

THE PERFECTIONISTS

- PRACTICE, PRACTICE, LOCATION, LOCATION

HEBE HAVEN YACHT CLUB JAN/FEB 2011

HEBE HAVEN YACHT CLUB

www.hhyhc.org.hk

Club Sailing Programmes / J80 Championships / Batteries Included !
Jet Stream & Cold Weather / Cell VI Adventures / The State Of SBR
Sailability / Opti Worlds / Police Worlds / Protests / Cruising & Others

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January 2011

SUN 星期日	MON 星期一	TUE 星期二	WED 星期三	THU 星期四	FRI 星期五	SAT 星期六
						• 1 廿七 New Year Beach BBQ
2 廿八	3 廿九	4 十二月	5 廿二	6 小寒	7 初四 Curry Friday	8 初五 Winter Sat Series Race 9 & 10
9 初六	10 初七 Scottish Promotion	11 初八 Scottish Promotion	12 初九 Scottish Promotion	13 初十 Scottish Promotion	14 十一 Scottish Promotion	15 十二 Scottish Promotion
16 十三 Mixed Double / Double Handed Race Scottish Promotion Sunday Family BBQ & Hot Pot Night	17 十四 Scottish Promotion	18 十五 Scottish Promotion	19 十六 Scottish Promotion	20 六寒 Scottish Promotion	21 十八 Best of Asia Friday Scottish Promotion	22 十九 Winter Sat Series Race 11 & 12 Scottish Promotion
23 二十 Scottish Promotion Sunday Family BBQ & Hot Pot Night	24 廿一 Scottish Promotion	25 廿二 Scottish Promotion	26 廿三 Scottish Promotion	27 廿四 Scottish Promotion	28 廿五 Scottish Promotion	29 廿六 Scottish Promotion
30 廿七 Scottish Promotion Sunday Family BBQ & Hot Pot Night	31 廿八 Scottish Promotion	• The First Day of January				

Beer for the month : Carlsberg Draught



February 2011

SUN 星期日	MON 星期一	TUE 星期二	WED 星期三	THU 星期四	FRI 星期五	SAT 星期六
		1 廿九 Scottish Promotion	2 三十 Scottish Promotion	• 3 正月 Scottish Promotion	• 4 二寒 Scottish Promotion	• 5 初三 Scottish Promotion
6 初四 Chinese New Year Sunday Buffet	7 初五 Scottish Promotion	8 初六 Scottish Promotion	9 初七 Scottish Promotion	10 初八 Scottish Promotion	11 初九 Burns Night Scottish Promotion	12 初十 Scottish Promotion
13 十一 Scottish Promotion	14 十二 Be My Valentine Week	15 十三 Be My Valentine Week	16 十四 Be My Valentine Week	17 十五 Be My Valentine Week	18 十六 Be My Valentine Dancing Night	19 十七 Kowloon Cup
20 十八 Kowloon Cup	21 十九	22 二十	23 廿一	24 廿二	25 廿三	26 廿四 Spring Sat Series Race 1 & 2
27 廿五	28 廿六 Annual Staff Party					

- Lunar New Year's Day
- The Second Day of The Lunar New Year
- The Third Day of The Lunar New Year

Beer for the month : Hoegaarden



HEBE HAVEN YACHT CLUB



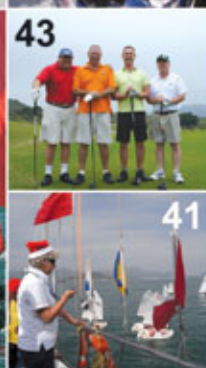
January - February
2011



Our youngsters at the Optimist (IODA) World Championships in Malaysia, December 2010. Gerald Williams is on HKG 4 while Cosmas Greion is on HKG 1. More on the Worlds on page 37.

Cover photo courtesy of Marek Nostitz-Jackowski

36



1 - 2	Club Reports
3 - 4	Sail Laser Hebe Haven Sailing Programme
5	Editor's Tidbits - By Vince Christian
7 - 9	J80s In The Lamma Channel - By Simon Blore
11 - 17	Batteries On Boats - By Arni Highfield
18 - 21	Wizard Express - By Cathy Delany
23-24 / 27-33	Ceil VI Adventurers - By David Wharton
25 - 26	Shutterbug
34 - 35	Sportsboats In Hong Kong - By Julie Mackenzie
36	Sailability Open Day - By Mike Rawbone
37 - 38	Resting On Laurels (...But Not For Long!) - By Marek Nostitz-Jackowski
39 - 40	11th Police World Sailing Championships - By Justin Shave
41 - 42	Going To The Room - By Roger McMillan
43 - 44	What A Good Golf Year & A Better Year To Come - By Michael Franco
45 - 46	Regatta Survival Guide (For The Non-Racer) - By Lindsey Stewart
47 - 48	Food & Beverage / News From The Kitchen

As the year closes and the weather for the most part is sunny and warm with bouts of cold, we look forward to next year's events around Hebe. However it seems customary to look at this past year's highlights and several things spring to mind.

It was the year of the Crane and I am happy to say that for the most part it has achieved all that we have asked of it, though there are exceptions and these issues are being addressed. The boat Transporter has moved large boats around the yard into areas where no boats had ever ventured before. As we learn how to use these pieces of equipment I feel confident they will prove to be invaluable and very versatile.

The Garden Bar, though completed a little late, has proved to be a stunning venue for our Club, and from its usage for members' private parties and Club events to date, is again proving to be a very popular asset. All our members and their guests that I have spoken to have been very impressed with the structure and the views overlooking the bay, a far cry from what was there before.

The sailing has also been very good this past year, with more boats turning out for our scheduled racing than ever before. We now have two new J80 sports boats which will be used for match racing in the coming year. Our sail training program has grown and I am assured there is more to come. The newly relocated Sailing Centre, although far from complete, is already a great improvement on what we had before.

Sailability started in early 2010 and despite many hurdles is now running and in the coming year I am sure this will grow. We have the special boats and more are coming. I think I am correct in saying that Hebe is the first to take on this initiative in Hong Kong and I am confident that the Sailability program will attract interest from many of the charities and support groups and will be massively supported.

One of the main areas for the Club this year will be for us to earnestly focus on the Club's lease renewal. It has been pointed out to us that this will not be an easy, straight forward

process, but with this in mind we should be as highly prepared as possible.

May I take this opportunity to say Happy New Year and to thank all the Committees and members who have taken so much of their time to organise and assist with the running of this Club, not forgetting the managers and staff who so willingly put up with us. I will not mention any names in particular as there are too many and the list would go to many pages but a heart felt thank you to you all.

On behalf of myself and the General Committee, we would like to wish everyone "Kung Hei Fat Choy" and Healthy & Prosperous Year of the Hare.

Mark Houghton
Commodore



THE GM'S REVIEW

As the very busy festive month of December draws to a close I would like to say a big "Thank You" to all the Management and Staff of the Club not only for their efforts throughout Christmas & New Year but also for their hard work during 2010 where every department in the Club faced new obstacles and challenges and have dealt with them in an efficient and professional manner.

January, as usual, brings with it resolutions made normally around midnight on New Year's Eve and almost always revolving around the reduction of food and alcohol intake and quite often never lasting past the Lunar New Year.

Well, the year 2011 will see changes in the air at Hebe Haven when both Club Management and the newly reformed F&B Committee will endeavor to ensure that Club members do not fulfill their New Year's resolutions, if we can help it.

A photo montage review of 2010, showing all the highlights and achievements of the Club over the last year can be found in the center pages of this issue of the magazine.

By the time you read this article, most members will be aware that there has been a change at Senior Management level with the appointment of a new F&B Manager, Patrick Kong, who commenced his duties at the Club on the 2nd January, straight into a Wedding Reception. There's nothing like putting

someone in at the "Deep End" on their first day. We are confident that Patrick will become an integral member of the Management team and will endeavor to exceed members' expectations.

THE YEAR OF THE HARE (RABBIT)

2011 will be a very exciting year for Club members who will be able to enjoy a construction free year with no plans for any major Club developments, which means members can now start to enjoy all the new facilities at Hebe without interruptions. There are many anticipated changes and new events planned, especially in Food & Beverage, where a dedicated page has been introduced starting this month called "News From The Kitchen" which will highlight new F&B events and promotions for the coming year in more detail.

The reformed F&B Committee will introduce a Mini Survey to members to gauge members' feelings about the quality and level of services currently being provided by our F&B Team. With this in mind the F&B Committee would be very grateful if members could take the time to participate in this survey that will assist them greatly in their review.

The newly renovated Garden Bar will undergo a slight change in name. The downstairs bar will now revert to its original name and be known as "The Bosun's Bar", while the seating area will be called "The Garden". The reason for doing this is based on identity and

recognition because from January 2011, members will be able to enjoy a pint while watching their favorite sports on the Big Screen at the Bosun's Bar. Yes, members can now look forward to daily viewing of sports with many high profile sports events scheduled: 20/20 One Day Cricket, 6 Nations Rugby, The Super Bowl, Formula 1 and of course the Rugby 7's in March and "World Cup Rugby" in September to name just a few. A regular sports viewing schedule will be available on Club Notice Boards and Website and while all this is going on members can also book "The Garden" for their own private function or event.

LUNAR NEW YEAR ARRANGEMENTS

The Chinese Lunar New Year will fall on Thursday 3rd February to Sunday 6th February and as always the staff will be handing the Club over to members during this time. This year the staff will be off from Thursday 3rd to Saturday 5th of February and normal Club operations will resume on Sunday 6th February.

The member volunteer sheets for bar tenders, sampan drivers and short order cooks has been posted in the main bar upstairs, so if you can spare a couple of hours, your help and assistance will be very much appreciated by all the Club staff.



OTHER CLUB NEWS

All members will have received their copy of the Club's 2011 Events calendar by now and members requiring additional copies may get them from the General Office.

The Annual Staff Dinner for 2011 will be held on Monday 28th February and once again from 4.00pm on the day, staff members will be asking for member volunteers to man the bar and sampans.

MEMBERS ARE REMINDED THAT THE 2011 AGM WILL BE HELD THIS YEAR ON SATURDAY 9th JULY.

NOTES OF APPRECIATION FROM CLUB MANAGEMENT

I would like to offer my thanks to Vince Christian, our dedicated and hard working (sometimes temperamental) Editor of the Hebe Jebes, all the contributors, both members and non-members, who have been providing so many interesting articles for the "Club Book" and Kit Yiu for putting up with Vince. I look forward to working with you all on the next chapters in the 2011 Hebe Jebes.

Finally, let me take this opportunity to thank all our members for their patience and understanding over the

last 12 months for having to put up with all the disruptions to services and facilities caused by the Club Development projects. **You have to admit it, it was worth it!**

On behalf of Club Management and all the Staff at Hebe Haven, we would like to wish everyone:

Kung Hei Fat Choi

A Healthy, Happy & Prosperous Year of the Hare

See you at the Club

Michael Franco
General Manager

MARINE AND CLUB OPERATIONS NEWS

2011, where on earth did 2010 go? The Operations Committee had a difficult year in 2010 but we have achieved all that we set out to achieve and more.

The boatyard has seen the crane lift firstly the Commodore's yacht, he did volunteer with a little gentle persuasion, this was the longest yacht to date to be lifted, yes with the new crane and transported on the new transporter she is a Sun Deer 64'. The team also brought out and moved the heaviest boat to date, Carl and CJ's Tayana 58' some 33 tons, along with a Sea Horse 52' and a Cheoy Lee 48' and the deepest draught of 10' the Millennium 45', quite a number of firsts and my thanks to Jimmy and the team for their hard work with a new learning curve, ably assisted I may add

by a number of volunteers from Ops Com, they know who I am talking about and thank you. All the lifts have been documented, with the aim of finding the most suitable lifting frame, we feel we have gained some valuable information and hope to have three frames for future use, one original, one modified and a new tubular frame.

Just a couple of groans from me and the Committee, sorry, but we still have a number of berths with unauthorized vessels and equipment both in the water and on the dock, you know who you are please remove them and one last plea for the homeless and ever growing number of outboard engines in the yard and in the members container, if they are not claimed or

registered they will be disposed of before Chinese New Year.

That just leaves me to thank you for your support in 2010 and I hope to have a new and efficient boatyard up and running by March this year, this will mean a few more disruption's whilst we move buildings, containers and the like, but it will be worth it.

On behalf of all the Operations Committee Members, wishing everyone "Kung Hei Fat Choi", a healthy and prosperous 2011.

Paul Brownless
Rear Commodore Operations



SAILING COMMITTEE REPORT

I hope this message finds you rested after the rigors of Christmas and that you will have a happy and peaceful New Year.

Most of you should have noticed by now that our Sail Training Centre has moved location to the large slipway immediately below the Club house verandah and adjacent to the new garden bar area. This gives us a safer platform for launching dinghies without having to run the gauntlet of powered craft from the racks as before. You will have also noticed the five brightly coloured dinghies that have taken up residence at the top of the slipway next to the new STC office. These belong to the recently formed Hebe Haven Sailability Trust which is pioneering the way forward in offering the opportunity to learn sailing in Hong Kong for the disabled. A true Hong Kong first.

My congratulations to all those members involved, with a special thanks to Mike & Kay Rawbone, Ariez & Jackie Vachha and Sandra Snell who have assisted

in bringing this great development to fruition. I as Rear Commodore Sailing pledge the Sailing Committee's continued support for this worthwhile venture and ask that all members take the time to assist and support this charitable institution in any way that they can.

Winter is always a quieter period of the year with regards to sailing as the weather cools and our sailors travel overseas to support races and regattas in warmer climes. My congratulations to all Hebe members who recently took part in the Raja Muda and King's Cup Regattas in Malaysia and Thailand. From the press coverage on the Internet, which shows some marvelous photos on www.sail-world.com and videos on www.sail.tv, it appears that all had a splendid time.

Not forgetting the sailors at home, my thanks go out to all those supporting the J/Boat Winter Saturday Series and our fun events over the holiday period; we look forward to seeing you again

in the new year, especially for the Jeanneau Spring Saturday Series kindly sponsored by Don CHOW of China Pacific Marine.

Finally, I would like to thank all members of the Sailing Committee and the Sail Training Office for their continued support and hard work, which leaves us in a great position to move forward with our Club's sailing program at the dawn of the new decade.

On behalf of myself and all Sailing Committee Members

Kung Hei Fat Choi & Happy 2011 to you all

Mark R H Newman
Rear Commodore Sailing



SailLaser

HONG KONG

It has been an extremely busy 12 months at the Sail Training Centre, with a huge number of programs, events and projects taking place. I would like to take this opportunity to say a big thank you to the team at the Sail Training Centre for their efforts on and off the water, in what has been the busiest year to date. To Ale, Elthea, Rex, Don, Marek & Ah Yiu, thank you very much guys for the commitment and effort you have shown to all the students, members and Sailors passing through the Centre. Without your help, the success would not have been possible, so well done guys. Have a well deserved break and get ready for what is looking to be an exciting and busier year ahead.

Also, to all the Members and Part time staff who have taken part in the huge number of events and activities that we have organised over the past few months. Your input and support was extremely appreciated and we look forward to more of the same in the coming months when it warms up again!!



Safety Boat Training - Sunday 3rd April 10:00-17:00

Our practical Safety Boat Training course will be extremely useful and beneficial to Members and Volunteers who wish to help during the 24hr Charity Dinghy Race, at Club Regattas or at events and programs organized by the Sail Training Centre. The course focuses on safety on the water, towing dinghies & crafts, righting capsized and inverted boats, driving one of the Club Ribs in close quarters, high and low speed manoeuvres and basic VHF Radio usage.

Contact the Sailing Office for details & bookings.

Assistant Instructor Training

We will run our annual Assistant Instructor Training program on the weekend of 12th/ 13th March.

The course is for sailors who wish to help at the Sail Training Centre with the running of many of the programs we offer at HHYC. It is also a good qualification to add to a CV and a way to learn many new skills in a professional environment.

Pre course requisites: 14 years old with Level 3 Sailing Skills, please contact the Sailing Office for details.

Rob Allen

Sailing Development Manager





HEBE HAVEN YACHT CLUB

SAIL LASER EASTER YOUTH SAILING PROGRAM

18-22 April / 25-29 April 2011 (5 Days) 10am-5pm

Adventure Watersports Week

HKSF Level 1 & 2 Certificate Course

HKSF Level 3 Certificate Course
(must have HKSF Level 2)

Optimist Stage 1&2

Youth Keelboat Race Training

Spinnakers & Trapeze Training




on 22nd & 29th

Fridays : All courses are combined with Easter Egg Hunt & Fancy Dress Regatta!

Prize giving at 4:30 & all parents are welcome

Please contact Sail Training Team for more information on 2719 0926 or sailtraining@hhyc.org.hk
www.hhyc.org.hk for course details

SailLaser

HONG KONG

ANNUAL AWARDS FOR YOUTH SAILORS 2010

SAILOR OF THE YEAR 2010 (U18'S)

Nagisa Sakai

2010 Has been a fantastic year for Nagisa, within the local Racing scene and as part of the Sail Training Team. Her performances at every Regatta have seen her finish the year as the number 1 Ranked 4.7 Laser sailor in HK, winning every event she entered, an achievement that deserves praise and recognition from the Club.



Her performances overseas have also been pleasing, considering the much larger fleets and higher standard of racing, and these experiences will only help her development on the water.

