



龍馬精神 BE ENERGETIC LIKE DRAGONS AND HORSES



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January 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 初八 New Year Beach BBQ	2 初九	3 初十	4 十一	5 十二	6 十三 Curry Friday	7 十四 [80 Match Racing]
8 十五	9 十六	10 十七	11 十八	12 十九	13 二十 New Members Cocktail	14 廿一
15 廿二 Mixed Double / Double Handed Race	16 廿三 British Food Promotion	17 廿四 British Food Promotion	18 廿五 British Food Promotion	19 廿六 British Food Promotion	20 廿七 Best of Asia Friday British Food Promotion	21 廿八 British Food Promotion
22 廿九 British Food Promotion	23 三十	24 廿一	25 廿二	26 廿三 British Food Promotion	27 廿四 Hebe Hackers Golf Day British Food Promotion	28 廿五 British Food Promotion
29 廿六 British Food Promotion	30 廿七 British Food Promotion	31 廿八 British Food Promotion	* 2 The day following the first day of January ^ 23-25 Lunar New Year Beer for the month : Erdinger			

February 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 初十 British Food Promotion	2 十一 British Food Promotion	3 十二 Curry Friday British Food Promotion	4 十三 British Food Promotion
5 十四 British Food Promotion	6 十五 British Food Promotion	7 十六 British Food Promotion	8 十七 British Food Promotion	9 十八 British Food Promotion	10 十九 Burns Night British Food Promotion	11 二十 British Food Promotion
12 廿一	13 廿二	14 廿三 Valentine's Day	15 廿四	16 廿五	17 廿六 Best of Asia Friday	18 廿七
19 廿八 Single Handed Race	20 廿九 Annual Staff Dinner	21 三十	22 廿一	23 廿二	24 廿三 Hebe Hackers Golf Day	25 廿四 Spring Sat Series Race 1 & 2
26 廿五	27 廿六	28 廿七	29 廿八	Beer for the month : San Miguel		

March 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 初九	2 初十 Curry Friday	3 十一 Kowloon Cup
4 十二 Kowloon Cup	5 十三	6 十四	7 十五	8 十六	9 十七	10 十八 Spring Sat Series Race 3 & 4
11 廿九	12 二十 Seafood Promotion	13 廿一 Seafood Promotion	14 廿二 Seafood Promotion	15 廿三 Seafood Promotion	16 廿四 Best of Asia Friday Seafood Promotion	17 廿五 Sailing Open Day Seafood Promotion
18 廿六 Spring Seafood Brunch Crew Helm Race Seafood Promotion	19 廿七 Seafood Promotion	20 廿八 Seafood Promotion	21 廿九 Seafood Promotion	22 三十 Seafood Promotion	23 廿一 7's Weekend Bonin's Bar Seafood Promotions	24 廿二 7's Weekend Bonin's Bar Spring Sat Series Race 5 & 6 Seafood Promotion
25 廿三 7's Weekend Bonin's Bar Seafood Promotion	26 廿四 Seafood Promotion	27 廿五 Seafood Promotion	28 廿六 Seafood Promotion	29 廿七 Seafood Promotion	30 廿八 Hebe Hackers Golf Day Seafood Promotions	31 廿九 Seafood Promotion

Beer for the month : Carlsberg



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# HEBE HAVEN YACHT CLUB



First Quarter  
2012



Kung Hei Fat Choi!



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Let me firstly say belated Seasons Greetings to those members that I have missed during the festive season. Also Kung Hei Fat Choi to all our Club Members for the Lunar New Year of the Dragon. We are entering the low season for sailing and racing due mainly to the weather. Having said that, we were blessed with fine and warm weather for our Boxing Day and New Year's Day events, both of which were well attended and, as usual rounded the festive season off as well as curing a few hangovers. My thanks to Mike and the HHYC staff for their dedicated efforts at venues as well as the Welsh Male Voice Choir and the New Year's Eve Ball.

We held our first Match Racing event on the 7th January, which was enjoyed by all and proved to be a learning experience for both racing crews and officials alike. We will be continuing this form of racing in the next few months and I would recommend it to anyone who has any interest in yacht racing at any level. It is new, exciting and informative. We treat the event as a chance to gain knowledge and experience in a convivial and friendly atmosphere. If anyone is keen to participate, either as a Skipper or as crew, please call the Sail Training Office who will append

your name to the Match racing list. If you can make up a full crew, all the better. We will be opening a match Racing Ladder and any crew with one J80 approved member on board is most welcome to enter. We are also looking for J80 approved Skippers to sit in with the younger Club Members who would like to take part in this event but do not hold a local masters and engineers certificate. It would be as either a non-participating crew member or as a form of coach to introduce the kids to J80 sailing whilst providing a legal presence. This would not preclude that Skipper from entering his own team. Do keep your eyes on the Club Website and Notice Boards, as we are hoping to arrange Match Racing seminars for those who would benefit from a little tuition and the intention is to arrange as many events as we can during the low season.

Reports on the Double and Single Handed races will have to wait for the next edition of Hebe Jebes. The Spring Saturday Series commences at the end of February and I am pleased to welcome back Jeanneau and Don Chow as the Title Sponsor for 2012. The Kowloon Cup also starts in March so book your boats on the hard standing

for race washes or anti-fouling.

You should have received your 2012 Club calendar in January and all our events, both racing and social are shown so make sure that you have arranged for your days off.



During the next few months we will be installing the new security system in an attempt to reduce the number of illegal visitors and hopefully stop the petty pilferage around the Club. It will entail the use of your membership cards for entry to the Club and for the purchase of food and beverage. Please do remember to carry your cards and get used to providing them when asked by the staff. This is for everyone's benefit, so do bear this in mind. There will be an initial period when tolerance will be afforded and forgetfulness will be forgiven.

I hope that 2012 will be pleasant and prosperous for you all.

*David Campbell*  
Commodore

## MARINE AND CLUB OPERATIONS NEWS

A Happy New Year to all from myself, Operations Committee and the Marine Staff.

The last couple of months have been a blur with several changes made on the operations front, one of these being the removal of non-tenders from the tender boat parking area and I do hope the less crowded and more pleasing to the eye the Inner Harbour basin is to everyone's satisfaction.

### SAMPAN SERVICE OPERATING HOURS

You will all have noted, I hope by now, the new running times for the Club sampans. This has come as a result of a usage survey conducted over the last three months by the Operations Committee. For those of you who took part in the survey, thank you, and for those members that simply refused to sign the usage sheet, well what can I say, that is your prerogative! But that does not help.

