

June 2019

# HORIZONS

The Magazine of the Aberdeen Boat Club



2019 Summer Series



# SAILING CALENDAR

June 2019				
Dates		Yachts - ABC	Dinghy	Yacht - Other clubs
<b>Sun</b>	<b>2</b>	ABC Summer Series 2		
<b>Fri</b>	<b>7</b>			COA Mid Summer Rally
<b>Sat</b>	<b>8</b>			COA Mid Summer Rally
<b>Sun</b>	<b>9</b>		Tong Po Chau Series - Summer 1 (ABC)	COA Mid Summer Rally/ HHYC Typhoon 1
<b>Sat</b>	<b>15</b>			DBYC Docs Dash/ HHYC Summer Saturday 1
<b>Sun</b>	<b>16</b>	ABC Summer Series 3		
<b>Sun</b>	<b>23</b>	ABC Cruising Club		HHYC Typhoon 2
<b>Sat</b>	<b>29</b>			COA HKSAR Day Macau Race/ DBYC Sai Kung Expedition/ HHYC Summer Saturday 2
<b>Sun</b>	<b>30</b>	ABC Summer Series 4		COA HKSAR Day Macau Race/ DBYC Sai Kung Expedition

July 2019				
Dates		Yachts - ABC	Dinghy	Yacht - Other clubs
<b>Mon</b>	<b>1</b>			COA HKSAR Day Macau Race/ DBYC Sai Kung Expedition
<b>Sun</b>	<b>7</b>		Tong Po Chau Series - Summer 2 (ABC)	HHYC Typhoon 3
<b>Sat</b>	<b>13</b>			HHYC Summer Saturday 3
<b>Sun</b>	<b>14</b>	ABC Summer Series 5		
<b>Sun</b>	<b>21</b>			HHYC Typhoon 4
<b>Sat</b>	<b>27</b>			HHYC Summer Saturday 4
<b>Sun</b>	<b>28</b>	ABC Summer Series 6		



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 Link-up Design Limited  
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 Email: info@linkupdesign.com  
 Website: www.linkupdesign.com

**Copyright:**  
 Aberdeen Boat Club

**Editorial Contact:**  
 Martin William  
 martin@drmartinwilliams.com

**Advertising Sales Contact:**  
 David Lee  
 david@linkupdesign.com

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**Aberdeen Boat Club**  
 20 Shum Wan Road, Aberdeen, Hong Kong  
**香港仔遊艇會**  
 香港仔深灣道二十號  
 www.abclubhk.com  
 Fax: 2873 2945  
 General Line: 2552 8182

### Flag Officers

Chris Pooley • Commodore – Chairman  
 Alan Child • Vice Commodore  
 Richard Walker • Rear Commodore House  
 Graeme Brechin • Rear Commodore Sailing and Marine  
 Matthew Johnson • Honorary Treasurer  
 Nick Bodnar-Horvath • Honorary General Secretary

### Management and Staff

<b>General Manager</b> Philippe de Manny Tel: 2553 3231 genman@abclubhk.com	<b>Operation Manager</b> Alok Kumar Tel: 2552 8182 Ext 838 operationmanager@abclubhk.com
--	---

<b>General Manager's Personal Assistant</b> Selina Mak Tel: 2552 8182 Ext 812 gmpa@abclubhk.com	<b>Marine Services Manager</b> Alex Johnston Tel: 2518 9523 marine.services@abclubhk.com
--	---

<b>Membership Service Manager</b> Cobo Liu Tel: 2553 3032 mbs@abclubhk.com	<b>Food and Beverage Manager</b> Robin Sherchan Tel: 2555 6216 fmb@abclubhk.com
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<b>General Enquiries</b> Tel: 2552 8182	<b>The Galley Coffee Shop</b> Tel: 2554 9494
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<b>Four Peaks Restaurant</b> Tel: 2553 3422	<b>Night Guard Emergency Contact</b> Tel: 9154 0426
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Horizons welcomes ABC member contributions of articles and photos.  
 Please contact the editor at martin@drmartinwilliams.com



## COMMODORE'S LETTER



Chris Pooley  
Commodore

### JUNE TOO SOON...

So starts the old Mariners' forecasting rhyme for each month during the Caribbean Hurricane season. For Hurricane read Typhoon, as the NW Pacific season is identical, though both are now subject to shifts in their pattern. It's not too soon however for boat owners to prepare, on which the GM has set out as a reminder a check-list of professional time-tested tips. This includes a further clear reminder on the division of responsibilities between the Club and members with boats on moorings. Though familiar to most, it's still worth a read as a refresher.

In terms of Typhoon preparations in an overall sense, Hong Kong is far better equipped to withstand the onslaught than practically anywhere else, thanks to building and drainage standards designed for buildings to remain standing and manage the onslaught while precluding the need for wholesale evacuation. Imagine the devastation caused by a storm of Mangkhut's wind, rain and storm surge intensity in the Caribbean and Southern USA! Yet in Hong Kong, damage was limited to fallen trees, broken windows, the odd crane, a few boats and some flooding ... and our own M.I. The next day saw a surge of the diligent population anxious to get back to work, leading to some unexpected disruption!

The damage we suffered on MI is now well on the way to rectification and, as will become evident

in due course, noticeable enhancement. Barry Hill, whose efforts along with those of his team have been unstinting over the past 7 months, describes the background to the design and progress now underway in his article this month. The intent in the rebuilding design put to tender was to optimise the use of the existing internal space – "conveniently" cleared by the storm surge – and maximise the use of the external GFA; but to do so within the constraints of the Minor Works Application, so as to avoid the project getting bogged down for several years in the quagmire of the Building Approvals process. Thus we will not – yet – have the building envisaged in the ultimate MI Development Plan, which is still grinding its way through the rounds of Regulatory Approvals.

What we will have is a much enhanced facility open 6 days a week, which apart from the obvious recreational benefits, will serve as test-bed of membership interest in the increased facilities available after a refreshing 20-minute ferry trip. Members' reaction and comments too, will provide some useful input into the ultimate Development plans.

On that note I much look forward to writing in the next *Horizons* about the re-opening of MI, still on schedule to be celebrated in mid to late July.



## ABC Junk for Hire

Available for Parties, Day Trips and Water Sports

Pick-up at ABC, Central pier, Causeway Bay or TST public pier. The ABC can provide food and beverages including a range of hot and cold dishes, desserts and drinks, ABC chef and waiters are available. Email [fmb@abclubhk.com](mailto:fmb@abclubhk.com)  
Rental of speedboats, banana boats and water ski can be arranged via Freely Marine Services at 9276 2932.

Daytime: 9am – 5pm  
Night-time: 6pm – 11pm  
Monday – Friday: HK\$4,900  
Saturdays, Sundays and public holidays: HK\$5,600  
Maximum passengers: 42

For details, please contact ABC membership services manager Cobo Liu at 2553 3032 or [mbs@abclubhk.com](mailto:mbs@abclubhk.com)



## GENERAL MANAGER'S LETTER



Philippe de Manny  
General Manager

### TYPHOON PREPARATIONS

The typhoon season in Hong Kong is already with us, until at least in October, with most typhoons arriving between mid-July and late September. The Hong Kong Observatory (HKO) provides advance warning and tracking of typhoons over a wide-ranging area. It tracks storms that threaten to approach Hong Kong and those whose passage brings less wind but heavy bands of rain.

As per the ABC Bye-laws, members within the Club premises will be kept informed of tropical storm signals either by the posting of notices or by social media announcements. When Typhoon Signal Number 8 is hoisted, Club operations will cease and all members, guests, and staff, with the exception of caretaker staff, will be required to vacate the Club premises.

In the event of members or guests being unable to leave the Club premises owing to lack of transport or other circumstances, the public rooms will remain open for use but very limited food, drink or service of any kind will be available. Having said that, this service usually becomes a great place to be and turns into a party overnight, so do not hesitate to stay with us in the Waglan Bar and in the function rooms where beds are set up.

The Club remains open until typhoon signal 8 is issued, when all the premises must be closed and secured.

During typhoon signal 3 all the staff from maintenance, food and beverage - and especially marine and sailing - are very busy preparing for the worst and securing all the Club's assets. Please

be considerate and do not wait until the last minute to come to check your boat; do that before the HKO hoists a typhoon signal 3.

During a T3, the Club will cease sampan services, as our marine staff will be very busy completing Club safety procedures to secure the entire Club, moorings and pontoons; safety steps that begin when a typhoon signal 1 is hoisted anyway. Middle Island will receive even more attention from us after the disaster last year, and our staff will bring back to the more secure Club house most of the dinghies that cannot be kept indoors over there, so again, please plan your visit way ahead of typhoon signal 3.

**Members with boats on ABC moorings, be strongly reminded that It is the boat owner's responsibility (not the ABC's) to secure a boat's mooring ATTACHMENT and to look after its overall safety on deck.**

I must remind all boat owners that ABC staff are not to board boats to clear decks, and despite their willingness to be helpful and the fact they do check some boats on request when a Member is away, we cannot and will not accept responsibility for any issues that may arise after the typhoon. This is clearly explained, detailed and reiterated in the yearly mooring contracts you all sign.

ABC is responsible for moorings' components only up to the fix rings, on which you will secure the mooring lines of your vessels with your own mooring lines and swivel if any. Even if ABC has provided you with assistance for the first mooring





## GENERAL MANAGER'S LETTER

lines installation, it is your responsibility to ensure their quality and resistance, and change them regularly if they show any signs of wear and tear.

