, back to the Tai Tam Club Mark, Castle Rock, through the Chesterman Gate and home off Round Island – 15 nautical miles.

The management team raised the orange flag at 10:50 and the countdown for the IRC fleets began with the resounding *crack* of a five-minute gun at 10:55.

Four minutes, one minute and a gun at 11:00 – nine competitive racing yachts swept across the line in a clean start. In no time they were rounding the windward mark and heading for the gap between Round Island and the Cheshire Home at Chung Hom Kok.



Shun Shui, Ti'Punch and Generations



Wild Card crew out on the rail



2 Easy, 4th in IRC 2



Skywalker and Fenice manoeuvre

With no one-minute gap (like the RHKYC) between the two starting sequences, the race officer had the PHS boats away at 11:05 in another clean start. It was also an unusually quiet start, as the PHS divisions are known for loud calls from excited crews, and very vocal skippers!

The IRC boats were soon rounding Castle Rock and beating to the Tai Tam mark while the PHS fleet passed Stanley Bay before rounding Bluff Head. Winds were still moderate to strong, blowing 12 knots, sometimes 14 off Waglan and Po Toi Islands.

At 12:45, the committee boat powered back to Round Island and laid the finish while, in the distance, DBX2 appeared and sped towards the anchored *Shun Fung*. Thomas Wong and crew took line honours at 13:15:29 in an elapsed time of two hours, 10 minutes and 29 seconds.

But, unfortunately, DBX2's performance was not good

enough to beat *Skywalker*'s 1st on handicap in PHS A, with *Full Tilt* in 3rd place. In PHS B, *Generations* was first boat home, but ended up 3rd on handicap behind *Five O One* in 1st and *The Rising Sun* in 2nd.

There was some drama near Chesterman when *Fenice*, making its way to the finish, couldn't lower its kite. The big Solaris, with its high freeboard and striking maroon hull colour, did, however, manage a 2nd place in IRC 1. In 1st place was *Next* and in 3rd, *Wild Card*.

Nick Burns and crew in *Witchcraft* took a deserved 1st in IRC 2, ahead of Henning Mueller's *Zesst* and a high-performing *Juice* in 3rd.

Last boat home was *Shun Shui* at 14:47. Incidentally, later in the afternoon the wind increased to 15 knots, with gusts of 19 knots, heralding a cold front that arrived the next day.



Easy Breezy II in the Beaufort Channel





The PHS start also experienced some drama when *Ti'Punch*, wallowing on the line just 15 metres from the committee boat, became an obstruction. Other starters had to take quick action to avoid the motionless 38-foot Dehler.

First boat home was IRC 2 entry, *Witchcraft*, with an elapsed time of 44 minutes and 43 seconds. On handicap, *Wild Card* won IRC 1 and the King 40, *Witchcraft*, took the 1st slot in its three-boat division.

In PHS A, *DBX2* again emerged victorious, with *Skywalker* 2nd and *Ti'Punch*, 3rd. An enthusiastic crew certainly contributed to *The Rising Sun's* 1st place in PHS B. Taking 2nd was John Berry's *Five O One* with *Easy Breezy II* bringing up the rear.

At this point during the day's racing, wind readings around the course

were a fairly consistent 10 knots, and the RO was quite confident in announcing a Race 9a for the IRC divisions. "PHS boats can go home," he said, "but the two IRC divisions will be sailing Course 2 for their third race of the day."

A gun sounded at 1330 and, at 1331, the P flag was raised. Four boats started at 1335 – *Nightshift* had decided to call it a day. First to finish and claim handicap honours was *Next* although *Wild Card*, with a better handicap, finished in 1st place. Nick Burns and crew had taken 45 minutes and seven seconds to do two laps of the course, putting them in 1st with *Zesst* in 2nd.

There are 12 days of racing in the Waglan Series. With two of those days consisting of two geometric courses, the total is 14 races.

Five O One powers past Ti'Punch



Ti'Punch starts slowly



Wild Card rounds the bottom mark



Next, squeezed out by Withcraft

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ADVENTURE BAGS



Waglan Series 2024-25, Race 12

Words and Photos by Fragrant Harbour

Under the influence of an anticyclone, the weather was fine and dry on Sunday 23 March. For sailors, not a great deal of wind but enough to get 25 boats over the line for the final of the Waglan Series 2024-25. Out to play were some of the big names in local yachting, like *Kikukie's Dream II*, *Wild Card*, *Next* and *Arcturus+* racing under the International Racing Certificate handicap system, and *DBX2*, *Skywalker* and *Easy Breezy II* in the Performance Handicap System.

Making its first appearance in the series was the Cape 31, *Capitano* – a good result for Denis Martinet and crew would improve their chances in the IRC Nationals. The brave J/80, *JeNa PaBe*, and the colourful *Sense 46*, *Generations*, were sadly missing among the cruisers but the classic Hans Christian 41T, *Bowline*, graced the PHS start along with *Ganyibei*, a newcomer entered by Spencer Suen.

The Waglan Series spans two calendar years and is mainly about the tactical challenges of racing among Hong Kong's picturesque southern islands. On two of the 10 race days during 2024 and 2025, the committee set geometric courses southeast of Lamma Island, to test the physical skills of the sailors and add variety to the series. Incidentally, on both these days, the wind held long enough for the committee to tack on two additional races for the IRC boats. The results of Races 5a and 9a will either be included or



1st in IRC 1, Capitano



One minute to go, IRC



Concorde ahead of Skywalker

discarded as skippers see fit.