Not only is Nagisa an excellent racer, but she has spent a number of weeks throughout 2010 working as an Assistant Instructor, at the STC. Nagisa is very good when working with Youth Sailors and especially Young School students who take part in Taster Days and Beginner Courses, as she is very well liked by all the students who sail with. I have excellent feedback from many people about her attitude and performance when working at the Club.

Well done Nagisa, obviously 2011 will be extremely difficult to match your racing performances from the past 12 months, however, we are sure that with the same dedication and the natural ability you have, you will give it a good go. Well done and we look forward to seeing you regularly at the Club when the season starts again soon.

SAILOR OF THE YEAR 2010 (U12'S)

Molly Highfield

Molly has had a considerable rise in profile since the early part of the year, when she started sailing regularly with us at the Centre. As we have mentioned in previous articles, Molly is definitely a competitive person and she has an edge about her when she gets the chance to compete at Club events. She took part in her first event at Junior Race Week during the summer and what an introduction she made to competitive Racing. What sums up Molly was the look of annoyance when she went up to collect her prize for a second place finish, one that she was obviously not happy with, although it was amusing to see, for those who know her well!!



Her performance winning the Pico Class by miles is a clear indicator that big things lie ahead for Molly on the local circuit in the very near future. She also had some excellent shifts at the 24HR event, as part of the Hebe Dragons team, where she had one of the best lap times and recorded the most laps out of all the U12 sailors, again by quite a margin.

Molly, keep up the commitment you have shown and now we are going to start your training with the Optimist Racing squad, where you will be able to take the step up to improve on your skills that are already at a high standard. Great job and we look forward to having you sail at the Club regularly again in 2011.

ASSISTANT INSTRUCTOR OF THE YEAR 2010

Louise Austin

Louise had a very good year working as an Assistant Instructor (AI) at the Club. She is an excellent role model to the Youth Sailors and the other AI's at the Centre. She is a very valued member of the STC being able to work on all the courses, both Youth & Adult, from beginner to advanced levels.

Louise is very well liked by all the sailors we have at Hebe and all the Instructors and Coaches are very happy to have her work with them. Her willingness to just get



on with it and lead by example is what we would like all the AI's to be like and hopefully they take notice of her performances whilst at the Centre.

Sailing is just one of a number of activities that Louise is involved with and we are glad that she manages her time schedule to fit the commitment she has shown to the Club over the past 12 months.

Well done Louise. Keep up the fantastic work ethic you have and a very bright future lies ahead for you. See you on the water soon.

ASSISTANT INSTRUCTOR OF THE EDITION 2010

March / April	Nagisa Sakai
May / June	Louise Austin
July / August	William Chan
November / December	Lewis Cheong

BEST BEGINNER SAILOR OF THE EDITION 2010

March / April	Ryan Anderson
May / June	Trevor Seers
July / August	Molly Highfield
November / December	Chris Lai

BEST IMPROVER SAILOR OF THE EDITION 2010

March / April	Jack King
May / June	Jack Barnfather
July / August	Aaron Kreogh, Rafael
November / December	Lajeunesse

Hebe Haven Yacht Club Sail Laser Dinghy Regatta 2010

On the weekend of the 18th & 19th December, HHYC hosted the Sail Laser Winter Open Dinghy Regatta out in Port Shelter.

Although the weekend fell close to the festive period, we had a good turnout of 40-45 boats racing on both days. It was good to have the support of the STA & HKSS as always bringing a variety of experienced sailors in the more performance boats, from the local area.

Also a number of Club dinghies were on the start line at 13:55, including fleets from the Laser Bahia, Optimist and Laser classes. Well done to all the members who braved the colder weather to make it out to the line on time.

The weekend had 2 very different days of weather for all those sailors and volunteers making time to get out onto the water. Saturday was a dark and cloudy day, with conditions more appropriate for a Wakeboarding event, ensuring it was a tough afternoon for Race Officer Mark Newman and his team. With small gust appearing from all corners of the bay, at one point it looked like Racing was going to be cancelled, but they kept at it and were rewarded with 2 finishes and some excellent light breeze Sailing. Special mention to the Commodore for showing the Committee Boat how to sail in no breeze with a kite and Nagisa Sakai for another fine performance in a Laser 4.7.

Sunday morning arrived and Race Officer Sara Houghton had more luck, as they brought along sunshine, wind and smiles on everyone's faces, as the conditions were more like September than late December. 4 races were completed in plenty of time and the feedback was good from competitors and volunteers.

Thanks to all the Members who volunteered their time once again to help both Mark and Sara on Fraser Doig, and the Safety Boat drivers for your efforts supporting the Sailing community here at HHYC.

Also a special mention to our event sponsor, LaserPerformance Asia Pacific; Shanghai Far East FRP Boat Co., Ltd; I-Scream Ltd, Swire Coca-Cola HK and Shez Kee Frozen Meat Co Ltd for their continued support both on and off the water..



The Constants In Changing Times

Words by Vince Christian

Welcome to the New Year's edition of Hebe Jebes!

The weather continues to get colder but, at any rate, we continue to be blessed with changing weather patterns and not just the dreary single weather we find in some locations! Like the changing weather, Hebe Jebes is all about dynamism, movement, and variety.

Hebe Jebes has always been about change - change in technology, in style, in attitudes, in the way we think about the way we conduct our lives close to, and around water, and in the way we sail. But behind all these developments, this invention, this loss and gain, lie constants: the waters of the world, and the sailors who ply them. Surely, this is a big part of why we sail: to re-establish our connections. This need to reconnect becomes clear when we sailors meet each other in other parts of the world, and subsequently, in the yacht clubs we visit.

We tell each other stories about calms and dreary days, about storms raging wild and surviving drastic conditions, about skies filled with stars, about whales and dolphins cruising alongside, about fish we hooked and ate for dinner, and much more.

Overall, we connect with each other, and with the sea.

So...when I look back over the past years, I marvel at the stories written by our contributors to this magazine, as well as the changes to our publication, and to our Club, for that matter.

But, it's the constants that keep all of us on the water. Together!

We hope you've enjoyed 2010's stories. We will strive to do better in 2011. But don't forget, my dear Member, it's your magazine; your story to tell. All the best!



J80s In The Lamma Channel

Words by Simon Blore

THE 2010 HONG KONG INVITATIONAL SPORTSBOATS CHAMPIONSHIPS

Hopefully the keen sailors amongst you will have noticed that the club has taken ownership of two J80's; Jazz and Jive. These 26 foot sportsboats represent a true cross-over from a dinghy such as a Laser Stratos, Laser Bahia, Laser 2000 to some of the larger cruiser racers. With winches, a keel, a cabin, and an engine they are an entry level keelboat, but with a powerful sailplan and light displacement they also plane at around 15 kts of windspeed, so retain some of the fun of a dinghy. A search on

Youtube reveals an interesting short video of a J80 doing 19kts downwind, so the adrenaline seekers amongst you should be satisfied.

With over 20 boats now delivered to Hong Kong, and more on the way, in a relatively short time in 2010, the J80 has exploded on to the racing scene, and has now become established as one of the largest One Design classes in HK.

Of our club boats, Jazz was chartered for the 2010 Typhoon Series by some of the Temujin and Lover crew, and they enjoyed close racing in One Design against some of the other newly arrived J80s.

For the current HHYC Winter Saturday Series, our very own Vice Commodore has also chartered Jive for the series, and whilst the rest of the J80 fleet are currently based at Middle Island, Dave Campbell and crew have been racing on HKPN in mixed fleet racing, and seemingly enjoying the experience.

For the 2010 Hong Kong Invitational Sportsboats Championships Jazz was chartered and taken around to Middle Island to join up with some of the other J80s to take part in class racing. This 7 race RHKYC-organised regatta was shortened to two days of racing out of Middle island on the week-end



J/109

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Contact MJM Yachts for more information: Dan Tullberg (852) 97308190 / dan@mjmyachts.hk or Joey Liao (852) 94318325 / joey@mjmyachts.hk

of 13 and 14 November. Unfortunately only 6 J80s showed up, but despite the small fleet, it was a windy and fun regatta.

With the leading light of Johnny Hodgson's J-Chi (winner Typhoon



Series) up against China Coast winner Hakawati, and Joss (3rd Typhoon Series) also in attendance, the competition promised to be intense with Tim Somerville drafted on to J Chi, and Steve T from North HK helming Jazz. Hakawati would no

doubt miss the steadying influence of Jim Johnstone (who helmed her to the win for CCR), but owner and fleet captain Dan Tullberg hand-picked a team of Tim Storey (ex Heatseeker), Paul Rechten (Mojito) and Nick



Southward (Whiskey Jack) by way of compensation. Bruce Perkins Jiblet, on the other hand, was out for her first ever race and so along with Jazz and Hakawati there were several teams doing their first ever races on J80s.

So was the racing close? It sure was, and having never done much OD racing before, it was fun as well, and interesting to see that in the shorter W/L races, no-one was ever really out of contention as the right/lucky



tactical choices could have the following boats right back in contention. With good sailors throughout the fleet, it was clear to see that different set-ups and maybe different sails gave certain boats advantages upwind, and

ON THE WATER UPDATES.....



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Better boats for people who love to sail

J/80

others advantages downwind. Tactics and boat handling were key though, and as would be expected, a messy mark rounding or reaching leg would cost a few places, even in a fleet of only 6.

With 20 to 25 kts on the Saturday, and 16 to 20kts on the Sunday, the conditions were great, and with a few B mark courses thrown in as well, the skippers that made the right choices for the tight reaches prevailed in those races, as others broached and ragged

kites around them.

It's often said in racing that the winner is the one who makes the fewest mistakes, and so it proved here with the conservatism of J Chi generally paying off as they moved serenely to 3 out of 4 race wins on day 1. With Jazz a few points behind in second overall,

and Hakawati in third, Day 1 was very much a fleet of two halves, with the top 3 generally contesting most of the early races.

The team on Jiblet were fast learners however, and after helping them with their rig tension at the end of Day 1, they came back strongly on Day 2 to win race 5, the first race of the day, but they were unfortunately then victims of minor gear failure which meant they had to retire from the rest of the regatta. Jazz needed to beat J Chi in all 3 of the last races, and

whilst we managed two of these victories, J Chi won the other race to secure 1st overall for the regatta, with Jazz second and Hakawati 3rd overall.

So the teams from Port Shelter did good!

	HKISC Nov 2010 - J80	pts
1st	J-Chi (RHKYC)	9
2nd	Jazz (HHYC)	12
3rd	Hakawati (RHKYC)	16

What a joy though to not have to mentally calculate the times of the boats around you (as we do for

a startling illustration of the open nature of this competition, and of One Design racing.

So what next for the J80s? Well, as you read this, RHKYC will be making final plans for their class championships in Port Shelter on 12 and 13 February, and the J80 fleet will be in attendance, so why not take Jazz or Jive out for some close OD racing on that weekend? If you would like to try, but fancy some on the water training, Dan Tullberg, the J Boats rep based in Port Shelter, would help I'm sure, and Jeff

Johnstone is also in HK around early February and with enough interest, he would be happy to take a clinic.

For those with wider horizons, the UK J80 championships are being held in Dartmouth in 2011 in preparation for the J80 Worlds at the same venue in Olympic year 2012. With some time put in on these boats in



handicap racing), and how liberating to just have to concentrate on keeping ahead of those near you without worrying about time deltas. How nice as well not to get back to the bar and hear grumblings about handicaps and favourable ratings, or conditions suiting certain boats etc. etc.; the format of this racing being that if you sailed well, you generally posted a good result, which is how it should be. The fact that Jiblet evolved from low places on Day 1 to a 100% win record on day 2 was

Hong Kong, chartering a J80 in UK is easy to arrange through the J Boats network (in fact, new boats are being bought in UK specifically for the 2012 Worlds), so why not start your programme now in a bid for world domination? Watch out for the Spanish though, as they seem to be class leaders, so try to get some information on what makes them the best!!

There is also talk of the J80 Worlds coming to HK or China for 2014, so watch out for that as well.

Fair winds to you all!



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Batteries On Boats

Words by Arni Highfield



WHAT YOU NEED TO KNOW

There is little that will spoil your day more than having a flat start battery when your engine is needed, so getting your boat's battery and charging system right is very important. This article will tell you what you need to know to achieve this.

TERMS

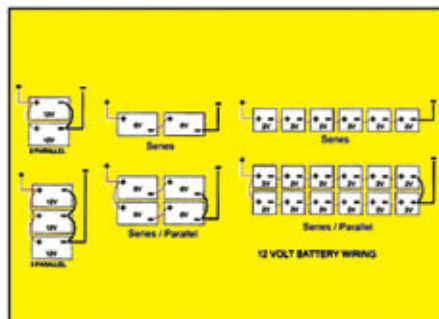
First, there are a few terms you need to understand. If you are already familiar with them, skip this bit because it's boring!

Amp – a measure of the current, meaning how many electrons are passing a particular point in a wire. Analogous to gallons per minute.

Amp-hour (A/hr) – the total number of amps in one hour. Analogous to the number of gallons delivered in one hour.

Volt – The potential difference between each end of a circuit. Analogous to the water pressure pushing the water through the pipe.

BATTERY BANKS



When you press the starter button, the current necessary to turn the starter motor and engine, especially a high-compression diesel, is very high. 300 amps would not be unusual. However, unless you have an engine problem, the

engine will start within a few seconds. Even if it takes 10 seconds, the number of A/hrs consumed is 300/360 A/hrs, which is a tiny proportion of a typical start battery of 70-100 A/hr capacity. On the other hand, if you use electrical systems needing only 5 amps, but do so all night, you have used, say, 50 A/hrs.

The implications of this are that you need two quite different types of battery as the type of battery that can release 300 amps for a short time is very unsuitable to be drained heavily over a long period, and vice-versa. Why is this?

Firstly, the electrons in a battery are carried between the cathode and the anode by the electrolyte, a conducting fluid which is normally acid. To release such a large amount of current, many thin lead plates are needed to give lots

of accessible surface area. However, such thin plates become unstable and are damaged by being drained to a low level, especially if this is repeated. For this type of use strong thick plates are required. Some fudging of this reality can be achieved if the plates are better supported, as in the case of Absorbed Glass Mat (AGM) and Gelcell batteries, where the acid is either in a glass mat or in the form of a gel, both of which help to support the plates, but this only helps a bit. If you drain a start battery more than two or three times, it will be permanently damaged.

So, since you neither want to damage your start battery nor find it flat when you need it most, the solution for all boats with inboard engines is to have two or more battery banks. One start battery for each engine and another one or more for your house needs using Deep Cycle batteries. These have thick heavy plates and as their name implies, are undamaged by repeated deep discharges. (to a point, see below)

These days, most house batteries are actually 6 volt. Boat DC electrical circuits are most commonly 12 volts although 24 and 36 are increasingly found on larger boats. This is because the greater distances current has to travel requires thicker wires, unless you increase the voltage. Two 6 volt batteries are connected in series to create 12 volt supply. If each battery was 200 A/hrs, then it will still be 200 A/hrs when connected in series. These pairs can then be connected in parallel to make 400, 600 or more A/hrs at 12 volts. It is my understanding that most DC electrical equipment can be found in 12 and 24 volt versions, and a surprising amount in 36 volt versions.

SIZING YOUR START BATTERY

You should look at what current your starter motor requires. Then you need to use a start battery whose Cold Cranking Amps (CCA) meet that requirement. This is the ability to produce those amps at freezing point (when output is less and engines are harder to turn over) for a given time.

Automotive batteries (usually of lead-acid type) provide a nominal 12-volt potential difference by connecting six galvanic cells in series. Each cell provides 2.1 volts for a total of 12.6 volts at full charge. Lead-acid batteries are made up of plates of lead and separate plates of lead dioxide, which are submerged into an electrolyte solution of about 35% sulfuric acid and 65% water. This causes a chemical reaction that releases electrons, allowing them to flow through conductors to produce electricity. As the battery discharges, the acid of the electrolyte reacts with the materials of the plates, changing their surface to lead sulfate. When the battery is recharged, the chemical reaction is reversed: the lead sulfate reforms into lead oxide and lead. With the plates restored to their original condition, the process may now be repeated. (Thanks to Wikipedia)

The measurement of CCA is different in Europe and the USA, but the differences are unimportant for our usage. This is not so for the difference in capacity ratings between USA and the rest of the world in deep cycle batteries! More below. Battery capacities are usually given in A/hrs, that is, the number of total amps they can deliver before going flat. So a 100 A/hr battery can deliver 100 amps for

1 hour, or 20 amps for 5 hours, for example. It might not be possible, depending on your start battery's maker, to find out the CCA. Therefore look at boats with the same size engine as yours and check you have a similar size battery in A/hrs. There is really no need to oversize a start battery, since if you drain it trying to start the engine, the problem is with the engine, not the size of your battery.

SIZING YOUR HOUSE BATTERIES

A few concepts need to be understood here. A full 12 volt battery consists of six galvanic cells, each of 2.1 volts (their natural voltage with the materials used in a lead-acid battery) giving an actual voltage of 12.6. So to see a battery's capacity, remove all connections from it, let it settle for an hour or two, and then check the voltage between the terminals. Empty it will read about 10.5. With lead-acid deep cycle batteries, of any type, we do not want to let them drop below 50% capacity, or roughly 12.2 volts. If we do, damage will begin to be inflicted on the plates, even in a rugged deep cycle battery.