### Steps to take for boats' safety and security (way before any typhoon is approaching)

If a typhoon is approaching, boat owners should prepare to secure their moorings early, as it is much harder to work in strong winds and heavy rain. In advance of typhoons, to protect boats and ensure safety, boating members should consider taking the following actions for boats on moorings (advice supplied by professional mariners):

- *Check and ensure that your licence and insurance are both up-to-date. An expired licence will automatically invalidate your insurance. Your policy should name your mooring location and you must make sure MI is stated in your policy.*
- *Check that your bilge pump and electrical system are in good working condition*
- *Clear cockpit drains*
- *Securely close all hatches and lockers*
- *Lash the helm amidships*
- *Ensure your decks are free from any potential flying objects including life rafts, emergency radio beacons, horseshoe rings, Dan buoys, boat covers and Biminis. Canvas left on deck is unlikely to be covered by insurance for damage*
- *Ensure your sails are preferably removed, and stowed below decks or secured properly on the mast*
- *If your boat is anchored with a bow roller, ensure that the mooring lines do not chafe against the anchor as they may be cut during heavy winds. If needs be, remove the anchor*
- *To connect to the buoy, do not use chains or low-stretch lines, as shock loads can be very high. Boats whose owners use chains (wrongly believing they are stronger) sometimes have their deck cleats ripped out. Consider using purpose-made shock-absorbing lines or simply add shock absorbers to the mooring lines*
- *Check mooring lines for damage from chafing and the sun, dddddd and replace if you feel they are weakened. Remember that over time nylon lines lose their strength and abrasion resistance. Fit chafe protection where lines cross over decks or through chocks*

- *Fitting a second set of mooring lines as a back up is a good precaution, as long as it is fitted with a bit of slack compared to the working lines. Never secure a mooring line to the mast or to any standard rigging, but consider using the primary winches*
- *Check the shackle from the mooring lines to the swivel. Check that the swivel is rotating freely and is in good condition. Replace the swivel if in doubt*
- *Check your loads for moorings, as winds can seriously affect loads.*

### Car parking during typhoons

Lastly on Typhoon preparations, I must remind members who leave their cars in the lower carpark during typhoons that during the last typhoon we were flooded, and with the way things are going it will certainly be flooded again.

Your car should be removed to safer parking, and I do not mean the upper parking but to a public car park on higher grounds than us.

We are adding a sliding typhoon barrier alongside the seafront, which should probably slow down the flooding but seawater does find its way in through gutters, cracks, and even last year from the street. You have been warned, and we shall not take responsibility for any damage. A sign will be put at the entrance to remind you of this.

### MIDDLE ISLAND REBUILDING AND RE-OPENING.

The rebuilding is ongoing, and the limited opening in mid-May as first expected is now behind us; not that we are late with progress but because the sequences for re-building and tiling took priority, in order to complete the work on time. All electrical and mechanical re-installation has been completed, tiling has started, and we are all on the starting blocks to announce the opening on time.

As I already promised, you will see on Middle Island an extensively improved changing room with air conditioning and better showers.

A fully air conditioned restaurant and bar, brand new BBQ and, specially, a Pizza Oven where real pizzas will be made daily for you and - why not? - ready for take away on placing orders by phone. The new and improved menu choice will be mainly Mediterranean inspired, with some Asian favourites. Plus, hopefully an exclusive on Middle island -

freshly baked bread made from scratch; no more of those frozen buns. The choice of BBQ items will be wider but more importantly better than before, as more fridges are being installed. A great selection of salads for summer and some cooling cocktails to sip at the sunset bar.

One thing will change is the towels for showers: we will now request that you bring your own towel. There are multiple reasons but the two main reasons are, despite opening only on the weekends, Middle Island still lost the most number of towels and secondly, the new design did not leave much room for towel storage. We will have limited stock, but they will be for sale.

The new menu and food and beverage will be

overseen and prepared by our newly employed chef, Aurélien Lagrange, who will start his new job with us on 1 July.

Aurélien has a wide range of experience from France, Australia and Hong Kong; and prides himself on his bread and pizzas, but specialises in Italian cuisine, which will certainly match our Middle Island look and feel. Aurélien has been working 3 years in Hong Kong; he is married and lives just across from the Club, on Ap Lei Chau.

The target day is 14 July, with Bai San and a fun day to try out all the new equipment we now have for you, whether sailors, boaters or social members.

#### PANADOL FILE MIDDLE ISLAND PONTOON LICENSING SAGA CLOSES

Last month, I wrote about the on-going issues with licensing our new pontoon system on Middle Island, a saga that started in November 2018, once the new pontoons were completed.

In the same month, we asked the Marine Survey Department to inspect our pontoons, in order to renew their operating licence. (Yes pontoons are considered as vessels, and need the the operation licence as for a boat). We were then informed by the Marine Survey Department that they were not sure how to process the request, and informed us we should contact the Marine Licensing Department.

So we did so, only to be informed that we shouldn't have to get involved in this survey, as this is only an internal matter; they asked us to inform the survey department they should contact the licensing department (I believe they are in the same building, maybe a floor apart, or a desk apart).

The survey department then instructed us to obtain an approval for Alteration of General Arrangement (whatever this means) This was sent on 20 November 2018, together with the new pontoon layout plans.

Only on 14 January 2019 did we receive the approval letter from Marine Department, subject to a survey (again) carried out by either the Marine Department or a competent surveyor.

This was when the frustrations really began; here's a brief diary of events:

**8 February 2019** *We sent an enquiry letter to Mardep, asked them how to engage a competent surveyor, as none of those we knew would, could or were able to do this survey. We included more detailed pontoon layout plans, as requested by them.*

**22 February 2019** *Mardep called to inform us what needed to be done to engage a "competent surveyor" to survey the pontoons, and again requested the pontoon layout plans.*

**28 February 2019** *We called Mardep to follow up and we were asked to again send to them the pontoon layout plans as they did not seem to have them in the file. So we did.*

**28 March 2019** *We finally received an approval in principle from Mardep for the new pontoon plan, subject to an inclination test being carried out.*

**9 – 19 April 2019** *We desperately tried to engage a "competent surveyor", and asked Mardep to carry out an inclination test.*

**30 April 2019** *We finally managed to get the inclination test carried out; last month's article.*

**2 May 2019** *Approval from the survey department was received.*

**3 May 2019** *We rushed to Mardep, to receive our most wanted operating licence, but they could not process the application.*

**6 May 2019** *The pontoon license was issued; after 14k paid and 2 boxes of Panadol consumed.*





## GENERAL MANAGER'S LETTER

### 2028 LEASE RENEWAL DEBATE

Recently, many members engaged with me in conversation, fearing that we may lose our land in 2028.

Well for the time being, nobody can be sure either way. Maybe we will have to pay a premium, and that premium will have to be paid each time the lease is to be renewed.

The other thing sure of is that whatever extra opening hours or facilities HAB will require in the new lease conditions, we are very confident that we are already complying or will be ready and able to comply with. Something that all the vocal and ignorant by indolence complaining bodies in Hong Kong may want look up is our quarterly declaration made to HAB.

Back to the cost of our premium: this is really uncertain. The Lands Department, despite putting up a document recently on this topic, does not seem to be very clear on their assessment process.

By 2021, when our lease will be renewed,

hopefully until 2028, we will know the situation regarding the premium, if any, and how this will affect subscriptions. Rest assured we will fight for the best result possible.

### PHILIPPE'S FRANGLAIS FAUX PAS

I made a splendid faux pas last month, in putting a poster up last month for the re-opening of Middle Island, calling it, "Finally the new Middle Island re-opens".

I have shot myself in the foot by not realising that it would come out for some as, "Finally the extensive Middle Island project that's been on the table for 7 years is opening".

A few members became too ecstatic at the idea of seeing the new hardstand, berthing and the resort-like building you have seen for years pictured on our walls.

However, I hope members will still be delighted we are achieving earlier than anticipated improvements.

## Squid Fishing on the ABC Junk

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

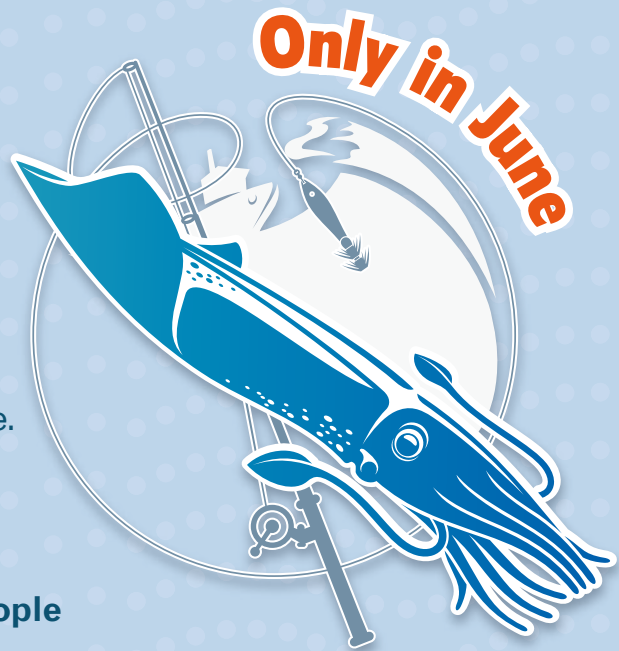
**14 & 27 June 2019**

**Time: 7 pm – sharp – to 10 pm**

**Minimum 25 people; maximum 35 people**

**Adults and children \$190**

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







R o u n d I s l a n d

# Beach clean-up and BBQ



Date: 23 June Sunday

Venue: Round Island

Price: \$100 per head without F&B Package, \$300 with F&B Package  
(You can bring your own F&B)

## Proceedings:

- Members without boat meet-up 9:30am at the pontoon to board ABC Shum Fung
- Those with own boats meet on Round Island at 10:00am for a good two hours clean-up
- From 11:30am, start BBQ cooking and drinks
- For those who only love to eat and relax, it's all about the fun day of camaraderie; join even if you cannot do the beach clean up
- Things to do after the clean-up: eat, drink, sun-bathing, inflatables, beach games and for those with a thick skin - a good swim to cool off.
- Return by 4:00pm for 5:00pm at the Club.