When departing the Aberdeen Boat Club, and having studied the predicted weather systems for the day, race officer Alex Johnston was considering Course 15 for both IRC and PHS, but would make a final decision when wind readings from around the course were sent in.

It took a while to find the right spot but finally, at 10:30, the committee boat coxswain, Leo, was instructed to drop the anchor and *Shun Fung* came to a rest closer to Ocean Park than usual. About 0.4 nautical miles in towards Repulse Bay, support boat driver Sai Fuk waited for instructions to lay the Outer Distance Mark.

Then, at 10:45, the RO decided to postpone the start and raise the AP flag. VHF Channel 72 crackled to life and he informed everyone that there would be a short delay

while the ODM was moved due to the shifting breeze. He announced Course 15 (L) for the IRC entries and Course 15 (S) for the cruisers.

He went on: "Just to remind everyone not to stray into the East Lamma Channel Traffic Separation Scheme," adding that, "Because of the light airs, there is no Chesterman Gate. I repeat, no Chesterman Gate." Incidentally, Chesterman Buoy marks the end of the separation scheme so rounding it to starboard means you are, in effect, in the outbound lane of the TSS.

At 11:04, the AP came down, and one minute later the five-minute gun sounded for the start of racing.

Thirteen IRC boats crossed the line at 11:10 and headed for the gap between Round Island and the Cheshire Home. Not very quickly, though, as the wind, blowing from the southeast, was little more



Battling it out in Stanley Bay



than 5 knots. The Observatory had predicted Force 2 and, for once, they were spot on.

Course 15 (L) included Castle Rock, a Tai Tam Club Mark, TCS2, back to Castle Rock and a sprint to the finish at Round Island.

At 11:15, the PHS A and B fleets enjoyed a clean start but, strangely, decided to go right, outside Round Island and even outside Chesterman Buoy. Worse, there was little wind to be found in the Lamma Channel and many of them struggled to make headway. Their course took in Castle Rock, the Tai Tam Club Mark, Beaufort Island, Castle Rock again, and a finish off Round Island.

Boats that went closer inshore, like *Nightshift*, made reasonable progress but after the frontrunners passed Bluff Head the wind died almost completely. It didn't look like anyone would reach the Tai Tam Club Mark.

The race officer, waiting at the mark, decided to reduce the pain for everyone and lay the finish at Castle Rock. The committee boat headed

south and dropped anchor at 12:30. Along with two blasts of the horn at 12:40, he informed everyone that the finish line had been laid between *Shun Fung* and Castle Rock.

Line honours for IRC was taken by *Capitano* at 12:53:52. The Cape 31 also took handicap honours ahead of *Kikukie's Dream II* and *Wild Card*. Aberdeen Boat Club stalwart, *Redeye*, placed 4th. In IRC 2, *Arcturus+* won on handicap ahead of *Nightshift* and *Witchcraft*.

Winner of PHS A was Thomas Wong's *DBX2*. Pascal Martin put in a fine performance to steer *Skywalker* into 2nd place ahead of Johnny Ma's *Tipsy Easy*. PHS B was won by *East Breezy II*, with *Shun Shui* in 2nd and John Berry's *Five O One* in 3rd.

Sadly, in the trying conditions, four boats retired.

A final note: Race 12 was actually the 14th race in the Waglan Series for the IRC boats, as they had sailed an "extra" race (5a) on 24 November 2024 and another (9a) on 2 February 2025.



Redeye finishes off Castle Rock



Capitano finishes near Castle Rock

Waglan Series 2024-25, Prize-giving

Words and Photos by Fragrant Harbour

The Aberdeen Boat Club's Waglan Series 2024-25 began on Sunday 6 October 2024, and ended on Sunday 23 March 2025. A series prize-giving was held on Thursday 10 April, in the Club's Harbour Room attended by some 80 sailors, their families and friends. A table laden with silverware provided a glittering backdrop to the presentation of cups and trophies while two large monitors flashed memorable images of racing during the six-month series.

The evening began at seven o'clock with a welcome from marine services manager, Alex Johnston, who is well known among sailors for his role as principal race officer in the Club's many keelboat events. As MC for the occasion, he joked that it was going to be a long night with nearly 80 awards to be made!

Club Commodore Chris Pooley then welcomed everyone and congratulated the sailors, thanking them for making the series such a success. Steve Perret, Rear Commodore Sailing, also praised the staff and supporters for their contributions.



10 awards for Skywalker



2nd in IRC1



3rd in IRC2



Awards were made to a total of 19 boats – an impressive number by any account. Single awards went to *Neo One*, *Intrigue*, *Ti'Punch*, *Tipsy Easy*, *Generations* and *Shun Shui*. Multiple awards went to *Kikukie's Dream II*, *Next*, *Wild Card*, *Arcturus+*, *Witchcraft*, *Zesst*, *Concorde*, *DBX2*, *Easy Breezy II* and *Rising Sun* while a staggering 10 awards each went to *Skywalker* and *Five O One*! Well done all.

Along with the prizes for positions, were some unusual, often amusing, awards such as the Uptight Trophy won by *Intrigue*, the Perseverance Plate won by *Tipsy Easy*, the Apple Pie Trophy won by *Skywalker* and

the Butterfly Trophy won by *Five O One*.

Another special award was made for Line Honours. The Aberdeen Boat Club is the only club in Hong Kong that still uses starting guns. Most competitors will agree that the sound of a gunshot when jostling for position on the start line adds to the excitement; but what should be done with the empty cartridges? The Club came up with the idea of using the percussion caps to seal shot glasses, and to "embed" two of these glasses on a wooden base. A perfect prize for Line Honours, won in 2024-25 by *Wild Card*, *Zesst*, *Skywalker* and *Five O One*.