### NEW CLUB FORKLIFT

We have again had an outage of the

old Clarke forklift, but there is good news on this front. After weeks of deliberation, comparisons and very detailed investigation, the General Committee have approved for the Club to purchase a new negative forklift. After comparisons of several forklift manufacturers globally, it was finally decided to place an order with Wiggins US for a new negative forklift. The order was placed prior to Christmas and we hope to have the new vehicle here by Easter. The final story with the second hand refurbishment of the Marine Bull is that a new contractor has been found and the necessary work started to get the "Sitting Bull" at the very least to a "Walking Bull" again.

### RE-CONCRETING THE HARDSTAND

You will maybe have seen a number of pits being dug around the boatyard and hardstand areas recently. These were for an initial survey of the substructure to the tarmacadam, in order for us to get some idea of what lies beneath,

before embarking on a resurfacing of the hardstand with concrete early this year.

### CLUB SWING MOORINGS

The Marine Manager, Alan Reid and myself spent a very cold day out on the water surveying the some 213 plus Club moorings. This was an initial look to see what vessels were on what moorings, were they licensed, were they being used! And we got some very surprising results!

And the year of the Dragon is upon us, quite auspicious with the dragon being our Club emblem. So it just leaves me to wish you and your families Kung Hei Fat Choi, from myself and the Operations Committee.

*Paul Brownless*  
Rear Commodore Operations





As the year draws to a close and we begin to look ahead to 2012, 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 2011 which saw many changes in staffing and personnel, including Senior Managers in every department of the Club.

With every new year, it is a time of change and improvements around the Club and Management with the support of the relevant Sub Committees will be introducing to our Members a whole variety of "What's New at Hebe" in 2012, from Yacht Racing to our Sail Training Center events, courses and Food & Beverage promotions.

**"What's New at Hebe" in Sailing & F&B can be found in more detail in this edition of HJ.**

The Year of the Dragon 2012 will see the Club's main focus on the "Lease Renewal" due on 25th June. Although the General Committee are quietly confident that the Club lease will be renewed for another 15 year term, we are still waiting to discuss details of proposed amendments to the current lease conditions with Home Affairs and District Lands Sai Kung. The application to acquire the "Shell Land" for Club use is still pending and all these issues will have an effect on any planned future Club developments and projects over the next 10 years. And as always the "Hiram's Highway Road Widening Project" is still looming in the background and can never be disregarded.

The remedial works to replace the composite timber decking in the Garden & Balcony areas is still ongoing with the Garden area expected to be finished before the Lunar New Year and subsequent works in the Balcony to commence again from Monday 6th

February. In this regard I would like to thank all our Club Members for their patience and understanding during this disruptive period.

## LUNAR NEW YEAR & SPECIAL ARRANGEMENTS

By now Club Members will have received the Lunar New Year Card and "Lai See" donation form for HHYC staff. Please be reminded that "Lai See" to the staff is entirely voluntary and the amount is discretionary for each Member. I would also like to remind everyone that both the General Committee and Club Management, to ensure a fair and equal distribution amongst all staff members, recommends Members to use the donation form provided.

While on this subject, the Chinese Lunar New Year holidays will fall this year on Monday 23rd to Wednesday 25th January and as always the staff will be handing the Club over to members during this time. Special Lunar New Year arrangements during this period will be as indicated below.

### Sunday, 22nd January

Normal Club Operations

### Monday, 23rd January to Wednesday, 25th January (Inclusive)

Limited F&B and Sampan Services, manned by Volunteer Members

### Thursday, 26th January

Normal Club Operations resumes

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

Members will have received their copy of the Club's 2012 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 20th February and

once again from 4.00pm on the day, staff members will be asking for member volunteers to man the bar and sampans.

## DATE CHANGE 2012 AGM

**DUE TO REQUESTS FROM HHYC MEMBERS THE GENERAL COMMITTEE HAVE AGREED FOR THE DATE OF THE ANNUAL GENERAL MEETING OF THE CLUB BE RESCHEDULED TO SEPTEMBER ANNUALLY.**

**THE 2012 AGM WILL NOW BE HELD THIS YEAR ON FRIDAY 14th SEPTEMBER, STARTING AT 7.30PM, IN THE GARDEN VENUE.**

## NOTES OF APPRECIATION FROM CLUB MANAGEMENT

Again, a big thank you to Vince Christian, our dedicated and hard working and always temperamental Editor of the Hebe Jebes. To all contributors both members and non-members, who have been providing so many interesting articles for the "Club Book". I look forward to working with you all on the next chapters in the 2012 Hebe Jebes.

And lastly, from all the Management and Staff at Hebe Haven, we would like to wish everyone:

Kung Hei Fat Choi!

Healthy, Happy & Prosperous Year of the Dragon!

See you all at Hebe Haven!

*Michael Franco*  
General Manager





"Kung Hey Fat Choy"! Wishing all of you a Prosperous and Healthy 2012!

Our regular sailors had not forgotten the Treasure Hunt on Boxing Day. All participating boats had found the sailing course to be relatively easy, with the GPS readings of the next spot posted onto the buoys; so that they could fully focus their brain power to tackle the difficult Sailing Quizzes designed by our Quizmaster. We were grateful to the two Miss Brownless, Cathy, and Clair who had marked the answers of the boats. There was a tie between the two highest scores (78%) to the Quizzes and Bob had to claim the win for X-Terminator with the faster guzzle of a large glass of beer at the restaurant against Mr. Newman Junior.

Our Commodore, Cathy, and I took Jive to join our friends at the New Year Day BBQ on Hap Mun Wan, just taking a few hours of sleep after the New Year's Eve Ball. The members were pleased to share the roasted pig brought along by Claude, as it had been a tradition for the past years as a symbol of good luck and health for everybody.

A remote controlled helicopter, just the size of a shoes box, had taken a video of the members greeting each other on the beach with a mounted camera.

The Winter Saturday Series had been shortened, with the intention to introduce a Match Racing Trial with the Club's J80s to our aggressive sailors. On the first Saturday of 2012, four teams had managed to complete six flights of sailing a round robin, despite the cold wind blowing at 13 knots.

Team Minnie the Moxen, a mixture of crew between Minnie the Moocher, Vixen, and Mojito had wiped out the others with three straight wins.

