

September-October 2021

HORIZONS

The Magazine of the Aberdeen Boat Club



Summer Series 2021 Race 6





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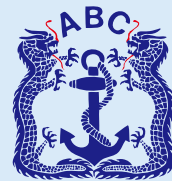
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Horizons welcomes ABC member contributions of articles and photos.
 Please contact the editor at martin@drmartinwilliams.com



COMMODORE'S LETTER



Chris Pooley
Commodore

How well I know what to do, when the long dark evenings come.

[By the Fireside, Browning]

It's that time of year when the nights rapidly lengthen, sunset at the date of publication will be at 1837 and by the end of October over an hour earlier at 1747----- so there's plenty of time for reading, but for ABC's busy social calendar, that is. Notwithstanding the shorter days, September marks the beginning of HK's finest season, not only in terms of splendid weather after the monsoon's transition, but socially too. Pre-Covid it was also the most active time of year for overseas business visitors---would that we could see a return of those days!

As for those social activities there is, as ever, much to look forward to after sunsets in addition to the monthly menu changes:- Tokyo Izakaya Night on the 11th Sept; Mooncakes and the fun of lanterns and full moon-gazing at the Mid-Autumn Festival on the 21st, a Bar-b-q bonanza on the 25th. Then October brings the delights of the Oktoberfest, and then to round off this edition's timespan, the ever hugely popular Halloween party on Saturday the 30th, with a Carnival theme this year. Book now! In between, the glowing Hunter's moon on 20th October, is surely an excuse for pleasant quaffing on the terrace?

On the dry sunny days to come ---mostly: remember the last two super typhoons struck in September and October! ---- there's much on offer afloat. Starting with the Opening Regatta over the weekend of 18th Sept. To judge by the enthusiastic support during the recent Summer Series, it's fair to assume a large turn-out of keel boats, as this Regatta is open to all. Then on 3rd October the first of the Waglan Series of 'real' racing as the seasonal wind and seas build. Throughout, dinghy sailing and power boat courses, and plenty of fun for the young at heart on paddle or wake boards and Kayaks.

On the Development front the MI EIA report ---hundreds of pages of it--- has been submitted to EPD and the first of a series of routine [that is to say hoped for routine!] requests for clarification and amplification have begun to come in. All being well we expect to have EPD's formal response early in the New Year. Given Approval, we would then expect to start awarding Development contracts in 3Q 2023. We very much hope so, but in any event members will be kept informed; or may collar a GC member anytime at the bar.

In parallel, GM has just submitted all the required information for renewal of the MI Temporary Occupation permit for another 5 years, again 'routine' is the watchword. Should Approval for MI Development be granted then that renewal will indeed be temporary and short-lived! These aims are entirely in line with the Governments new "Invigorating South" initiative, something that will be stressed to the Authorities at every opportunity.

Attention has recently turned to another area in need of development, or at least restoration: the ageing Main Club House. An earlier set of ambitious plans has been dusted off and Housecom are now looking into all possibilities from enhanced facilities to back-of-house improvements. As ever progress will face a labyrinthine series of constraints, hurdles and delays: not least financial. More on this in due course.

That said I wish all members, at the start of the eponymous 7th month [in the old Roman calendar, before January and February were added in 731 BC!] the very best of the active season to come.

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GENERAL MANAGER'S LETTER



Philippe de Manny
General Manager

Dear Members,

In this letter for September and October I will focus on a few issues the Club is actively working on for the future of ABC.

RENEWAL OF MIDDLE ISLAND PERMIT

Our now beloved and very busy Middle Island, saw its Temporary Occupation Permit (TOP) ending on 10 August 2021. Not too worry as we have been working on the renewal since March 2021 and all the procedures have been completed on time including, the appointment of the lease consultant and authorised person (AP) as required by the government building ordinance 36H. We had the renewal inspection done by the Home Affairs Department, the Fire Department and finally the tree management

We are now waiting for the final inspection from our landlord, the lands department to give to the Building department the green light to issue a new TOP. There will be hopefully no issues and we are expecting a renewal for 5 years again taking us to august 2026. We are operating under a holding TOP as the government departments are still doing their due diligence tick in the box work before conforming the permits.

MAIN CLUB HOUSE CLUB LEASE AND HAB REQUEST FOR A LARGER OPENING UP SCHEME FROM ABC TO THE PUBLIC.

Still on the issue of leases renewal: at the end of December this year the Club Private Recreation Leases (PRLs) will be up for renewal. Once again, all Hong Kong government departments will have to do their standard inspections, which have already started with the lands Office (DLO). Home Affairs Bureau (HAB), together with the DLO our bosses, will consider our contribution to the community and our conformity with our previous lease conditions, and then decide if we are worthy of another lease.

What is expected to happen – if we are not breaching any of the myriad of rules in our lease conditions and if the various departments find that all Club practices and outlets operation are acceptable – is probably a holding lease until 2026, when a complete revamp of all PRLs in Hong Kong will take place. This is when we may all expect to be obligated to pay an enormous land premium; with many questions regarding this, from the profession, not yet answered. To be honest, I am not sure all government departments involved in this procedure have reached a final consensus on how and what to charge.

We used to have a larger piece of land just opposite the road where Broadview Court is now, and when that development came up, we were offered a small piece of mud and stones to develop on our own, where we are now. Today, the Club pays HK\$101,800 per quarter or HK\$407,200 yearly for the main clubhouse, or actually the mud bottom where we sit. This may sound low for some enemies of PRLs. They usually forget that we received from the government a small piece of land made of rotten wood pontoons and mud, and turned it into what it is today – our great sailing, sports and recreation centre.

This centre is not only open for our dedicated members, but also promotes sports to the entire community in Hong Kong, as intended in our Article and Memorandum of Association. For years, the Club has provided sailing, power boat training, and PVOL courses to everyone in Hong Kong; and, prior Covid, the enrolment rate was about 80% non-members to 20% members. Of course, since Covid and the travelling restrictions, the proportion of non-members is lower, but probably still about 50:50, especially since we give 2 weeks priority booking to our members. We have over the years engaged with many schools, either subsidised or not; and work with Hong Kong Sailing Federation, the Home Affairs Department and Southern District to provide sports

for athletes and ethnic minorities. For all these efforts, I therefore strongly believe that we have already done our share for the community, fulfilled our duty as a PRL, and have paid our dues accordingly.

Actually, we have done much more than asked, as the lease condition only implies that we open our facilities to the “outside bodies” as referred to on the HAB website:

- Schools registered under the Education Ordinance;
- Non-governmental Organisations receiving subventions from the Social Welfare Department;
- Uniformed groups and youth organisations receiving subventions from the Home Affairs Bureau; and
- “National sports associations” recognised by the Sports Federation & Olympic Committee of Hong Kong, China and relevant International Federations.

Nevertheless, we are now asked to do even more to have our lease condition reviewed. There is no doubt that the more we open, the less difficult it would be to have our lease renewed, but we must also be prepared for 2026, when we will have to pay much more to keep our land and serve Hong Kong. Now, it only remains to find what can be opened that is not yet open.



GO GREEN WITH ABC!

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IMPORTANT NOTICE TO MEMBERS



COMMERCIAL BUSINESS ACTIVITIES ON CLUB PREMISES & FACILITIES

All members are reminded that running a commercial business, including the chartering of private /commercial vessels, operating through the Club is strictly forbidden. All members are reminded that this contravenes the club’s Bye laws and the Clubs Mooring Agreement - if the boat also currently berths on a Club mooring.

Both the Club’s Bye laws and the ABC Club Mooring Agreement are very clear on this issue. If commercial business activities are found to be operating through the club, then appropriate action will be taken against those concerned, who continue to ignore the Club rules. ABC is bound by its Private Recreational HK government lease, in which any commercial activity on club premises, including the pontoons and moorings is strictly forbidden. Your understanding is appreciated.

ABC General Committee
28th July 2021



GENERAL MANAGER'S LETTER



PANADOL FILES BACK BY POPULAR DEMAND: “THE EPIC STORY OF DEAD TREES ON MIDDLE ISLAND”

In 2018, the big Typhoon Hato passed by; and subsequently we had the monster Mangkhut – both flooding Middle Island and in the end destroyed our sailing centre. We have reported at large on these disasters, but one area which never really came to you as it appeared at that time not a big issue, in fact turned out to be another Panadol file. Indeed, apart from rebuilding the entire recreation area and completely revamping our sailing centre, we have been trying to get permission from the government to remove and replace 5 dead trees which did not survive the wind and salt water.