Commodore Chris Pooley speaks



Mo Mueller thanks the club



Happy prize winners

For the record, Overall results for the series were as follows:

IRC 1

1 st	<i>Wild Card</i>	Glenn Smith
2 nd	<i>Next</i>	Eddy Lee
3 rd	<i>Kikukie's Dream II</i>	Stanley Tse

IRC 2

1 st	<i>Zesst</i>	Henning Mueller
2 nd	<i>Witchcraft</i>	Nick Burns
3 rd	<i>Arcturus+</i>	Dennis Chien

PHS A

1 st	<i>Skywalker</i>	Pascal Martin
2 nd	<i>DBX2</i>	Thomas Wong
3 rd	<i>Ti'Punch</i>	Francois Najean

PHS B

1 st	<i>Five O One</i>	John Berry
2 nd	<i>Rising Sun</i>	Bulgin / Orams / Trouve
3 rd	<i>Easy Breezy II</i>	Alfred Lau / Castor Kong

These results cover 10 race days, 12 races for both PHS divisions, and 14 races for both IRC divisions. For full results visit:

<https://www.abclubhk.com/Waglan24-25.aspx>

Full Results





Old King Coal - Part 4

By Stephen Davies

In Parts 2 and 3, amongst a lot of stuff, I mentioned two things. One was that Hong Kong's coal imports – and by inference use of coal – had two peaks. The other was that the uses to which all that imported coal was put began to change towards the end of the 19th century. Naturally, these two things are related.

Hong Kong's first 'peak coal', which I'm going to focus on in this piece, was the outcome of a world in which coal came to Hong Kong largely to allow steam ships to refuel – or bunker, if you're anxious to sound authentically shippy. As a result – one of those jolly quirks of official statistics – most of the coal imported to Hong Kong was deemed pretty soon to have been re-exported rather than locally consumed. It's always nice to make the numbers say what you want them to say. Anyway, what coal

hung around was either for local steam launches, or to serve the needs of the affluent few who had coal fires and kitchen ranges.

After around 1895-1900, bunkering ships remained important through to the outbreak of WW2, if decreasingly so. But in the meantime, during coal-fired steam shipping's slow decline – end-to-end that took the best part of fifty years – there was a rise in what economists would call domestic demand. In short, instead of being re-exported as bunker, the coal stayed in HK and fuelled something other than ships.

The decline in the ship side we can explain very simply. If anthracite was the most thermally efficient coal, fuel oil was 30% more efficient than anthracite, so the emergence of efficient oil-fired boilers by around 1900 meant that using oil

as fuel rapidly caught on. In any case, mind you, steam itself had a problem. Even with the invention of the steam turbine in the 1890s, ships' steam engines were less than 15% efficient users of fuel. The diesel engine, also invented in the 1890s, was nearer 30% efficient. It followed that on both counts, coal heaps were going to be replaced by oil tanks, although in the pre-WW1 period, no one could have predicted how quickly. We can see the process under way by comparing aerial photos of the Kowloon Naval yard in 1924 and ten years later in 1934 (figs 1a and 1b).

So, what was the new domestic demand? We touched on it in earlier parts of this series. At its most basic, by the later stages of the rapid industrialization of the later 19th century, almost everything was driven by steam



Fig 1a (L): Three big oil tanks in 1924.



Fig 1b (R): Twelve smaller tanks in 1934.



and so, until the advent of oil fired boilers and even for decades afterwards, was dependent on coal.

We noted the opening of Hong Kong gasworks in 1864 – although given the various problems attending the company's launch, it seems to have been a low key affair (figs 2 and 3).

It may have been low key and preceded by steam-powered dockyard pumps, but it was succeeded by lots of other examples many of which, as the HK & China Gas story indicates, stored their coal supplies on the premises. "Australian coal, delivered at a moderate price at the company's own wharf", as the press release has it, though nothing of the sort is mentioned in Hong Kong newspapers.

In the 1860s there had been a brief experiment, 1866-1868, with a steam-powered mint for currency in Wan Chai (fig 4). The painting of the lavish premises gives no hint of where the coal was stored or how it was delivered. Given that the premises were on Sugar Street, the coal was probably brought in through Jardine Matheson's premises at East Point.

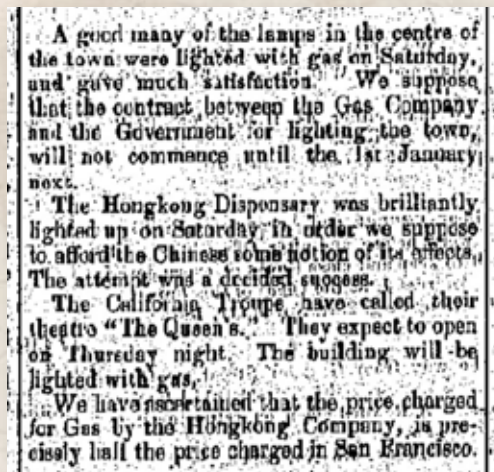


Figure 2: Hong Kong Daily Press, 5th December 1864 mentions the new lighting two days after the event!