## The BBQ Package includes:

- Sirloin steak – 1 portion
- Assorted Satay – beef, chicken & pork 1 pcs each
- Cajun chicken wings – 2 pcs
- Salmon fillet – 2 slices
- Chicken breast – 1 pc
- Sweet corn on the cob – 1 pc
- Baked potato – 1 pc
- Vegetable skewers
- Bread rolls & Butter

Bring sunblock, tents, towel, anything you usually bring to the beach.



Aberdeen Boat Club 香港仔遊艇會



# Middle Island Renovation Progressing Well

By Barry Hill, Chairman, Middle Island Working Group

In September 2018 Typhoon Mangkhut barrelled into Hong Kong and left a trail of destruction across the territory. The most intense typhoon in Hong Kong's history caused a record storm surge, uprooted some 1,500 trees, and left hundreds of windows smashed all over the city. The intensity of the storm required typhoon signal No 10 to stay in place for 10 hours. The maximum wind speed recorded was 175 kilometres per hour and there were record levels of storm surge with flood waters reaching their highest levels since 1904. The maximum surges recorded at Quarry Bay and Tai Po Kau were 2.35 metres and 3.38 metres respectively; higher than the previous surges brought by Typhoon Wanda in 1962 and Typhoon Hope in 1979.

The Club performed our usual well drilled precautions in advance of the storm but even this was unable to prevent the massive destruction that would occur to our Middle Island facility. Thankfully the well-engineered steel structure of



Bagged Debris for Removal

the building withstood the onslaught of the high winds and the storm surge but we lost 20 dinghies and all the internal fabric and services within the clubhouse were destroyed.

So began a long process of recovery, with the initial clean up making the facilities safe for restricted use, and then processing several



Demolition Debris



Site Meeting

significant insurance claims. It was not until the beginning of 2019 that we were in a position to begin the procurement process for renovating the Clubhouse. Much work has been done to establish the requirements for the renovation and to conduct a thorough competitive tendering process. In early April, we awarded the contract for the renovation works to Chung Shun, who effectively mobilised their resources and began the demolition and removal of what was left in the Clubhouse.

We are constrained by the terms of our lease in what we can do with the building, and so the renovation will be confined to reconfiguring the internal layout; but this in itself will provide a more efficient use of space. The end result will provide a significantly better environment with improved food and beverage services for members.

We are aware that members have been frustrated by the delays to reinstating Middle Island but



Early building works

we have had to follow lengthy insurance and procurement protocols in order to ensure the best value for money outcome for the Club. Work is now progressing well, and our target is to achieve re opening of Middle Island mid to late July.



Bai San Ceremony



Barry Hill and Alan Child Cut the Pig

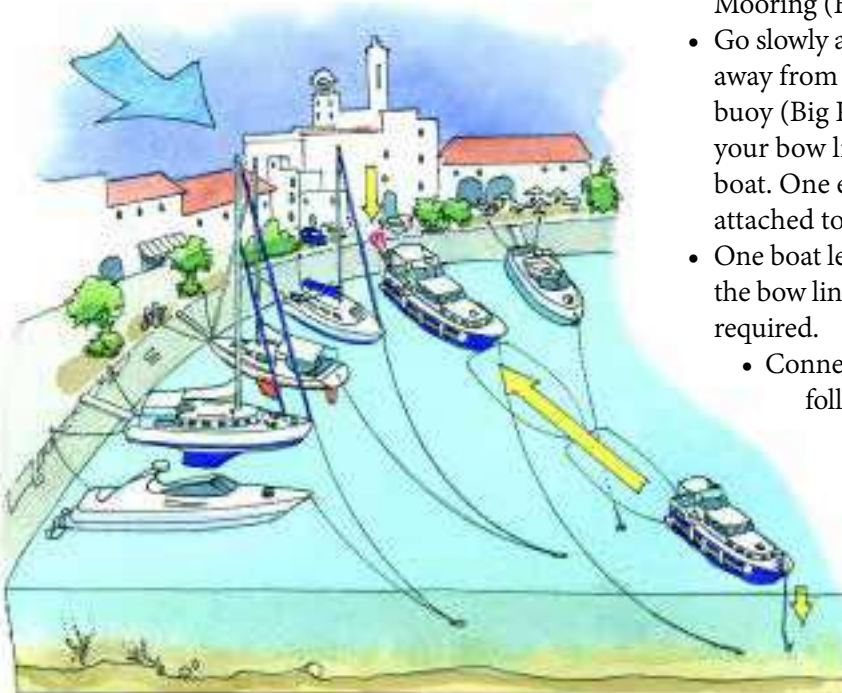


# Med Style Mooring – New ABC Middle Island Pontoons

By Alex Johnston – Marine Services Manager. Adapted from the RYA Guidelines.

**M**editerranean moorings are usually stern-to or occasionally bows-to the pontoon or quay. Boats usually moor stern-to the pontoon for ease of access ashore; however when unsure of the depth, going bows-to will keep your drives in deeper water. Alongside berthing is normally only available at fuel or waiting pontoons.

Stern lines are used to stay close to the quay or pontoon, whilst either the anchor or a line from the bow holds the boat away. A passerelle or wooden plank, carried by the boat, is used to go ashore, when the quay is high as in many places. However, the good news is this is not needed for the ABC pontoon, if the boat goes stern too, at ABC Middle Island.



**The approach to the dock or pontoon**

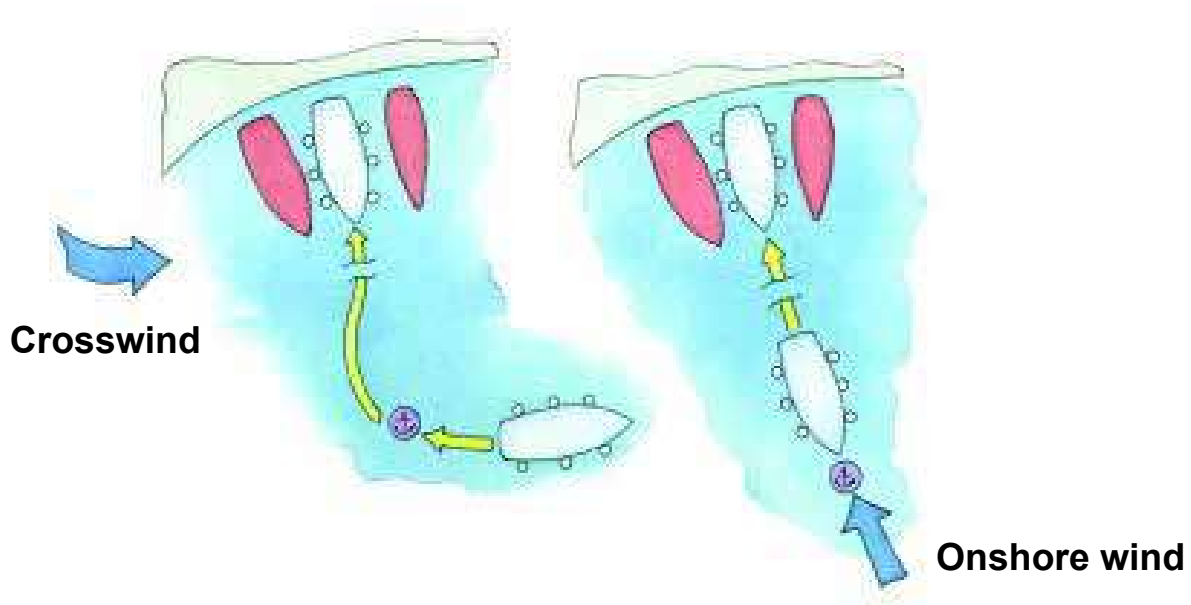
## How to berth on a Stern – To Mooring at ABC Middle Island.

### The approach to the Pontoon

**Do not use your anchor** – sinkers and chains are on the seabed, which will foul your anchor.

**Please use the Red Mooring Buoys and Lazy lines provided.**

- Rig up fenders on both sides of the boat and a large fender on the stern.
- Rig a stern line from both aft quarters – Port and Starboard.
- Prepare the bow line & boat hook to pick up the Mooring (Big Red Buoy) bow lazy line.
- Go slowly astern in reverse; about two boat lengths away from the pontoon, pick up the Mooring buoy (Big Red Buoy) bow lazy line and attach your bow line, through the loop and back to the boat. One end of your bow line should already be attached to the boat.\*
- One boat length from the pontoon, stop easing the bow line. Be ready to ease out more bow line, if required.
  - Connect the windward stern line to shore, followed by the leeward stern line.
  - Once positioned the correct distance from the pontoon, take the strain on the bow line. To ensure the stern stays away from the quay/pontoon, often the stern lines are eased and the bow line tightened, then the stern lines are made taut again.