It seemed logical to us to contact the Greening, Landscape and Tree Management Section of the Development Bureau to explain us what to do, or direct us to the proper procedure, as everything has a procedure in Hong Kong. Finding how to contact the right person was already a challenge, and we resorted to calling the hotline and leaving countless messages, hoping to have a friendly talk and somehow solve something that should have been routine work. Well after two years and at least 20 phone calls, still no reply or call back; we should have known better.



Finally, in January this year, out of the blue something seemed to happen, when after yet another desperate call from our operation manager we managed to have two charming ladies who came in February for an inspection of our dead trees. Guess what? – surprisingly, they found them to be dead. At this stage, we thought that we could remove them as soon as they would be back to the office.

Well, that did not happen; after 2 months of radio silence, we decided to again call the same department and only in July, when we put to them an ultimatum, did they start to react.

One would think they would send a letter to us (even threatening as they usually do); but no – they actually informed us that they had made, what they

called, a complaint against us for tree mismanagement or something like this, as I could never see the complaint sent to the Lands District Office.

We received a notification of the complaint from Lands and a very, as expected, long letter describing a very complex procedure to deal with a registered tree on our premises. Believe you me, I was not ready to accept such a complaint, from a department that took 2 two years to wake up, and that only after having received an ultimatum from me.

Very swiftly, contact with the DLO became much more amicable and the alleged complaint was defined a report wrongly labelled complaint. Subsequently, we were directed to complex regulations, ordinances, forms and declarations to comply with and strictly follow. One of them was interesting, and stipulated that we engage a tree specialist to assess the trees and prepare a report to send back to Lands. I really wonder what the two charming ladies were doing during the February inspection of our confirmed dead trees.

Anyhow, we complied, got the report form a specialist – and yes, the trees were still dead.

Now, Lands is asking us to propose a tree replacement programme, with any compensatory planting proposal to be submitted for approval to another section of Lands – the landscape advisory team. There is no indication of essence to propose, no indication of where to find trees, just read the 200 pages of the document on Lands website.

One Panadol down and I guess many to come as I can bet my salary that we will spend a good year now back and forward choosing the right trees, the right essence, the right height, the right girth and for us the right price. So, if you are looking for a good financial investment, why not choosing Panadol – the sales will soar this autumn in Hong Kong!

To be continued....



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Summer Series 2021

Words and Photos by Fragrant Harbour



Winner of HKPN A, Ocean's Daughter



Happy Calamansi crew





Daydream starts in IRC 1

Race 4

With Race 3 having been cancelled due to the fire in Aberdeen Typhoon Shelter, crews were eager to venture out for their next challenge in the Summer Series 2021 – Race 4 on Sunday, the 4th of July. The Aberdeen Boat Club's annual Summer Series this year began on the 30th of May and will end with Race 7 on the 29th of August. Race 3 won't be re-sailed as, sadly, there's no space available in Hong Kong's busy yacht racing calendar.

Leaving the club pontoon at 0930, the committee boat, *Shun Fung*, passed the sunken, burnt-out hulks of three unfortunate craft. Towards the southern breakwater, yachts on club moorings had mostly been spared the extent of the devastating fire the previous Sunday. Sobering stuff, and a reminder to all yacht owners to follow precautionary measures and consider appropriate insurance coverage.

Shun Fung dropped anchor between Ocean Park, Middle Island and Round Island and race officer, Alex Johnston and assistant Jennifer Li, began preparations, with Course 41 chosen for both IRC and HKPN fleets. Wind at this point – 5-6 knots from 145 degrees.

For IRC 1 & 2, this meant a Round Island start, a Tai Tam club mark (s), leaving Castle Rock to starboard, Tai Tam club mark again, back to Castle Rock and a finish off the Cheshire Home, Chung Hom Kok. A distance of some 12.7 nautical miles.

For the HKPN A & B divisions, it was a Round Island start, Tai Tam club mark (s), clockwise around Beaufort Island, same Castle Rock, and a run to the finish at Chung Hom Kok. Approximately 10.9 nautical miles.

In his VHF welcome, Johnston made explicit mention of leaving out Chesterman Buoy (Marine Department is not happy about boats sailing into the Lamma Channel traffic separation scheme).

On schedule, at 1030, five IRC 1 and five IRC 2 boats crossed the start line in good order. With no windward mark laid, *Neo One* and *Intrigue* led the boats into open water. Noticeably absent were the spirited crews of *Juggerknot* and *Wicked*.



Neo One passes Castle Rock



Five minutes later, seven HKPN A and four HKPN B boats started with the plucky *Water Rabbit* holding its own at the committee boat end of the line.

Most boats chose to sail further out in better winds and it wasn't long before *Neo One*, *Jinn* and *Nightshift* were into the Beaufort Channel (Sheung Sze Mun) and enjoying 8 knots of breeze.

As the lead boats reached Castle Rock, though, conditions lightened and, in the distance, the HKPN boats appeared to be struggling.

But, as the day wore on, the wind returned and soon *Neo One* was gliding towards the finish, claiming line honours at 13:20:43 – or just under three hours to complete the course. Next came *Jinn* and, three minutes later, the HKPN A entry, *Ocean's Five*.

On corrected time, *Jinn* won IRC 1 with *Intrigue* in 2nd and *Neo One* in 3rd. In IRC 2, the winner was Stephen Jones' *Nightshift* followed by *Calamansi* and *Red Kite II*.

In the HKPN A division, *Ocean's Five* took the handicap honours leaving *Crystal* in 2nd and the big Beneteau (without a mainsail number) *Legende II* in 3rd. A shame that Nick Burns' latest acquisition, *Witchcraft*, could only record a DNC...

On handicap, HKPN B was won by *Shun Shui*, followed by last-boat-home, *Five O One*, and in 3rd place the improved Japanese crew on *Water Rabbit*.

Race 5 of the Aberdeen Boat Club's Summer Series 2021 is scheduled for the 18th of July.





Improved performance by Water Rabbit



Red Kite II gybes



Legende II, 3rd in HKPN A



Nightshift, victorious in IRC 2



Shun Shui crew celebrates

Race 5

The forecast for Sunday, the 18th of July, was for 10 knots and, sure enough, in Tung O Wan off the southeast of Lamma Island, there was 10 knots as the boats began to assemble for Race 5 of the Aberdeen Boat Club's Summer Series 2021.

The seven-race Series has attracted consistent fleets of 20-plus boats but, sadly, Race 3 had to be abandoned due to the fire in Aberdeen Typhoon Shelter early on the 27th of June. At this stage, it is still difficult to predict winners but strong performances by IRC boats – *Jinn*, *Calamansi*, *Red Kite II* and newcomer *Nightshift* – are making this rule group one to watch. In HKPN, *Crystal* and *Shun Shui* have *Generations* and *Jibulai* snapping at their heels.

But back to Race 5 and the start at 1030 for the five boats in IRC 1 and six boats in IRC 2. All clear with *Neo One* leading the pack, followed by *Jinn*, *Redeye* and improved performer, *Daydream*. The IRC divisions were off on Course 42 which took in the P1 buoy west of Lamma, a weather beacon to the south, back to round Cheung Chau Rock, a dash along the southern coast of Cheung Chau, and a finish between Shek Kwu Chau and the southern breakwater of Cheung Chau Typhoon Shelter.

Neo One, having lost some ground during the earlier stages of the race, slowly picked off its IRC 1 rivals and was given a gun at 12:39:47 – an elapsed time of two hours and nine minutes. Sadly, Stefan Phillip and crew had to settle for 5th on handicap, behind *Jinn* in 1st place, *Daydream*, *Intrigue* and *Redeye* in that order. *Juggerknot* did compete.

IRC 2 was won by Rob Berkley and his committed crew on *Calamansi*. Behind them, on handicap, came the venerable *Gambit*, and in 3rd, *Red Kite II*. *Nightshift* came a disappointing 4th and *Wicked* brought up the rear.







Intrigue leads Daydream



Gambit sails outside of Red Kite II



Paul Leese's Redeye near Cheung Chau



Paul Leese's Redeye near Cheung Chau



Jubilant crew, Zesst finishes



Ocean's Five edges around P1

A dark and foreboding front, coming through from the southeast – a result of the passing typhoon, Cempaka – brought a big increase in wind in the latter part of the race. Race officer, Alex Johnston, recorded gusts into the 20s as crews struggled with their kites off Cheung Chau.