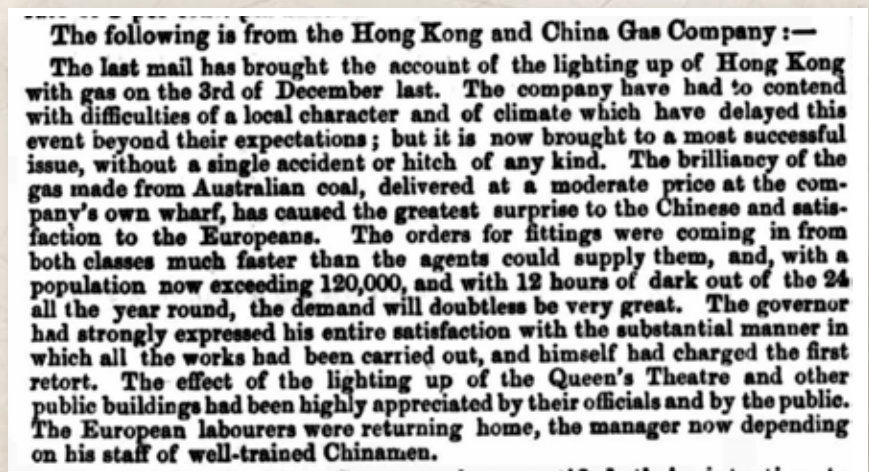


Fig 3. The Home News, 3 February 1865 – the UK papers interested in obscure colonies ran with the press release from the company announcing that HK had been lit up by gas from Australian coal.



Fig 4: The ill-fated Hong Kong mint on Sugar Street, Causeway Bay.



The story of the maritime coal trade

But within a couple of decades things took off. In the early 1880s there was the steam-powered sugar mill at Taikoo with its own specialist pier and a specialist unloading system (Figures 5 & 6). It was swiftly followed at the other end of town by the works of the Hong Kong Rope Manufacturing Co., on Forbes Street in Kennedy Town (Figure 7).

In the 1890s even more steam-powered premises opened up in both the private and public sectors. In 1895 Hong Kong's first steam-powered water pump was installed in Yaumatei (Figure 8). The gravity fed systems that had served Hong Kong Island since the 1860s wouldn't work for Kowloon's underground water gathering system. Three years later Green Island Cement opened its new works in Hok Un on the east side of the Hung Hom peninsula (Figure 9). A year later Jardine, Matheson & Co.'s Hongkong Cotton-Spinning, Weaving and Dyeing Co. Ltd. opened a huge, 400,000 sq.ft, 55,500 spindle steam-powered textile mill in Causeway Bay (Figure 10). There are probably lots more I haven't stumbled over.

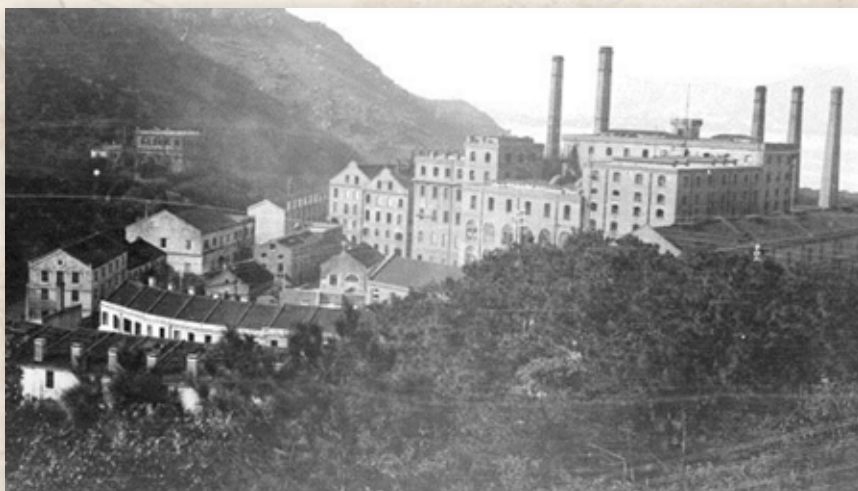


Figure 5: Taikoo Sugar Mill (1881)

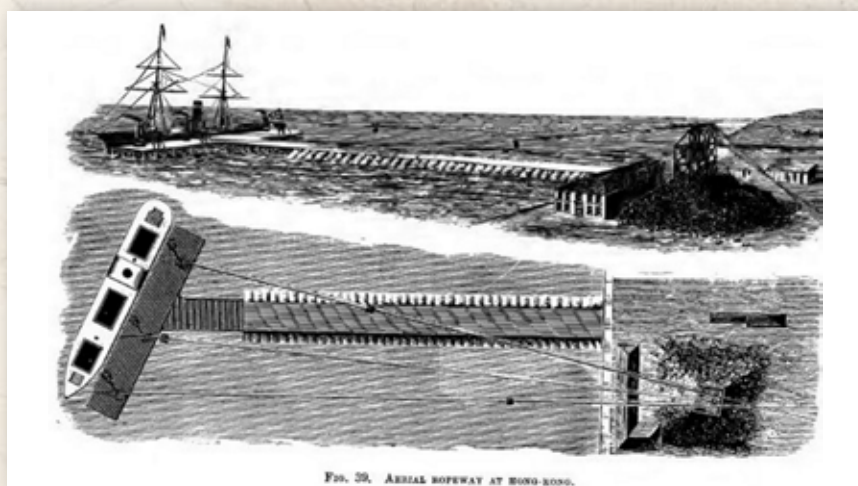


Fig 6: The Taikoo Sugar Mill's coal wharf with its fancy aerial ropeway for unloading.



Fig 7: Hong Kong Rope Manufacturing Co., with Mt Davis behind in Kennedy Town (1883).