### Crosswind

In a crosswind it may be necessary to reverse into wind initially to get steerageway.

- When slightly upwind of the gap, pick up the mooring buoy (Big Red Buoy) lazy line and attach your bow line and reverse into the space.
- Ensure the leeward side is well fendered, in case you drift onto the downwind boat.

### Onshore wind

If the wind is on the bow, treat the stern-to mooring as a normal berthing exercise.

- Pick up the mooring buoy (Big Red Buoy) lazy line and attach your bow line.
- Gently reverse astern into the gap with the stern lines ready.
- One boat length away from the quay, ensure the bow line is sufficiently tight.
- Connect the stern lines.

### Leaving the pontoon

- Run your stern lines back on board, around a cleat on the dock.
- Start to leave the pontoon, remove your stern lines, as you move forward drop one end of your bow line and pull it back through the Mooring buoy lazy line loop – **be careful not to run over your bow line and foul your prop.\***
- Ensure you have sufficient roving fenders on both sides of the vessel to avoid any contact with other vessels alongside.

### Some Top Tips

- **Do not use your anchor – there are mooring blocks and chains on the seabed which your anchor will get fouled on. Please use the Red Mooring Buoys and lazy lines provided.**
- If the space looks too small for your vessel, it probably is, so do not try and force your way in. This applies to many power boats, which tend to be much wider in the beam than many sailing yachts.
- If you are on the inside of the pontoon, port side or starboard side – berth as normal as for any pontoon. You do not need to use the Red Mooring buoy/ lazy line.
- Sailing Yachts need to be careful that the rigs do not get entangled, if alongside each other.
- Always brief your crew first before attempting to dock. Do not try and do this once you start your manoeuvre into the pontoon !!
- Stern-to moorings are used very successfully all over the world, and especially in Europe where space is limited in many harbours and marinas. If you are still not sure how to berth on the new ABC Middle Island Pontoons – **please call me (Alex, the Marine Services Manager) in the Marine & Sailing Office: 25189523.**



## SAILING & MARINE UPDATE



### Sail Training - Summer 2019

The process for replacing boats that were damaged during Super Typhoon Mangkhut has started.

Therefore we look forward to welcoming a host of new dinghies, giving us the opportunity to provide you all-new and exciting courses and better sailing experience!

With that in mind, we have published our summer course dates.

Visit our website for the latest information and application deadline.

Remember to apply early to get the 'EARLY BIRD' discount!



### RYA Powerboat Level 1 & 2 Courses

This two day entry level course provides the skills and background knowledge needed to drive a powerboat and is the basis of the International Certificate of Competence.

Next course dates:

15 & 16 June	27 & 28 July
10 & 11 August	7 & 8 September

For more information and online registration, please visit the Club website.



### Sun Bum - Trust the bum

Would you like to have a sunscreen that not only does the job in protecting your skin (Water resistant 80 mins), it also smells great and most importantly, it is "Reef Friendly"! Sun Bum sunscreens do all the above.

Currently the club shop sells the following:

1. SPF 50 Sunscreen lotion (8 Fl. Oz) - \$200
2. SPF 50 Clear Zinc Oxide (1 Fl. Oz)- \$160
3. Cool Down Lotion - \$110

The club shop will also sell their Mineral sunscreen and Baby bum sunscreen at the end of May. Check out the club shop!



### Typhoon Preparation

Summer is fast approaching and we would like to take this opportunity to remind all mooring holders to carry out all typhoon preparation before typhoon signal no. 3 (T3) is hoisted.

The marine staff will be deployed to carry out club typhoon preparation procedures therefore, please ensure that you carry out preparation work with ample time as ferry and sampan service to carry members might stop before T3 is hoisted.

The mooring holders are responsible for carrying out typhoon preparations for their own vessels.

All ferry and sampan services will stop once T3 is hoisted.



# SUMMER SERIES 2019



19 May  
2, 16, 30 June  
14, 28 July  
25 August

[www.abclubhk.com](http://www.abclubhk.com)



**PERONI**  
ITALY



# The ABC Sailing Pathway

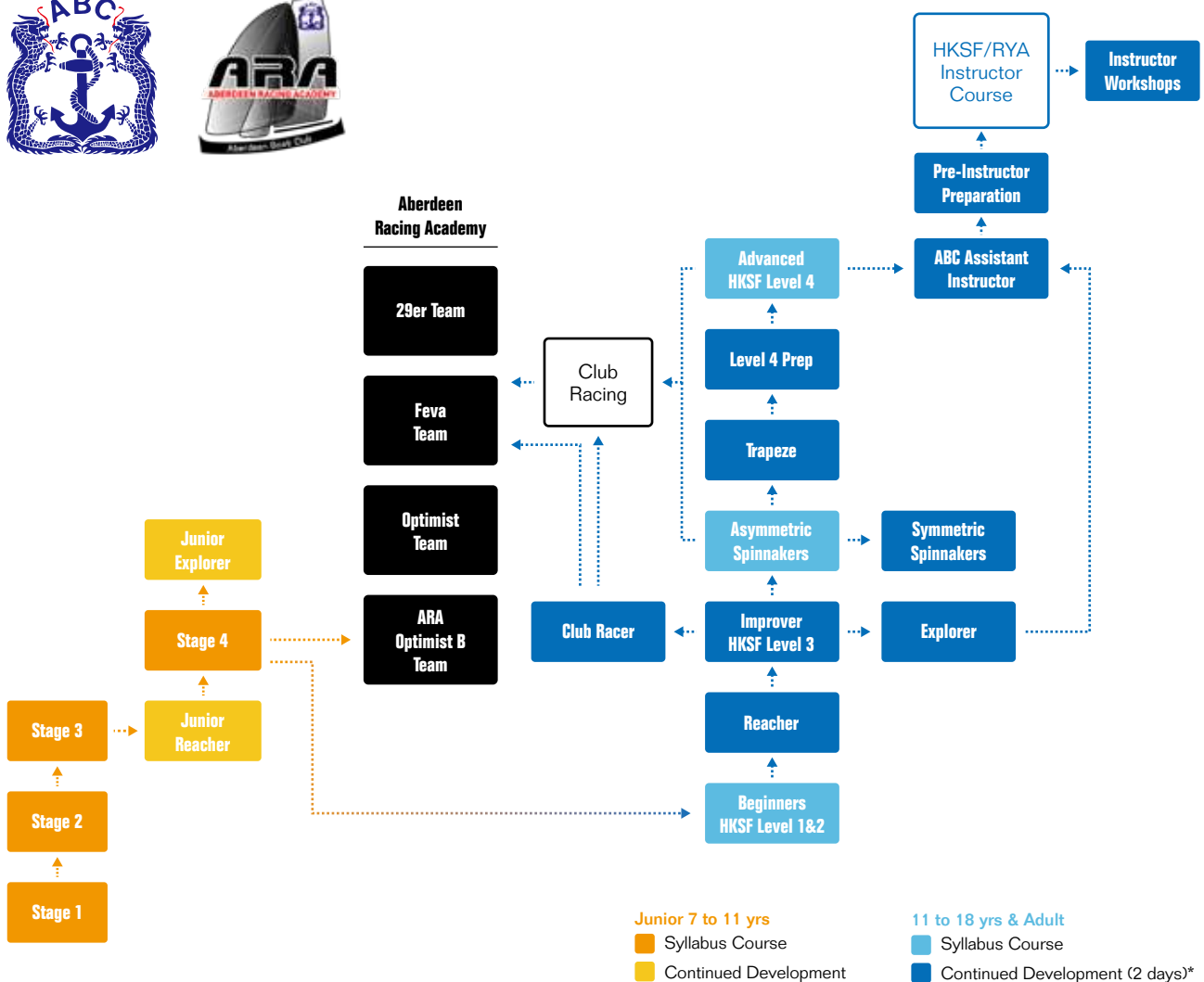
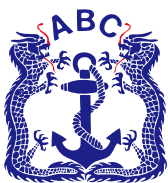
The 2019-2020 season has seen significant changes for ABC dinghy sailing. Typhoon Mangkhut in September 2019 dealt a serious blow to the dinghy fleet and there have also been a number of personnel changes in the Sailing Office but combining this with feedback from an independent audit the Club has developed a clear vision for the future.

There are two parts to this development plan, firstly the new pathway and secondly the modernisation of the dinghy craft.

## THE SAILING PATHWAY

We have introduced new pathways to provide a more holistic approach to the ABC sailing programme.

## ABC SAILING PATHWAY



\*NEW Reacher and Explorer courses are a series of structured sessions designed to develop boathandlingskills and is an alternative to race training



The Aberdeen Boat Club Racing Academy will continue to focus racing in the Optimist, Feva and 29er dinghies. For the overseas events we are looking at more international dinghy regattas, particularly within Asia. Although we are offering new pathways we believe sailors who are interested in racing will be attracted to join the ARA because of the focused race training as well as the opportunities to race at different venues in Hong Kong and especially for the overseas trips. Being able to travel and compete at overseas events is why many people get into racing, young and old. We are aiming to provide more opportunities for our ARA team to do this so they can get a taste of what it means to be a professional sailor.

For those sailors who are not focused on racing we have new programmes starting this summer called Reacher and Explorer. The Reacher programme focuses on developing those core skills learnt in the syllabus courses and will also include trips to Round Island Beach as well as other fun games/activities. The Explorer programme will be run on weekends during school term time and as well as developing core skills will include opportunities like sailing on bigger boats, visiting yachting industry experts in sail making and boat building. We are also planning sailing sessions in different sailing areas, such as Sai Kung.