I talk about charging in detail below, but for battery sizing, note that it is difficult to charge batteries quickly above 80% capacity. Thus we must assume that the A/hrs that

we can actually use are taken from a battery at 80% and we must stop taking it at 50%. i.e. we can use 30% of our total A/hr capacity.

To size your house bank, you should write down the consumption in amps of all of your electrical equipment, together with an estimate of how many hours it is likely to be used for in a 24hr period. Multiplying the time by the consumption for each device and

then adding these numbers together with give you your total average consumption in one day. Err on the side of higher consumption. I think it is wise to have a bank that can provide this amount for two days without charging, although how you approach this depends on how you use your boat. Note here that the bank size might be smaller if you have solar panels as they are putting something back into the batteries every day for most of the year.

So let's do a simple calculation...

Let's say that you have calculated that you use up to 100 amps per day. (easy with fridges, autopilots, lights etc etc.) You get a conservative 20 amps per day from your solar panels.

Thus you need to provide $200 - 40 = 160$ A/hrs from your batteries. This must come from 30% of the total capacity. Thus required capacity is $160 \times 10/3 = 530$ A/hrs. In this scenario you would probably choose a bank of 600 A/hrs.

If you have a larger solar array, only use your boat at weekends and so have full batteries by Saturday morning (or you charge in your dock) you may be able to calculate a smaller bank. Remember you might need to sell the boat to somebody who has a different usage pattern, or you might go offshore or up to Double Haven for the holidays.

CHOOSING BATTERY TYPES

Firstly, choose batteries from a reputable manufacturer. No-name batteries may be unreliable. AGM and Gelcell have claimed advantages of long life and quicker charge absorption. They claim

this because their deep cycle batteries use thinner plates supported by the special electrolyte giving lower internal resistance. They are also often sealed and service-free, meaning you don't need to top-up the electrolyte with distilled water, and some can be put in any orientation, even upside-down. These latter features may be important to you. As for longer life and faster

amps for 20 hours. In most of the rest of the world it is what can be discharged in 10 hrs, so a UK-made battery of 100 A/hr would be able to discharge 10 amps per hour for 10 hours. The trap is because batteries can't discharge so much if it is pulled from them more quickly. The electrons can't move from the inner recesses of the plates so quickly, meaning some plates will be

dead earlier. Thus if you take a US 100 A/hr battery and discharge it at 10 amps, it won't last 10 hours and its total capacity will be found to be up to 20% less. In other words, if it was rated by the UK standard it would only be an 80 A/hr battery. Be careful what you are buying!

SWITCHES, USAGE AND CHARGING

I don't like 1 2 Both switches. To me it's confusing. I prefer an on/off switch for each bank and an on/off switch for paralleling. If you have a fire or a

major electrical problem in your boat, you need to be able to turn off all the battery banks quickly. Know where the switches are and don't have them in the engine compartment where you might not be able to get at them.

The number of charge-discharge cycles of a deep cycle battery will be quoted by the manufacturer. Take this with a pinch of salt, as they quote optimal figures measured according to the most favourable standard, and there are many standards. All else being equal however, the less you discharge before re-charging, the more cycles it will survive. Never discharge below 50%, and preferably discharge less than that. Try to get the battery fully charged as often as you can.



Trojan
T-125 6V
Deep Cycle Battery

Type : T-125

Weight lbs. (kg) : 66 (30)

Dimensions inches (mm)

L	W	H
10 3/8 (264)	7 1/8 (181)	10 7/8 (276)

Capacity Minutes			Cranking Performance		5 Hr Rate AH	20 Hr Rate AH	Voltage	Terminal
@25 Amps	@56 Amps	@75 Amps	CCA @0°F	CCA @32°F				
488	-	132	-	-	195	240	6	LPT, WNT AP, UT, LT

absorption, my real-life experience with a leading brand of AGM batteries was disappointing. They were dying within four years, and never did accept charge at the rate claimed. The majority of cruisers use Trojan deep cycle batteries for the house bank. They are expensive for lead acid batteries, but are still far cheaper than AGM or Gelcell. For start batteries, you may be able to use a cheaper automotive battery from a reputable manufacturer. Unless you have engine problems, start batteries have an easier life.

Earlier I mentioned the difference with American batteries. Their A/hr capacity is quoted as how many amps they can deliver over a 20 hour period. So if they claim 100 A/hrs, then it can deliver 5

To charge a battery, it must have a voltage applied to it that is higher than its existing voltage. This 'pressure' forces electrons back into the battery and into the plates. See the box above for the science. How much higher should the voltage be? When the battery is very discharged, it is easier to get the charge back in. The best description I have



heard to explain this is to imagine a water tank, divided into three chambers by two membranes, say cloth. If you pour water into one end chamber it will quickly fill, and some water will be seeping into the middle chamber, and even less into the opposite end chamber. If you stop refilling when the first chamber is full, the other chambers will not be, and after the water has settled, all chambers will only be perhaps 2/3 full. To charge a battery efficiently you likewise have to increase the voltage, or 'pressure' until the battery is charged. This is never achieved with a simple system as found in a car. In a

car only a tiny amount has to be replaced after each start, and once the engine is running, all the services are supplied by the current from the alternator. Not in a boat, even a motor boat, as you don't want to have the engine running all the time you are aboard. In the past however, that was just how boats were fitted, with a simple regulator attached or built in to a car alternator. Such a system never got the batteries fully charged as the regulator would switch off the charging current as soon as it sensed the battery voltage reaching a trigger-point. Modern boats should have a rugged marine alternator which can put out a high current. For example, lead-acid batteries when 50% discharged can absorb a current of approximately 25% of their total capacity. Thus our notional 600 A/hr bank could absorb 150 amps at the early stages of charging. The closer the alternator is to this size, the quicker you can charge.

At this early stage, probably something over 13 volts will be enough to get the charge to go in at this rate, but as the battery fills, the resistance to acceptance will increase and the charge voltage will have to go up. For the last 20% it will need to be around 14.2 volts, and by this time the current flowing in will only be low. This is why, at sea, it is not worth running external charging sources just to charge the batteries once you reach 80%. It is an ever-diminishing return.

To get charge into a battery in this manner, the alternator needs to be controlled by a smart regulator. These break up the charge cycle into, usually, three phases, bulk, absorption and float. There is a lot more to regulators and alternators than can be covered by the scope of this article. There are, for example, different types of alternators. What you should ensure is that your alternator and regulator



are properly matched, and correctly wired. You should particularly ensure that your alternator is protected from accidentally turning off the ignition without stopping the engine first, as otherwise this mistake can damage the diodes in the alternator.

Each type of battery needs particular voltages at each stage of charging, and most modern regulators have settings for the three main types, liquid electrolyte lead acid, AGM and Gelcell. The latter are particularly sensitive to maximum voltage. The AGM requirements are very similar to generic lead acid. Make sure your regulators are set to the correct regime, especially if you change batteries.

12 VOLT DC CHART

Amps in Wire	Watts at 12V	#14	#12	#10	#8	#6	#4	#2	1/0	2/0	3/0
1	12	84	131	206	337	532					
2	24	42	66	103	168	266	432	675			
4	48	18	33	52	84	133	216	337	543	675	
6	72	14	22	33	56	89	141	225	360	450	570
8	96	10	16	27	42	66	108	168	272	338	427
10	120	8.5	13	22	33	53	84	135	218	270	342
15	180	6	8.5	13	22	35	56	90	144	180	228
20	240		6.6	10	16	27	42	67	108	135	171
25	300			8	13	22	33	54	86	108	137
30	360			6.6	11	18	28	45	72	90	114
40	480				8	13	21	33	54	67	85

These are one-way distances, measured from point A to point B. The out and back nature of electrical circuits has already been included. For PV arrays, figure the entire run, from the panels to the charge controller to the batteries

This is a five percent table which means at these amperage ratings at the listed distances, 5% of the power would be lost to resistance. Five percent is normally acceptable in low voltage systems, but if you want a 2% figure, divide the given distances by 2.5.

A very important consideration is voltage and temperature sensing. With a standard fitting, the regulator is measuring the voltage from the alternator at its location. Because of voltage drop, this will be less than the voltage at the battery. The regulator may set the output from the alternator at, say, 14.2 to get the charge in, but it may only be reaching 14.0 at the battery. Most regulators have optional voltage sensors which measure the voltage actually at the battery terminals. Additionally, through clever electronics, by knowing the temperature of the batteries they can tell just how much charge the battery can manage, so the addition of temperature sensors is also

a good idea. These two options don't add much to the cost of the regulator. Such additions should also be part of your shore charger installation also, for the same reasons. My batteries are festooned with voltage and temperature sensors, as I also have them for the solar regulator and two battery chargers. I used to have a set for each of my two engine regulators, but now their current is combined through a Balmar device called a Centrefielder, which prevents the output of two alternators from fighting with each other.

Most modern regulators are capable of supplying a separate, smaller, output to the starter battery. The belt and braces approach is to have two alternators, each with its own regulator, one supplying the house and a small one the start battery. If switches are arranged properly you can switch either to either bank in an emergency. This latter method can keep the start and house banks completely isolated from each other except in an

The most sophisticated system, which I have retrofitted to my boat is the Balmar Duocharge system (also available by other names from Mastervolt and others) This does away with a dual-output regulator and instead optimises the alternator and the regulator for charging the house bank in the most efficient way possible without regard for the needs of the start battery. The Duocharger is placed between the house bank and the

start battery and draws current to charge its battery from the former at need, treating the house bank as a charging source. Since this drain is tiny, even a fully discharged house bank can cope easily.

Should you have a separate battery for the anchor windlass? Wiring is not a perfect conductor at normal temperatures, and the thinner the wire, and the longer the distance, the less current it can carry without suffering significant voltage drop due to this resistance. Many boats have a long distance from the battery bank to the anchor windlass, which itself can draw 100 amps at normal load and much more if straining. To prevent voltage drop of more than 10%, very thick cables may be required. Some boats fit a battery

close to the windlass to avoid this. The problem is, after an anchoring session this battery may be considerably discharged, and its capacity is far less than the house bank. It may absorb a large proportion of the alternator output to re-charge it which will also need thickish cables anyway, and the last straw is that few regulators can deal with three outputs, and even if they can, two of those are limited to a low current. If you must use this route, use the Duocharger system, that way the current is still being drawn from the house bank,



emergency. Even if you do not go this far, you should ensure that the only place current can go out of a start battery is to the starter motor of the engine. This is done with isolators which make sure the charge current can only travel through the wiring in one direction, i.e. into the start battery. Your emergency backup is to have a paralleling switch which allows you to start the engine from the house bank. Whilst deep cycle batteries are not good at releasing large amounts of current quickly, a 600 A/hr bank will do this just fine.

but slowly through the buffer of the windlass battery. Unless you have a ridiculous distance to the windlass (HHYC Commodore take note!), bite the bullet and fit heavy cable. Indeed, all



your wiring should be properly sized. Quite high currents will go through the charging circuits when the batteries are heavily discharged.

OTHER CHARGING SOURCES

I have already mentioned solar panels. A substantial bank of these will work wonders for your house battery system, but will also need a careful electrical installation. Special solar regulators are a must. The 'Solar Boost' models from Blue Sky Systems are excellent and I highly recommend them.



I have a high-quality wind generator, but overall it has been a disappointment. Its output is as good as any on the market, and it is quiet, unlike many, but this output is still pitiful most of the time. It only starts giving something useful at 15 knots of wind and really substantial at 20 knots and above. Such conditions are rare in Hong Kong. Mine only earned its living when anchored for four months in Guam where the trade winds blew quite strongly across Apra Harbour almost

constantly. I don't think it is worth the weight and cost for a boat based in Hong Kong. Ignore this advice when you see mine up for sale! If you do fit one, check what happens when winds get strong. Some models have automatic systems to feather or brake them, others must be tied off. When the output gets high in strong winds, they will need a sink to dissipate the excess charge as heat once the batteries are full. Solar is mostly 'fit and forget' which is another reason I like it.

Most boats have a main battery charger used when connected either to shore power or generator output. Surprising how many of these are quite small. If your batteries can absorb up to 150 amps, then why have a 20 or 30 amp charger? Get the biggest one you can afford with smart regulator, voltage and temperature sensors. I have two 80 amp chargers in parallel from Mastervolt. Victron make 200 amp chargers. Once again, if their output is optimised for the house bank, a Duocharger automatically deals with the start batteries and no additional outputs are required. Since you may charge from up to two main engines, a generator or shore power, solar and wind generator, the Duocharger saves you lots of connections. All of those sources are poured into the house bank, and optimised for that purpose.

ALTERNATOR SIZING AND ENGINE CHARGING

Small marine diesels have pulleys that are sized for a certain belt size. This limits your maximum alternator size to less than 100 amps. In my case, my 30hp Volvo diesels can only take up to 70 amp Balmar models, although I once had a no-name Bosch type of 80 amps in the small-frame format that fit. You can go larger, to large-frame alternators up to 200 amps, but different pulleys and mounting brackets are required and you may introduce side-loading issues on the end bearings. Your engine manufacturer can advise you.

Traditionally, cruising yachts ran their main engine every day to charge their batteries. This is exceptionally inefficient.

My alternators absorb about 3 hp, so not only am I wasting fuel to run a 30 hp engine for this purpose, it is also very bad for the engine to run it for extended periods at such light load. If you are at sea and need to charge, better to put the engine in gear and motor along,



getting propulsion and charging for the same fuel, and not damaging the engine. Even running a generator only to power a battery charger is inefficient, so if there is something else you can turn on at the same time, do so.

KNOWING WHAT IS GOING ON

It is very important to know the state of your batteries when aboard for extended periods. My children at the age of 6 were aware of the state of the batteries at all times, it affected their movie watching! The normal gauges



on common electrical panels are not accurate and only give voltage and current. It is much better to get a purpose-designed battery monitor connected to a shunt at the battery terminals. This will not only give accurate voltage and current, but will tell you what capacity is remaining and how long it will last, for each bank separately if you wish. I have an

excellent BEP meter, and there are many other excellent ones from leading manufacturers. Get one.

Do note that a battery discharging will show a lower voltage than its settled voltage. For example, if it shows 12.2



when the anchor windlass is running, it may leap back to 12.4 then crawl up to 12.5 when you stop the windlass. Likewise, if there is a net charge coming in, i.e. greater than the current going out, it means the voltage of a supply source

is pushing up the voltage of the battery. Just because it shows 12.8 volts, doesn't mean it isn't actually below 50%, which you would see by letting it settle with no input or output, or by using a smart meter which can show these things.

BATTERY STOWAGE, GASSING AND SULPHATION

If the battery is left somewhat discharged for longer periods, which is in fact inevitable with house batteries, some of the lead sulphate that is part of the battery's functioning cycle will harden into crystals that no longer dissolve as intended during charging, and result in steadily reduced performance. Periodically taking the batteries to a high charging current for an hour or two will help to restore full function. Many regulators or battery chargers have the ability to run through a de-sulphation cycle, and indeed, some can do this automatically at pre-set intervals. Be careful though, because this high rate of charging results in gassing and heat, and must not be overdone. This is why an unattended boat should be left with

its batteries fully charged, and since all lead acid batteries will slowly discharge at a rate that depends on their type, an unattended boat should have at least enough solar generation to keep up with this, otherwise flat and damaged batteries will result. Quite often house batteries that seem to be dying can be resurrected by a de-sulphation cycle, as many people



never do this. Even AGM batteries will benefit, but read the manufacturers instructions as to the voltage and timing.

The battery compartment should be well ventilated and the batteries securely mounted. The gases from batteries can be dangerous and corroding.