Surprisingly, this did not disadvantage the small J-80, *JeNa PaBe*, which claimed handicap honours in HKPN A, ahead of *Crystal* and the renamed A40RC, *Ocean's Five*, and its French crew. *Generations* could only manage a 4th.

In HKPN B, once again it was the speedy *Shun Shui* which won on handicap. John Berry's *Five O One* filled the 2nd spot and was also the second-last boat to finish. *Jibulai* came 3rd and last boat home was *Water Rabbit* at 13:09:09.

Race 6 in the Aberdeen Boat Club's Summer Series 2021 is scheduled for Sunday, the 1st of August.



JeNa PaBe leads off Cheung Chau



Kite trimming on Crystal



Race 6

Race 6 of the Aberdeen Boat Club's Summer Series 2021 was an islands race, held on Sunday, the 1st of August 2021. Winds were light – between 5 and 7 knots from 230 degrees – as the committee boat arrived in the starting area outside Tung O Wan. Still, the day had just begun and, if the dark rain clouds over Lantau stayed where they were, there was a strong possibility that winds would increase in the open waters between Lamma and Cheung Chau.

And they did.

Race officer, Alex Johnston, chose Course 44A for the two IRC divisions and HKPN A, which meant a start southeast of Lamma, passing a club mark to port, a starboard rounding of Cheung Chau Rock and (hopefully) a run to the finish off Yung Shue Wan on the northwestern tip of Lamma Island, a distance of 13.6 nautical miles.

For HKPN B, it was Course 44B – a start southeast of Lamma, pass a club mark to port, rounding P1 Buoy to starboard and a finish off Yung Shue Wan. About half the distance of the other divisions at 6.9 nautical miles.



Tussle at committee Boat end, IRC A



Five O One starts, HKPN B



Juggerknot and Zesst cross paths

At 1010, the RO welcomed everyone over Channel 72 and reminded the fleet that there would be tables reserved at the Sampan restaurant in Yung Shue Wan and that everyone was welcome. After all, that is what the club's Summer Series is all about – manageable courses, competitive racing and good food at one of Hong Kong's cherished island seafood restaurants.

At 1025, the five-minute gun sounded for the 12 boats in IRC 1 & 2 and eight in HKPN A.

Now, for those who follow local racing, the presence of *Juggerknot* and *Red Kite II* on the same start line means drama. And so it was at the committee boat end as *Juggerknot* tried to squeeze in ahead of *Red Kite II* but ended up having to bail out with metres to spare, only to find itself in the same position with *Nightshift* and having to bail out again . . . with metres to spare! Oh dear, not a good day for the J-111.

Over the line, *Neo One* and *Intrigue* were looking strong and led the fleet along the southern shoreline of Lamma into a building breeze.

The five boats in HKPN B got away at 1035 to sail their shorter course. In the background, the unmistakable *Jockey Club Huan*, stood by. A large aluminium Chinese sailing junk, the *Huan* is operated by the charity, Adventure Ship. It is designed to take underprivileged children and people with disabilities to sea and experience the joys of life afloat. No doubt those on board on Sunday were entertained by the antics of the 25 sailing boats nearby.

At this point, 15 minutes into the race, the wind had increased to 12 knots and all boats were making good way. The IRC leaders had passed the club mark and were reaching across open water to Cheung Chau Rock, no kites flying as the wind was on the beam.

At 1140, *Shun Fung* made it to Shek Kok Tsui beacon with the IRC leaders visible in the distance, raising their kites for the run to the finish. But wait: approaching the committee boat from port came the Beneteau, *Crystal* . . . about to take line honours! How could that be?



Daydream south of Lamma Island



Nightshift, winner of IRC 2



Crystal heads for PS1



Generations ahead of Lisa Elain

They had sailed the shorter course and, of course, didn't get a gun. Coming past the committee boat, the RO informed them they had sailed the shorter course and, to the crew's credit, they turned back and sailed off for Cheung Chau Rock and to complete their course. That's the spirit, guys.

Likewise the J-80, *JeNa PaBe*. They, too, turned back for Cheung Chau Rock and completed their proper course.

Long course line honours went to the speedy *Neo One* at 11:57:10, followed by *Intrigue* with Thierry Barot driving. But, on handicap the order was *Intrigue*, *Jinn* and *Redeye* in IRC 1.

Minutes after *Neo One* came *Nightshift* to win IRC 2 on handicap, followed by *Red Kite II* and the venerable *Gambit*, Keith Mowser on the helm.

HKPN A was won by *Happy Ours* with the French boat, *Ocean's Five*, in 2nd and Eddy Lee's colourful *Generations* in 3rd. *Witchcraft* and *Legende II* did not compete.



Between Lamma and Cheung Chau



Five O One approaches the finish

Jibulai, sailing the shorter course, finished in an elapsed time of 11 hours and 50 minutes to take line and handicap honours in HKPN B. *Five O One* placed 2nd, *Shun Shui* placed 3rd.

Last home was Ben Chong and crew on *JeNa PaBe* in two hours, 42 minutes and one second.

After finishing, hungry crews sailed into Yeung Shue Wan – in pouring rain – for a seafood lunch at the Sampan restaurant.



Jibulai, 1st in HKPN B

Race 7

The Aberdeen Boat Club's *Shun Fung* positioned itself between Ocean Park and Round Island, dropped anchor, and the race management team began preparing for the start of Race 7 (and final) of the Summer Series 2021. A long line was laid as race officer, Alex Johnston, was expecting 15 knots from the southeast. In towards Repulse Bay, a windward mark was positioned about 400 metres away.

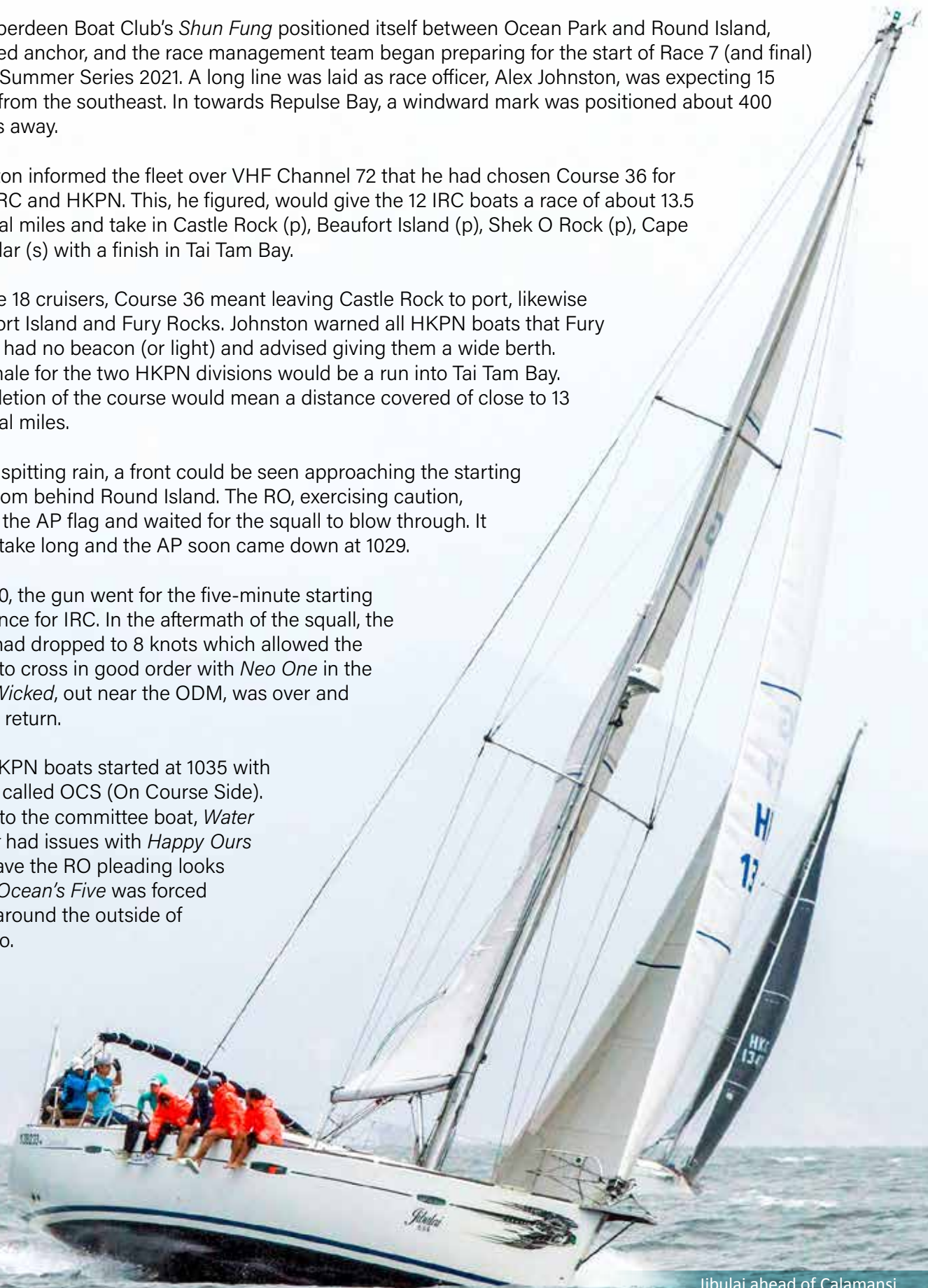
Johnston informed the fleet over VHF Channel 72 that he had chosen Course 36 for both IRC and HKPN. This, he figured, would give the 12 IRC boats a race of about 13.5 nautical miles and take in Castle Rock (p), Beaufort Island (p), Shek O Rock (p), Cape d'Aguilar (s) with a finish in Tai Tam Bay.