Fig 8: The Yaumatei pumping station (1895)



Fig 9: The Green Island Cement Works, Hung Hom (1898).

Although telegraphy (1872) and telephone (1877) systems used batteries, or hand-cranked magnetos for power, all the manufacturing of the components and, for submarine telegraphs, the laying of the cables were dependent one way or another on coal (Figure 11).

I'm going to be glossing over a lot here – The Peak Tram (1888), the "Star" Ferry Co. (1899), the Hong Kong Electric Tramway Company Limited (1902), The Kowloon-Canton Railway (1910) and lots more – because what this is all about is Hong Kong's exclusively maritime coal trade and where its main demand came from as steam ships turned to oil. For what helped domestic demand for coal to build and build, and, as we'll see in the last article, come to matter big time, was a new source of power, electricity. That got on a roll with the newly founded Electric Light Company's small electric power station worked, of course, by steam engines fuelled by coal, near Star Street in Wan Chai in 1890 (Figure 12).¹

The Star Street generating plant was a low key beginning. Thirteen years later China Light and Power's (CLP) first power station opened on Chatham Road, Hung Hom (1903). Both power companies rapidly upgraded. In 1919 Hong Kong Electric built a large new power station at North Point. Two years



Figure 10: Jardine, Matheson & Co's Causeway Bay textile mill



Figure 11: The cable ship Agnes, one of three steamers that brought the submarine telegraph to Hong Kong in 1872

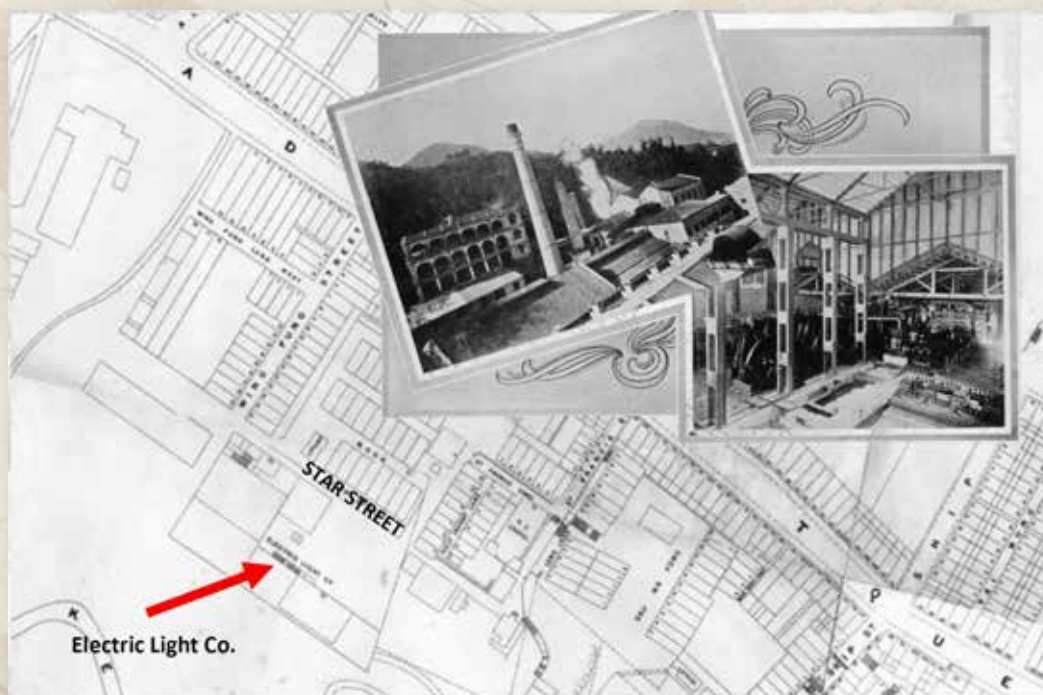


Fig 12: Hong Kong's first electric power station in Wan Chai.

later CLP followed suit with a much larger power station at Hok Un, not far from Green Island's cement works...and then upgraded it more in 1940, just in time for the wheels to come off the wagon.

In short, even with a modest decline in steam ships – there was still a reserve of bunker coal in Hong Kong of 50,000 to 100,000 tonnes in 1939 – imports of coal still required hundreds of ship loads a year.

It all made the coal biz a pretty important employer. As ever, there are no specific numbers because no one was much interested in that sort of data – labour was cheap. However, we can start with noting that between 1893 and 1907 an average of some 10 ships EACH DAY took on an average of c.100 tons of coal at 20-30 tons per hour, so a whole day's work per ship for some fifty or so gangs of workers.

As Figure 13 shows, each coaling lighter, carrying <30 tons of coal, carried <20 workers and each ship needed up to five lighters for its 100 tons of bunker. That means there would have been up to

1,000 workers required daily just for coaling ships. Now add the personnel needed to shift coal from ships bringing coal into the coalyards and godowns (Figure 14), those working as guards and coal depot labourers, and those working delivering coal to households

and businesses. For example, I've identified some twenty or thirty coal retailers, stocking between 10 and 100 tons of coal at any one time, scattered all over the territory each, probably, employing up to four people plus casual labour. Let's not forget as well the hundreds



Figure 13: Three and a half coaling lighters, each carrying c.30 tons, can be seen with c.69 labourers shifting coal, so an average crew-per-lighter of 20 c.1900.



Figure 14: Unloading coal junks also c.1900, twelve workers in sight.

of firemen stoking and trimmers trimming on ships, ferries, and launches. And then, of course, there would have been the management and office staff of umpteen organizations dealing in coal large and small (Figure 15).