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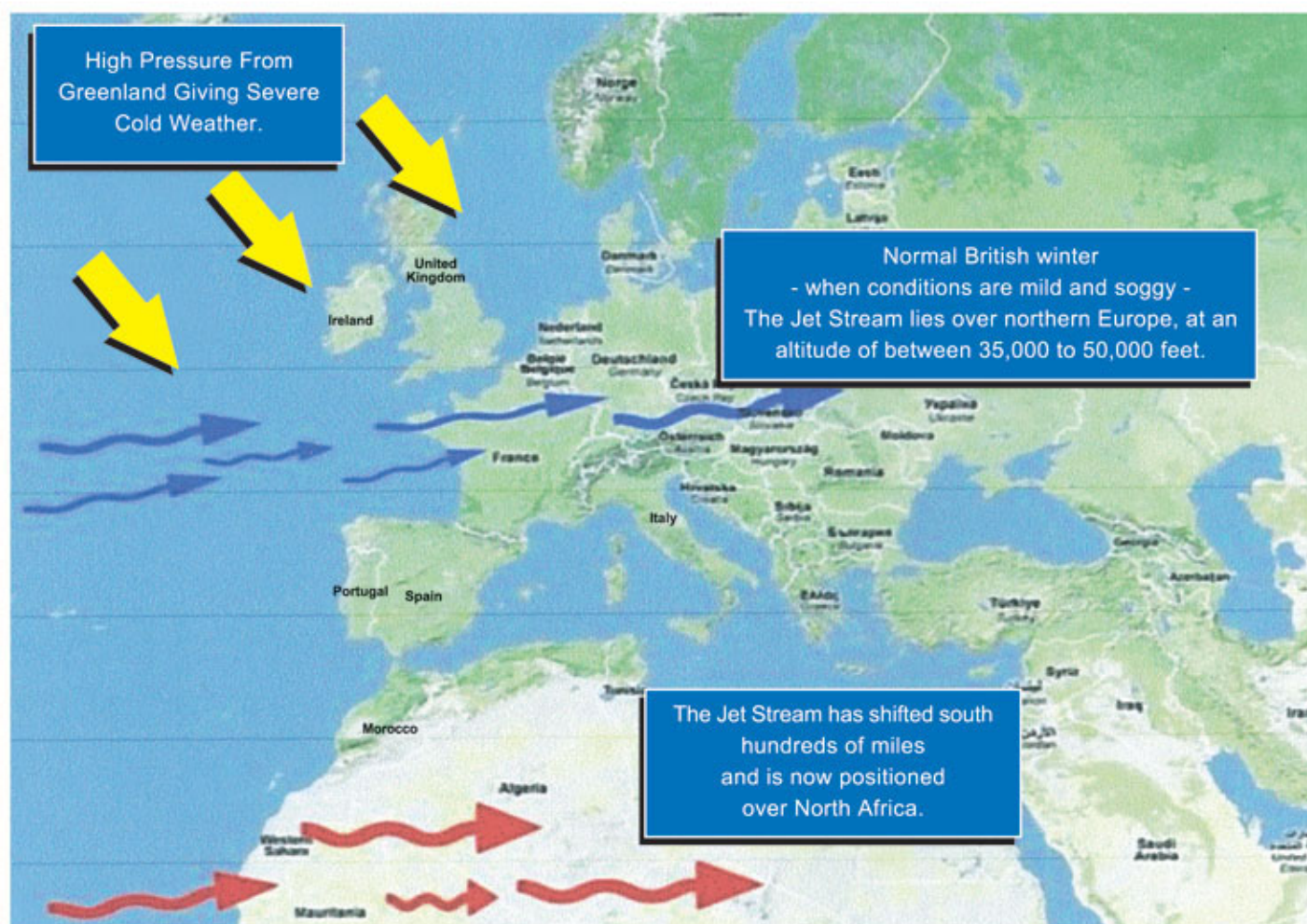
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Jet Streams, Cold Weather, Global Warming And The Ashes

Words by Cathy Delany



IT'S TOO COLD FOR SAILING – LET'S GO SKIING !

Weather again: ho hum: Write on weather and why it is so cold please asked the unsuspecting editor on a beautiful sunny winter's afternoon – Because it is winter, thought the Wizard, who briefly considered submitting a one liner.

Nope can't let you all off that easily. All of Europe has been somewhat colder earlier in the winter than usual, so why? Those who spent the festive season here in the warmth of HHYC

and/or Lan Kwai Fong have been regaled by stories of the late arrival of in-laws and children and ruined plans to put same to work cleaning boats and preparing food, most tale-tellers exhibiting visible disappointment at missed opportunities to guide absent visitors on retail therapy and dinning expeditions, join the boxing day treasure hunt et al. The culprit is mainly streamlined, speedy, omnipresent jet streams being challenged by high-pressure systems sitting in the Atlantic at Greenland.

There is also the addition of extra moisture in the atmosphere due to the evaporation of lots of Arctic Circle frozen white stuff in recent years.

Jet streams are ribbons of speeding air caused by significant atmospheric pressure and temperature differentials. They form in or near the tropopause (the zone or barrier between earth where we live - the troposphere and the next bit up the stratosphere). They hurtle along at 200+ miles an hour in the centre – less on the edges. Think of fluctuating fast flowing rocky rivers, strings of

giant aerial tape worms, monster seaweeds or spinnakers gaily flying from a masthead unhindered by clew attachments. They are often 1000 miles long, typically 100 miles to 300 miles wide yet only a few miles from top to bottom. The strongest jet streams flow from west to east in our hemisphere.

As soon as people began to develop consistent tools for studying weather (from the late 19th century), fly above a few thousand feet (early 20th century), then develop and start to throw big serious long range missiles at each other, they discovered in the Northern hemisphere that if they sent balloons, planes and missiles eastwards they sometimes overran their targets or got there faster and if sent westwards they often fell short or took a longer time.

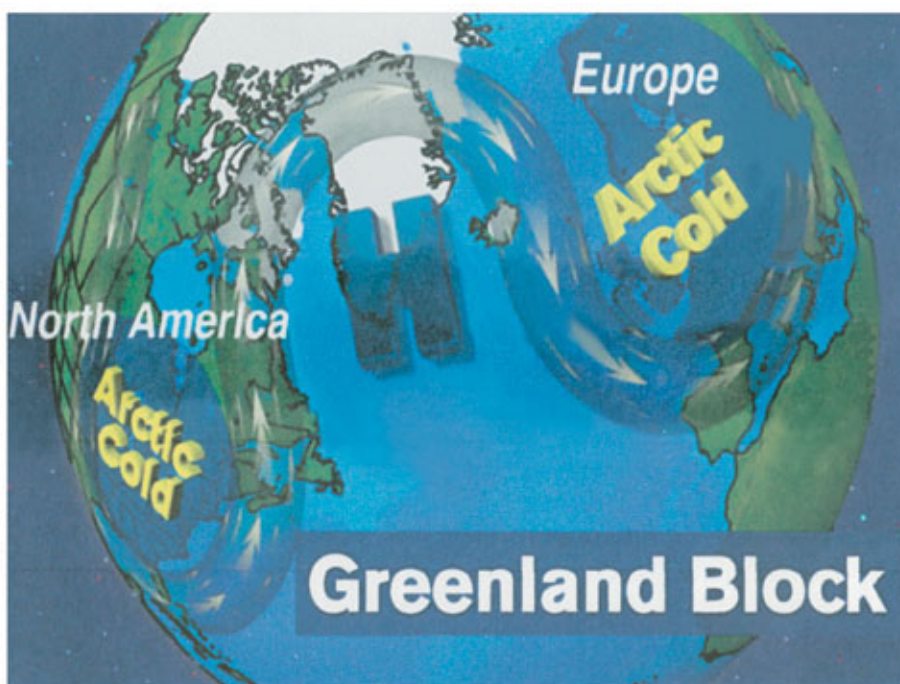
Modern history generally accepts

that the jet stream was discovered by a clever Japanese meteorologist, Wasaburo Ooishi in the mid 1920's. He was not only clever but also it seems, a pacifist and as well as publishing his findings in Japanese for military use, he published them in a newly created, quickly ignored, universal language for all to understand called Esperanto which, of course, the international scientific community did not bother to read. Consequently, it took another 15 years until several adventurous pilots attempting long distance and/or high altitude feats discovered effects just like an ocean tidal race. The term Jet Stream comes from the first official scientific paper (after Ooishi

san) written by a German scientist, Herr Seilkopf, who used the term in a research paper in 1939.

Basically there are two dominant jet streams in the Northern hemisphere, occurring mainly between 30 and 60°N, and a weaker Southern hemisphere system in similar latitudes. There are several weaker smaller systems, some even have a westerly flow. It is possible that the two main northern systems actually start as one and are split by physical barriers and other weather systems.

colliding dense cold Arctic and warm tropical air, the stronger the jet stream. The actual wind direction and latitudes of the streams are always affected by the Icelandic low systems plus the Atlantic and a couple of American Highs, the thickness of the ice in the Arctic regions and, of course, the roll of the earth. The ocean currents: especially the warm gulf stream, and the deep cold salty current that travels from the Atlantic through the Pacific, and back in a big continuous



loop play a major part in what happens to the weather under the jet streams. The position of the jet streams in return materially affect all other weather systems, especially rainfall.

Recently (1978 to 2008) the jet streams have been moving closer and closer to the poles – this year (2010/11) they have come significantly

back towards the Equators and the main northern stream is at present located over the UK and Europe. – Oh a note for air travelers: they are likely to stay there all this winter and bring more snow and ice. If you believe in Global warming, then much of the current weather may be attributable to global warming effects.

These streams can be discontinuous. The Icelandic and Aleutian lows, Hadley, Ferrel and Polar cells, Rossby waves, our old friend Coriolis plus La Nina and El Nino and a few other significant phenomena significantly affect all jet streams.

To delve into how these affect each other would send every one into hibernation for the remainder of the winter so in short: at higher latitudes their direction is changed primarily by the Coriolis effect. Consequently, the wind direction of any one bit of each stream varies.

Jet streams usually creep closer to the equator in winter and are chased back towards the Poles in summer. The larger the difference between

In recent northern winters, the jet streams have been at about 60°N and brought relatively warm air as they have passed unhindered over the Gulf Stream. This has resulted in grey murky but not extreme weather in the UK and Europe.

Continued on page 21

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Continued from page 19

This winter a large strong high-pressure weather system has parked itself over the Atlantic just on the bottom of Greenland (called the Greenland Block by the met-techs) and so the jet stream has been forced to go around it. Most of it has headed north up to Greenland, and come back down over the UK around the outskirts of the high (the air in a Northern high is cold, falling and moving in a clockwise direction). Additionally there has been considerable evaporation of ice in the Arctic area over the last decade resulting in lots of available moisture in the air. The jet streams are collecting this moisture as they pass through. As they zoom back down around the very cold high-pressure system this moisture is chilled and drops out on us in the form of snow. Lots of Snow! And if the high stays there and the



Icelandic low stays put, then expect lots more. The rest of the air (remember jet streams are cold systems) has gone round to the south of the high and over Southern Europe. As well as being cool it allows even more cold air to spill out of the Arctic and also reinforces the cold wet weather closer to the equators than usual, allowing unseasonably chilly weather to penetrate well south.

The Canadians and Americans are being affected in a different way by La Nina who has moved up towards the north pushing the jet stream higher over the Pacific. And now the excess warm air off the Gulf stream that did

not get taken into the UK has found it's way through Iceland and Greenland in the low pressure systems that live there, collecting even more moisture and as a result once it moves through to the next High – the Siberian High the Jet streams pick it up cool it and dump it all on North America from the top of the north west Pacific through to the eastern seaboard. And of course the Siberian high – carrying very cold wet air is freed up to spill cold air all

North and South more than usual it explains why we have had, and may have, more frost on Tai Mo Shan this winter.

And our friends, the Australians, expecting to bask in summer have not gotten away scot free with the bad weather being in the North. A similar system has formed and may stay around in the Southern Ocean and Aussie's you may not have Snow on

Australia day but could be colder and wetter than you have been for some years. What on top of loosing the ashes? - Could be a tough summer. (Actually as this goes to print both NZ and Australia have had even more rain than usual due to this).

Just to cheer us all up, there is a phenomenon whereby really cold winters and warmer winters tend to come in clusters. Additionally there is a strong link between the warming of the oceans, the thinning

the way down to the South of the USA – and to add to the pool of similar air that collects, as a result, over Northern Canada. Look out. Texas might get Snow and Tornadoes together!

To compound this, snow, which is generally white, reflects light and energy, meaning more energy is being reflected back to space exacerbating the effect by creating big areas of standing cold air (the met-tech's call them standing waves) in the mountains. This again forces the jet streams to split and the so reinforce the above effects. As the jet streams are thus splitting and moving further

Arctic ice (so more moisture in the air) and really really cold northern winters. Global warming is likely to bring warmer seas and freezing winters due to the ice lid being taken off the Arctic seas and the resultant moisture finding its way on to Siberia and the higher mountains creating big jet stream air rocks the systems that have to go round. Think of water disturbances in a fast flowing shallow river. Do expect the pattern to continue.

Conclusion: We can all go off guilt free to those late winter sales for some really good warm sailing jackets, gloves, Ulmer Fudge hats and warm boots for next Christmas.



Congratulations to the Benoy International 24 Hour Aquathon

Benoy would like to express our heartfelt thanks to all of you who supported the Benoy team at the HHYC Benoy International 24 Hour Aquathon and congratulate the organizers and all participant teams. The event was a great success with a record 44 teams entering, and a total amount raised of HK\$1,050,000.

The Benoy team were delighted to be recognised as the largest team fund-raiser, with over HK\$130,000 collected by our team; this fantastic achievement was very much attributable to the energy of our team and friends in seeking out contributions and making donations.

Our very own Paul Rechten, successfully completed the 24 hour race solo, won his division, and single-handedly raised HK\$40,000 as well!

We were delighted to present the four nominated charities - the Children's Cancer Foundation, Enlighten, Ideal and Treats - with their cheques at the 24 Hour Auction Dinner held on the 6th November, an evening that raised a further HK\$129,000 in aid of the Aquathon 2011.

Congratulations again and our best wishes to a successful 24 Hour Aquathon in 2011.



Ceil VI Adventurers

Words by David Wharton



Ceil VI

Once upon a time...but not nearly long enough ago, whilst approaching the stern of "Pangaea" and calling to the two crew "Hey Guys, how you doing, need any help finding parts etc... in HK?" was the simple enough question asked by Dave and Sarah of Ceil VI to a visiting yacht in HK waters. Sarah said "leave it, we can go see them tomorrow" as we were starving and heading out for a dungeon Chinese, with first mate rambunctious, rascal, rat bag Russell, the reindeer in tow – Russell is our Jack Russell Puppy (Dad's names Jack...get it? Jack - Russell).

Anyway, back to the story. "Merci. Nous avons besoin toujours de pièces...grand bateau, grandes factures" came the reply in French. Which translates to something like "Hey guys, thanks. We always need parts...big boat, big bills". Anyhow, after a cool beer on the back deck of their boat, we invite our new

friends to join us in the dungeon for a slap-up dinner and a few laughs. The conversation over dinner is surreal: where did you sail to before HK? "Brazil, Antarctica, New Zealand, Australia, Indonesia, Borneo, Malaysia, China..." as you do! Where to next? "Back to Borneo, Hawaii, Canada, North West Passage, Arctic circle, USA East Coast, Mexico Gulf, Amazon, East Africa..." Again as you do!

Why? Another reasonable question one would think. The answer is simple: "Pangaea, a four year exploration with Mike Horn. Taking specially selected kids from 15-20 years old out to the world's wilds and installing an understanding of our planet and its natural resources". Each expedition has a scientific basis so they take a leading specialist along to take readings, samples etc... and teach the kids. The expeditions aren't for the faint of heart

as they have taken kids up to 6,000 meters in Antarctica, across deserts, through tropical rain forests - for weeks at a time.

"Who's this Mike Horn chap then" (www.mikehorn.com), the name rang a bell but I couldn't place him. Mike's a South African, a professional adventurer, an extreme sportsman and the visionary behind "Pangaea". Amongst his exploits are: The first expedition to the north pole in the month's long night of the arctic winter – pulling a sled with all the equipment and provisions needed, no dogs, no motorised transport, just a gruelling months long slog in the freezing winter storms. The first circumnavigation of the equator - again no motorised transport, just an 18ft trimaran for the ocean crossings, and walking for the traverse of the thick virgin rain forest, endless sandy deserts, over mountains, through rivers, through

war torn countries (Rwanda was in full swing at the time), evading drug lords and war lords, never more than 30km north or south of the equator whatever the obstacles. Mike was also the first man to swim the length of the Amazon, as if solo unassisted wasn't hard enough, he decided to start his traverse from the Pacific side of the Andes,



A quick tidy-up is needed

climbing from sea level over the mountains, down the glaciers to the melt zone where he entered the freezing waters at the source of the mighty river. Mike then spent five months swimming with his specially constructed Kevlar body board, through treacherous rapids, over vertical drop offs, tens of miles of slow moving wandering tributaries. Sleeping on the riverbanks, catching fish and crocodiles for food and living off the land.

An interesting guy then, and probably a good dinner conversationalist I thought. Sarah and I arranged to cook dinner on Ceil for Mike and his crew



9:00pm New Years Eve, no cold beer till we fix this fridge

(Jesikt from Poland, and Tristan from France), and a couple of their friends. Sarah perfected the NZ lamb shanks, the wine flowed and three bottles of Tanduay Rum later we had all become fast friends.

During our conversations that fateful night, I explained to Mike that Sarah and I had given up our old comfortable executive lives founding and growing med-device and biotech companies in Brisbane Australia to buy a yacht and

set up a not-for-profit research facility (Marine Research International), that would enable marine and coastal scientists from the Universities of the world, affordable access to a research platform. I went on to explain that the



New windows, hatches and strings, getting close

universities had been very interested but no one had been able to get sponsorship together - bad timing on the economic front. It was starting to look like we might have to get real jobs... shock, horror.

Mike seemed genuinely interested in our efforts and explained how he was working on a plan to set-up a similar operation in Malaysia/Borneo, combining



Now that's a mess, but I didn't do it

leading scientists and developing a local YEP (Young Explorers Program). The key focus points would be education; social development; awareness and action plans focused on reef restoration, deforestation and sustainable eco-sensitive growth initiatives. Would Sarah and I like to head it up and use Ceil VI as a platform for the remote coastal access and marine research?

Would we ever? It would be a big change of plans! We would have to ready Ceil for the passage and her new working life; we would need to dissolve our current developing commercial relationships in HK and Australia; we would need to give up our prime mooring which would be near impossible to get back if we wanted to return to HK in the



Not quite ready ?

near future. We would need to discuss it and get back to him, surely... Instead, we both agreed on the spot. A meeting the next day aboard Pangaea sorted the details, finances, budgets, action plan and timelines. An easier, better natured negotiation had seldom been seen.