Competitors also took turns to practice their umpiring skills and techniques on the water with Inge's guidance to set up a proper Match Racing Course. Peter McCaffery fully deserves the credit of initiating this developing sport to the Club; and the enthusiasm of the participants showed that we should continue to offer similar events to our Club Members in future.

*C.K. Chan*

Rear Commodore Sailing



## NOTICE TO MEMBERS



HEBE HAVEN YACHT CLUB LTD.  
白沙灣遊艇會

### SAILING OPEN DAY



**17th March 10 am to 5pm**

- **FREE TEST SAIL**
- **MEET THE SAILING TEAM**
- **MINI RACING**
- **FOOD & DRINKS**      **Open to the public**

Please contact HHYC Sailing Training Centre for enquiry and booking.  
Tel : 2719 0926 Email : sailadmin@hhyc.org.hk  
Website : www.hhyc.org.hk



HEBE HAVEN YACHT CLUB LTD.  
白沙灣遊艇會

## Youth Sailing Ladder

**Every Friday Night  
May & June**



**SailLaser**  
HONG KONG

Please contact HHYC Sailing Training Centre for enquiry and booking.  
Tel : 2719 0926 Email : sailadmin@hhyc.org.hk  
Website : www.hhyc.org.hk



### **SailLaser**

HONG KONG

#### **SAIL TRAINING CENTRE COMMITTEE**

2012 promises to be a fun and challenging year for the Sail Training Centre (STC) and we are hoping for lots of support and participation from our members and their families. A considerable amount of thought, discussion & planning has gone into the development of a new calendar of training programs and events for dinghy sailors, both young and slightly older! Hopefully there is something to appeal to everyone.

Suffice to say, a significant amount of space in this edition of Hebe Jebes has been devoted to STC as we start to promote the events and allow plenty of forward planning time for those who would like to participate. On the following pages there are a number of important notices. Firstly, there is a calendar of events for the year. This has been established in conjunction with the calendars of other major sailing Clubs to avoid event clashes and also with respect to the various HHYC keelboat events.



Of particular note on the calendar are some exciting new dinghy racing series. These include a "Sunset" series throughout the warmer months, various Club championships and a specific dinghy "Typhoon" series which will parallel our keelboat Typhoon series.

Previously popular programs such as the Youth Ladder series and Women on the Water (WOW) sailing days have been reinstated.

Accompanying the calendar are brief descriptions of each of the courses & events being offered. For further details on any of these courses or events, don't hesitate to email the STC or drop by in person.

Planning is currently underway for HHYC's first International Race Training Camp which is proposed for summer 2012. This will be a week-long program taking place in Port Shelter. It is designed to provide seminars, coaching and racing experience for our Hebe Dragons Sailing Club members and dedicated young racers. Invitations will be extended to other young sailors through our various local & international contacts.



Also included in this edition is our STC progression chart which will be published on our web site. This chart is designed to clarify the options available for progression of our young HHYC sailors from Wet-Foot stage through to racing squad and assistant instructor status. Of note is the new branding of "Hebe Dragons Sailing Club" which will encompass all of our young sailors who can then progress to Hebe Dragons Racing Squad or focus on recreational sailing, depending on interests. We have seen an upsurge of interest in our youth programs and subsequent Club membership as many more young people pass through the Club with various school programs.

As we move forward into 2012, the Sail Training Centre Committee and STC staff are looking forward to seeing some new initiatives develop into successful events for the Club. It is hoped that members will enthusiastically support the new events. For those hard core keelboat racers who dream of a day of racing without hours of crew chasing, boat rigging and bottom cleaning, then STC has an event or two for you this year.

Happy New Year and best wishes to all for a successful year of the Dragon (Hebe of course)!

**Sandra Snell**  
Chairperson



Continued on page 7



# The Dragons' Den

Words by Vince Christian



*'Shall we have a little bit of fun, honey darling? It's been pretty boring so far!'*

It was not an accident that this crowd cared about having a place to say something. They disturbed the even keel of the sport of yachting – they argued about red tape, rating and racing rules, committee meetings, protests, policies and budgets, projects, on and off water politics, management debates and decisions, rules and regulations, even F&B prices and menu choices. They were a very active bunch, not content with just sitting around. They complained but also produced solutions about how to improve the bits & pieces and gears & mechanisms of this wonderful Club.

More importantly, they introduced new thoughts. They could plainly see over the

horizon – 'outside the box'. And they also took advice from outside the fraternity.

To coin a phrase – 'The Spirit of Yachting' is what it's really all about. Ok, so like all clubs, the boat gets 'rocked' once in a while. No worries, though! This is healthy and makes things happen. They are all part and parcel of the mechanisms of what goes on 'behind the scenes', in the HHYC 'Dragons' Den'. Meetings, meetings, meetings..... Well, it's with **thanks** to the meeting of those participating minds, who bash out ideas, plans and dreams, and those other 'Hebe Dragons', that we can look forward to a great 'Year of the Dragon' at our Club!

Once again, we have some sterling articles in this Q1 Dragons' Edition – the usual racing reports (Winter Series and Match Racing) plus a mix of adventure (Ceil Expedition Updates), adrenaline (Roughwater – The Roaring 40s), seamanship (Wizard Express), a portfolio of photos from our sub-editor and a bonus article from one of our friends down south, in sunny Phuket (Phuket's Magic Cup). Last but not least, we have reports and project plans from the Club's real live hotbed of Dragon sailors and ever evolving ideas – the Hebe Sail Training Centre.

Read on and Enjoy! As the saying goes – **Be Energetic Like Dragons and Horses!**





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### SailLaser

HONG KONG

#### SAIL TRAINING CENTER REVIEW 2011

One of the best parts of working in a member's club, is the time you spend with sailors who are regularly involved at the Sailing Centre. The chance to see so many of these young guns grow and turn into mature young adults is really rewarding and pleasing. One day they turn up to take an Optimist or beginners sailing course, the next day, they are now either Assistant Instructors or in some cases, Instructors running programs that they once participated in at the Club they learn't to sail at when they were younger. We are really lucky to have spent time with these guys and to have worked with them and see and how they have developed at a young age.



A special mention to Jonathan Slattery, James Murphy & Oliver Barnfather who have been role models for what we have created here at Hebe Haven. These Instructors have been a huge asset to us and the Team and to see them running programs and courses to such a high level is not only extremely pleasing but have kept the rest of us on our toes with their approach and work ethics. Great job guys and we look forward to getting you back to work at Hebe during holiday times in 2012.