For the 18 cruisers, Course 36 meant leaving Castle Rock to port, likewise Beaufort Island and Fury Rocks. Johnston warned all HKPN boats that Fury Rocks had no beacon (or light) and advised giving them a wide berth. The finale for the two HKPN divisions would be a run into Tai Tam Bay. Completion of the course would mean a distance covered of close to 13 nautical miles.

But in spitting rain, a front could be seen approaching the starting area from behind Round Island. The RO, exercising caution, raised the AP flag and waited for the squall to blow through. It didn't take long and the AP soon came down at 1029.

At 1030, the gun went for the five-minute starting sequence for IRC. In the aftermath of the squall, the wind had dropped to 8 knots which allowed the boats to cross in good order with *Neo One* in the lead. *Wicked*, out near the ODM, was over and told to return.

The HKPN boats started at 1035 with *Jibulai* called OCS (On Course Side). Close to the committee boat, *Water Rabbit* had issues with *Happy Ours* and gave the RO pleading looks while *Ocean's Five* was forced to go around the outside of the two.



Jibulai ahead of Calamansi



Water Rabbit gets close



Ocean's Five acknowledges 2nd place

Somewhat strangely, newcomer to the series, *Sawadee*, started under mainsail alone, only filling its two headsails before reaching the windward mark. The plucky Taipan 28, *Ragamuffin*, with just three crew, struggled to cross the line while, sadly, *Juggerknot* and *Speedy Gonzales* never showed up.

Past the Cheshire Home the breeze began to die. Nevertheless, 4-5 knots kept the fleet moving but, on reaching Bluff Head, and with *Neo One* still in the lead, it became obvious that it was going to be a difficult race. To the south, angry clouds lined the horizon while flashes of lightning lit up the sky and thunder filled the air.

The RO had to make a decision. At 1145, the leaders had come to a standstill off Bluff Head and some of the HKPN boats had not even passed Chung Hom Kok. Despite the tide coming in and pushing the boats through, Johnston figured that even the fastest boats were going to struggle to get to Shek O Rock.

At this point, with the wind coming from 200 degrees and another squall building, the RO decided at 1150 to shorten course for all divisions at Castle Rock. *Shun Fung* dropped anchor in the deep water south of Castle Rock. The first boat to officially retire – *Jarrah* – radioed in at 1201, followed by a luckless *Wicked* minutes later.



Neo One leads Nightshift over the line



Jinn in the squall off Castle Rock



Lisa Elaine leads the pack



Arcturus in the squall off Castle Rock



Last boat home, Sawadee

Neo One was first boat home at 12:02:52. Next came *Nightshift* to claim 1st in IRC 2 on handicap.

The finishing order in IRC 1 was *Intrigue* 1st, *Jinn* 2nd and *Neo One* in 3rd with Sunny Chai's *Daydream* filling the 4th spot. *Redeye* retired and *Juggerknot* scored a DNC.

Behind *Nightshift* in IRC 2 came *Arcturus*, *Zesst* and the venerable *Gambit*.

In HKPN A, *Generations* took advantage of its new rating and claimed handicap honours ahead of *Ocean's Five* and *blowers daughter*. Francis Ma's *Crystal* took the 4th position.

Race 7 concluded the ABC's Summer Series 2021 with *Intrigue* crowned the winner of IRC 1 and *Nightshift* at the top of IRC 2. The French sailors on the Archambault, *Ocean's Five*, took the HKPN A series and *Shun Shui* claimed victory in HKPN B.



**Aberdeen
Boat Club**

**NEW
PRODUCTS
AVAILABLE**



ANTI-JELLYFISH
\$130



KIDS SPF50+
\$150



SPF50+
\$150



**SPF40
(SPRAY)** \$160

**SEA SAFE ANTI JELLYFISH
SUNSCREEN**

- Protects against:
 - Jellyfish stings
 - Sea Lice
 - Swimmers Itch
- UVA/UVB SPF Sun protection



SPLASH ABOUT HAPPY NAPPY DUO
\$330

- New design containing active silver
- Active silver destroys harmful bacteria
- Helps keep pool water and wet areas



**COCONUT SPF30
(SPRAY)** \$160



**COCONUT SPF50+
LOTION** \$120

LE TAN SUNBLOCK

- High protection sun block
- 4 hours water resistant
- Non greasy / sweat resistant



**Aberdeen
Boat Club**

**NEW
PRODUCTS
AVAILABLE**

ZONE 3 PRODUCTS



HYDRATION CONTROL SWIM BUOY \$500

- Helps keep you hydrated
- Helps keep you visible while you swim



DONUT SWIM BUOY / DRY BAG \$420

- Swim with your kit and valuables
- Swim with your drinks bottle and nutrition
- Helps keep you visible while you swim



ATTACK GOGGLES \$280

- Ideal for open water swimming
- Polarised wide vision lenses
- Anti fog treated lenses
- 100% UVA/UVB lenses



VAPOUR GOGGLES \$350

- Ideal for open water swimming
- Polarised wide vision lenses
- Anti fog treated lenses
- 100% UVA/UVB lenses
- Photochromatic lenses minimises suns glare

ALSO AVAILABLE:



SUPER ABSORBENT TOWEL \$220

- Fast drying
- Anti bacterial material
- Light weight
- Large size

ABC Marine

Typhoon Preparations

The ABC Marine Office would like to take this opportunity to remind you to make the necessary typhoon preparations ahead of the 2021 storm season here in HK – such as inspecting your mooring lines, swivels and shackles. These should be replaced, if required, as part of your regular repair & maintenance of your vessel on a mooring.

However, it has been brought to our attention that some boats are not using the correct equipment on Club moorings.

There should be a galvanised shackle attached to the ring on the top of the buoy, then the swivel, then another shackle onto your mooring lines, which should have a metal thimble. 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 due to this incorrect practice.

All components in system should be galvanised – not stainless steel which becomes brittle over time when exposed to the marine environment.

Please see the example in the photo.

Please also note that the shackles should also be wired through the pin and shackle body,



Example of this shackle wiring

under load. To protect the marine environment, please do not use plastic cable ties.



- ▲ The correct method of attachment to a mooring buoy: buoy ring - shackle – swivel – shackle to the mooring lines, with a metal thimble to prevent wear and tear on a particular spot. This allows movement of all of the components in the mooring system, which absorbs excess energy.



Some other important reminders

- Ensure that your vessel has sufficient fenders on both sides of the vessel if moored in the Aberdeen Typhoon Shelter (TYS). Powerboats which have high freeboards should have fenders at both at 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. If in the Aberdeen TYS, you will require extra lines on to your mooring buoys, fore and aft. Top tip – use washing-up liquid to provide some lubricant through the fairleads.
- All loose equipment and other belongings such as tenders and paddleboards must be securely tied down or stowed below. Otherwise, during a storm these will be blown away, causing damage to your vessel or others in the vicinity.
- All sails on yachts should be secured, with extra lines over the main sail cover, or removed entirely. Boats with furling jibs should also drop the sail and stow below – especially if on an open water mooring which is more exposed to the weather. If a furling jib becomes loose during the 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 the high winds.
- All hatches and openings in the hull should be closed securely and watertight.
- Make sure all cockpit and deck gunnels are clear, to allow excessive water to drain.
- Once the T3 is issued, all Club ferry and sampan services will be suspended, until this or the T3 following higher signals is lowered.
- If you have any additional questions regarding your Typhoon preparations – please contact the ABC Marine Office.