We will also provide more opportunities to those wishing to become qualified instructors. These will include running ABC Assistant Instructor Courses, pre-instructor course support and workshops for instructors.

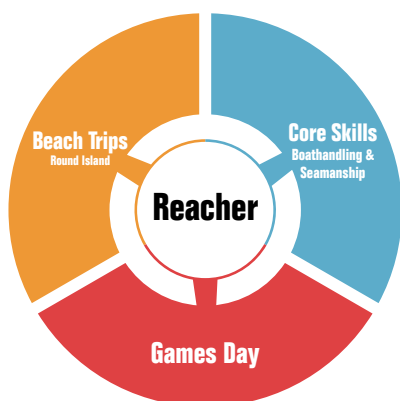
In short, there will now be more options available to sailors once they have completed their beginner sailing courses and it is not just about racing.



### MODERNISING THE FLEET

Although the ABC already has a rolling replacement programme for the dinghy fleet, the devastation of Typhoon Mangkhut actually presented a unique opportunity to accelerate that programme. Since the Club was forced to replace 19 dinghies there has been extensive research and consultations with various stakeholders at ABC combined with recommendations from the independent audit last September. The end result is a new fleet of small dinghies to be used for Junior Sailing courses and a new fleet to replace the lost and aged Laser 2000 fleet for teens and adults. This bulk purchase also included one dinghy that will be tested as part of a longer term replacement of the Pico fleet that have served the Club very well but are next up for replacement. Here is an introduction to these new boats.

### REACHER AND EXPLORER PROGRAMMES





## SAILING & MARINE UPDATE

### THE TERA



- Used on Stage 1 to 4 as well as Junior Reacher and Junior explorer programme
- Modern and fun looking dinghy
- Self-draining after capsize which saves time and energy for participants and instructors
- Made of plastic therefore more robust and less repair and maintenance
- We will purchase these boats with the sport and mini sail which are more easily reefed therefore easier for sailors and instructors to manage windy days.

### THE QUEST



- Used on Adult HKSF Level 1 to 4 courses, 2 day skills courses, Club racing and day trips
- Modern, purposely designed for sailing schools
- Made of plastic therefore more robust and less repair and maintenance
- Carrying capacity is 4 (one more than Laser 2000)
- Can be used with symmetric or asymmetric spinnakers
- Family friendly for intro days or day trips
- HHYC and RHKYC already have Quest dinghies therefore these are more opportunities for inter-club racing/activities in one fleet.

### ZEST



- Replacement for Pico dinghy used for HKSF Level 1 & 2 courses for 11yrs to adult.
- Made of plastic therefore more robust and less repair and maintenance
- Centreboard instead of daggerboard which reduces chance of damage to the hull after accidental grounding.
- More spacious and deeper cockpit making it more comfortable for adults and can take up to 3 people on board.

Twelve Tera, one Zest and one Feva dinghy are expected to arrive in late June. Then six Quest will arrive in August. After a short commissioning the boats will be used for sailing courses and available for hire.

### RECREATION ACTIVITIES AT MIDDLE ISLAND

As well as the dinghy sailing returning to full strength the non-sailing water sports activities will also soon be available again. Kayaks, Standup Paddleboards as well as other water activities will be on offer. We are looking forward to creating a family friendly environment where the kids and 'big kids' can have fun in and around Middle Island. More details about these will be in next month Horizons.





## MEET THE COACH

# The Knight's Tale *By Martin Williams*

*ABC's newly recruited Manager – Sports and Recreation, Richard Knight, on his yachting experience including a quest for Olympic glory, plus wealth of expertise in coaching*

**W**hile Richard Knight is new to the Club staff, in the brand new role of MI Sports and Recreation Manager, he is no newcomer to Hong Kong, having lived here most of his life. Nor is he some landlubber who happens to sail a bit at weekends - for Richard has sailed competitively at the highest levels, including in a bid to reach the Olympics, and has coached extensively, still reveling in outdoor sport for fun with his family.

"I've sailed from being eight or nine years old," says Richard. "I sailed through school, and university." While his parents were not sailors, his elder sister was an enthusiast, and they had family friends who were keen sailors, and helped him learn. While at Island School in the 1990s, he became more serious about sailing.

He also gained recognition as a good competitive sailor, and was invited to join a Hong Kong Optimist class team, leading to Richard taking part in events in Thailand, Malaysia and Japan, giving an international dimension to sailing. "I could see that you could take the sport outside Hong Kong," Knight says - though as a teenager rugby took over as his main sport, and he played for Hong Kong until U19s level.

While at university in Edinburgh, Scotland, sailing took over again. Here, Richard sailed on the Firth of Forth, gaining his first real experience of sailing in

tide, and encountering some pretty extreme conditions. He had helped teach youth sailing in Hong Kong, and now worked part time as an instructor at the Local Authority Watersports Centre just outside Edinburgh, finding a host of experienced and qualified people. "This was a great learning experience all round as I worked alongside so many experienced senior instructors, learning from them every day," he says. Richard was teaching part of the program of the Royal Yachting Association – which he describes as the "Bible" of how to sail programs.

With qualifications as an RYA Dinghy Instructor and Senior Instructor, Richard returned to Hong Kong, where he took on a full time position as Senior Sailing Instructor at the Royal Hong Kong Yacht Club, later moving into Senior Management, as he worked there until 2015. Though there was a two-year hiatus.

### QUEST FOR THE OLYMPICS

That break began with an idea hatched in 2004 together with Richard's Hong Kong sailing partner and past ABC member, Mike Halkes. The pair decided to aim for a place in the Olympics. With no ready source of funding, they were inspired by "San San"



Knight family

- Lee Lai-shan, a Cheung Chau woman who won an Olympic gold for windsurfing in 1996, after embarking on training overseas with a few friends and a shoestring budget.

Richard and Mike joined a regatta in Sydney Harbour, experiencing the thrill of club level boats going all out for victory. "Right, we're going to do this, and full time," they decided.

In April 2006, they really started their quest, heading to Europe where they bought a boat, a van and a trailer, and joined the racing circuit. "We started at the back," recalls Richard. "In our first race, we were happy we were not last – we beat one boat."

Other teams were happy to offer advice, and the pair found training partners, including an Irish team with a friend of Richard's, and a Japanese team whose boat was delivered at the



## MEET THE COACH

same time. "You can do testing with partners," Richard says. "You can't spot mistakes if you're on your own." They started getting better, taking about a year to get really comfortable with the boat in most conditions (there's still a website on their progress, at [www.hk49er.com](http://www.hk49er.com)).

After the summer 2006 season, they based themselves in Portugal, as the next World Championships would be there the following July. That winter also led to a chance to join a larger yacht for outings in Thailand, in turn helping Richard and Mike make contacts that resulted in sponsorship.

"People in Hong Kong started to realise we were serious about doing this," says Richard. "We had shirts made, and in one event raised over HK\$250,000, including from some people I taught to sail – which would cover about half our annual budget."

The duo placed 61st of 78 boats in the Portugal World Championship. Next, they left Europe for Australia, where the "Worlds" would be held in June 2008. "We sold our boat, and bought another in New Zealand," says Richard. After another six to eight months' training, he and Mike entered their third World Championships - and achieved their best result, finishing in the top 50 and which was equal to about the 23rd nation.

This was just four or five places off qualifying for the Olympics. Their Japanese team qualified, and Richard says, "We were happy for them, but gutted we hadn't made it."

One of the Japanese team had campaigned for 10 years before this qualifying result. For Richard, it was time to give up on the Olympic dreams, and put to use

some of the experience he had gained.

### A TEACHER FOR ALL SAILORS

Rejoining the Royal Hong Kong Yacht Club, Richard became Sailing Development Manager - overseeing training, but also improving race management, and reinstating top flight race events that attracted some of the world's top skippers.

By 2015, Richard was looking for new opportunities, and joined the Hong Kong Sailing Federation. Here, he helped run the national squad, and when sailing became an official elite sport in Hong Kong, his remit included establishing the sailing department at the Hong Kong Sports Institute as the Acting Head Coach.

After two years with the Hong Kong Sailing Federation Richard worked with several Clubs and organisations, completed a Post Graduate Diploma at HKU Space – and joined the ABC.

Here, Richard has a wide remit including Aberdeen Racing Academy training, the learning to sail program, and overseeing new, more casual watersports such as kayaking, stand-up paddleboarding, even introducing simple floaties, water polo matches and more at Middle Island.

Richard is unofficially qualified for setting up more family-oriented programs as he's married with three young children, two girls and a boy ("Although they are not sailors yet, they do enjoy being out on the water and on the ski slopes in the winter.")

While you might wonder if teaching weekend sailors is a bit humdrum after top-flight competitions, Richard says, "You learn something every time. Everyone's different, with different personalities, and you have different experiences. It's important to explain how to sail, and to realise the goals for each sailor - who might aim for the Olympics, or simply to become better sailors."

While the Aberdeen Racing Academy will retain a focus on producing competitive sailors who can make the national team, the Club is introducing new programs to teach people how to sail, and nurture sailors who might go on to become instructors, and have the skills needed for sailing bigger boats."

Reflecting on his new role, Richard says, "It's a pleasure to join the fantastic team of staff at ABC, all of whom go out of their way every day to make sure the members have the best possible experience at the Club."