The Assistant Instructors have been an integral part of the success the Sail Training Centre has achieved during 2011. They bring so much to each session that keeps the sailors interested and happy learning a new sport under their supervision. The amount of Wetfeet & Improver sailors who ask us when they can be an AI is unreal, and shows what a good job our current AI's are doing on and off the water.

2011 was a year of transition for the Sailing Training Center with a number of staff changes and the restructuring of the Centre means we have lots to be excited about for 2012.

The Sail Training Centre Committee has also been very busy since its formation a few months ago, working hard to

produce a training program and events calendar that is not only ambitious but one that will allow the membership and sailors, young and old, to become more active on the water during the year of the Dragon.

The Sail Training Centre have seen both Ale & Elthea move on to new challenges but I want to say a big thank you to both of them for their efforts and time spent working at the STC.

We are really pleased with the positive impact that both Rex Cheng (HHYC Chief Instructor) and Eileen Sze (HHYC Sailing & Racing Coordinator) have made in the Centre since their promotions a few months ago.

A well deserved down time is currently happening and I am sure the guys are enjoying this small break from being on the water, but the programs we have in place for 2012 is sure to keep these guys busy and continue to take the Centre forwards under their supervision.

Gary, our Center Bosun, has been a quality addition to our Team and brought a breath of fresh air when he joined us during the summer. He has made a big impression on our regular sailors and staff at the Centre with his fun character and attitude towards his work and keeping the fleet Sail Training Centre operational and seaworthy.

The Racing Team, under the guidance Marek, has seen some exciting developments during the past few months and we have now got a younger generation of sailors coming through the Optimist Team B squad.

There are some very good potential sailors already emerging from this talented group and we are excited about the future of the Hebe Dragons.



Nathan Bradley & Calum Gregor have both maintained a high level of sailing during the year and were consistently in the top 5 ranked sailors in HK.

Speaking of Dragons, special mention to Akira & Nagisa Sakai, Gerald Williams & James Johnston who have all achieved great success during 2012 in the Laser class in HK, most recently at the HK Laser Championships where Hebe sailors filled most of the top spots on the podium.



WETFEET has continued to grow and the success of the program has allowed us to recruit another STC legend who will be a major asset to the Centre and sailors for 2012. Elly Houghton has agreed to join the Team on weekends to help us take the sailors to another level and assist the great work Ruth Franco has already fixed in place for the young sailors at the Centre.

Once again the Hebe Dragons were a major presence on home turf at the annual 24 hour Charity Dinghy Race, but without the amazing help of both Sara Houghton and Ruth Franco, who spent an enormous amount of time and effort making sure that all sailors got onto the water safely and enjoyed the Club's Event.

The Sail Training Center Committee (STCC) was reinstated to the Club in the early part of the year.

We managed to arm-twist Sandra Snell to convince her that chairing STCC was an easy job and that she had nothing to worry about and to just enjoy the sandwiches at the monthly meeting. Ha ha.



Sandra's role has been immense and has spent so much time helping us at the Centre that we joke that she must be on the payroll somewhere in the Club. She has a huge amount of respect from every member of the STC who appreciates what she is doing for youth sailing and the centre.

Charron Robertson, who took on the role of Chairperson of Hebe Race Week did not disappoint.

Taking over from the Houghtons was always going to be a daunting and difficult task for anyone, but in Charron, the sailors got a fantastic week of entertainment and racing and deserves recognition for her efforts. (Well done to Sandra Snell for recruiting this free agent, and convincing her to join the STCC – Sail Training Centre Committee)

Sailability made history by participating in one of our Open Regattas and at the 24HR Charity Dinghy Race. Their changovers at the Event put many teams to shame, with the ease and ability of the sailors changing crews. The big thing we need to do during 2012 is give more time to this program

and support it in any way we can. There will be Volunteer Training weekends during March for anyone who has time in their schedules to volunteer. Please support this program and help us to help change people's lives.



Huge numbers of sailors took the waters of Sai Kung with the Hebe Haven Sailing Team during the year and this has been the busiest season to date with really high numbers of young sailors joining us on a weekly basis, taking part in a way of life that we all enjoy.

The Schools Program has again been a big part of our season and with large numbers of ESF schools taking courses with us. One of our goals is to get more local schools involved in our Community Sailing Programs and more local sailors onto our Racing Team.

Asia Pacific Adventure and the YMCA have kept us busy, bringing in literally hundreds of students during the year for Taster Days or Adventure Weeks.

The next couple of months will see lots of planning and preparation at the Centre for the 2012 season starting in March. The Fleet is now undergoing a maintenance check and re-fit, after 10 months of non-stop usage on the water. In the office, we are preparing the events and programs for the start of the training season in March, so that when the water warms up, we can all look forward to sailing and socializing once again.

Please make sure you take note of the number of NEW events for 2012 in the next few pages, as it is a chance to get events in your calendar and be involved in what is a very fun sport and Club.

We look forward to seeing you all on the water and down at the Center soon.

*Rob Allen*  
Sailing Center Manager



# SAIL LASER HEBE HAVEN SAILING PROGRAMME

## Development Of Youth Sailing & Racing



### SAIL TRAINING CENTER INFORMATION

## What's NEW for 2012!!!

### DINGHY RACING EVENTS

#### *Hebe Dragons Team B – Every Saturday 10:00-16:30*

Joining the Hebe Dragon Team B is the first step a young sailor can take to enjoy more competitive racing events and to taking more responsibility on and off the water. Team B training focuses on self discipline and improving sailing ability at a competitive level, both individual and as a team member.

Team B sailors have the opportunity to represent the club at other events and progress to Hebe Dragons Team A and possibly the Hong Kong Optimist National champion of the future.

#### *Hebe Dragons Team A – Every Saturday & Sunday 10:00-16:30*

After successfully demonstrating a level of competency expected by the STC & Race Coach, Hebe Dragons Team B members will progress to Team A and take part in longer training sessions to enhanced further racing skills on the water. The Hebe Dragons Team A sailors generally train on both Saturday & Sunday's each week. Joining the more advanced racing squad is not just a personal commitment by the individual, but an opportunity for the sailors to develop themselves in a disciplined environment under the guidance of our club Coach.

Team A sailors not only represent the club at local events on the racing circuit, but sail overseas at other national or world championship regattas around the globe.