IMPORTANT:

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



DO NOT USE Unlicensed Motorised Surfboards

Recently, you may have occasionally seen people riding surfboards at fair speeds even when surf's so far down the sea is like a mill pond. Perhaps you've even tried it yourself.

While it might appear that mysterious magic is at work, the surfboards are of course powered – by small electric motors with rechargeable batteries. Riding them may seem a lot of fun, but the marine police point out these motorised boards are vessels, and warns, "Do not use any unlicensed vessels."

A notice from the marine police notes that, "At present, using unlicensed Motorised conveyances (including surfboard with engine) in Hong Kong Water may commit an offence under Merchant Shipping (Local Vessels) Ordinance and/ or its subsidiary legislation and other relevant legislation." Further, "The quality of batteries of Motorised Board varies. The batteries may leak or overheat, particularly during charging, which may cause fire or other accidents."



Respective Law

At present, using unlicensed Motorised conveyances (including surfboard with engine) in Hong Kong Water may commit an offence under Merchant Shipping (Local Vessels) Ordinance and/ or its subsidiary legislation and other relevant legislation.

The quality of batteries of Motorised Board varies. The batteries may leak or overheat, particularly during charging, which may cause fire or other accidents.



MIDDLE ISLAND SPORT AND RECREATION UPDATE

Website

www.abcmiddleisland.com

Email

sailingsecretary@abclubhk.com

Main Club Office

2518 9536

Middle Island Office

2812 2086

We've just come to the end of our longest Junior and Youth Summer course programme on record. With schools closing earlier in hope of international travel, our Watersports Training Manager, Howie Suen kicked off the summer programme on 31 May. A total of 13 weeks with 50 to 60 participants each week kept Middle Island buzzing all summer long. A huge thanks to Howie for managing this along with Jayne in the office and all the instructors and assistants for the delivery of the programme. We have been delighted to see so many new faces learning to sail, as well as those returning for intermediate courses.

**Autumn Junior and Youth Sailing Courses**

As mentioned in email circulars and newsletters, the Autumn schedule was published and available for members to book online from the middle of August. For more details, scan the QR code or head to the link below.

<https://www.abcmiddleisland.com/training>.

**Adult Sailing Courses**

A full range of courses are scheduled, and whilst the weekend beginner classes are full you can add your name to the waitlist to be notified of any spaces that become available. For those who are already experienced we have intermediate, racing, day trips and more advanced courses on offer. If you are following the Hong Kong Sailing Federation (HKSF) syllabus then you will be aware you need a 'seasons worth' (9 months) of experience before you can attempt the HKSF Level 3 course.

For more details and dates visit the website.

<https://www.abcmiddleisland.com/adult-sailing>

**Powerboat Training Courses**

Details of the Introductory Level 2 course and other training available can be found online.

<https://www.abcmiddleisland.com/powerboating>

**Tong Po Chau Dinghy Racing Series**

Racing continues, with the Tong Po Chau Dinghy Autumn series on the dates below. If you wish to enter using an ABC Club dinghy, please enter online in advance so we can confirm boat availability.

- 12 Sept
- 10 Oct
- 7 Nov
- 28 Nov


Entry and ABC dinghy reservation for race days:

<https://www.abcmiddleisland.com/tong-po-chau-dinghy-series>



ABC Racing Academy





For those new to the Academy programme, here is a little more information about the teams. It consists of Optimist and 29er race teams, and while occasionally other dinghies are used these two fleets are our focus. Sailors generally start in one of our Optimist teams when they are 9–11 years old and they can race in this class until the year they turn 15. However, most sailors move into the 29ers before this, as they become too big for the Optimists earlier. Whilst in the Optimist teams, sailors will be invited to participate in Club and Hong Kong wide competitions when the coaches feel they are ready. There is a ranking system run by the Hong Kong Optimist Dinghy Association, as this is the organisation that selects sailors to represent Hong Kong at the Asian, European and World Championships annually. We also invite sailors to join other regional competitions, principally in Singapore and Thailand.

The 29er is a doublehanded dinghy, and so each sailor needs to train and race with another sailor. Coordinating with another person is one of the biggest challenges for the sailors, but it is also another life skill the sailors learn to develop. In the 29er team, the sailors will learn to become more in charge of their own success, as they will take on more responsibility for themselves, their team

and the equipment they are using. The sailors need to develop their teamwork, communication and organisation skills to be successful. These skills are not unique to sailing, but we have plenty of evidence to show that our sailors have also become more successful at school as a result of learning to be successful sailors. The 29er teams will also participate in local and international competitions when they have developed the necessary skills. We will plan for at least one overseas trip for this team, so they gain valuable experience of what goes into preparing and participating in a campaign. Competing against some of the best sailors in the world is the icing on the cake.

Alongside the 29er programme, we are also developing a new initiative that involves a foiling dinghy. This is an exciting new development that is the future of sailing and is already becoming a mainstream discipline in our sport. Our new Club Waszp dinghy has just arrived, and so you should soon see this foiling around.

If you would like to know more about joining the ARA team you can email Daniel Dolega: headracecoach@abclubhk.com.

ADULT SAILING ADULT SAILING ADULT SAILING

Singlehanded
on RS Zest

Book
Now



INTRODUCTION
TO DINGHY
RACING



SCAN ME

For Sailors with
HKSF Level 1 & 2 plus
5 Days of experience in
Adult intermediate
Sailing Activities



Book
Now

ADULT
INTRODUCTION TO
LASER DINGHY

For Sailors with
HKSF Level 1 & 2 plus
5 Days of experience in
Adult intermediate
Sailing Activity and
Introduction to Dinghy Racing



SCAN ME





JUNIOR AND YOUTH OCTOBER AND CHRISTMAS SAILING COURSE

MONDAY-FRIDAY DURING SCHOOL HOLIDAYS
3 WEEKS IN OCTOBER & 3 WEEKS IN CHRISTMAS



Bookings open on:

16 August 2021 - ABC Members

30 August 2021 - Non-Members

www.abcmiddleisland.com/training

Book Now

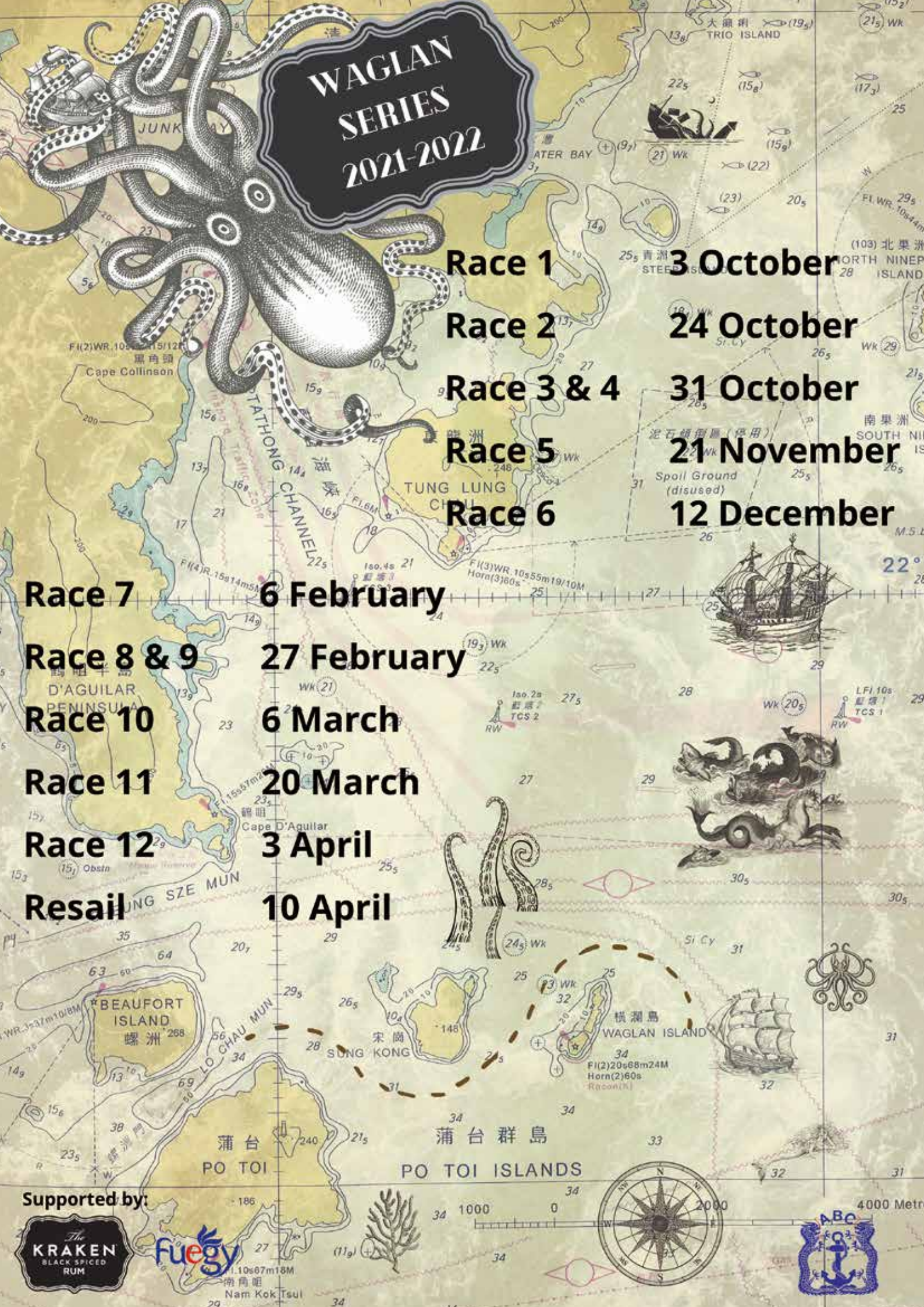


WAGLAN SERIES 2021-2022

- Race 1** 3 October
- Race 2** 24 October
- Race 3 & 4** 31 October
- Race 5** 21 November
- Race 6** 12 December

- Race 7** 6 February
- Race 8 & 9** 27 February
- Race 10** 6 March
- Race 11** 20 March
- Race 12** 3 April
- Resail** 10 April

Supported by:





SAILING CALENDAR

2021 – 2022

September – October 2021

Dates	Holidays	ABC - Yacht Races	Dinghies	Others
September 2021				
Sat	4			HHYC Overnight Coastal Race
Sun	5		RHKYC Pre-Christmas 1	HHYC Overnight Coastal Race
Sat	11			RHKYC Autumn Regatta / HHYC Bart's Bash Regatta
Sun	12		ABC Tong Po Chau Autumn 1	RHKYC Autumn Regatta
Sat	18	ABC Opening Regatta		
Sun	19	ABC Opening Regatta		
Wed	22	Mid Autumn Festival		
Sat	25			HHYC Port Shelter Regatta
Sun	26			HHYC Port Shelter Regatta / RHKYC Autumn Regatta Resail
October 2021				
Fri	1	National Day		COA National Day Macau or HK Rally
Sat	2			COA National Day Macau or HK Rally
Sun	3		ABC Waglan Series 1	RHKYC Pre-Christmas 2
Fri	8			COA National Day Macau or HK Rally
Sat	9			RHKYC China Coast Regatta
Sun	10			RHKYC China Coast Regatta
Sun	10		ABC Tong Po Chau Autumn 2	RHKYC China Coast Regatta
Thur	14	Chung Yeung Festival	29er Regatta (ABC)	
Sat	16		29er Regatta (ABC)	
Sun	17		29er Regatta (ABC)	
Tues	19			RHKYC Hong Kong to Vietnam Race Starts
Wed	20			RHKYC Hong Kong to Vietnam Race Starts
Sat	23			HHYC Monsoon Winter 1
Sun	24		ABC Waglan Series 2	RHKYC Pre-Christmas 3
Sat	30			HHYC 24hr Charity Dinghy Race
Sun	31		ABC Waglan Series 3 & 4	HHYC 24hr Charity Dinghy Race

- Notes:
- Sailors should note that the calendar is a forward-planning guide and that whilst the intent is that dates are firm and should remain so, they are unavoidably subject to change, possibly at short notice, weather being but one factor. Dates of events at other clubs in particular are beyond ABC's control. Please refer to the respective Club website for the latest information.
 - The organizing authority is listed before event.
 - If a Club is mentioned in brackets after a race it is the joint racing host/supporting club.
 - Sundays and public holidays are in red.



Snooker KCC vs ABC 2021

Cricketers Display Hotshot Potting Skills in Belly of Their Club

By Dave Hilling

On 29 July, the Kowloon Cricket Club (KCC) invited ABC back to their club for the return snooker match, which had been delayed for over 12 months. The KCC had not been able to invite guests since July 2020 due to restrictions, so the match was shelved until they were lifted recently.

It had actually been over 10 years since the ABC had been to the KCC, because the clubs had moved into separate snooker circles, but it was certainly worth the wait to see their facilities again. Called "The Sanctuary" and hidden away in the belly of their club, it holds 3 full sized snooker tables, immaculately maintained along with full-time staff to referee, score and set up the balls. There was certainly no sign of their snooker room doubling up as a store room or meeting room.

With 3 tables at our disposal, we could get 3 matches running simultaneously, which was very exciting and also made it difficult to keep track of all the shots. Very quickly it was clear that the KCC players were also equal to the quality of their snooker room, with ABC's Tong Yun Fat, one of our most dependable players, being edged out in a closely fought match. ABC's Peter Hilling provided plenty of spirit in his match, but also fell to the same fate against a solid KCC player.

Over to the final table of the 3 initial matches underway, where ABC's Nick Horvath found himself down 18 points in a matter of minutes as his opponent raced out the blocks. However, Nick stuck to his game and slowly chipped away at this lead, to turn the match around in his favour on the final colours. 2:1 to the KCC, and at least we were up and running on the scoreboard.

The next set of matches were now underway, and due to there being 6 players on each side, we had a total of 6 singles matches and 3 doubles matches. ABC captain Dave Hilling was unfortunately totally outclassed by the KCC's top player, with no answer to his long potting and break building.

The next two matches were super exciting, with ABC's Johnson Wong having a real battle on his hands and the KCC player finally pulling ahead on the pink ball, but it could have gone either way. Wayne Robinson of the ABC provided some strong potting and built up a good lead that he had kept throughout. However, his opponent just did not know when to give in, and even when he required 3 snookers on the pink he kept at it. So with all the singles matches completed, it was 4:2 to the KCC.

After the dinner upstairs it was on to the doubles matches, but at this point the KCC players really starting to turn on the skills. There was excellent potting, break building and safety play on all 3 tables simultaneously. This resulted in 2 further wins for the KCC that were very comfortable; and even the pairing of Nick Horvath and Dave Hilling could not prevent the final doubles match victory in favour of KCC.

7:2 to the KCC on the night, and despite the ABC being out-played in quite a few of the matches it was a thoroughly enjoyable evening. It was great to be playing in a premier snooker venue, and we all were able to take away some valuable lessons in match play for the next showdown later this year.



Wine Tour of The World Series 1.0

The extremely popular and fully booked wine dinner series 1.0 came to an end on 12 August with the premium wines and showcasing our Four Peaks Restaurant team's culinary magic. We had record breaking numbers of attendees for each dinner, and some of them were fully booked within hours of announcement.

To remember the series, the selections were as follows:

Series 1, Thursday, 29 April, 2021 :

Let's start with Burgundy! Domaine Devillard Wine Dinner with Modern French Cuisine;

Series 2, Thursday, 6 May, 2021 :

Off to South Italy, Sicilia & Sardegna's Tasca d'Almerita + Argiolas Wine Dinner with Traditional Italian Cuisine;

Series 3, Thursday, 27 May, 2021 :

Exotic South Africa, De Grendel Wine Dinner with South African Influenced Dishes;

Series 4, Thursday, 10 June, 2021 :

Down Under Barossa Valley, Grant Burge Wine Dinner with Australia Influenced Dishes;

Series 5, Thursday, 17 June, 2021 :

Jewel of North Italy, Amarone Wine Dinner with Modern Italian Cuisine;

Series 6, Thursday, 8 July, 2021 :

Sunny California, J. Lohr Wine Dinner with American Influenced Dishes;

Series 7, Thursday, 29 July, 2021 :

Fascinating Chile, Lapostolle Wine Dinner with South American Cuisine; and

Series 8, Thursday, 12 August, 2021 :

Season Finale, Chateauneuf-du-Pape Domaine de la Janasse Wine Dinner with Modern French Cuisine.

Following the success of these Club events, we will be announcing the dates for the Wine Tour of The World Series 2.0 to our wine loving members for their priority booking - the first series will start on late September.

Please email Robin at fnb@abclubhk.com to be included in this priority list. Until then, cheers to a much better end of the year ahead!