My Angus Maddison type guesstimate would suggest that by the early 20th century and probably through to the outbreak of war in Hong Kong in 1941, coal directly or indirectly employed 10%-20% of Hong Kong's workforce. Perhaps in the early part of the 20th century up to 20% of the 200,000-300,000 workforce. In the interwar period maybe 10% of around 700,000-800,000 workers.

What happened at the end of the twentieth century and the beginning of the twenty-first is a staggering contrast that makes the steam ship era 'peak coal' look modest.



Figure 15: Butterfield & Swire's North Point coalyard c.1919 – there are around 20 figures visible, most loading or unloading the steel lighter on the left, though with five self-important looking managers stood-by probably to kow-tow to an approaching bigwig.

¹ The new company was first known by this name, but had morphed into being the Hong Kong Electric Company by the end of the 1890s.

Three Sailing Clubs, One Tournament with One Winner

By Dave Hilling



On 24 March, we took part in the three-cornered snooker tournament, which continues to be very kindly arranged by Nick Horvath at the Hong Kong Club. This was a return to the lineup of Hong Kong's three main sailing clubs: Aberdeen Boat Club (ABC), Royal Hong Kong Yacht Club (RHKYC) and Hebe Havan Yacht Club (HHYC).

The format of the tournament is: each team has four players for round robin singles games and doubles games against their respective peers in the other two teams. Hence, each player has x2 singles games and x2 doubles games on the evening, which totals 12 singles games and 6 doubles games across all the teams.

The ABC team consisted of Ian

Poon, Vincent Li and Wayne Robinson under captain Dave Hilling. Nick Horvath was co-ordinating everything across the three tables, with games played simultaneously, and the tournament cued off promptly at 6pm.

RHKYC's team was captained by Louis Kwong, and HHYC was captained by CK Chan, with both sides having a wealth of talent and experience at their disposal. There were some great match-ups for the singles games which included a comprehensive victory for Vincent over his HKYC counterpart Stuart; a back-and-forth, eventually victorious game for Ian against Steve for HHYC; and a near miss for Wayne against the experienced Gareth for RHKYC.

There were two matches in particular that really caught the eye of the room, with Dave for the ABC having a great long black ball finish against Raymond, to win a match in which the RHKYC player had come back from over 20 points down when starting the colours. Then the game between Ian for the ABC vs Louis for RHKYC, which was bordering on professional and left onlookers applauding numerous shots. It was a shame there had to be a loser, but Louis just pipped Ian on the final balls.

After the singles games were all completed, the scores were RHKYC = 6, ABC = 4 and HHYC = 2, so it was very much to play for in the doubles to come. In the past, there had been a break for a sit-down dinner, but recently Nick has opted for a buffet and this



flexibility for when people eat allows games to continue and gives a greater chance to complete all the snooker. Therefore, it is a very popular amendment made to this longstanding tournament.

ABC's doubles teams had Vincent pairing up with Dave and then Ian pairing up with Wayne. Vincent and Dave were both playing fantastic snooker by this time, so there were big breaks, solid snookers set and the safety play was also very good. The RHKYC and HHYC partnerships against them were consequently left in their wake and there were an important two more points on the board. HHYC did show their skills for the games against RHYC, with two points picked up for them as well.

Therefore, everything came down to the final game between ABC vs RHKYC, with the scores ABC on 7 and RHKYC on 6. If RHKYC won this it would be a draw; and if ABC won there would be an outright winner. It was certainly tense out there and a few nerves shown on potting, however when required Ian put away some important colours. The match was decided on the pink ball with another great pot by Ian; and



then the celebrations could begin.

Final scores: ABC = 8, RHKYC = 6 and HHYC = 4, and it would be ABC getting their name engraved on the prestigious trophy for 2025. There were a couple of years during Covid when the three-cornered snooker match couldn't happen, but even so the last time ABC had their hands on the trophy was 2019. What a fantastic night of snooker by everyone, and all the clubs very much look forward to the next time we can play in this tournament.

ABC Snooker Society

All snooker players are welcome! We meet twice a month at ABC for practice, drinks, and camaraderie. Every six weeks, we play matches with other clubs—great fun and networking!

Interested? Contact Dave Hilling (ABC snooker captain) at davidhilling@hotmail.com. Join us!

War of Attrition, Comeback Thwarted and Rumbling Stomachs

By Dave Hilling

On 1 April, the United Services Recreation Club (USRC) invited ABC to a night of snooker. It really is great to now have USRC as a regular feature on the snooker calendar.

Cue-off was slightly delayed because ABC needed a last minute change in one of our team members, and everyone had to come from work before we could

start any snooker. It was Andy Chan for the ABC who had been drafted into the match team only the day prior, to play first against USRC's captain Winson Law. Andy quickly reeled off a couple of red- followed by black-ball combos to give himself an early lead. This seemed to have Winson rattled and he was missing his shots. There was no let up and the points kept racking up, so when multiple snookers were required

midway through the colour balls, USRC conceded and it was 1:0 to the ABC.

Next up was Nick Horvath for ABC vs David for USRC, with both players having a lot of previous snooker experience. However, the table was proving to be difficult with its tight pockets, and breaks were hard to come by. Positioning of the white ball and tactics were solid, so it was



more of a war of attrition than a point scoring game. Nick was able to edge ahead once all the red balls had been potted, and there was a foul on the pink ball by David when snookers were already required. Hence, another point notched up for the ABC.