#### *Hebe Dragons Overseas Race Training Camps – To be advised with the squad*

The Hebe Dragons Racing Team is for those sailors who are committed and willing to work hard to improve themselves as individuals and sailors. Each year, the Racing Team will head overseas to take part in an intensive week of training that will bond the team and improve the standards of the participants involved in the squad.

Please enquire at the Sail Training Center for more information on how members are able to join the Racing Team.

#### *NEW HHYC Sunset Challenge – Every Tuesday night in May & June 17:00-19:00*

The Sunset Challenge is a new event being introduced for Hebe Members to participate in a fun evening dinghies racing series during May & June. The aim is to run this weekly series every Tuesday evening from 17:00-19:00, including both youth & adults on the dinghy fleet. The racing will start just outside the Clubhouse and the courses will be around the bay, followed by food & drinks in the bar.

If members are interested in taking part, please let the Sail Training Center know as we are able to offer a pre-launch of boats to allow you to get to the start line in time!!!

The series will end with a prize-giving & BBQ on the final Race night in June.

#### *NEW HHYC Youth Ladder – Every Friday night in May & June 17:00-19:00*

We have reinvented the Youth Ladder that will see the youth sailors take part in a ranking system throughout the series. Each week, individual results will go up or down the ladder depending on performance. The final position will help sailors identify areas for improvement when compared with their current racing community. It is also a fun way to develop an understanding of racing rules and tactics, with the Club Instructors & Coaches available to assist.

Parents are encouraged to join us on either the Safety Boats or the Committee boat to help run the series. A final prize-giving will take place with an end-of-series BBQ in the Bosun's Bar in June.



#### *NEW HHYC Adult Laser Bahia Championships – 14th April 10:00-17:00*

The Club is running it's first Laser Bahia Championship that will involve a number of Races during the day using the fleet of 8 boats. The NOR & SI's will be available at the Sailing Office & on the Club Website to see if this is of interest to you. Please make sure that you book your boat early as we have seen a large uptake in adult dinghy sailors in the past year.

#### *NEW HHYC Optimist Championships – 14th April 10:00-17:00*

The Hebe Haven Optimist Championships will be a good chance to test your skills against the Racing Team and experienced Sailors at the Club. We will be asking parents to be involved with the running of this event on the safety boats & Committee Boat. There will be information in the NOR & SI's published on the Sailing Office & on the Website. Make sure you book your place on the event as numbers will be limited.

#### *NEW HHYC U18'S Laser Pico Championships – 23rd June 10:00-17:00*

The Laser Pico Championships will be a good opportunity for competitive racing on this fun fleet for the 18's in the Club. This will be a single handed event that will include a number of Races during the day. Sailors must have an HKSF Level 2 Certificate to participate.

#### *NEW HHYC Typhoon Dinghy Series – 7th & 21st July/ 12th & 18th August*

This year the Dinghy Sailors at Hebe Haven have the chance to take part in their own Typhoon Series, running on alternative weekends to the hugely popular & successful Keelboat Typhoon Series.

This is for sailors of all ages to take part and race on a number of different courses during the series.



HEBE HAVEN YACHT CLUB LTD.

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## Laser Pico Championships

Saturday June 23rd

Please contact HHYC Sailing Training Centre for enquiry and booking.  
Tel : 2719 0926 Email : sailadmin@hhyc.org.hk  
Website : www.hhyc.org.hk



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HEBE HAVEN YACHT CLUB LTD.

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## Laser Bahia Championships

Saturday 14th April



Please contact HHYC Sailing Training Centre for enquiry and booking.  
Tel : 2719 0926 Email : sailadmin@hhyc.org.hk  
Website : www.hhyc.org.hk

HEBE HAVEN YACHT CLUB LTD.

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PRESENTS

## THE SUNSET CHALLENGE

Dinghy Racing

1st May - 19th June

Every **TUESDAY** evening from 5.00pm - 7.00pm  
Youths and Adults welcome  
BBQ and Prize Giving on the 19th June



Please contact HHYC Sailing Training Centre for enquiry and booking.  
Tel : 2719 0926 Email : sailadmin@hhyc.org.hk  
Website : www.hhyc.org.hk

HEBE HAVEN YACHT CLUB LTD.

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## Optimist Championships

Saturday April 14th



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# SAIL LASER HEBE HAVEN SAILING PROGRAMME

## Development Of Youth Sailing & Racing

### *What's NEW for 2012!!!*

In addition to windward/leeward racing, there will be an Island Challenge and this series is looking like a great event to join if you are interested in racing small boats during the summer months.

Watch out for the NOR & SI's and make sure you reserve your boat early to avoid disappointment.

#### **NEW HHYC International Race Training Camp – 6th-10th August 2012**

During August, Hebe Haven will run its first International Race Camp that will see an intensive week of training both on & off the water. Our aim is to bring in another high quality coach to help run the week and share their experiences with the sailors here in HK. We plan to run the clinics for both Optimist & Laser sailors in the youth sailing community not just locally, but from around Asia. More information will be available around the club soon.

#### **HHYC Open Regatta – 19th & 20th May/8th & 9th December**

The Club will be hosting 2 major Open Regattas during 2012 where an expected number of 100 boats will take part over the weekends dated as above. We are looking for Safety Boat drivers & Assistants, Assistant Race Officers, Shore-side management and sailors to take part in the Club events. As always, members need to make sure to reserve a boat and let the Sailing Office know if you are available to volunteer in what is a great weekend on the water.

#### **SCHOOLS' PROGRAMS**

##### ***After School Sailing program – Every Monday & Wednesday in April-June***

After School Sailing is a great way to log hours on the water as a fun, mid-week activity. Each week the Instructors will teach enjoyable structured sessions that will increase confidence out on the water, provide an opportunity to sail with friends (and make new ones) and work towards improving sailing techniques onboard our fleet of Lasers.

The groups are divided into different sessions, depending on age & ability. These sessions will run on Monday & Wednesday afternoons on the dates as above.

##### ***School Taster Days***

If members are looking for an activity for their school & students to participate in during term time, then a Hebe Haven Taster Day is the way forward. Our very successful program has

now been running for 5 years and the results of a day out on the water are extremely valuable for the students & teachers.

During a Taster Day, the students learn about safety on the water, rigging a boat, how to steer & control a boat, launching & landing and on-water practice of skills learned ashore. This is followed by some fun racing to finish the day.

The students enjoy lunch at Trio Beach with some beach games that are always popular with the school groups who take part in this program.