Richard Knight and Mike Halkes 49er Sailing Team

# Member-Get-Member Program



It's wonderful to be surrounded by friends and family to share good times. In that vein, we are launching our Member-Get-Member membership program. We'd like you to invite your family, friends, and colleagues to become Members of the Club. Keeping our membership levels healthy is good for all of us. What makes it even better is that we're sweetening the deal for you.

Successfully refer a new Member to the Club and we'll make sure you're handsomely rewarded. Depending on the type of membership purchased, you may enjoy up to 6 months waiver of your monthly dues and minimum F&B.

*Now that's a great deal!*



Successfully refer one debenture membership, to receive 12 months of free subscriptions



Successfully refer one nominee subscriber membership, to receive 6 months subscription waiver



Successfully refer one associate membership, to receive 2 months waiver

*Double the successful referrals, and we shall double the reward.*

Promotion period from **15 May to 15 July** – which, coincidentally, is when Middle Island may reopen.

Please contact the membership Manager Cobo, or General Manager Philippe, regarding potential new Members.



# Dinghy Racing Spring 4 on 26 May 2019

Words and pictures by Felix Mak, Diana Bruce and John Berry



First start

**O**minous morning thunder threatened the last day's racing. However, six of the seven crews who had signed up assembled at Middle Island by noon to prepare. Fortunately, with assistance from Richard Knight, the lightning storms were tracked on the HKO radar imagery, which showed that the risk would pass by 1pm, and so boats were rigged. An additional three Fevas were on the water headed for the start, but withdrew in the slight winds which followed the 'storm'. The remainder launched and drifted on towards the outer DWB start, when RO Felix Mak returned for a recce and reported suitable winds in Stanley Bay and thus relocated the start.

Getting to Stanley in light winds required tows, and the RO's boat and the mark laying boat lost no time in taking us to Stanley Bay, where northeast winds blew from over the Stanley Peninsula isthmus.

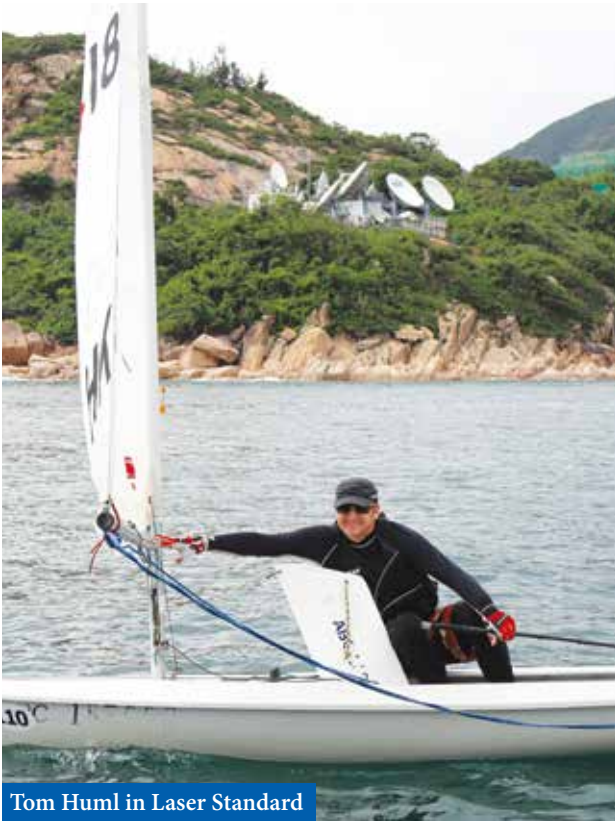
RO Mak set a longish, two lap windward – leeward for the first race; and after a congested start Tom Huml and Sjoerd Hoekstra in Laser Standards and Andrew Blank in a Laser 2000 established a



After the first top mark, Berry/Bruce with gennaker, Blank, Nozomi, Law



Anthony and Joseph Law



Tom Huml in Laser Standard

lead which was not to be broken. Berry/Diana Bruce experimented with a gennaker without advantage while vying for position with Anthony and Joseph Law, while Nozomi's Topper had insufficient sail for the light winds. Tom Huml took line honours from Blank by a full 5 minutes.

In the second race, starting at 3.45pm in a fading wind, RO Mak brought the leeward mark closer in to ensure that all finished within time (just). Skilful sailing put Anthony Law at the head of middle of the fleet, but Tom had an unassailable lead. Andrew Blank and Sjoerd Hoekstra had a photo finish with one second between them for 2nd and 3rd place, respectively!, to just miss line honours which again went to Huml's Laser standard.



Sjoerd Hoekstra in Laser Standard

First five on ABC Performance Adjustment Handicap System (HKSF handicaps plus performance adjustments on each race) were:

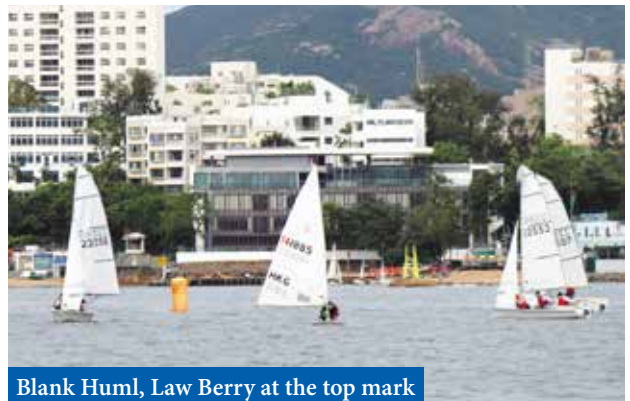
Race 1 – 1. Huml, 2. Blank, 3. Hoekstra, 4. Berry/Bruce, 5. Law

Race 2 – 1. Huml, 2. Blank, 3. Hoekstra, 4. Laws, Berry/Bruce.

Full results can be found at [www.abclubhk.com/TPC\\_Series.aspx](http://www.abclubhk.com/TPC_Series.aspx). This shows a well-attended series with all 8 races completed and 14 boats and 25 sailors taking part, representing a solid recovery from losing all of the private boats during last year's Typhoon Mangkhut.

The ABC Overall Spring Series winners were Berry, 2. Huml, 3. Law, 4. Hoekstra, 5. Blank, 6. M. Bouveron.

Photos taken by Felix during the race can be found at [https://1drv.ms/f/s!AoiSlhso19OGhc8MJMkMwuH\\_pQPbrQ](https://1drv.ms/f/s!AoiSlhso19OGhc8MJMkMwuH_pQPbrQ)



Blank Huml, Law Berry at the top mark



At Middle Island , rigging for the racing



On Tow to start



## DINGHY RACING REPORT

### DINGHY RACING - Tong Po Chau Spring Series 2019

#### ABC SERIES RESULTS - Division A Open

Handicap by HKSF PYS No. plus ABC Performance Adjustment System  
(Refer ABC Dinghy Sailing Instructions Appendix C)

Skipper	Spring 1		Spring 2		Spring 3		Spring 4		Total Gross	Total # Discards <small>3 Discards, See Note 6</small>	Total Nett	Line Honours	Position
	3-Mar-19		17-Mar-19		28-Apr-19		26-May-19						
	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8					
1 John Berry	1 *	2	1 *	1 *	5	5	4	5	24	15	9	3	1
2 Tom Huml	3	4	14	14	4	9	1 *	1 *	50	37	13	2	2
3 Joseph & Anthony Law	6	5	2	2	7	6	5	4	37	19	18		3
4 Sjoerd Hoekstra	5	6	14	14	3	4	3	3	52	34	18		4
5 Andrew Blank	14	14	14	14	1 *	1 *	2	2	62	42	20	2	5
6 Marie Bouveron	2	1 *	4	5	14	14	14	14	68	42	26	1	6
7 Juliette / Chris	14	14	14	14	2	3	14	14	89	42	47		7
8 William Hwang	14	14	3	3	14	14	14	14	90	42	48		8
9 Cecile Martin	4	3	14	14	14	14	14	14	91	42	49		9
10 Ethan / George	14	14	14	14	10	2	14	14	96	42	54		10
11 Cameron / Carter / Aaron	14	14	14	14	6	8	14	14	98	42	56		11
12 Nathan / Sam	14	14	14	14	8	7	14	14	99	42	57		12
13 Timo / ShuHong	14	14	14	14	9	10	14	14	103	42	61		13

#### Notes:

- 1 - \* Line Honours
- 2 - 14 DNS / DNC (Score = No. of starters in series plus one) (shown in yellow if a discard)
- 3 - 13 Numbers of starters in Series, to latest race
- 4 - DNF (score = No. Starters in race plus one)
- 5 - Race Abandoned
- 6 - Discards (4 discards for 11 or more completed races; 3 for 8-10 completed races; 2 for 5-7 completed races)

(\*Series ties if any resolved under Racing Rules of Sailing Appendix A Rule 8)

ABC Division A Winners	Line Honors
1 John Berry	1 John Berry
2 Tomas Huml	
3 Joseph & Anthony Law	

Thanks from all competitors to Felix for again managing the racing in our series!

## Tong Po Chau Series - 2019



#### Race dates

Summer 1 - Sun 9 June  
Summer 2 - Sun July  
Summer 3 - Sun 11 August

No matter whether you would like to participate in a fun, relaxed dinghy race or would like to improve your racing skills, come join the series.

Richard Knight will be on hand to offer tips and feedback! Don't miss this great opportunity!

Dinghy races start at 1:30pm - Members need to register online in advance.

Visit our club website to register!