Member's favourite food and wine pairings of the series

(Compiled by Mr. Chris Walshe)

Series 1

What more can you want than 38-hour sous-vide premium beef short ribs accompanied by Domaine des Perdrix Nuits San George 1er Cru "Aux Perdrix 2013?



Series 3

South African wines were celebrated from De Grendel: a unique 2020 Sauvignon Blanc, exquisite 2018 Pinot Noir followed by the signature Pinotage Amandelboord 2019.



Series 7

Razor clam ceviche, tiger's milk, cucumber, samphire, garlic crostini - a credit to our chefs with that perfectly cooked clam flesh with a lingering bit of heat matched perfectly with Lapostolle cuvee Alexandre Chardonnay 2016.



Series 8 finale

What an incredible Feast of culinary delight and fine wines.

Deconstructed French Onion Soup with 2019 Cotes-Du-Rhône.



John Dory (Fillet of Saint Pierre) with a unique and remarkable white Chateauneuf-Du-Pape 2019.



Chocolate Surprise to finish with chateauneuf-du-pape "Chaupin" 100% Grenache 2013 - eat your heart out MasterChef!





F&B PROMOTION



SEPTEMBER PROMOTIONS

The Galley & The Patio
Contemporary Cantonese Fare

The Four Peaks Restaurant
New Autumn Dishes



OCTOBER PROMOTIONS

The Galley & The Patio
Traditional Spanish Cuisine

The Four Peaks Restaurant
New Autumn Dishes



Aberdeen Boat Club 香港仔遊艇會



September & October

COCKTAILS & MOCKTAILS OF THE MONTH

Autumn Apple Bourbon Fizz \$55

- Apple slice + Lemon 1 slice +
Syrup muddle together + Bourbon
+ ice sake & top with Soda

Mimosa Mocktail \$45

- Orange juice + pineapple mimosa
- Orange juice + pineapple half +
half ice + soda & garnish

Pomegranate Rum Punch \$60

- Pomegranate 2oz seed +
basil muddle + Rum +
lime juice half + sugar .75 +
ice sake & garnish with lime +
Pomegranate seed

Autumn Spiced Mocktail \$50

- Apple Cider
(staranise + cinnamon stick)
(cumin soak for 10 min)
- All spiced apple Cider +
ice on top lemon bitter 2 drops



Aberdeen Boat Club 香港仔遊艇會

Beer & Wine of the Month Promotion - September



Pilsner Urquell
Aberdeen Boat Club

NOTHING TASTES LIKE THE ORIGINAL

THE ORIGINAL PILSNER

\$32
/Bottle 330ml

ABV. 4.4% | CZECH REPUBLIC

The world's first golden beer, with an unchanged recipe since 1842. Its caramel front of mouth sweetness is balanced with a pleasing bitterness in the mid-mouth. As the taste fully expands, it accelerates away to reveal a stunning clean finish - a perfect balance of fuller flavours.

METABEV
Proudly distributed by
Aberdeen Boat Club

FOR PEOPLE OVER THE AGE OF 18 ONLY



Lapostolle

FRENCH IN ESSENCE, CHILEAN BY BIRTH

Great value wines suitable for everyday enjoyment.

92 PTS.
WINE SUCKLING.COM

\$270
per bottle

\$60
per glass

Lapostolle, Grand Selection Sauvignon Blanc 2019
Lapostolle, Grand Selection Merlot 2017

"This is a creamy, round sauvignon with delicious aromas and flavors of sliced green apples and lemons. Shows structure and mouth feel. Delicious finish."
- James Suckling 92 pts

"There's a dark-berry and olive aroma nuance to this. Full-bodied, chewy yet soft-textured tannins and a dry and tight finish."
- James Suckling 92 pts

Under the law of Hong Kong, intoxicating liquor must not be sold or supplied to a minor in the course of business.

Beer & Wine of the Month Promotion - October



VELKOPOLSKÝ
Kozel
Aberdeen Boat Club

Be A Goat Not A Sheep

Now Available at Aberdeen Boat Club!

\$25/can 500ml

Kozel Premium Lager | 4.6% ABV.

An award-winning easy-drinking beer that's full-bodied and flavourful, with a unique bitterness from the Czech hop Přemiant. It is well-balanced bitter and sweet taste, gentle malt and hops aroma. Highly sessionable.

METABEV
Proudly distributed by
Aberdeen Boat Club



RICHARD HAMILTON
WINE SINCE 1842

WINE OF MONTH

Richard Hamilton Wines are reflective of the distinctive McLaren Vale region with its Mediterranean climate producing great white, full bodied wines. The Hamilton family have been involved in winegrowing and grape growing for five generations. Dr Richard Hamilton once continues his family's long tradition of involvement in the wine industry.

Richard Hamilton Almond Grove Chardonnay 2017 McLaren Vale

Pale, light yellow with vibrant green. Fresh, crisp fruit nose with lovely complexity from French oak, pear, citrus, mandarin, Chardonnay with good pear, lemon and apricot. Finishing with a clean soft acidity. A full bodied Chardonnay that will match duck, fish, pork, lamb, venison and beef.

Richard Hamilton Little Road Shiraz 2018 McLaren Vale

Rich, full, rich red. Dark bouquet black olive and plum, rose, accompanied with vanilla and hints of nutmeg through aging in French and American oak. Full bodied, silky, structured palate showing attractive persistence of flavor with a round and plush structure and a backbone of fine grained, silky tannins. The wine will be superb for roasted meats such as roast beef, or rich vegetable dishes. Perfect with pasta.

\$65 /BY THE GLASS **\$290 /BY THE BOTTLE**

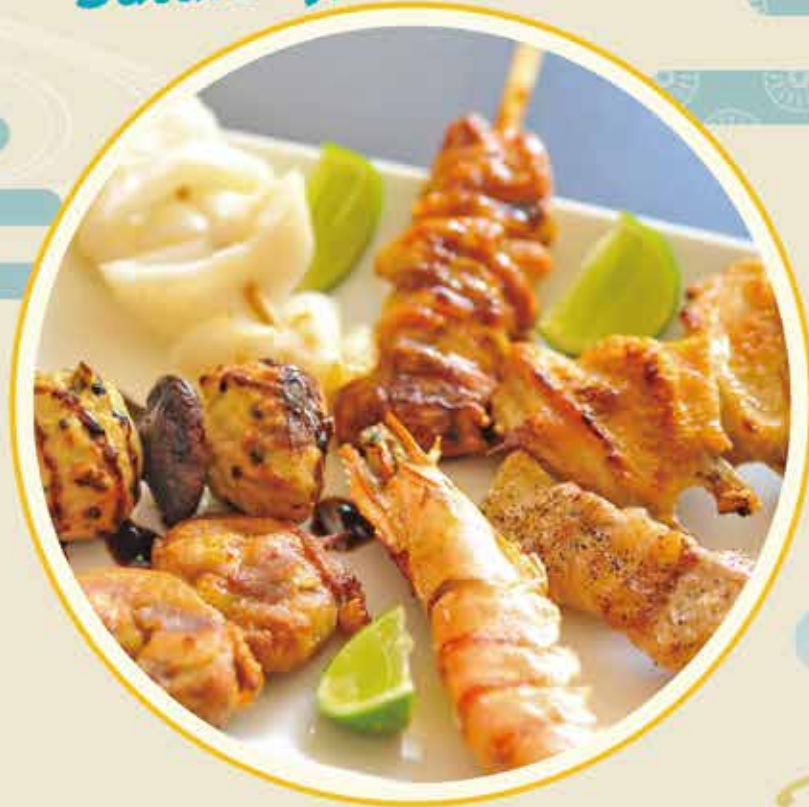


F&B PROMOTION

Tokyo Izakaya Night

with free-flow options!

The Galley & The Patio • 7pm
Saturday, 11 September



Join us to enjoy a range of typical izakaya (Japanese tavern style) dishes featuring premium yakitori of beef, lamb, pork and seafood. Plus, head to the live Ramen & Tempura station; and follow the main course with our outstanding pastry chef's mouth-watering desserts.

🌸 Adults: **\$297** only

🌸 Concessionary price for members over 65 years of age: **\$247** only

🌸 Children (3-12 years old): **\$197** only



Aberdeen Boat Club 香港仔遊艇會



Mid-Autumn Moon Festival Buffet

**The Galley & The Patio
Tuesday, 21 September • 7pm**

Yes, temperatures may be sizzling, but it's time to celebrate autumn. As the full moon rises, lanterns will shine, and we'll serve a sumptuous dinner featuring Chinese traditional and contemporary dishes. Expect the unexpected, as our Chinese chefs display their creativity.