It's the timeline that's got us under pressure, we explained to Mike. To have Ceil in Borneo ready to go by the 15th of Feb was going to be tight. We needed to finish our decks (Tek-Dek), fit a water maker, black water tanks, finish battling Bank of China for our lightning strike insurance claim (more on this later),



refit the electronics damaged – almost all 12v systems, you name it, it's fried, full mechanical service of main engine and gen set, replace engine mounts, rebuild the fridge and freezer units with new insulation and plumbing, replace most of the running rigging, build tank racks and a platform to hold the two dive compressors, install davits, replace all seven hatches, and eight port holes,

Continued on page 27





Continued from page 24

engage with Mike Horn's head office team based in Switzerland, come up to speed on the data coming out of the scientific team, liaise with a scuba manager in Australia for licences, training programs, Reef-Check data collection training, schedule to fly to Borneo return to be on expedition



with Pangaea for orientation and introductions mid Jan for 7-10 days, schedule to have Ceil at work in Kota Kinabalu, completed and ready to roll by 15th Feb. Start securing sponsors... I'm sure I've forgotten something???

No problem! Nine weeks - less the a week for passage and the 7-10 days on expedition with Pangaea.... Seven weeks to get it done. No Problem! Also consider the Christmas and New Year period, so we lose a few days with suppliers shut and workers drowning last years evils. No Problem - six weeks. "No Worries Mate" - I could feel that a bit of Kiwi attitude was going to be required in spades.



Mike thought that if possible we should also give Ceil a quick flick of topcoat paint to ready her for sponsorship. He then set off for his next adventure taking YEP's to Siberia for three weeks of exploration and research. Sarah and I set about preparing work lists, ordering parts and getting quotes for the things we couldn't do ourselves... did I mention we needed to achieve all this on a very tight budget just to make it a bit more interesting.

Next day we set about sanding Ceil's deckhouse, cockpit and cabin tops. A light sand, some minor repair to dings and chips, substrate looks O.K so a light prime, two topcoats and she will come up looking like new. Next day though, we found where we had sanded, the



topcoat was oozing a primeval sticky resin!!! It must have been trapped under the skin from the last paint job god knows how long ago. O.K no choice, take it all back with belt sanders and scrapers - this would take up to two weeks extra work - still "No Worries"!

While sanding and scrapping I also found evidence of a leak between the doghouse windows and the cockpit structure, shit! The five, large, tempered 12mm glass windows and stainless steel inner and



outer frames would all need to be removed (Sarah and I had replaced one window when we first bought the boat in 2009, and didn't relish doing it again, let alone for all five), the frame work would need opening up and inspecting to ensure the leak hadn't caused any structural damage. Fortunately she was as sound and solid as the day she was

significantly over engineered - still worth the peace of mind, as I suspect that having the wheelhouse smash off in a heavy sea would leave the helmsman a few years short of a pension fund and with more than a light bruising.

This was the first of several setbacks. After having booked Dragon Marine, initially to spray the paints, our mates



on Pangaea announced that they could help us out with the spraying, so I cancelled our Dragon time slot only to find that Mike's plans changed overnight when he returned from Siberia. He needed to be back to Borneo with the boat and crew a.s.a.p and so they set sail 36 hours later, taking our painter friend with him - quite understandable as he is the engineer onboard. After talking to Mac and Andy at Dragon it was obvious that the timing was now impossible for them to paint Ceil as the Christmas rush was in full swing.

The hatch replacement was another setback; I turned the screws to lift the frames from the deck, they turned and



turned! I should have expected this. In typical Ceil VI custom built fashion, to withstand the storm of the millennium, the end of the world - as we know it, they had each been bolted through the decks with non-captive nuts on the inside, shit... again! Well remove the light fittings inside, remove the teak trims, tear down the roof linings, remove the supporting frame works (all three levels) and undo the nuts. Easy? Not! Time consuming

Pangaea And A Platform For Marine Research

work that left less than two square feet of living space available in the midst of the other "work in progress", two square feet that Russell insisted was his – after all he hadn't made the mess and didn't think Mike would mind if we turned up a few months late to start the project.

Paul Northcote to the rescue: a recently introduced Kiwi mate who lives in



Kudat, Borneo, and has a lot of spraying experience. Only problem now was we need to have the boat in Kudat by the 9th Jan to work in with Paul's other commitments. O.K, so we now had to shorten our departure date from around second week of Feb to the 2nd of Jan at the latest! That left about 672 hours (give or take a few minutes), if we only slept four hours a night, worked through Christmas and New Years we could still do it, or get very close at least. The boat would already be in Borneo so no need to fly return mid January, we could finish paint prep and general readiness - water maker install, black-water tanks, etc... in Borneo... there was a way.



A jolly good flogging would have been preferable, but with a concerted effort, helped along by Andy and old mate Tom (of stainless steel fabrication fame – sorry mate, never could remember your surname), a few of the local guys scraping and sanding, it started to come together – that is to say we stopped ripping the boat apart and started putting it back together again.

The leaving party of the 29th December had a slight hitch when the engineer couldn't get the engine mounts replaced in-time for us to bring the boat alongside, a quick change of venue to our very good friends Fiona and Steff's dock end. A series of SMS texts and phone calls to



try and let as many people as possible know of the change in plans – a viral success for the most part. A boat leaving party with no boat! We were sure it was only a minor setback and managed to laugh it off.

A chilly Christmas day spent wrestling doghouse windows back into their frames and sealing every inch of the earth's crust with the most noxious of sealants – you know the ones; you hold the tube at arm's length, cut the tip off with a very



sharp knife, constantly aware to keep the tube tip elevated, and not squeeze the trigger until the last second possible, yet somehow, the sealant has magically escaped the tube - raced to the outside edge of your little finger, up to your elbow and is making it's way to your neck. In defence you raise your arms to stem the flow, only to have the sticky goo leap

across to the back of your opposing ear. Realising that resistance is now futile you resort to the only option, strip naked (well almost as this is a family club after all), cover yourself in chemical filth and smear yourself over the window frames and surrounds, while your partner in this primitive appeasement of the Sika-flex gods, races to fasten enough bolts



through the frames to stop you getting crushed in a glass sandwich from which there is no escape!

All very dramatic then, but in the true spirit of Christmas Sarah and I found time to exchange our gifts – She got me a jumbo pack of alcohol wipes... to sniff I think, so I didn't notice the immovable gunk sticking me to the decks, and I got her selection of cheap, equally impossible to remove, masking tapes to keep the Sika battle contained to the decks of Ceil and stop it spilling over on to any surrounding boats.

New Year's Eve was spent in a similar fashion, with Sarah and I racing to refit



the fridge/freezer plates, recharge the gas systems, replace the compressor cooling pumps and screw the newly insulated doors and lids in place for the passage South. We finished at 6 a.m, slept for an hour and a half with the worst hangovers imaginable. Quite surprising really as neither had drunk a drop! Still it was the 1st of Jan 2011, and this promised to be a great year - starting with an ocean passage.

We always knew that mission impossible would be a close run thing and down to the wire. "Do you think you guys can do it?" was an often-asked question, once people understood what we needed to do. "I'll know on the morning of the 1st" was my standard reply.

We were almost there, but not there. A miss as good as a mile! We had many



loose ends to tidy away, secure and ready for the passage, provision, run the new rigging (graciously supplied by Steve Piercy at "good on ya mate" rates), say "see ya" to all our friends and take Russell for a last, long good bye walk with father Jack and sister Rylie.

The morning of the 1st saw the Cavalry Charge begin. It's mission to fight the relentless time bandits back to the fore. Fiona (formally of Eagles Quest, now on a Swan 53 "Frangipani Girl" – very nice) appeared with a full English breakfast, sausage, egg, bacon, mushrooms, and toast, already cooked!



Great mate "Handy Andy" of Dragon Marine appeared next and started to remove masking tapes, coffee in hand, until a quick review of outstanding issues had him scrambling up the mast, checking rig and running new halyards, travellers, vangs and reefing lines. Kylie from "Alluna", beloved of "Hand Andy", was next on the scene, with sandwiches and her inherent calm organisational skills. The girls (Lindsey from "Triton" had now joined the fray), regrouped and took Sarah provisioning, then packed and stowed and cooked the first two

night's passage meals – a huge act of kindness, all the more welcomed when we found ourselves running before sloppy 2-3 meter seas and thirty knots. In all the commotion we had forgotten to secure our sea legs in time – a bit seedy we were!



Fiona also provisioned for Russell, his favourite treats, carefully selected foods to last a siege of biblical proportions, chewable pigs ears and rawhides – not my idea of a seasickness cure, but to each their own. A takeaway club meal and a few rums was the order that night, not a late one though as we still had plenty of last minute jobs to tick off. But we were close, very close.



2nd Jan: Setting our I-Phone alarms for 4:00 a.m and getting the crew on notice for a 6 a.m dock-side boarding, we went to bed with 10 hours left on the clock. Then, apparently as part of an international conspiracy, aimed solely at delaying our hard fought departure, I-Phones' around the world failed to ring their alarm bells. We woke at 5:20 a.m not knowing of the Apple I-Phone conspiracy, but sure that the crew would not believe that we had not just slept in.

We arrived dockside 6:05 a.m knowing that we had lost another four man hours of prep time. Then in the grey light of dawn our brave and selfless soldiers emerged from their foxholes to renew the battle. By the time I got back up from diving the hull, cleaning the prop and freezing my ass off – man I'm looking forward to diving back on the



equator – the boat was a hive of activity. CJ and Kylie had retrieved our mooring lines from the buoy (don't argue with these two, I could swear a gorilla would have trouble removing the massively tightened over specked shackles), Fiona and Lindsey were now busy scraping the HK marine growth from our "tender bottom" the underside of our tender that is - for deck stowage. The outboard was stowed, the fuel full and secure. Andy was still drilling fittings and securing above and below decks. Rick was back on the rig running and programming the GPS, Kylie suggested running the track



for the storm trysail (a very good call as it turned out), Brenton was working his elec-trickery to get the engine blowers working. Steve Piercy was there to collect the Tek-Dek we had been storing aboard (Steve is now the Tek-Dek agent in HK so give him a call), the girls were also getting breakfast flowing, coffee was welcomed from Tash and Aden, Anne, of Harry and Anne, cooked us fudge and dropped it off.

Amongst all this I was changing fan belts, checking electronics and bleeding the gen set as a throng of well wishers

came and went. Kevin from Misbehave was the last ashore having set an SSB radio schedule with Brenton and screwing the wheelhouse panels back in and taping the sparse and eclectic offering of navtronics into place. Thank You All So Much!!!

Russell meanwhile was quite overwhelmed by all the gifts and



attention people had bestowed on him. Many toys squeaked with provocation when pounced upon, some foods smelt so rich he would have to bury them in the bilges for the winter - all became fast favourites. Convinced that the humans had finally realised he was indeed the reincarnation of Rambunctious Raul, Russell ran up and down the deck barking his orders to make ready for sea!

At 14:00 hrs on the 2nd of January, Ceil and crew departed Hebe Haven Yacht Club, waved her so-longs and set a weaving path to the channel



marker. A quick safety brief: "good luck men" (just kidding Carol), and we set sail. In the lead up to departure people had been asking what we thought the weather would be like? Was the 2nd a starting date to look for a weather window? Would we still leave if it looked unsettled? I had to explain, often to their bemusement, "short of a typhoon we would sail on the 2nd"! As it happened the NE Monsoon filled in and we hoisted to a stiff constant 20 knots - that peaked at 30 - perfect.

THE PASSAGE

Having originally thought Sarah and I would be sailing two-up (especially as Russell now had a god complex going on), we were very grateful for a couple of last minute additions. Rick (CJ's Dad)



was first to sign up. Having visited with CJ for a quick coffee, he used his years of sailing experience to see past the chaos, missing wheelhouse windows, stripped out interior and partially installed hatches and assured Carol (CJ's Mum) that Ceil was built to take it, and that a passage was just the ticket for his birthday which was on the 3rd of January. A former pilot with Dragon Air



and Cathay, Rick's navigation skills would add a safety net to the balance between boat speed and avoidance of dangerous ground through the nights. Then we managed to find another spirited salty soul in Brenton who had just arrived in HK having helped deliver Fiona and Steff's new boat up from Singapore. Brenton is a wiz at navtronics, radios and electrics, a welcome skill set at sea and also a knowledgeable navigator.

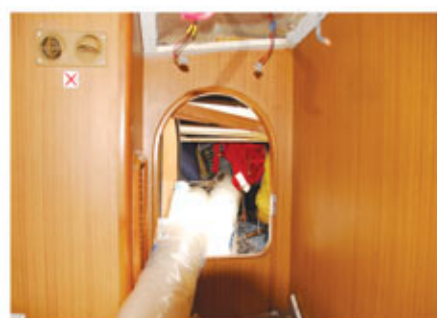
As we settled into the first night at sea, two tucks in the main and a few furls on the genoa produced a mid nine knots average with a following sea.

Russell however was now convinced that one of the "gifts of homage" that had been laid at his paws that afternoon, had contained venom of the Asp - surely an attempted assassination by minions of a



lesser god. We on the other hand thought he was experiencing his first bout of seasickness. In an attempt to find an antidote to the Asp venom Russell preceded to re-ingest that which he had lost - that was enough for Sarah and I to also feel the effects and go a bit green.

Our first 24 hr period showed progress of 200 nm at an average 8.5 knots. Ceil was sucking up the challenge and on a charge. Second day and the gearbox slip plates were struggling to hold the prop shaft static as we surfed at 10 knots +; the resulting turbulence of the prop on rudder started overpowering the auto pilot



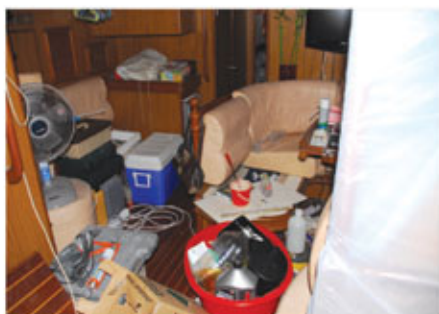
drive and stressing the helm. A bit of puzzling had an old belt style oil filter remover, locking the shaft, and the sled ride settled out. Another 200 nm in 24 hrs, all was well with crew in good spirits. Russell had now made peace with his ancestral demigods and had returned to being a playful puppy equipped with the latest 4x4 sea legs. Sliding across the saloon floor and launching himself on to the backrest of the settee, while chasing his vast collection of squeaky toys, would keep him amused for hours to come.

Day three: Still powered by a North Easterly and following seas I had just completed a double three hour watch as Sarah was still getting her sea-legs tuned, when the helm spun violently and rudder alarms appeared. The reset procedure was only a few buttons, standby, auto, engage, reset heading, but this time she didn't come back. I moved the wheel, and as it spun freely,



I realised with a dread that the steering mechanism had parted, at best, and at worst, that the rudder was gone or twisting on the pinion.

"All hands on deck". Harnessed on, and recovering the emergency steering gear from the lazarette hatch, as waves poured over the aft deck and down the open hatch. Removing the deck plug and securing the emergency tiller with a jury rig back to the cockpit brought a sigh of relief. The rudder was still there and working against the sea's forces, which meant the breakage had to be in the Whitlock steel shafts or gearbox. Rick and Brenton had quickly plotted a course for Subic some 230 nm



to the South East of us, and had trimmed the sails to balance her to the new heading. We hoisted more Genoa and raised the inner headsail to keep the centre of effort forward and relieve the pressure on our jury rigged helm. Ceil balanced out, and slashed along her new heading, though not pitching much, she rolled with the growing beam sea. It was now dark, the crew and boat were O.K, and what had seemed like an emergency, now only felt like a major frustration.

I had removed the steering gear and rudder when I first bought the yacht so was familiar with the workings and quickly found the broken shaft, "Bugger", of the five shafts it could have been, it was the least accessible by far. Tucked under the master cabin shower/bath-tub ("yes look darling, it's even got a



bath"), with a fist size inspection panel through from the watertight engine room bulkhead (once the exhaust, water coolers and sea strainers for the gen set have been removed). Yes I remembered this well from the refit, I also remembered I had removed this shaft before and knew I could do it again. This time, however, I had the "extra bonus round points" of doing it in a pitching sea; with the whole schedule hanging by a thread; and



feeling quite stuffed from the effort to get to sea let alone with the last three days of pressing the passage.

The shaft wall section was pathetic, it had torn like a tin can to produce a waiting razor blade, as I lay feet in the air across the steel edged door frame at full stretch trying to get the two spine nuts off the universal joint... with only

one hand and two spanners! "Bugger" - I wondered if Sarah would mind if I made an easier route and took my trusty axe to the bottom of the bathtub? Still with the bracing in place there was still no guarantee I could get far enough under to be any better off, so I struggled on. Inevitably I was caught by the jagged edge of the turning shaft and my thumb was sliced open. The mixture of bilge



water, blood and the impossible contortion I was in had me revisiting dinner just to top it off. A quick running repair later, a coffee and a re-think. Nope, there was no other way, so "tea breaks over, back on you head" as they say. I assumed the position once more and finally got the broken shaft out. Luckily, Tom had supplied a couple of extra stainless tube lengths that could be welded on to brace the davits in future if our load requirement increased and these were the perfect size for an outer sleeve. Drilling the stainless shaft lengths and cutting it down into three sections and drilling securing brace bolt



holes to get it reinstalled (the original length had been "built in" in classic custom built fashion), I could now add steel swarf and cuttings to the discomfort as I slid complete with tools and parts across the cabin floor and back again, and again. Soaked in sweat, blood, bilge water and a little dinner I finally got the helm back up after an epic ten-hour fight. I went to bed a bit tired that night.