## 2019 ABC Summer Youth Sailing Programme

The summer school holidays are a great time to be on the water and is a popular time so courses fill up quickly. This year we are introducing our 'Reacher' courses which are structured practice sessions aimed at building upon skills previously learnt and along with fun games.

BOOKING OPENS on 2 May 2019 at [www.abclubhk.com](http://www.abclubhk.com). Please note that spaces can only be reserved by completing our online booking system with full payment. You can see the number of places remaining online. We cannot reserve course slots by email or telephone. Bookings before 1 June qualify for a discount so please do book early.

### Course timing:

AM course: 9am – 12:30pm (meet 8.50am at main clubhouse)

PM course: 1pm – 4.30pm (meet 12.50pm at main clubhouse)

Full-day course: 9am-4:30pm (meet at 8:50am at main clubhouse) Lunch included on full day courses except for 'Sailing Trip' and 'Assistant Instructor Course'

### Monday to Friday Courses

**Application Deadline: 10 days before the start of the course**

June		July					August					Time	Activity (Detail / Entry requirements)	Early Bird Discount booking before 1 June 2019 Cost HK\$: (Member/NM)	Regular Price Cost HK\$: (Member/ NM)
17 ?	24 ?	1 ?	8 ?	15 ?	22 ?	(Jul) 29 ?	5 ?	12 ?	19 ?	26 ?					
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	AM	<b>Junior Stage 1</b> Age 7 – 11 can swim with water confidence	1,278 / 1,881	1,420 / 2,090	
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	PM	<b>Junior Stage 2</b> Age 7 – 11 Pass Optimist Stage 1	1,278 / 1,881	1,420 / 2,090	
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	PM	<b>Junior Stage 3</b> Age 7 – 11 Pass Optimist Stage 2	1,278 / 1,881	1,420 / 2,090	
✓		✓		✓		✓		✓		✓	AM	<b>Junior Stage 4 Race Intro</b> Age 7 – 11 Pass Optimist Stage 3	1,278 / 1,881	1,420 / 2,090	
	✓		✓		✓		✓		✓		AM	<b>Junior Reacher</b> Age 7 – 11 Pass Optimist Stage 3 or 4	1,278 / 1,881	1,420 / 2,090	
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9-5	<b>HKSF Level 1 &amp; 2 Beginner Course</b> Age 11 – 18 can swim with water confidence	2,970 / 3,582	3,300 / 3,980	
		✓			✓		✓			✓	9-5	<b>HKSF Level 3 Improver Course</b> Age 11 – 18 Pass HKSF Level 2 with 1 year sailing experience since	2,970 / 3,582	3,300 / 3,980	
✓		✓		✓		✓		✓		✓	9-5	<b>RS Feva Introduction Course (3 days)</b> Age 11 – 18, passed HKSF L2	1,782 / 2,150	1,980 / 2,388	
✓		✓		✓		✓		✓		✓	9-5	<b>RS Feva Gennaker Course (2 days)</b> Age 11 – 18, passed RS Feva Introduction	1,188 / 1,433	1,320 / 1,592	
	✓		✓		✓		✓		✓		9-5	<b>Youth Reacher (3 days)</b> Age 11 – 18, passed HKSF L2	1,782 / 2,150	1,980 / 2,388	
	✓		✓		✓		✓		✓		9-5	<b>Club Racer (2 days)</b> Age 11 – 18, passed HKSF L3	1,188 / 1,433	1,320 / 1,592	

### Weekend Course

<b>1 Day Course</b> 30 Jun, 28 Jul or 25 Jul	9-5	<b>Sailing Trip (1 day)</b> Age 11 – Adult, passed HKSF L3	N / A	660 / 796
<b>2 Day Course</b> 29 & 30 June (2 days)	9-5	<b>Assistant Instructor Course (2 + 1 days)</b> Age 14 – Adult, passed HKSF L3	N / A	700 / 980
<b>14 Jul or 11 Aug</b>	10am – 12pm or 3pm – 5pm	<b>Stand Up Paddleboard Intro</b> Age 11 – Adult, can swim with water confidence	N / A	450 / 500



# Forty years of diving in Hong Kong



By Jennifer Li and Chris Dillon

**H**ave you ever wandered into the Waglan Bar on a Thursday evening to discover a bunch of animated, cheerful people making the atmosphere bubbly?

This group is the South China Diving Club (SCDC), a registered overseas branch of the British Sub-Aqua Club, which is the UK's national governing body for scuba diving and snorkelling.

The SCDC meets in the Waglan Bar every Thursday evening, and occasionally hosts educational talks – about topics like diving, marine biology and archaeology, and underwater photography – in the Harbour Room. They are a friendly group. Whether you are a novice or a qualified diver, you'll be welcomed with open arms.

This year, the SCDC marked its 40th anniversary. They celebrated in great style, with a party on 24 May and a dive with 40 divers diving for 40 minutes each on 26 May.

The SCDC was started in 1979 by a group of enthusiasts who wanted to dive regularly in Hong Kong. Today, the SCDC is thriving. They dive almost every weekend in Hong Kong; and arrange regular expeditions to the Philippines, Australia and other destinations in Asia.

The SCDC is run by volunteers, who offer high-quality diving courses from novice to advanced levels. The club also carries out beach and underwater clean-ups and an annual reef check.

Hong Kong might not be the first destination you think of for scuba diving, but you would be pleasantly surprised by what SCDC divers have discovered in local waters.

For more information, visit the SCDC website ([www.scdc.org.hk](http://www.scdc.org.hk)) or drop by the Waglan Bar on a Thursday night. You'll be glad you did!



Paul, Lucy and Rob



Andy, Tom and Marcus



George and Rob



Adrian, James and Jennifer



SCDC chairman- Chris Dillon



Pool training



SCDC Reef Check 2018

SCDC divers have discovered in local waters:





## RECENT RACE HIGHLIGHTS

### Summer Series Race 1 – 19<sup>th</sup> May 2019

Blue skies, warm breeze and 18 boats, the perfect start to the Summer Series 2019! Don't miss the chance to join us for a wonderful sail and delicious seafood lunch, visit the club website to find more information and sign up.



## Classic Yacht Rally – 4<sup>th</sup> – 5<sup>th</sup> May 2019

This year the participating boats were in for a surprise, boats had to brave F4 winds! Thank you to all who joined and we look forwards to seeing you all next year!





## MEMBER HIGHLIGHTS

### SUP – 26<sup>th</sup> May 2019

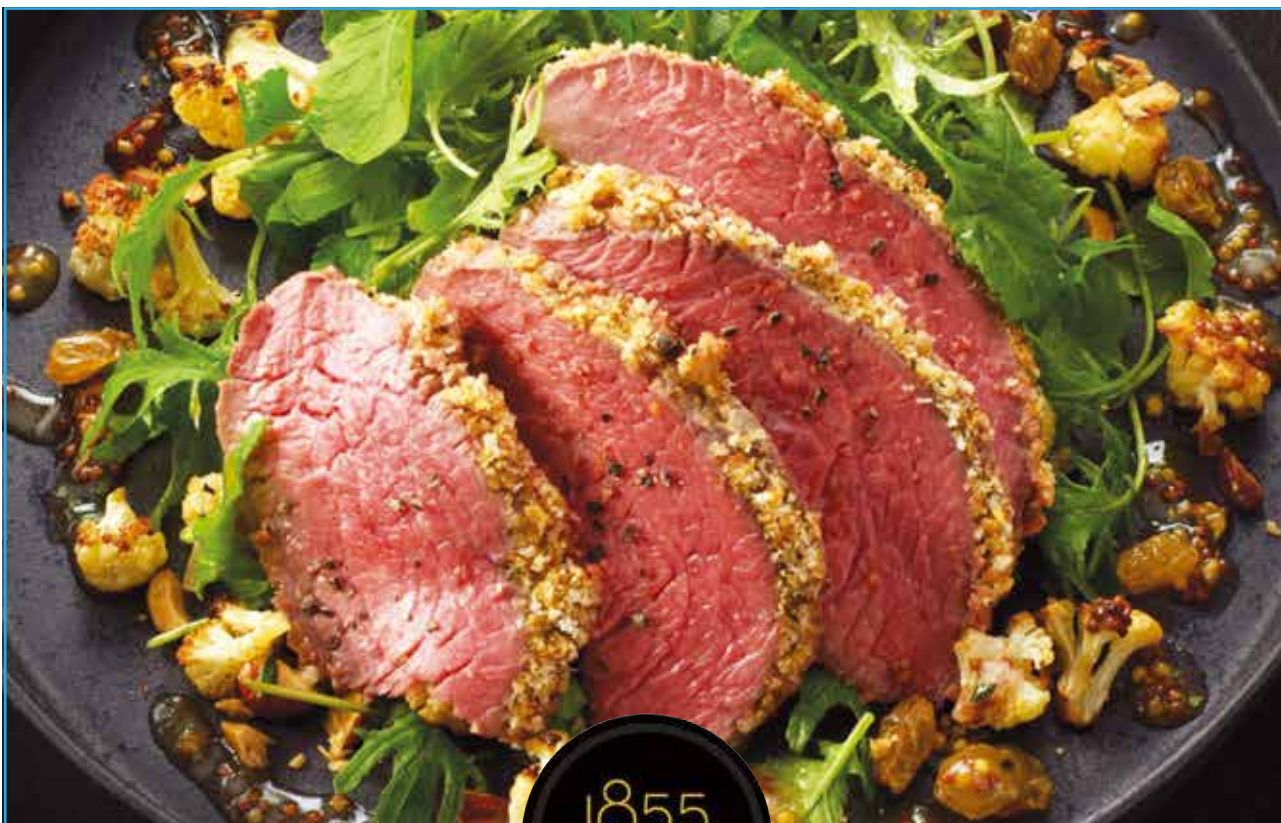
2 Introduction to SUP sessions were held on 26th May at Middle Island. Once you have attended a session you can apply to put your name on the hiring list and you can start renting one! Perfect for one of the windless summer days!