If you are a teacher or parent who would like to see the school you are involved in take part in this activity, please contact the Sailing Training Center for more information. We make sure students are prepared for the day by visiting the school beforehand and discussing the experiences they can expect to have.

##### ***Schools' Challenge Weeks/CAS Week/Activity Week***

Our successful Schools Program regularly sees ESF schools and other International and local schools take part in week long sailing activities as part of the schools' outdoor educational programs. This is not just a great week of sailing for the students, but a chance to be challenged in new ways, develop new skills and achieve a recognised certificate at the end of the week.

Sailing Training Center staff are always happy to visit schools to discuss the program and encourage them towards a very worthwhile week on the water.

#### **BEGINNERS' PROGRAMS**

##### ***Wetfeet Stage 1 & 2 – Every Saturday 10:30-13:30 & 14:30-17:30***

This is our "Grass Roots" introduction to a sailing program that is designed to be a water confidence and basic sailing knowledge session, giving the junior sailors the opportunity to understand sailing in a safe, fun and controlled environment.

The sailors spend time onshore learning the ropes, understanding how a boat is rigged & launched, and some basic terminology, before being towed to the sailing area

and practicing the new skills they have learned, under the watchful eye of our Wetfeet Coaches.

There are 2 stages that will allow sailors the chance to progress onto more challenging skills, depending on the age and ability of each sailor.





### *What's NEW for 2012!!!*

#### **NEW Optimist Introduction – Every Saturday 10:00-13:00 & 14:00-17:00**

Once young sailors graduate from the Wetfeet program, they will spend a minimum of 6 weeks learning to sail the Optimist dinghy, in order to develop their own personal boat handling skills and become accomplished sailors. This is a great opportunity for the Sailing Instructors to see if the sailors have the ability and commitment to join the racing squad. Depending on interests, young sailors may have the opportunity to join the Hebe Dragons Racing Team on a regular basis. If racing isn't an interest, then sailors will be guided into the Hebe Dragons Sailing Club.



#### **NEW Hebe Dragons Sailing Club Under 10's – Every Saturday 10:00-13:00 & 14:00-17:00**

After completing the Optimist Introduction sessions, the under 10's will be able to join the Instructors & other junior sailors on a weekly basis, in either a morning or afternoon session to further improve basic skills and to take part in a number of other fun challenges and sessions on the water. This is designed to further develop confidence and competence. This group will sail on the fleet of Laser Bugs during their fun training.

#### **NEW Hebe Dragons Sailing Club 11+ – Every Saturday 10:00-13:00 & 14:00-17:00**

After completing the Optimist Introduction sessions, sailors aged 11 years and over will join the 11+ Hebe Dragons Sailing Club which will take part in more advanced sessions afloat. This group will sail on the Laser Pico & Bahia fleets whilst at the Club.

#### **Adventure Water Sports Weeks – Every school holiday**

The most popular youth program at the Club, this is a great way to get the kids on the water enjoy sailing. This program is a half day sailing, follow by another activity each day during the week. The inflatable tube rides are always a winner, as well as beach games, swimming, mini beach Olympics & end of week regatta.

New to the program this year will be a half day of kayaking as well as high ropes and climbing at the Scouts Centre, as we look to work more closely with our neighbours and further develop the adventure for participants.

#### **WOW – Women On Water: Monday-Friday mornings**

WOW is one of the programs we will be running on midweek days for groups of ladies looking to take a weekly activity on the water in either the dinghies or keelboats.

We can organize private group bookings with a minimum of 4 sailors taking the sessions. This is a great way to get outside, learn new skills in a fun environment, followed by a lunch at the Club.

#### **Sail Away Day – Most public holidays**

Club Sail Away's are a very popular choice of event for the members to get together for this social sailing. These are organized on most public holidays during the warmer months. Either hire a dinghy or join a skipper on their yacht for a cruise to a local Sai Kung beach, where a huge BBQ is waiting for you to cook your lunch and enjoy time with other members. During lunch time, take part in one of the mini fun races off the beach, organized by the Sailing Team.

#### **Helms Checks – Flexible dates**

If you are interested in hiring club dinghies for either cruising or racing on the local waters of Sai Kung, then contact the Sailing Training Centre to reserve yourself a half-day on the water to ensure you become licensed to hire one of the dinghies.

#### **Private Sailing lessons – Flexible dates**

If you are looking to spend time with a qualified Instructor, or simply wanting to refresh your skills on small sail boats, then this is a good opportunity to refine these skills in the capable hands of one of our Sailing Instructors. These are mostly available on mid-week days outside of school holidays. Please contact the Sail Training Center.



#### **TRAINING PROGRAMS**

##### **Assistant Instructor Training – 4th & 18th March (2 day course)**

The HHYC Assistant Instructor training course dates have been confirmed, so if you are interested in becoming a member of the Sailing team and helping the staff to run a number of programs & events at the Club, please contact the Sail Training Center and register yourself onto the course that will see you improve as a sailor and young adult.

##### **Safety Boat Training – 11th & 25th March (1 day course)**

The Sail Training Center is always seeking the support of Club members for running events. One of the most important duties we ask from the membership is to drive Safety Boats at club races and events throughout the year. We will be running a Safety Boat training day that includes basic boat handling skills, towing dinghies, assisting with capsized boats, slow & high speed manoeuvres and event procedures that you must follow whilst operating a RIB at the centre. Please contact the Sail Training Center to register.



# The Dometic Winter Saturday Series

Words by Simon Blore



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GROUP

**WAECO**  
by Dometic GROUP

## RACES 1 & 2

In recognition that the Winter version of the event is usually a little less attended than the Spring and Summer versions (as the Class racing season, and international events provide strong competition elsewhere) SailCom shortened the format to 4 race days and 8 races, with the whole event all completed prior to the Christmas break.

With some boats and crews away for the China Cup, races 1 and 2 were somewhat quiet on 29 October, with Vixen and Mojito both having an unfamiliar look as well, as their

respective skippers were missing from action on the water. Only 8 boats showed up, with 3 in IRC, and 5 starting race 1 in HKPN, and the breeze was also showing a similar lack of enthusiasm for the day, with a mill pond greeting Fraser Doig as we entered Shelter Bay.