Continued on page 33



AT LAST: A DREAM YACHT THAT ISN'T JUST A DREAM. CRUISER 32.

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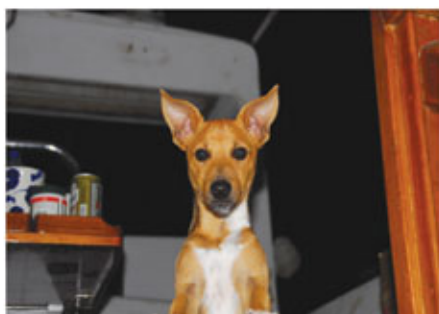
BAVARIA
WHAT A YACHT

Continued from page 31

Rick and Brenton came back on course to Borneo and Ceil regained her rhythm. In the morning things looked great, and we had recovered some of the ground lost the night before. The day was quite uneventful, with sunny blue skies and great sailing, however, as night fell, we went to reef and realised that one of



the new reefing lines had lost its stop knot and retracted into the boom. We considered dropping the main and trying to recover it but knew that would take considerable time, we would need to furl the genoa and reset the course to steady the boat without the drive of the sails keeping us on an evenish keel. I decided that the best option was to re feed the reef lines from the boom end while she was still set, so I proceeded with harness and halyard to shimmy down the length of the boom out over the rushing seas – what a rush! Having worked on a square-rigged schooner



"top work" was O.K, and Brenton held me secure. The view was tremendous as it was sunset, but despite best efforts, I couldn't get the correct feed back through the turning blocks in the boom end, and had to retreat while there was any light left at all. Back on deck we turned to wind, furled the genoa, dropped the main, secured the boom amidships and reset course with genoa alone. The speed stayed surprisingly high, at around seven knots, but the action and attitude to the waves became

unbearable. Sarah came on deck and we set the trysail (as I said before: "great call Kylie"). We got the storm sail set, complete with outhaul and travellers, and re-hoisted. The action calmed immediately and we went back to a Southerly chase.



Day four was uneventful in the most part, we had made over six hundred miles and were on track to meet the ETA for our crews flights back to Hong Kong, in Ricks case, and back to Tasmania for Brenton. Day five was much the same, though the wind had swung east, and as we were in the dangerous ground avoidance channel off the coast of Palawan, a few tacks



were needed and regular chart plots taken. Then it finally happened, not at all unexpected, in fact remarkable that it hadn't happened earlier, our old mate main sail finally gave up the ghost during a jibe and burst length ways between the second and third reef points. We considered dropping and re-rigging the trysail, but I was convinced the old girl had a few miles left in her (remarkably good

value these U.K Sails), especially considering the person who sold us the boat had thoughtfully stored this sail bundled under an upturned dingy on the dockside in the sun and Hong Kong rain). Barry Hayes from U.K Sails had needed some convincing to just try and patch her up when we bought Ceil, and I must say the re-cut foot, new baton pockets and head / tack /



clew stitching have never been better – thank you Barry, any chance of a new sponsored sail?

We are closing the coast off Borneo as I conclude this article. The coast looks stunning shrouded in adventure as the bright searing sun periodically gives way to relentless downpours. We will miss our friends in Hong Kong, our club - Hebe Haven Yacht Club, by the members for the members – and a better bunch of folk you are unlikely to meet.

A few special thanks are reserved for Andy and Mac of Dragon Marine, Tom



Stainless, Fiona, Kylie, Lindsey (the girls), Rick and Brenton (salty crew), Alex Chan (frosty fridge on New Year's Eve), and HHYC Mike Franco, Mark Newman, Commodore Mark Houghton, for helping us get underway. Also to my wonderful, courageous, adventurous, partner Sarah, for her untold support and letting me chase the dream.

Cheers, stay in touch.

Sarah; scubasarah77@hotmail.com

Dave; dave.dives@hotmail.com

Sportsboats In Hong Kong

Words by Julie Mackenzie



JULIE INTERVIEWS OLD SAILING HAND AND BOAT GURU TETS SAKAI ON THE STATE OF SBR IN HONG KONG.

Hong Kong is going through an interesting period where all sports, sailing included are growing in popularity. With more big racing yachts arriving in Hong Kong - isn't it time for the small guys to catch up?

Q: Why do you think so many people now jump into j80s?

It was good idea to introduce a new one design fleet to HK, which has not happened for long time. But I am not sure how many sailors will be attracted to this one. Many have no idea what they are buying. They just jumped into the fleet in a very short time. People are too busy here..they are fairly new to sailing and do not have to think too much on the design..they want to just get out and sail.

At the moment, world wide, the small boat one design market is saturated. There are so many. But if you think about it there are not many international one designs, apart from Melges. In the UK they have the Hunter 707, ...in Hong Kong we have the "dinosaurs"

MELGES

Q: Why do you think Melges boats have not had success in Hong Kong?

T: Purely a marketing thing. Melges is an almost old design from 15 years ago, the larger ones all have little cabins. Melges is now an international class and still very expensive. Even a Melges 20 is similar in cost to a j80. They brought a couple of Melges 20's to Hong Kong a year and a half ago, built by Maconaghy in Zuhai. The Melges 24 is not built in China. Things could change if people could buy a modern, affordable racing boat for 4-5 people and get out, race as hard and fast as on a fast 35 foot cruiser racer. There are not many

racers can be sailed with 4-5 people. Most European or American designs need gorillas onboard!

SPORTSBOATS IN HONG KONG

T: For the new 7-8m sports boats, it's gone too extreme. You can't go below to have a rest. I think that's why it is not really taking off. For faster smaller boats in Hong Kong, there are Magics with trapezes and this fleet is now established. 15 years ago there were a lot of Magics brought in from Australia at very low price from the Asia Pacific championships. The Magic cannot race against other IRC boats due to trapeezes so they have to race amongst themselves.

Q: But there are sportsboats with cabins. Why do you think these have not taken off in Hong Kong?

T: Few of the sailors here in Hong Kong (in general) have competitive dinghy experience, so for them a boat must have a cabin. The modern lightweight sports

boat is closer to a dingy than the cruiser because it has no cabin. They have just purely...no accommodation at all. Some may just have storage under the deck. But it is not just all about having a cabin.

For a boat below 40ft...I don't think there is any point of buying a boat with decent accommodation...these resources are seldom used in Hong Kong unless people are taking the boat offshore for extended cruising. How often do these



people use the galley to cook a meal? Most probably almost zero. I've seen very often 10 year old cruiser boats where the oven trays are still wrapped in plastic and the instructions are still in the oven. In Hong Kong you spend most of your time in the cockpit. So these luxury interiors are suddenly never used.

The sportsboat class in Hong Kong failed to attract many sailors from other classes, especially as there are a handful of one designs in Hong Kong already, Dragon, Flying 15, Impala, Pandora and these things, they are happy to race in their own world and are happy in their own society. That's just my own opinion.



BOX RULES

"Box Rule" designs are becoming popular again overseas. Could this take off in Hong Kong for smaller boats?

One very important story...up to about 7-8 years ago one design became very popular when the IMS failed because

of complications in the handicapping system and the annual rule changes. Like Farr 40, especially. But since the birth of the TP 52, box rule racing has become popular world wide because boat owners want to have a faster boat than other competitors in the same division. It is not one design - it is a level rating design development class. So within the rating limit people can design and build the fastest boat. This is the fun part of it. Even just changing the rudder may improve the boat speed. People can play within limits. There is a limit on mast height, so sails can be varied within a limit. This is exactly the same as the IOR level rating class used to be.

There is no such thing as modern 1/4 tonner race boat. They race older boats under IRC because they have different ages. Boats that used to be 1/4 tonner class then get together and race under IRC, with time on time handicap.

Custom designs such as TP's and 40 footers are getting popular, especially in the Hong Kong scene....Ambush, Blondie, Mandrake. But for these boats you need lots of money. Biggest problem now is that GP 52 and TP 42 are so commercialised that so much money is involved. Everybody wants to build the fastest boat in their category. They attract only a handful of super rich guys to campaign. Totally out of the reach of ordinary sailors. Right? After the success of the TP52, they started the GP42, GP33 and GP26 and I thought that may pick up. And they are picking up now as they are still affordable for club racing. There was a big gap after the death of IMS.

GP26 has potential as an alternative to expensive production boat cruiser racers for those that prefer sailing on smaller boats. Funny thing...lots of GP26 designers are ex 1/4 ton designers! These people remember the fun of a 1/4 tonner. The GP is a totally different boat. You can do whatever you want to do. A custom GP26 will cost almost as much as a new standard J92S with potential to beat A35 on the water, boat for boat. It is a more modern design with deeper keel designed for speed with half the weight of the boat in the bulb (500kg) so they can carry larger sail areas, and still keep crew weight at 340kg max. (class rules)

Q: Do you think the GP33 could compete against IRC machines like A35 and A40?

I am not sure but it is a much faster boat. Still it is a custom boat so will cost more than a production boat. GP 33 is a very pricey boat and they are allowed to use carbon fiber for the hull. GP 26 you are not allowed to have a carbon hull. TP52 is an all carbon hull.



Q: Do you think as carbon becomes more widespread that carbon will become cheaper as people will realise it is actually quite easy to fabricate?

T: Yes definitely. But because it's still new technology and not many people know how to make it that well. Carbon is not that super expensive material. You use less material - for lightweight and strength.

For a proper 40 foot race boat you need more experienced people to race but for a smaller race boat (like a sportsboat or GP26) you need just four or five! People in Hong Kong are very busy....if they buy an older IRC boat...they may find it difficult to win, so they try to find faster



boats from all over the world. That's it. And in Hong Kong crew resources are a big problem, so maybe there is some mileage in these newer faster yacht designs. There is a new GP26 coming to Hong Kong this Spring, I hope more will follow.

For more information: www.irc.org/gp26 or GP26hk@gmail.com

Sailability Open Day



Words by Mike Rawbone



What a fantastic start to the HHYC Sailability program and yes, we were very lucky with the weather again!

Held on the 4th December 2010 and attended by some 100+ guests, local dignitaries, TVB & Now News, the official program launch took place at HHYC in the new downstairs bar and the newly arranged dinghy slipway.

On display were 5 out of the 6 Access 2.3 Dinghies (the 6th being in transit to us this month).

An official ribbon cutting took place and thereafter a number of people actually took to the water in our dinghies. No problem except they didn't want to come back!

We were fortunate to have good TV coverage and all in all, we seem to

have got off to the flying start we needed with plenty of support from government officials, social services and the Para Olympics Association.



It goes without saying that this event would not have been the same were it not for the efforts of the staff in making the surroundings so welcoming. It was a day we can be proud of at HHYC.

Our next target is to acquire 6 Access 303 Dinghies. These are larger and more sophisticated than the 2.3's and have a foresail as well as a main. At the time of writing, we are pleased to note that 2 sponsors have come forward and orders for these have already been placed in January. The general idea with the Access Dinghies is that we start off students with the 2.3's, then progress those capable to the 303's when competent and then.....on to the racing version; but more on this later.

We are now preparing programs on what we hope to achieve during the warmer months of 2011. We will keep you advised on progress.



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Resting On Laurels (...But Not For Long!)

by Marek Nostitz-Jackowski



It is snowing in Poland where I am at the moment, and thanks to the freezing cold, there is little to do but sit in my home and think about the year that has just passed.

This has been a busy year for Hebe's Youth Squad - and thanks to the efforts of both parents and children, it's been our most successful year to date.

We began our year by setting our sights on several international events:

Laser 4.7 World Championship in Thailand

IODA World Championship in Malaysia

Volvo ISAF World Championship in Turkey

And to these events we were able to qualify some of Hebe's best known youth sailors. Nagisa Sakai and James

Johnston went to Thailand for the 4.7 Worlds, Cosmas Grelon and Gerald Williams departed for Malaysia and the year end IODA Optimist Worlds, and Akira Sakai set off for Turkey to take part in the World Championships in his Radial.

These were not the only regattas that saw Hebe sailors overseas. Other major events include:

Asian Sailing Championship in Shanwei in China with (Isamu Sakai, Laser Radial)

Laser 4.7 European Championship - (James Johnston and Rupert Philips)

470 World Championship in the Netherlands (Isamu Sakai and RHKYC'S Mike Halkes)

IODA Asian Optimist Championship in Thailand (Cosmas Grelon and Gerald Williams)

There were also various National and Ranking events that saw our participation in Malaysia, Thailand, Singapore and China.

Here at home, we fielded a strong presence in regattas organized at home by the HKSF, Aberdeen Boat Club and the Royal Hong Kong Yacht Club.

INTERNATIONAL VISITORS

Race Training also saw several international visitors coming to Hong Kong and Hebe to enjoy our facilities.

In March and April, India's Uppamani Dutta, one of the country's top Optimist sailors, came to Hebe Haven for ten days of training. Tarun Bhatia followed in September; Avanti and Vir Menon in October. We also had seven sailors from Taiwan come to Hebe to enjoy

facilities here, and to wrap up the year, two of Poland's top Optimist sailors came for a month as part of their preparations for the IODA Worlds.

OUR TEAM

The year 2010 also saw some new faces along with the old.

Isamu Sakai and Akira Sakai cemented their reputations as two of Hong Kong's top sailors in the Laser Radial along



with Nagisa Sakai, James Johnston and Rupert Phillips in the Laser 4.7. Sam Cooke, who began the year in the Optimist fleet also made his debut in the 4.7 category.

Nagisa, JJ and Sam mid-year departure from the Optimist fleet changed the group. By end-2010, the fleet was composed of Nathan Bradley, Cosmas



Grelon, Calum Gregor, Daria Kaneva, Lucy Ross, Gerald Williams, Marian Williams, and Jim Vincent who returned to France in July 2010.

The squad made their mark on the sport this year by marking not just personal bests, but celebrating a number of 'firsts' for the Hong Kong scene.

Nagisa Sakai in her Laser 4.7 cemented her place as Hong Kong's top sailor in that class. She successfully defended her position as HK's 4.7 Champion, and finished in a respectable 17th place in the Class worlds, just 4 months after her move up from the Optimist class.

James Johnston, who also moved into his 4.7 this year, made his mark by

placing 15th in the U16 class in the 4.7 Worlds in Thailand. JJ is our 'strong wind specialist' who is very much at home in winds that might bring fear into older sailors, making him the perfect sailor for this year's 4.7 Worlds in San Francisco.

Cosmas Grelon won 8 out of the 10 Hong Kong's Optimist regattas. He returned the best result for the Hong Kong team in the IODA Asian Optimist Championships; and won top honors in his division at the China Cup International Regatta in Shenzhen on a 26-foot keelboat. Our top 15 year old tops a stellar run in the Optimist class by taking 33rd out of 231 entries from 45 countries in the IODA Worlds, a never-before-seen achievement for a member of the Hong Kong squad. It's up to Hong Kong's Optimist sailors to reach, and surpass Cosmas' milestones!

MOST MEMORABLE MOMENTS

Allow me to share here the moments that made 2010 so memorable:

The Hong Kong Laser Nationals 2010 yielded a bumper crop of medals for Hebe, with Akira taking the gold for the Radial Davison, Isamu Sakai taking silver (after a difficult battle against RHKYC Veteran David Early), and the top four positions in the 4.7 Division. This was an especially memorable race for me, as our four 4.7 sailors (Nags, Rupert, JJ and newcomer Gerald Williams, who was trying his hand in a 4.7 for the first time) were at a four-way tie by the second to the last race. The last race was hard-fought battle that saw Nagisa triumph over her three teammates in the end, with JJ finishing in second, Rupert in 3rd and Gerald in 4th place. Needless to say Gerald, who only turns 15 this year, is moving into 4.7s one year earlier.

Hebe cemented its place again by bringing home top honors in the Tri-Club Regatta, which took place in Middle Island. With other clubs developing their racing programs, we recognize it will be a bigger challenge to keep this prize, but we intend to try and keep the honour for as long as possible. The team also brought home top honours for both Laser Stratos and Laser Standard divisions and overall in the 24 Hour Charity Race. This event is especially meaningful for

the children, as it combines their love of sailing and the need to help the less fortunate.

WISH LIST FOR 2011

This will be a busy year for all the younger members of the squad, as they look to qualify for the 4.7 Worlds in San Francisco, and the Optimist Worlds in New Zealand, as well as the Asian Optimist Championship in Singapore.



The squad intends to start the year right by heading to Langkawi for Chinese New Year to begin training after a two-week hiatus.

More importantly, we need more optimist sailors to follow in the footsteps of Hebe's "greats": Akira Sakai, Yann Cudennec and Cosmas Grelon, who have chalked up both personal and



record bests during their years on the top. A child's experience as a sailor in the Optimist class cannot be understated: involvement in a regular training program like ours takes time and commitment, but brings maturity, time management skills, a sense of responsibility, makes them stronger both mentally and physically - and brings results not just out on the water, but in school and at home as well.

ONWARDS AND UPWARDS!

If you wish for your child to try out for a place on the Hebe Dragons Squad, please contact Rob Allen or Marek Nostitz-Jackowski at the Sail Training Centre.