ABC captain Dave Hilling was up against USRC's Buzz, who famously a couple of years ago against the ABC made the most amazing comeback game, in which he managed to get three snookers when only pink and black were left on the table. Therefore, it can be safely said that it is never over until the last ball is potted when Buzz is playing. Dave quickly went through the gears with some solid potting, and had a comfortable 19-point lead heading into the colours. Then the comeback started, and it ended up going down to a black ball game, in which Buzz did actually have a long pot chance to win before Dave finally put this one to bed. So, 3:0 to ABC.

The last singles game pitted Tong Fat for ABC against Jonathan for USRC, and in a carbon copy of Andy's earlier game, Fat raced ahead showing his full array of potting skills. Jonathan was trying hard to keep up, but with stomachs rumbling for dinner after the late start, the game didn't go on for too long before Jonathan tapped out. ABC had a clean sweep in the singles as we went for some well-deserved food before starting the doubles games.

First up was the pairing of Nick and Fat for the ABC vs Winson and Buzz for USRC in what was a good quality game. All four players contributed to break building and safety play, with the lead changing hands a few times. It was becoming a common theme with ABC coming into the colours ahead on the scoreboard and then pushing on to the win from there, so with snookers needed by the blue, Fat then finished the game with a great pot of the pink.

The final doubles game had ABC's Dave and Andy vs USRC's David and Jonathan. It might have been because the overall result of the evening was already decided or because it was 10:30pm, but the intensity and shot accuracy had decreased. Dave in particular had uncharacteristically gone off the boil, so he was grateful for his partner Andy keeping the scoreboard ticking over. It took a USRC foul on the blue and then Andy to pot the pink to put the game beyond reach.

Final result – and no this isn't an April Fool's joke – was ABC 6:0 USRC. Winson and his team were very complimentary on our victory and the level of snooker that was on show for the evening. Some of the games were certainly closer than the scoreline looks., and it was a very enjoyable night of camaraderie. We look forward to inviting them back to the ABC later in the year for the return match.





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Buena Chau: A Mother to Many – At Home and at ABC

By Martin Williams



As an ABC Member, you're surely familiar with the friendly face of Buena D Chau, who works in the coffee shop, usually on weekday mornings. And you may have noticed she has rather a fondness for the colour purple.

As she talks to *Horizons*, Buena has purple-dyed hair, purple earrings, purple nail varnish, a purple phone case.... "I feel very happy with purple – even the rooms in my home are purple, and everyone in my family supports me in loving purple," she says.

And that means some expansive support, as Buena has a large family. With husband Anthony, she has three grown-up daughters, and ten grandchildren, aged 4 to 26 – all of whom live in Hong Kong. "My first daughter, Emer, married early and now has nine kids," Buena says. "My second daughter, Jennifer, has one kid, while my third daughter, Eilen, doesn't want to marry but would like kids."

Buena tells of big smiles as her grandchildren were born, says each one of them is a blessing. Even Eilen's unconventional ideas don't faze her: "I'm very supportive mum,

and there for them through ups and downs," she remarks. "We have a happy, happy family."

At times, the whole family gets together, maybe for barbecues in country parks, or squeezing into her three bedroom home, to eat and chat as the kids sing karaoke. They also vacation in the Philippines together.

To Buena, the ABC is also like a family. She has worked in the coffee shop throughout her 15 years with the Club, and while she initially found it quite difficult being the only Filipino staff member of staff, she now has many friends among Members and staff.

"We can't please everyone, but we try," Buena says of her work. "We know what regulars want, and it's very nice to please them."

Each year, Buena and Anthony head to the ABC staff party. "Oh the

prizes!" she enthuses. "This year, I won around HK\$3000 in cash and coupons; I always win something."

The Club also supports Buena with family issues, especially given her eldest daughter's husband passed away 12 years ago. "I help her – it's no problem, mother's love," she says. "ABC colleagues know my life, and give words of wisdom. And the Club allows me some special shifts, so I can help my family."

Oddly, for someone working in a boat club, Buena is averse to boats. "Oh, I get seasick – that's why I can't go to Middle Island," she says. She went once, for a staff barbecue, and even the sight of a pontoon gently moving made her feel queasy. So for the foreseeable future, Members can still expect a warm welcome in the coffee shop from Buena, the lady who loves her family, the ABC and, of course, purple.





Cooking with Heart: A Father's Day Tribute to Chef Paul

By Martin Williams



Paul Chong, executive chef of the ABC, has loved cooking for as long as he can remember. As a secondary schoolboy, his cooking was often just reheating food for breakfast, which his mother had prepared before leaving home for work.

On leaving school, in April 1986, Paul became a pot washer in the Hong Kong Hotel. He washed dishes, cleaned the kitchen, and watched the chefs, admiring them for being really professional. After a year and half, he became an apprentice chef. "I worked in different sections – on many days, I'd arrive by 5.30am to

start cooking potatoes and eggs," says Paul. "In those days, the chefs were not teaching, you had to watch and learn."

After another year and a half, Paul headed to the Marriott Hotel. Stints at several other hotels followed, until – around ten years into his career – Paul first became a full chef: executive sous chef [the head chef's second in command] at Dillinger's in Lan Kwai Fong.

The restaurant had a large window through which customers could watch kitchen staff at work. One day there was a tap on the glass, and the

group food and beverage manager of Harbour Plaza introduced himself to Paul, and gave him his card. Days later, they met, and Paul became executive sous chef with Harbour Plaza Hotel.