HHYC was delighted to welcome back Zulfiqar and crew to the racing as Elaine was "in town" for the week from sleepy Singapore, and there was also a rare outing for Fever. After a patient wait, eventually a breeze line tickled down to us from Sai Kung, and this gathered sufficient intent to become a steady 5-6 kts, which was enough to set a course in a NNW direction using the new B courses with a buoy to leeward of the start finish line. With so few boats, a combined start and a short line was the order of the day, and all boats set off on starboard. The course was

beset with holes and hazards, and Vixen rounding the A mark first, found themselves stuck on starboard under the headland of the Ma Lam Wat peninsula, and seeing this, Mojito and others gybed away to use the east side downwind to be first round the C mark each time. Places and ground were lost and gained as pressure was lost and found, and for the varied pace of HKPN (a Magic to a Yamaha 25), the course had to be shortened to one lap, whereas IRC continued to 2 laps, and that helped Vixen just recover the lead of the fleet from Mojito for the eventual finish.

By now the wind had built to 5-8 kts, and had clocked to Town island beach at a NE direction, so a short delay was necessary to re-lay all marks. For Race 2, Fever retired, and Zulfiqar also





 NAUTICA



advised of their intent to have a quiet bottle of wine whilst watching the racing.....who were we to argue with that idea?

A short start line and combined start quickly had the fleet away again, and both extreme edges of the course seemed to offer better gains than the middle section, as the GP26 Ricochet

to go off-track when parts of the fleets finished after 1630 on an afternoon, and so for these two races the plan was to choose course lengths and types to get all boats finished prior to 1630, to get a fairer test for the slowest as well as the fastest.

In HKPN, boat of the day was the Magic Northern Light with two wins, and in

between Rhapsody and Bits & Pieces with a 1 and 2 apiece. Blondie decided not to complete race 4 after a win in Race 3.

### RACES 5 & 6

Again a light day, with winds in the 6-7 kts, and with race 5 being an even contest, race 6 was affected a bit by



rounded mark A with a short lead. Again the IRC fleet was bunched up, with no boat able to break free, and again Mojito was gybing away early, making large gains by sailing hot downwind, whilst Vixen and Ricochet looked to be soaking too deep at times. After lap 1 it was clear that HKPN were going to struggle to finish the 2 laps, so ARO Chris Austin set off on a rib to finish HKPN at the second rounding of the A mark, whilst IRC were left with the full two laps. Ricochet eventually

IRC Mojito also recorded two wins, and were close to two line honours as well.

### RACES 3 & 4

Again not too much wind, but enough to get some races away as the breeze from SE stayed at 7-8 kts for most of the afternoon. Race 3, the B3 course, took one and a half hours for the slowest to complete however, and with race 4 starting at 1610, it was always going to be a risk that the back end of Race 4 would be affected by

the dropping breeze, with the majority of the 8 strong IRC fleet finishing after 1630 in a very patchy breeze.

IRC welcomed Brace, Stella and Barnstormer to the series, but boat of the day in IRC was Blondie with two wins. In HKPN, Tara came to the fore with two wins as well, to put them well in contention for the overall series. With a final day's racing to come, both IRC and HKPN divisions were finely poised, with Mojito a point ahead of



led home the IRC fleet, with Julie's first ever (I think?) line honours on her new GP26, so a great moment for them.

With all boats finished before 1630 it was mission accomplished on the RO boat, with a fair race for all as the wind eventually died after the racing completed. Doing OOD, it was noticeable looking back through past results that placings and timings always seemed

dropping breeze, and so it proved, with HKPN shortened to one lap, and IRC finished at the windward mark, with everyone home by 1645.

Blondie, Surfdude and RB joined the series in IRC, and the Bits & Pieces crew returned from China Cup duty to swell the ranks of HKPN. Boat of the day in IRC was Vixen with a 1 and a 2, and in HKPN, honours were shared

Vixen in IRC, and HKPN had Bits and Tara on equal points going in to the final day. In IRC, Blondie could also win the series if they showed up, as their three wins so far, if complimented with two more, would be enough for the series.

### RACES 7 & 8

On 10 December there was finally some decent wind to bring the series



to life. Several boats were late to the course area as rigs needed to be tightened, and extra headsails prepared, and on reaching Port Shelter, a steady breeze of 17kts with gusts in the 20's greeted the fleet. With Blondie a no-show, on the final day it was still all to play for between Vixen and Mojito,

to post a strong time, and a win in IRC for Race 7.

In Race 2, again the pressure was on the X35, and with gusts regularly in the mid20's, Mojito was matching Vixen's pace upwind and down, and eventually on the second run, perhaps the pressure told, and another mis-timed gybe by

IRC	Boat	Pts
1st	Mojito	9
2nd	Vixen	13
3rd	Ricochet	27

HKPN	Boat	Pts
1st	Vixen	14
2nd	Mojito	15
3rd	Ricochet	23



and with Vixen only a point behind, the X35 looked in supreme form pre-race with a good spinnaker run in 17-20kts of breeze, meanwhile Mojito were struggling to get their no3 headsail to work (as it blew out of the new foil track), and only just had the No2 ready for the start sequence.

IRC also welcomed out the nearly new McConaghy 38 Tornado 2, and also the practicing, and brand new Ker 40 Signal 8, and both boats were

Vixen, saw her dropping her kite again, and Mojito came through to just beat her on the line, and take the handicap win with ease. Certainly the X35 had looked over-powered all afternoon upwind, and we only found out later that their traveller lines had been slipping, so managing the mainsail upwind had been Vixen's main challenge all day.

With a 1 and a 2 for the day, Mojito was boat of the day in IRC, and were then

In the HKPN only division, a miscalculation at final prize-giving meant that Tara were mistakenly awarded the series win on the day, but once the two discards had been applied, it was Bits & Pieces that won the series on HKPN, with Tara relegated to 2nd overall. Despite only sailing the final 4 races, the X99 X-Terminator scored consistently well enough with 3rds and 4ths to take 3rd place overall in HKPN from the club J80 Jazz with Louie Tang helming.



awesome sights powered up in the strong breeze.

In the race proper though, Mojito was honking along in the strong winds with the new 3Di No2 headsail, and on the first run, Vixen unravelled a bit with a gybe that went wrong, and that forced a retirement from the race, meanwhile the J92S sailed a bit more conservatively with their smaller A2 kite

able to seal the series win by 4 pts. In the HKPN dual scoring of IRC, once again the overall points were much closer, and the top 3 boats were the same. Ricochet remained 3rd overall, but the top 2 swapped places, with Vixen winning on HKPN dual scoring overall. Maybe I'm sounding like a broken record on this, but again this is strong evidence that the HKPN system is working over a full racing series.