Not yet tried SUP? Catch one of the upcoming sessions, you can find more information on our club website.





F&B PROMOTION



# MEAT & WINE NIGHT

WITH FREE WINE-TASTING FOR HOME DELIVERY!

SATURDAY, 8 JUNE 7PM  
THE GALLEY & THE PATIO

Fresh garden salads, starters, premium cold-cuts and delectable desserts on buffet. Mains to order from the menu; choice of premium US Nebraska 1855 Beef, Free Range Chicken, Grass-fed Australian Lamb, Grass-fed Farm Pork & Sashimi-grade Scottish Salmon, with appetizing sides.

**Adults:**

HK\$298 (Beef & Lamb), HK\$258 (Chicken & Pork), HK\$288 (Salmon)

**Concessionary prices for members over 65 years of age:**

HK\$228 (Beef & Lamb), HK\$198 (Chicken & Pork), HK\$218 (Salmon)

**Children (3-12 years old):**

HK\$158 with same choice of mains in kids portion OR may order a-la-carte



Aberdeen Boat Club 香港仔遊艇會



## JUNE PROMOTIONS

The Galley & The Patio

Italian Flavours

The Four Peaks Restaurant

New Summer Dishes



Aberdeen Boat Club 香港仔遊艇會



- WINE OF THE MONTH -  
KING VALLEY, AUSTRALIA

**Eddie McDougall**  
*Pinot Grigio 2017*

Aromas of white peach, pears and crushed almond meal. Crisp, refreshing and driven with a citrus acid line on the palate.  
Balanced nicely with some waxy viscosity and sprinkle of sea salt minerality.



\$290 / Bottle

\$65/ Glass



**Eddie McDougall**  
*Sangiovese 2016*

Aromas of sour cherries, baked cloves, vanilla and tea. Velvet-like tannins, a plush fruit presence driven by a plummy richness provides an unwinding palate of concentrated flavours and textures driven by a crisp acidity profile.



# BROOKLYN LAGER

@BROOKLYNBREWERY  
BROOKLYNBREWERY.COM

THE LAGER THAT  
BROOKLYN BUILT

Our award-winning Brooklyn Lager unites flavors of coffee, toast, and coconut with a dry-hopped aroma full of grapefruit, lemons, and pine. Whether it's in your favorite pint glass, a muley bottle, or straight from Brooklyn Lager is the beer for the job. If you're looking for the dry-hopped amber lager that changed the world, look no further.

# \$48

/BOTTLE



## June Cocktails of the Month

### Spicy Summer

HK\$70 (Alcoholic)

White Rum, Malibu Rum,  
Pineapple Mixer, Jalapeno  
(Garnished with Fresh Mint)

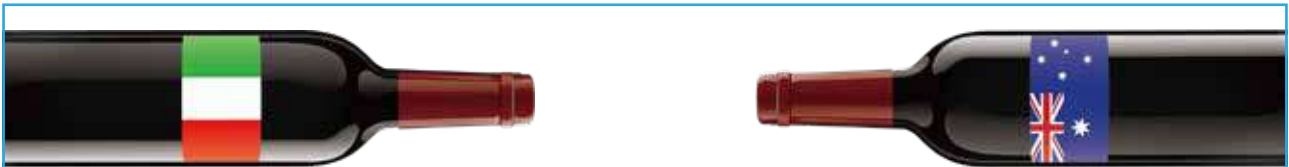
### Citrons Honey Mint Tea

HK\$40 (Non-Alcoholic)

Peppermint Tea, Citrons Honey,  
Fresh Mint, Ice Cubes



Aberdeen Boat Club 香港仔遊艇會



Abruzzo Piedmont

Veneto

Tuscany

Campania

Tuscany

Abruzzo

Piedmont

Campania

## Italy vs Australia Wine Dinner

Clash of 2 great terroirs with same grape varieties!

Date: Friday, 21 June

Time: 7pm

Venue: The Function Rooms

(limited to 28 pax seating ONLY)

This event is by invitation and on a first come,  
first served basis.

Please email Robin at [fnb@abclubhk.com](mailto:fnb@abclubhk.com)  
to be included in the VIP invite list for  
these exclusive events!

Mornington  
Peninsula

Barossa Valley

Penfolds

Barossa Valley

Elderton

Yarra Valley

Mornington  
Peninsula

Penfolds

Yarra Valley

Elderton



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F&B PROMOTION

Limited seating, please book early to avoid disappointment

# Father's Day

Sunday Roast Brunch with  
Free-Flow bottled Beers for all Dads!

Sunday, 16th June  
12pm - 2:30pm  
The Function Rooms



Price:

\$299 for adults,  
\$239 for senior citizens,  
\$199 for children under 12 years

This generous British inspired Sunday roast themed buffet spread with variety of cold and hot dishes with delectable desserts. There will be a family photo booth, free gift for all fathers, which is not to be missed!



Aberdeen Boat Club 香港仔遊艇會

# Home Wine Delivery June 2019

Free Wine Tasting (Saturday 8 June) 6:30-8:00pm at G/F Galley & Patio

SPARKLING	Selling Price	Qty	Amount
<b>Vilarnau, Sleever Brut Reserva Cava DO NV- D.O. Penedes, Spain</b> <i>(Bronze Medal—International Wine &amp; Spirits Competition 2015)</i> Bright pale yellow colour with golden reflections. Small bubbles with persistent crown in the glass. Good aromatic intensity with lots of fruit and slight aromas from the ageing process. On the mouth, balanced, pleasant and persistent.	HK \$110		
<b>Oddero, Moscato d'Asti Cascina Fiori DOCG 2016, Piedmont, Italy</b> Beautifully intense yellow colour, fragrant and aromatic bouquet with light floral hints of sage, tangerine and yellow peach. Fresh, sweet and aromatic on the palate.	HK \$160		
WHITE WINE	Selling Price	Qty	Amount
<b>ColleMassari, Melacce Montecucco Vermentino DOC 2017 – Tuscany, Italy (Wine Spectacular: 90)</b> Large and fresh, vinous and vibrant notes, of red and ripe fruit. The taste is soft and tasty, with sweet tannins and a jaunty acidity, accompanying with freshness the fruity notes that are found in the final.	HK \$140		
<b>Rivera, Fedora Bianco Castel del Monte DOC 2017 – Puglia, Italy</b> Straw yellow; crisp bouquet with floral and fruit notes; fruit-rich palate, delicate, well balanced, and with a subtle, tasty acidity.	HK \$110		
<b>La Bastide Saint-Dominique, Cotes du Rhone Blanc AOC 2017, Rhone Valley, France</b> Round and fresh, with floral, white peach notes, quince, apple and honey suckle notes that glide through the lengthy finish.	HK \$155		
ROSE	Selling Price	Qty	Amount
<b>Vilarnau, Sleever Brut Rosado Reserva Cava DO NV- D.O. Penedes, Spain</b> Intense redcurrant colour, with certain shades of salmon; bright. The nose feels ripened red fruits (strawberry, raspberry) with shades of yeast (bread crumbs) and liquor undertones. To the palate it is soft and fresh. It fills it gently with creamy, tactile sensations and with herbal touches in the aftertaste.	HK \$110		
RED WINE	Selling Price	Qty	Amount
<b>ColleMassari, Rigoletto Montecucco Rosso Sangiovese DOC 2016- Tuscany, Italy</b> Large and fresh, vinous and vibrant notes, of red and ripe fruit. The taste is soft and tasty, with sweet tannins and a jaunty acidity, accompanying with freshness the fruity notes that are found in the final.	HK\$140		
<b>Matias Riccitelli, Hey Malbec! 2018 – Mendoza, Argentina (James Suckling: 92/ Robert Parker: 91)</b> This beautiful wine is a truly sublime interpretation. Juicy black fruits combine with violets and black pepper, with soft and ripe tannins leading a soft and opulent finish.	HK \$140		
<b>Longviiew, Devils Elbow Cabernet Sauvignon 2015 – Adelaide Hills, Australia</b> Ripe red and dark berries, elegant purple flowers and beautifully integrated lightly charred oak. Subtle gravely aromas, a hallmark of the vineyard, sit below strong primary cassis and gentle mint.	HK \$230		
<b>Familia Schroeder, Saurus Pinot Noir 2017 – Patagonia, Argentina</b> The sight features red tones, which will eventually turn red tile. A nose detected various flowers, read fruits like raspberries, currants and strawberries, served with mushroom and mineral notes of vanilla and cocoa also, made by wood. The palate is round and fruity with mild tannins, medium body and moderate acidity.	HK \$120		
<b>Grand Total :</b>			

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

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

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

Delivery Date: \_\_\_\_\_ Member Signature: \_\_\_\_\_

Total amount will be charged to Member's account. Order accepted by email or in person.  
 Contact the Food & Beverage Department at 2555 6216 or Email: bar@abclubhk.com  
**FREE delivery will be offered for purchases over HK\$1,000, please allow 3 working days for delivery.**  
 All wines are subject to availability

HOW  
DIFFERENT  
WOULD  
YOU BE?