In 2009, a friend introduced Paul to Philippe de Manny, who was then general manager of ABC, and he soon joined the Club. Rather than moving on after perhaps a year and a half, he has been with the Club ever since. "I'm getting older and have two kids, so need a stable income," he says. "And Philippe gave me a free hand, which is very important for realising my passion."

Paul clearly relishes being able to create new dishes, based partly on reading recipe books, and on his forty years' experience. Plus, he sometimes goes for food tastings with other staff. Food and beverage manager and general manager Robin Sherchan are good at sampling his creations, assessing the balance of ingredients.

On introducing new dishes, Paul might check plates returning to the kitchen. "It's very exciting and I'm really happy if plates are cleared – we're successful," he says.

But there are occasions when the ABC's dishes are almost sacrosanct, such as the curry nights. "We must be consistent, it's one of our missions," says Paul.

While Paul regards the ABC as akin to family, he has been married "a long time", and has two daughters – a 29-year-old who lives in Canada, and a 19-year-old who is studying in Hong Kong University. Probed for details, he is taciturn, remarking only of his daughters, "They have their own thinking."

May Promotion



Mother's Day with Bountiful Sunday Brunch Buffet *Complimentary Free-Flow Sparkling Wine for All Mothers & Family Photo Keepsake*

The Function Rooms

Sunday, 11 May, 12nn-2:30pm

Price: **\$359 Adult**

\$299 Senior (Aged 65 or above)

\$259 Children (Aged 3-12)

Join us for a delightful brunch filled with love, laughter, and delicious food. Treat the amazing moms in your life to a memorable day they truly deserve.



Seafood & BBQ Buffet

(With complimentary wine tasting for home delivery)

The Galley & Patio

Saturday, 17 May, 6:30pm

Price: **\$338 Adult**

\$288 Senior (Aged 65 or above)

\$238 Children (Aged 3-12)

Embrace the season with ABC's popular BBQ on the Grill by Chef Paul! Enjoy all-you-can-eat steaks, seafood, sausages, a variety of hot and cold dishes, carvery, and mouthwatering desserts.



Chinese Buffet "Daa Laang"

The Galley & Patio

Saturday, 24 May, 6:30pm

Price: **\$338 Adult**

\$288 Senior (Aged 65 or above)

\$238 Children (Aged 3-12)

Come celebrate the start of summer with a delicious journey into Chiu Chow cuisine ("Daa Laang")! Don't miss this unique event, filled with vibrant flavors and unforgettable culinary delights.



Savor the Harmony: Family-Style French & Italian Delights

Middle Island Clubhouse, Friday, 30 May, 7pm

5-course meal with wine pairing.

Price: **\$698 per person**

Max Capacity: 30 guests

Our Executive Chef Paul and MI Head Chef Aurelien invite you to experience a family-style dinner on Middle Island. Enjoy sharing plates in the center of the table, featuring a delightful mix of French and Italian cuisine.



Booking at 2552 8182 or
email to booking@abclubhk.com

June Promotion



Father's Day with Sunday Brunch Buffet *Complimentary Free-Flow of Bottle Beer for All Fathers & Family Photo Keepsake*

The Function Rooms

Sunday, 15 June, 12nn-2:30pm

Price: **\$359 Adult**

\$299 Senior (Aged 65 or above)

\$259 Children (Aged 3-12)

Show Dad how much he means to you with a special made just for him! Enjoy great food, great company, and a relaxed atmosphere to honor all the amazing fathers out there.



Mediterranean Feast Semi-Buffer Dinner

The Galley & Patio

Saturday, 21 June, 6:30pm

Price: **\$318 Adult**

\$268 Senior (Aged 65 or above)

\$218 Children (Aged 3-12)

ABC presents the Mediterranean Feast Semi-Buffer Dinner this summer — a culinary journey through the Mediterranean. Enjoy rotating appetizers, hot dishes, and desserts, plus your choice of a main course.



Summer Chefs Specialties Buffet with Live Station *(With complimentary wine tasting for home delivery)*

The Galley & Patio

Saturday, 28 June, 6:30pm

Price: **\$318 Adult**

\$268 Senior (Aged 65 or above)

\$218 Children (Aged 3-12)

Impress your guests with our live station where they can have a go with the preparation of the food or opt to have the summer food prepared by skilled chef right before their eyes! Live Stations are available with buffet orders, with stall setup available.



Home Wine Delivery Order Form

May



June





Beer & Wine of the Month Promotion - May

PREMIÈRE BIÈRE FRANÇAISE.

\$35 /BOTTLE

JOIE DE VIVRE
AVAILABLE IN BOTTLES

WINE OF MONTH
MAY 2025

DOMAINE FRANÇOIS BUFFET
BOURGOGNE-ALIGOTÉ 2023

**\$85
PER GLASS**

**\$350
PER BOTTLE**

LES TERRASSES DE SAINT
CHRISTOPHE,
ST EMILION GRAND CRU
2020

Beer & Wine of the Month Promotion - June

Mahou Session IPA

\$45/Bottle

EASY TO DRINK BECAUSE IT'S A SESSION IPA

WINE OF MONTH
JUNE 2025

ALTOS IBÉRICOS
CRIANZA 2020

**\$70
PER GLASS**

**\$280
PER BOTTLE**

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ALBARIÑO 2023



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



Part A (Master)

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.

Cost : HK\$2,200 for member/person/course. HK\$2,800 for non-member/person/course.

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R4: 13 JULY
R5: 27 JULY



R6: 10 AUGUST
R7: 24 AUGUST



For more details