11th Police World Sailing Championships

Words by Justin Shave / Photos by Paul Stripp and Juergen Schindler



During the third week of September on the shores of the stunning Lake Konstanz, sitting on the borders of Germany, Austria and Switzerland, Germany's Baden Wuttenburg State Police hosted the 2010 World Police Sailing Championships. These Championships, held every two years, attract teams from all over the world for a highly competitive regatta, while at the same time allowing different police forces a chance to mix during post sailing social events. This year, the Hong Kong Police entered two teams to sail on the 22 foot one design class boats that were to be used during the competition. The boats, of Hungarian design are popular in Europe and are a standard training boat in the area. With that said though, when the little used gennaker comes out and used with

the canting pole, the boat transforms into something that resembles a Sonata on steroids! This was to make things a little challenging for the Hong Kong teams not having much experience on the boats or lake sailing, so the squad flew out a week early for an extensive training programme. Unfortunately the chances of enjoying some of the fine German culture was to some extent scuppered by the best winds of the day being found just after sunrise. Guess that was one way of dealing with the jet lag....

The event was held just outside Friedrichshafen, the onetime centre for Zeppelin aviation, in a small town called Langargen. There were several marinas in the area, housing a staggering 1500 yachts. So actually, not that small at all and one of the weekend regattas had a

fleet that any major event would have been proud of. The marina we were based from was a small harbour just off the lake, and was again another facet that made this event a success with an onsite hotel, several restaurants and a couple of Americas Cup yachts on the hard standing. Well worth a visit should you find yourself travelling through Europe.

Both Hong Kong teams prepared well and come the start of the regatta proved themselves in the pre-competition warm up races. The regatta itself was not however blessed with great winds and two of the days racing were abandoned due to the light, fickle, breezes that would have made racing a lottery. Out of the remaining days though, there were two other days that had spectacular winds and the regatta organisers took decisive

action and ensured maximum races on both days. Both Hong Kong teams did an excellent job, claiming some credible results, but in the end there was no silverware - this time....

The one downside to the event, and despite the best of intentions by the organisers, was that in the end sailing



was not the only deciding factor. To ensure fairness the crews were to change boats each day in an attempt to iron out any differences in the sailing fleet. This was an excellent idea as it soon became apparent that some of the fleet, particularly some of the newer boats sailed very well while some of the older boats not. But while the idea was fine,

with two days of the rotation lost this was not fully possible. Despite that minor difficulty though, it was a great event with some awesome sailing, beautiful scenery and fantastic hospitality.

With the 11th Police World Championships done, the next job of the Hong Kong Team will be to try and



put together a package for the 12th edition. At the conclusion of each event a skipper's meeting is held to decide on the location of the next championships. Three options were tabled, Croatia made one bid, with Hong Kong covering their bets with two options, one in Hong Kong and another in Thailand. The meeting voted for

Hong Kong, having visited Thailand twice before for events hosted by Hong Kong, and the chance to race the new J80 fleet proved to be the incentive to secure the vote. However, the final decision as to whether this will take place rests with resolving the issue associated with foreign crews racing



in Hong Kong waters on Hong Kong registered vessels. Fingers crossed, otherwise back to Europe.....

To HHYC, we would once again like to express our thanks for the great support shown to the Hong Kong Police Sailing Club and we look forward to working with the Club on the next Police World Champs.

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Going To The Room

Words by Roger McMillan



I'm a bit of a control freak. I like things to be organized, and I like people to abide by the rules. Which is why I'm getting very frustrated with some of the antics I observe on race tracks around the country.

The Racing Rules of Sailing is a pretty heavy document – 91 rules and 16 appendices. Judging by the number of decisions overturned on appeal, even juries don't always get them right. But if you are going racing, you should have a basic understanding of the simple rules such as port/starboard and windward/leeward.

During a recent regatta, we watched in horror as a port tacker sailed straight at a boat on starboard. A collision was averted only when the starboard tacker took evasive action. The port tacker continued on blissfully unaware and did the same to us.

Only a crash gybe averted a major catastrophe and even then the two boats touched.

The perpetrator did his two penalty turns, which indicted he had some knowledge of the rules. But how could he possibly charge straight at another boat when he had no rights? Twice in 60 seconds.

Another thing that annoys me is the stupidity on the start line. Many club racers are either totally ignorant of the windward/leeward rule, or they pretend to be. Does this scenario sound familiar? A windward boat is called to go "up" by the right of way leeward boat. To do so the windward boat will have to cross the line early and go around. So he simply does nothing. Usually the right of way boat makes a halfway decent start anyway, even though he had to bear away,

and it's just a club race so he doesn't bother protesting. No one wants to go to the room.

He makes a note to find the skipper afterwards and have a quiet word, but by the time the gear has been put away and he has had a few beers he's forgotten all about it. Which means the offender got away with it. Again. And will continue to do so.

I get to watch quite a lot of junior racing, and I'm usually impressed with their knowledge of the rules. Even in 100 boat Optimist fleets where the start and first mark rounding are total chaos, you will see a kid who's been caught in the wrong, put his or her hand up and quickly execute a 720.

The reason that the kids get it right and the adults get it wrong is that in club keelboat racing there are a lot of people who haven't had formal

coaching. They have come to sailing late, and have never been formally taught the rules.

In Eric Twiname's book *Start to Win*, he says that until a sailor can make basic decisions automatically he is doomed to mid fleet finishes.



Nigel Snell

Similarly, until skippers can make rule calls automatically, without having to work out which boat has right-of-way, there will be infractions.

I know some clubs do have the occasional rules session. But it is obvious that the people who need to attend don't.

So here's a suggestion aimed at clubs that run twilights and cruising division, where less experienced sailors tend to hang out. What about a pre-season rules quiz? Create 10 common scenarios and send them to the skipper of every boat that has entered the series. Before they can compete, the skippers have to hand



Nigel Snell

them in with at least eight out of the ten answers correct. At least it would make them THINK about the rules.

The other solution, the one none of us wants to take, is to get the red protest flag out.

The purpose of this editorial is to encourage you to do that, even if you'd rather not. There comes a time when

repeat offenders have to be shown that enough is enough. If they don't know the rules, they need to learn. If they do know the rules and are choosing to ignore them, then it's time someone called them. From now on, I'm going to be one of those someones.



Nigel Snell

If you're looking for me at the club, I'll be the bloke drinking on his own in the corner, because no one will talk to me. But at least everyone I race against will know the rules.

Happy Sailing.

Reprinted in Hebe Jebes with the kind permission of Roger McMillan, Editor, Australian Sailing



Nigel Snell

What A Good Golf Year & A Better Year To Come

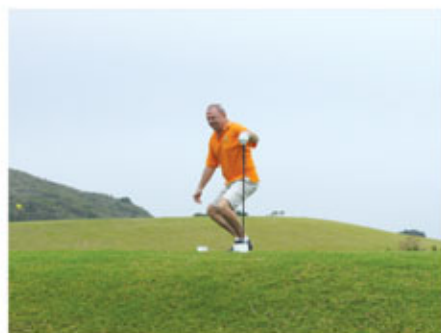
Words by Michael Franco



The Hebe Hackers Golf Society has just concluded their first full year's golf and what a year 2010 has been. Although we did not manage to go offshore to harass golf clubs and their staff elsewhere in the world, we did manage to complete a full calendar of golf in Hong Kong.

Even though we had our ups and downs, mainly downs as far as the "Cyder Cup" competition with Hebe 101 was concerned, our members have a determination and mindset going into the 2011 season that the Hackers will bring home the Cup to its rightful place on the mantle of the Hebe Haven Bar. It was overheard in the bar that Mark

Winter was suggesting golf training sessions for Hackers to prepare them for our next Cyder Cup encounter with Hebe 101. I know for a fact that Brian

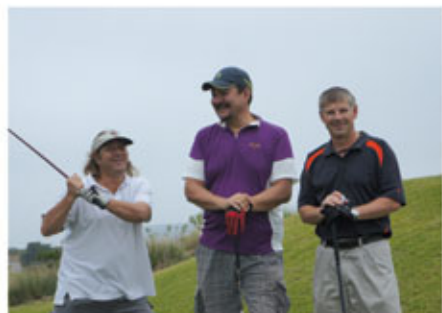


McCarthy has also been practicing on his golf swing so forward and onward I say!

The final outing of the year for the Hackers was the Christmas Scramble in December which was played using the Texas Scramble format at our HOME course of Kau Sai Chau on the East course. Five flights consisting of 20 members played for the Christmas goodies on offer as prizes for the day. Unfortunately, our Skipper Tim Stevens was unable to attend due to family commitments, he said his missus will kill him if he played, which we all felt was a good enough reason to miss the penultimate match of the season.

The winning team was Mark Winter and friends who were the only team to play under par on the day finishing 2 under.

It was actually a very close match with only one stroke separating the other four teams. Unfortunately, due to the delay in writing this article I can't remember who the winners of the Longest Drives



and Nearest to the Pin competitions were except I actually won one of the Nearest the Pin, finally! The day was rounded off with a Christmas Buffet dinner and prize presentation at the Club which was thoroughly enjoyed by all the players and partners who joined the dinner.

Now for the 2011 year, the golf schedule is looking very exciting with the first golf day scheduled to go offshore, well not quite but it is on another island in Hong

Kong. On Friday 28th of January, we will be taking the Hackers to Discovery Bay (reputed to be a difficult course to play) I have not played there yet so will be very apprehensive. This is followed quickly in February with our return match against Hebe 101 for the Cyder Cup on Friday 18th February at Kau Sai Chau South course. More details of both these golf days will be forwarded to you by email together with a schedule of our playing calendar for the rest of the year.

I would like to offer my thanks to the everyone in the Hebe Hackers golf society, both players and partners, for supporting all our golf events last year and I look forward to your continued support for our growing golf society in 2011. It has been a real pleasure having the opportunity of playing a round of golf with everyone and I look forward to more of the same in the coming year.

Finally, my thanks to our Skipper Tim, for leading the Hackers team and writing the golf articles for the Club magazine and also a big thank you to

Moneta for helping mostly me and the Club to organize the golf days. I am sure without her help we would not have been able to play as regularly as we have this season.



Again, for anyone interested in joining the Club's golf days or would like more information on upcoming Hebe Hackers golf events, you can contact Moneta Chon on 27199682 or email her at event_sponsorship@hhyc.org.hk or Tim Stevens, HHYC Golf Captain at timstevenshk@hotmail.com

"Kung Hei Fat Choi" from all the staff here at the Club.

Wishing you a Healthy, Happy & Prosperous Year of the Hare.



Regatta Survival Guide (For The Non-Racer)

Words by Lindsey Stewart / Photos by Aggie Chin



The Crew Who Arrived Early

For the past few years I have been fortunate to be in Phuket in early December. The dates usually overlap with the Kings Cup Regatta, and though I have never been a competitor I have often infiltrated the evening parties.

The plans for Dec 2010 were "same same but different" as they say in Thailand.

Lots of sun, maybe some diving, a spot of painting, but this time also a casual invite to step in on Kings Cup practice day, and maybe the first race day, in place of some late arriving crew.

Not being a serious racer (I own an old Cheoy Lee, not a shiny new J-boat), this suited me fine, and I was looking forward to a relaxing few days as I made my way through the airport arrivals.

One hour later and the reality was somewhat different.

I had been signed up for the whole regatta, and found myself being sized up for crew shirts!



Beer And Breezer Stay Dry

For those unfamiliar with it, the Kings Cup Regatta is a race-hard, party-harder kind of event.

Early morning starts, 5 full days of multi-division racing, and with organized entertainment almost every evening, it is arguably the most competitive, well-

attended and professionally run regatta within Asia.

However, for any unsuspecting non-racer that may find themselves accidentally on a crew list in future, below are a few tips to surviving the week.

THE DO'S....

HAVE A BIG BREAKFAST....

As who knows when you might get fed again. Your skipper may well have an "eating's cheating" clause on-board. He's figured out that the weight of a tasty round of sandwiches for 10 probably equates to about 2 Heinekens....and he'd much rather have the beers.

It can also get quite frisky on occasion, and it's always better to barf up something substantial.

HAVE A WATERPROOF BAG / CHANGE OF CLOTHES...

Basic advice – but absolutely essential for the Kings Cup.

Your morning starts by tackling both the Kata Bay surf break, and eager crew from other yachts – the latter looking to hi-jack the long-tail boat you have already bribed to take you to your own anchored vessel.

On any given day you will be required to carry out bags of ice, boxes of beer, repaired sails and other essential racing items. Unless you can also balance your

breakfast is a distant memory. To avoid starvation, don't risk "rum and bloke" ordering and take immediate possession of the menu as soon as your feet touch the sand. The alternative is two plates of spring rolls and a large pad thai between twelve. Oh, and more rum and cokes of course.

AND THE DONT'S....

PUT BOXES OF BOTTLED BEER ON THE SAND...

Sand is WET (even when it looks dry), and you could be waiting a while for

TAKE THE VERBAL ABUSE PERSONALLY...

Related to the previous point, this can also occur when requested to execute some well-practiced maneuver that only the skipper has ever actually done previously. Once.

Quickly read his mind...or improvise. Anything to keep him bellowing from the cockpit....rather than abandoning the wheel to come and deliver his encouragement close-range. All will be forgotten... until you stuff up something else he has just thought to try.



4pm Snack 1



A Relaxing Drink



Long Boat Ride



A Racer

day-bag on your head, make sure it floats. Trust me – there is only so far you can roll your pants up, and damp, salty shorts are not the best start to a day on the leeward rail.

TAKE THE RACING SERIOUSLY...

Or at a minimum, adopt a pose to suggest this. At all times.

This is especially true if your yacht is consistently finishing well down the field

that ride to your boat. That cardboard box might be heavy, but put it down for a second and before you can say Sponge Bob Squarepants it has surreptitiously sucked up a gallon's worth of the Andaman Sea.

All that remains is for the bottom of the box to fully disintegrate on the short trip to the yacht, and for the precious contents to explode out of

GET SUCKED INTO THE AFTERNOON DRINKING SESSIONS.

Use this time constructively instead for massage, cheap pedicures and a sly shower.

Your crew-mates will still be talking b***cks when you get back, thus you can effortlessly rejoin the conversation. You'll be clean, refreshed, still remember what day it is, and thus be



4pm Snack 2



A Dedicated Crew



Evening Party



Rum And Coke, Anyone

on the water, and is also in double digit placings on corrected time.

You might have done nothing but hang over the rail for hours, but when the skipper calls for a tack, don't be found with your sail-gloves half – off, opening the wrapper of a Wuthers Original, or the lid of your sun cream. This is a race after all.

ORDER THE FOOD ONCE BACK ON SHORE....

It's likely already 4pm in the afternoon by the time you make it back so that

the bottom and into the sea whilst the box is being passed over the guard rail.

DO ANYTHING TOO DUMB EARLY ON...

OK, we know it's inevitable, but the sooner your lack of racing prowess is revealed, the longer you will have to endure the p*** taking and constant referrals to your faux pas. You may also end up with a nick-name pertaining to the sad event, which will be used at every opportunity.

more than ready to do serious damage to the buffet and the free-flowing booze of that nights after-race party.

And finally....., don't be last to arrive on the first day.

Regardless of your competency – you WILL be assigned foredeck!

Note: the author wishes to make clear that this article is a work of fiction. Any resemblance to actual events, or people, (living or dead) is entirely by coincidence....(and thus hopefully ensure the chance of an invite back next year).

What's New in F&B

This new Food & Beverage column will be a regular item in the Hebe Jebes and will be used by the F&B Committee and Club Management to inform members of all the new and exciting events and promotions being introduced to our members at all the F&B outlets at the Club.

Starting in January, there will be a number of changes to some of our regular dining events in the restaurant as well as introducing some new and exiting food themes to tempt our members.

The Restaurant

In the Restaurant there will be a **"Scottish Promotion"** presenting authentic Scottish Cuisine to our members for their dining pleasure. This will run for 5 weeks and will lead up to the Club's annual **"Burns Night"** with a traditional Scottish menu that includes Haggis, Neeps and Tatties with copious amounts of Malt Whisky.

"Best of Asia Friday" will be a new evening buffet in the Restaurant bringing Asia's well known Singapore City's unique Dai Pai Dong food street to Hebe. You will find an excellent combination of Thai Chili Crabs, Satay's, Singapore Laksa and Bak Kut Thea on offer.

The ever popular **"Curry Friday"** will continue on the first Friday of every month but will feature extensive Indian Pakistan and Nepalese curry dishes and items only.

The Restaurant will be holding a **"Be My Valentine Week"** to celebrate both the European Valentine's Day together with the traditional Chinese version (Lantern Festival). During that week Hebe will feature a special Valentine's menu that will finish with an evening's Dinner and Dancing in the Garden on the Friday night.

The Garden & Bosun's Bar

In the Garden, there will be a change to the Sunday Family BBQ which will now include a local favorite the **"Hot Pot"** for those wanting to try the best of both worlds.

In the **Bosun's Bar** we have now hooked up to TV and Cable Sports channels and will be showing sports live daily. There are a number of big sports events coming up in the next two months with the Australian Open Tennis, 20/20 One Day International Cricket, 6 Nations Rugby, Super Bowl and Formula 1 Racing.