Adult : \$298 only

**Concessionary price
for members over 65 years of age : \$248 only**

Children (3-12 years old) : \$198 only



Aberdeen Boat Club 香港仔遊艇會



F&B PROMOTION

25

September
Saturday

7pm

The Galley
& The Patio



Autumn BBQ Fun

at The Patio with free-flow options!

While the ABC's renowned BBQ on the Grill is a meal for all seasons, this evening will help you further celebrate the advent of cooler days and, hopefully, great winds for sailing. There will be everything from freshwater prawns, through mussels, squid and sirloin steaks, to burgers and tasty sausages – and it's all you can eat!

Adults: \$269 only

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

\$229

Children (3-12 years old): \$169 only



Aberdeen Boat Club 香港仔遊艇會



On this evening, the abc becomes the aberdeen beer club, as we celebrate the world-renowned oktoberfest. While originating in germany, oktoberfest is now a firm favourite in our annual calendar, and is always a night of fun and revelry.

In addition to careful selections of chilled german and european beers, this boisterous bavarian party will include authentic german food.

ALL TOGETHER NOW: "PROST! (CHEERS!)"

Adults: **\$289** only
 (add only **\$99** for 2 hours free-flow beers, 6:30-8:30pm)

Concessionary price for members over 65 years of age: **\$239** only

Children (3-12 years old): **\$189** only

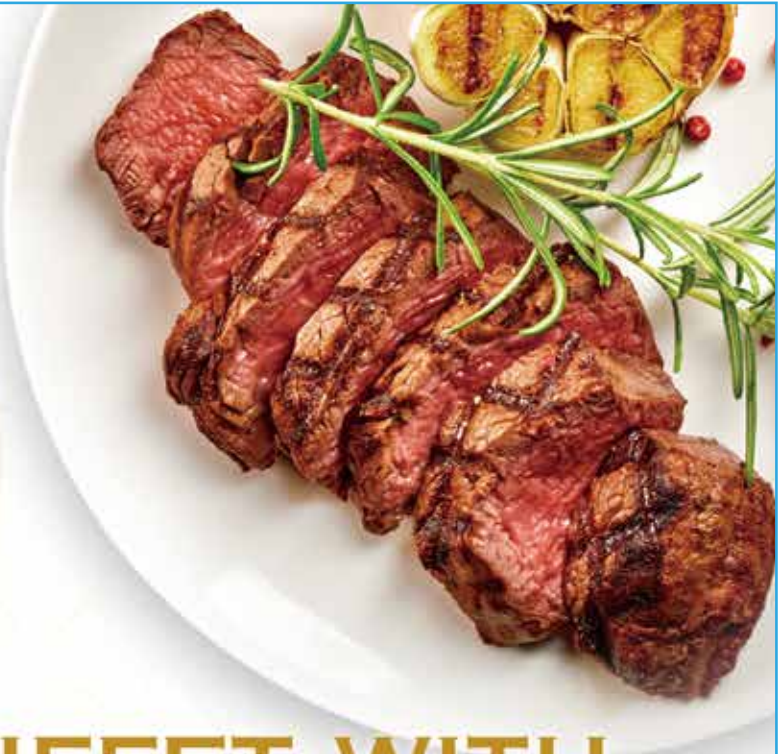


Aberdeen Boat Club 香港仔遊艇會



The Galley &
The Patio

Saturday
23 October, 7pm



SEMI-BUFFET WITH PREMIUM MEATS

AND COMPLIMENTARY WINE-TASTING FOR HOME DELIVERY

After Oktoberfest, an October Feast! You can order mains from the menu: choice of premium US Nebraska 1855 Beef, Free Range Chicken, Grass fed Australian Lamb, Grass fed farm Pork, and Sashimi grade Scottish Salmon with appetising sides. While on the buffet, you'll find fresh garden salads, starters, premium cold-cuts and delectable desserts.

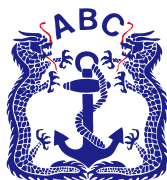


Adults **\$298** (Beef & Lamb)
\$268 (Chicken & Pork)
\$288 (Salmon)

Concessionary price for members over 65 years of age
\$258 (Beef & Lamb)
\$228 (Chicken & Pork)
\$248 (Salmon)

Children (3-12 years old)
\$158 with same choice of mains
in kids portion OR may order à-la-carte





Pleasure Vessel Grade II Operator Certificate Courses (Part A Master, Part B Engineer)



Part A (Master)

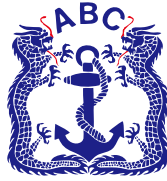
Dates : 5 November 2021
Times : 7:00pm to 10:30pm
Syllabus : Rules, Lights, Shapes, Buoyage and Signals, Seamanship, Local knowledge and the Laws of Hong Kong Fire & gas precautions.
Cost : HK\$1,800 for member/person/course. HK\$2,200 for non-member/person/course.

Part B (Engineer)

Dates : 11, 12 November 2021
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\$1,800 for member/person/course. HK\$2,200 for non-member/person/course.

Notes:

1. Students who attend these two courses will be required to sit their examinations at the H.K. Marine Dept. after completion of the course. Successful candidates will be entitled to operate a vessel in Hong Kong waters up to 15 metres in length with engines of any power.
2. Courses are entirely theoretical for the related exams. Practical boating is not required for the examination.
3. Examinations are normally held on selected Thursdays, you may register for your exams with the Marine Dept. by post or in person. Document required for the examination application:- a ready examination application form, one photo, a copy of your identity document, eyesight exam result. Report from a registered doctor, examination fee HK\$1,255, cheque payable to "The Government of the HKSAR" (Candidate must take both Part A (master) & Part B (engineer) exam together at the first attempt). There will be a minimum of 5 students and a maximum of 20 students/course. If there is insufficient support for a course, that course will be cancelled and those already enrolled will be informed accordingly. Members who responded to the initial inquiry and whose names are held on file will be given priority.
4. Course Instructor: Alan Chau.
5. Please forward the completed application form(s) to Ms Cobo Liu by email mbs@abclubhk.com or by post or hand to the Admin Office of the Club.
6. Website information for applying to take exams with the Marine Dept.
Website for Exam Date : http://www.mardep.gov.hk/en/pub_services/npvo2.html
(Please book your exams earlier, the suggest exam date is 6 – 8 weeks from the date the 1st part of the course is attended.)
Examination Application : <http://www.mardep.gov.hk/en/forms/pdf/mo84p.pdf>
Eyesight Exam Report : <http://www.mardep.gov.hk/en/forms/pdf/mo935.pdf>
Marine Dept. : Seafarers' Certification Section
 Marine Department, 3/F Harbour Building,
 38 Pier Road, Central, HK.
Telephone : 2852 4941
Fax : 2541 6754



Pleasure Vessel Grade II Operator Certificate Courses Application form

Part A (Master)

Surname: Mr/Mrs/Ms _____ Forename(s): _____

Account number: _____ Telephone: (Mobile) _____ (Office): _____

Fax: _____ Email: _____

Please enroll me on the course for Part A (Masters) to be held at 7:00pm – 10:30pm
() 4, 5 November 2021 Thursday, Friday

Please debit HK\$1,800 from my account

For Non-Member please include a cheque for HK\$2,200. Payable to Aberdeen Boat Club Ltd.
Address: 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

Part B (Engineer)

Surname: Mr/Mrs/Ms _____ Forename(s): _____

Account number: _____ Telephone: (Mobile) _____ (Office): _____

Fax: _____ Email: _____

Please enroll me on the course for Part B (Engineer) to be held at 7:00pm – 10:30pm.
() 11, 12 November 2021 Thursday, Friday

Please debit HK\$1,800 from my account

For Non-Member please include a cheque for HK\$2,200. Payable to Aberdeen Boat Club Ltd.
Address : 20 Shum Wan Road, Aberdeen, Hong Kong

Signature

Date

This Halloween



The club proudly presents
for ONE Evening only

THE



7:00pm - 10:00pm

Saturday 30th October

*"Come join if you dare!
It will be an
unforgettable
evening"*

*"Where everything might
not be what it
appears
to be"*

	Early Bird Offer #	Regular Price
Children tickets: (12 yrs old & below)	\$198/pp	\$198/pp
Adult tickets:	\$298/pp	\$398/pp

Early bird offer –
Available to the first
50 children & adult

Enquiry/ Purchase tickets:
Tel: 2552 8182
Email: info@abclubhk.com