Members interested in booking any of these events should contact Patrick on 27199682 or by email admin_fnb@hhyc.org.hk

If members have any suggestions for the F&B Committee, please forward this by email to the General Manager gm@hhyc.org.hk who will pass this on to the Committee.

"Be My Valentine" Week

A special Four Course Set Dinner Menu that includes Jet Fresh Oyster, Foie Gras and Charcoal Grilled Berkshire Pork Chop will be available this week.

14 - 17th February 2011
From 6:00pm to 10:30pm
\$598 per couple
Venue: The Restaurant

Valentine's week concludes with a Romantic Dinner and Dance Evening on Friday Night in the Garden, Chinese Riddle Lanterns will be available for your enjoyment.

Please book early to avoid disappointment!

Friday, 18th February 2011
Dinner 7:00pm Dinner / 8:30pm Dancing
Venue: The Garden



"Best of Asia Friday"

Introducing an excellent combination of Exotic South East Asian dishes with favorites like Thai Chili Crab, Satays, Laksas and Bak Kut Thea to treat your family and friends.

All set in the unique Dai Pai Dong style of Singapore's famous food street.

Friday, 21st January 2011

From 7:00pm to 10:00pm

Adult \$148, Child \$88 (3-11 years old)

Venue: The Restaurant



Sunday Family BBQ and Hot Pot Night

Sunday Night in the Garden, get the "Best of Both Worlds". Enjoy a Family BBQ and/or a local favorite "Hot Pot" for the Family.

Available every Sunday in January from 16, 23 & 30th from 5:00pm to 9:00pm

Booking is advisable!

Sunday, 16, 23 & 30 January 2011

Adult \$148, Child \$88 (3-11 years old)

Venue: The Garden



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Wine of The Month February

**Anselmi Merlot Friuli
Latisana D.O.C. Italy 2008**

**\$ 58/ per gls
\$ 198/per bottle**

Light and elegant spicy aromas, recalling red fruits, cherries and violets. Same fruit presence on the nose. Dry, vibrant and robust.

**Anselmi Pinot Grigio Friuli
Latisana D.O.C. Italy 2008**

**\$ 58/ per gls
\$ 198/per bottle**

Good Straightforward Pinot Grigio with lemon rind and rennet apple aromas and flavors. With slight note of mineral. Velvety and well balanced. Fruity finish.



Scottish Promotion

10 January to 13 February 2011

Authentic Scottish Cuisine at the Restaurant with favorites such as Haggis, Neeps and Tatties and other delicious dishes with a glass of Malt Whiskey!



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Members' Windshifts - November / December 2010

New Members - effective from 1st November 2010

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BEEVERS, James Stuart	O'NIONS, Dominic St. John
CUMMERFIELD, Karl Edward	THOMSON, Ronald Ross
LIU, Man Chiu Philander	WHYTE, Thomas John Fergal

Absent Members - effective from 1st November 2010

BYRNE, Eric Lex

Resigned Members - effective from 1st November 2010

TUNG, Man Ho Albert FARLEY, John S.

New Members - effective from 1st December 2010

BURNS, Peter Grant	LAW, Ngan Hung
COLLINS, James Alexander	TANG, Wing Hung
DE PREE, Oliver Harry Jameson	YUNG, Yee Ping
LAJEUNESSE, Catherine Madeleine	

Absent Members - effective from 1st December 2010

YUEN, Kam Lok Eddy

中文翻譯

會長的話

臨近歲晚，儘管是冬天，大部分時間是天氣晴朗，陽光明媚而溫暖的天氣夾雜著偶爾的冷空氣南下，在我們期待本會舉行的各項賽事的同時，讓我們遵照以往的習俗，送舊迎新，回顧本會過去一年來發生的大事。

今年其中一件大事是我們的吊機，我很高興地說，吊機已實現了我們對它大部分的期望，雖然也有不足之處，但這些問題正在得到解決。運輸機能夠把大型的船隻在船廠的範圍內來回運送，這是史無前例的。我們已經學會如何使用這些器械設備，我有信心它們將可以為本會運作做出寶貴的貢獻。

花園餐廳，雖然較預期延遲完工，已公認是一個適合會所活動，會員包場舉行慶祝派對的最佳場所，過去一個月來幾乎每天都有會員或會所舉行的派對，已證明花園餐廳受歡

迎的程度。很多會員和他們的客人均提到，坐在花園餐廳或露臺餐廳，面前美酒佳餚，放眼俯瞰醉人的白沙灣海灣美景，實在是人生一大享受。

航海方面，過去的一年成績令人感到驕傲，去年參加賽事的船隻是有史以來最多的。我們現有兩艘新的J80賽船，可以參加來年的match racing。我們的帆船培訓計劃發展得很快，相信今年會再接再勵。新搬遷的航海中心，雖然還沒有安置完畢，現在具有的設備與外觀，比起以前已是一個很大的進步。

儘管面對重重障礙，Sailability在2010年初成立並開始運作，隨著新的一年的來臨，我相信Sailability將會越來越壯大。正如我所說，白沙灣遊艇會是第一個在香港為殘疾人士舉辦航海課程，而我堅信Sailability計劃將吸引

更多的慈善團體的興趣支持。

今年本會將會專注於會所的地契續約問題。這顯然不會是一件簡單的事情，但我們會全力以赴。

謹藉此機會祝願大家新年快樂，感謝每一位曾經在2010年為會所的運作盡心盡力的各位委員會成員和會員，謝謝你們在過去一年所提供的協助，別忘了在背後任勞任怨的會所管理層和員工。詳細名單在此不能盡錄，在這裡衷心的感謝你們。

謹代表執行委員會，向各位拜個早年，祝大家身體健康，恭喜發財，兔年行大運。

Mark Houghton
會長

剛剛渡過了一個非常繁忙的十二月，熱鬧和喜慶的一個月即將結束，我想向會所所有的管理層和工作人員說一個大大的“謝謝你”，不僅是因為他們在聖誕及新年期間的辛勤工作，也包括他們在2010年的努力，會所各部門在面臨新的挑戰及障礙時，以高效率及專業的方式去處理每一件事。

像往常一樣，我們習慣在新年的第一個月為自己訂下一年的目標，通常是除夕夜，目標幾乎總是圍繞節制食量和減少酒精的攝入量，但通常過不了農曆新年，我們又支持不下去，恢復原狀了。

隨之2011年的到臨，會所將會有所變化，這包括新的會所管理人員和新成立的餐飲委員會盡力確保會員們節制食量和減少酒精的攝入量等等新年目標全部落空。

一張張照片正是2010年最好的回顧，過去一年會所曾經組織的活動歷歷在目，會員們可以在這本會刊找到。

當你讀這篇文章的時候，大部分會員都知道會所最近任命了一位新的餐飲部經理，Patrick Kong，在他上班的第一天-1月2日，適逢會所舉辦會員的晚宴，簡直就是一種巨大的挑戰，在一個全新環境工作，還沒弄清楚狀況，已經要著手安排一切，沒有比這更高難度的了！我們相信Patrick將很快融入會所的管理團隊成為一個強而有力的成員，並努力工作，超越眾望，為會所餐飲部創下屢屢佳績。

兔年

2011年將是一個非常令人興奮的一年，會所目前重大的工程也已完成，再沒有建築工程的嘈吵，在新的一年會員們將能享受安靜的會所

環境-現在可以開始享用所有新的設施而不用擔心服務中斷。我們正在積極地籌劃新年會所的活動計劃，其中包括會所餐飲的推廣。在這期的Hebe Jebes，將會有一個被稱為“News from the Kitchen”的專欄，將重點介紹和宣傳新的餐飲活動以供會員參考。

改革後的餐飲委員會將會推出[迷你問卷]以了解會員對餐飲部的看法-包括對現時餐飲部的食物質量及服務水平的評估。如果大家可以騰出時間來參加這次問卷調查，這將幫助會所以後餐飲部的發展，餐飲委員會將不勝感激。

新裝修的花園餐廳的名稱將發生輕微變化。樓下的酒吧將回復原來的名稱-稱為“The Bosun's Bar”，而休息區將被稱為“花園餐廳”，這樣做的理由是方便會員辨認不同的消費場所，因為從2011年1月起，會員將可在The Bosun's Bar透過大屏幕觀看他們喜愛的運動比賽的同時，一邊享受心愛的啤酒。大家現在可以期待，每天在會所觀看許多備受矚目的體育賽事安排，包括：20/Twenty One Day Cricket、六國聯賽、超級碗、世界一級方程式大賽車、三月舉行的世界七人欖球賽、九月舉行的世界七人欖球賽等等。體育活動電視節目表將在會所的網站和告示板張貼，會員也可預訂包場“花園餐廳”舉行私人派對或宴會。

農曆年安排

今年的農曆新年假期是週四2月3日至週日2月6日，一如既往，本會全體職員將會全面休息3天，所有會所設施將移交由會員運作。本會職員將於2月3日(週四)至2月5日(週六)休息，2月6日(週日)會所恢復正常運作。

在會所樓上餐廳內已張貼[義工報名表]，各位會員若能撥出幾個小時為大家擔任臨時為大家

擔任臨時的酒保、舢舨駕駛員和簡餐廚師，本會全體員工將不勝感激。

其他會所新聞

相信所有會員都將收到會所製作精美的月曆，如會員們需要額外的月曆，可跟總辦公室聯絡。

一年一度的員工晚會將於2011年2月28日星期一舉行，再次按照慣例，各位會員如能夠撥出幾個小時，為大家擔任臨時的酒保dfo 舢舨駕駛員和簡餐廚師，本會全體員工在此致謝。

溫馨提示：2011年年度週年大會將於7月9日(週六)舉行。

會所管理感言

藉此機會，我想感謝Vince Christian，我們非常勤奮敬業(有時喜怒無常)的Hebe Jebes編輯Vince Christian，以及眾多作者(無論是會員還是非會員)為我們的會員提供閱讀價值而有趣的文章，Kit Yiu對Vince Christian的忍讓和協作等等。我們期待在2011年翻閱接下來精心製作的6期Hebe Jebes。

最後，讓我藉此機會感謝我們所有的會員，謝謝他們在過去12個月的耐心和理解，忍受會所發展建築工程項目所帶來的影響和不便。但這些付出是值得的！

謹代表會所管理層和全體職員工作人員，我們要祝大家：
恭喜發財
身體健康，快樂和兔年事事如意
希望在會所見到你

Michael Franca
總經理

海事與會所運作新聞消息

轉眼間2010年已經過去，2011年來臨了。2010年對海事執行委員會是非常艱辛的一年，無論如何我們已達到我們設定的目標。

在船廠的運作，經過我們略略說服，會長同意讓他的遊艇-長達64呎的Sun Deer成為第一艘新吊機吊起的船隻這是迄今為止，在本用新的起重機和運輸機吊起船隻中最長的遊艇。本會也吊起目前最重的船-Carl和CJs長達58呎重達33噸重的Tayana，另外還有64呎的Sea Horse和48呎的Cheoy Lee，45呎的Millennium，深度達10呎，無數的第一次吊起這些有相當重量的船隻在此期間他們需要學

習新吊機的功能以方便吊船運作，應該感謝Jimmy和他帶領的海事部員工的辛勤工作，在此我也感謝海事執行委員會的成員，謝謝你們的通力合作。所有吊起的船隻都被記錄在案，我們的目的是找到最適合我們使用的起重架，我們覺得我們已經成功獲得了一些有用的訊息並希望有三個類別的起重架，一個是原件，一個是經過修改的，而一個是新的管狀的起重架。

在這裡謹代表海事執行委員會重申，會所碼頭和浮橋上仍然有很多未經授權擺放的物件，比如發動機和船上用的物件，請會員們清理一下私人物品，如物品在農曆新年前沒有人認領，

將會當作廢物拋棄。

最後，讓我藉此機會感謝你在2010年的支持，我希望在今年三月前，我們將有一個全新而行之有效的船廠，而我們遷移物件，辦公室等等，雖然這將意味某程度上的不便，但這一切會是值得的。

謹代表所有海事執行委員會成員祝大家“恭喜發財”，祝大家2011年身體健康，生意興隆！心想事成！事事順利！

Paul Brownless
助理會長-海事執行

帆船賽事委員會報告

在轟轟烈烈的慶祝聖誕後，我希望你們渡過一個歡樂而祥和的新年。

你現在應該已經見到，我們的航海訓練中心已經遷移到下水道，位於會所露台，毗鄰新花園餐廳。這給了我們一個更安全的平台把小艇推下水，而不必像以前一樣費動人力物力，將橡皮艇從船架上搬運下來將小艇拖行到海域。你也許也留意到會所添置了五艘顏色鮮豔的小艇，停泊在下水道上端航海訓練中心旁邊，這些小艇屬於新近成立的白沙灣Sailability信托基金，創先為行在香港的殘疾人士提供學習航海活動的機會，Sailability組織遍及全球，在香港來講可說是開拓先河。

我祝賀所有參與建立Sailability的成員，特別感謝Mike Rawbone, Kay Rawbone, Ariez Vachha, Jackie Vachha和Sandra Snell。作為助理會長(賽事)，將帶領賽事委員會所有成員以任何方式繼續支持這項有意義的慈善活動。

隨著天氣變冷，冬季對於航海來說總是淡季，會所的水手們於是紛紛出發溫暖的地區去參加比賽。我祝賀所有曾參加在泰國和馬來西亞舉行的King's Cup Regattas。有關新聞報導和一些精彩圖片可在互聯網上找到，請參閱www.sail-world.com和www.sail.tv。

千萬不要忘記留在香港的水手們，感謝所有支持者參加冬季J/Boats週六系列賽和其他節

日期間舉行的活動，我們期待著在新的一年見到你們，第一場賽事將是由China Pacific Marine的Don Chow慷慨贊助的Jeanneau春季週六系列賽。

最後，我要感謝所有賽事委員會的成員以及航海訓練中心的員工的辛勤工作，他們的支持讓我們繼續向前邁進，一起為推進會所的賽事活動努力！

謹代表賽事委員會
祝大家恭喜發財，渡過一個快樂的2011年

Mark R H Newman
助理會長-海事運動



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Signori 陳生
9526 3856
signori_chan@yahoo.com.hk



Che Keng Tuk Detached Waterfront Hse 峯徑篤 獨立海邊屋

Nice decorated with spacious layout and enough size garden, Closed to Yacht Club
靚裝，闊闊實用，私隱花園，鄰近遊艇會

1750' Sale \$39.8M

Tony 陳生
6056 4801
tony@eastmount.com.hk



4797' Sale \$46M

Portofino 栢濤灣

Rarely cheap for 4797' big hse, quiet small complex, Well facility plus shuttle, Car park fit 5, Convenient location
罕有平大宅，環境清優，交通方便，闊闊裝修，直出花園，泊5車，管理，豪宅設施



3248' Sale \$45M

Giverny 漆喬

Highly privacy hse in this complex, Well management and facility, Gate car park, Convenient location
享受高私人度清優環境，此豪宅地段只得一間，管理嚴謹，豪宅設施，交通方便



2100' Sale \$19.8M

Lobster Bay 龍蝦灣

Forest beside you, Quite location, Fit small family, Indeed garden
簡潔裝修，私人花園，遠望山境，環境方便清優，適合小家庭



2100' Sale \$13.2M

Enjoy Private Life 享受自然生活

Quiet location, good condition, Green view, Car park
遠望山境，私人花園，簡潔裝修，車泊門口

Benny 陳生
5190 8515
benny@eastmount.com.hk



2883' Sale \$39.8M / Rent \$85K

Giverny 漆喬

Luxury Club House Facilities, Nice Decoration, Well Security
高尚環境，星級會所，嚴密保安



2100' Sale \$33M

Hebe Haven Yacht Club 近白沙灣遊艇會

Fabulous sea view, Corner garden, Privacy, Detached, Newly renovated
獨立，全海景，私閱，西式廚房，單邊花園



1200' Sale \$19M

Che Keng Tuk 峯徑篤

Seaview hse, Next to Hebe Haven Yacht Club, Tasteful design with high ceiling
近白沙灣遊艇會，海景，有裝修，高樓底



2100' Sale \$10.5M

Sai Kung Country Park 西貢郊野公園

Large Garden, Tranquil Environment, Under Market Value
草地大花園，環境清幽，低於市價

Joe 呂生
9853 4054
yuet@eastmount.com.hk



2100' Sale \$14.5M

Detached Waterfront House 獨立海邊屋

Stunning sea view, Garden, Newly renovated
海邊大宅，迷人海景，花園，新裝修



1800' Sale \$13.8M

Sai Kung Mid-level 西貢半山——當代設計品味屋

Nice sea view, Tasteful décor, Open kitchen
迷人海景，雅緻的裝修，開放式廚房



2100' Sale \$9.5M

Modern Designed House 品味洋房

Tasteful decoration, Garden, Nice sea view
西沙路，海景，花園，高雅裝修



2100' Rent \$75K

Sai Kung Detached House 西貢區的獨立式住宅

Garden, Nice sea view, Private pool
花園，海景，私人泳池



2100' Sale \$13.8M

Detached House 獨立屋

Stylish decoration, Low rise, Greenery environment
低密度住宅，環境清靜，價錢合理



2100' Sale \$13.5M

CWB Detached Hse 清水灣獨立屋

Nice decoration, Convenient location, good-sized garden, Competitive in market
靚裝修，花園大開，價錢超值

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