HKPN	Boat	Pts
1st	Bits & Pieces	10
2nd	Tara	13
3rd	X-Terminator	38

In IRC, only 4 boats sailed the 6 qualifying races, and 3 of these were all top 3 in the placings, and in HKPN, only 2 boats sailed 6 races, and they were the top 2 placings in the series; so the message is clear.....get out there!



# Roughwater

## *The Roaring 40s!*

Words by Barbara Yendell



Early morning on a calm day in the Southern Ocean

**FROM CAPE TOWN SOUTH AFRICA TO GERALDTON, WESTERN AUSTRALIA.**

**RACE 4 OF THE CLIPPER ROUND THE WORLD YACHT RACE.**

It was with a fair amount of anxiety and fear that I stepped onto the boat again for Race 4 of the CRTWYR. This would cover a distance of 4800 miles from Cape Town to Western Australia. We would be going deep down south on the great circle route that would take us from Cape town at 33 degrees latitude into the roaring 40's of the Southern Ocean and back up to Geraldton in Western Australia. The Southern Ocean has a well-founded fearsome reputation as one of the wildest, loneliest and remotest oceans on earth. Nothing could have prepared me for some of the

conditions I was to experience. It wasn't long after the start of the race that we were left almost becalmed off the Cape of Good Hope! We had passed 40 degrees south and entered the



Broaching in the Southern Ocean

Southern Ocean at about the same time that the wind dropped to 10 knots. Conditions were very shifty with the wind direction varying 60 degrees and wind strength varying from 10 to 20 knots. These conditions made sailing very

challenging, and we were constantly trimming and adjusting course to maintain our boat speed so we could stay ahead of the pack.

We were forced to stay north due to a large lingering high pressure system to the south of our position, blocking our way to the strong westerly winds further south. We were sailing in a different direction and different wind to the other boats further south. If we were to head south to cover our opposition we would simply fall into a big wind hole. Our only option was to continue to head east and hope that we could maintain our lead. Our strategy was to get into the more dominant pressure belt of wind that was on the back of another high-pressure system to the east. The next day not even the albatrosses had enough wind



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to fly and we missed their presence as we drifted becalmed in the Southern Ocean. The sunsets we had at this time were like none I'd seen before. It felt like being in a giant fish bowl. They would be spread over 360 degrees, the clearest most vivid colorful skies imaginable, with stars that just popped out at you. It makes you aware of how accustomed we've become to living with polluted skies.



*Me helming in the Southern Ocean*

There is no way to dry anything, you are constantly wet and cold, your clothes, bunk and sleeping bag are dripping wet, if not from leaking water, then from the condensation dripping off the ceiling. I was wearing all my thermals – 7 long sleeved tops, at all times and didn't change (apart from underwear!) or shower for 27 days. It was just too cold and difficult to contemplate it. Besides, its too cold for anyone to smell that bad!



*Big Southern Ocean swell*

approaching clouds, as a deep low-pressure system approached us. We were expecting some strong winds but what was to follow became some of the most extreme sailing one can experience. The log showed a sudden steep fall of barometric pressure, so preparations were made for dropping our heavyweight spinnaker and batten down for the expected winds whilst the winds were still a manageable 25-28 knots.



*Sailing under a reefed mainsail in the Southern Ocean*

With the return of the wind the albatross rejoined us and once again we were flying along under white sails. We sailed east into the pressure belt to ensure we were well into the new wind and then hoisted the spinnaker and began to make our way south east towards the stronger westerly winds and into a position to set us up for the low pressure system approaching from the west. As we sailed further south the

You'd have thought that being so far from land there wouldn't be any birdlife, however there were so many birds out there including hundreds of Cape Petrels that are migrating south for the summer, it felt like being in a plague of locusts as the sky was black with birds. We had many different types of Albatross too, the sooty albatross, royal albatross, and the most magnificent of all, the wandering albatross, these

Just before sunset whilst I was down below on standby watch there was an almighty bang and a call for all hands on deck, the spinnaker was flailing completely out of control as the on-watch rushed around trying to retrieve it. An emergency spinnaker drop is called. We managed to retrieve the spinnaker with no damage. It turned out that the spinnaker guy rope had snapped allowing the spinnaker to fly out of control, so our



*Handling the yankee 2 sail in preparation for a sail change in the Southern Ocean*



*The remains of the heavyweight spinnaker seen at first light in the Southern Ocean*



*Running downwind in the Southern Ocean Swell with 40+ kts of wind*

temperature dropped as low as 5°C with frequent hail storms, making it far too cold to stay on deck for 4 hours straight so it was decided to send crew below on a rotational basis to warm up. We wanted to make sure nobody would suffer frostbite or hypothermia in these brutal conditions. I've never been so cold wet but unable to change my circumstances before. You're stuck out there for the duration of the race so you'd better get used to it pretty quick.

grow to an enormous size and can have a wingspan of 3m. They would soar above us, never flapping their wings and would often come close to the boat tilting their heads down to take a good look at us.

We had some perfect Southern Ocean sailing as we sailed further to the southeast with fresh wind from astern and a large swell approaching us from the southwest. However a close eye was being kept on the barometer and

spare guy was run, the spinnaker woaled and we re-hoisted. Almost as soon as the spinnaker was back up a rogue wave smashed into the port quarter and the helmsman lost control, rounding up, the main sheet was dumped as was the vang but it was too late. The flogging of the spinnaker caused the spinnaker pole to unexpectedly snap sending the spinnaker forward to the forestay.

The call was given by the skipper to trigger the end of the pole so that the



spinnaker could be controlled by the sheets, however we just couldn't get the pole down. Due to the violent rocking of the boat this wrap took hold faster than any others we have seen, and before long the belly of the kite was wrapped tightly around the forestay. Knowing strong winds were approaching, there was no time to spare and skipper Rich harnessed up to climb up the mast then

get out of the wrap before the boat gybed back, again wrapping him and his halyards tightly inside the spinnaker up the forestay. He had no choice but to cut his way out and cut the spinnaker that was now jamming his halyards. Over an hour later, in the pitch-black night, he was winched back to the deck. Winds had now increased up to 40 knots with gusts over 50 knots and

the way up the forestay. By this time these had furled themselves away and were no longer a danger to the mast. While the yacht and mast were now safe, the obstruction up the forestay preventing a headsail hoist was at this point little to worry about. As the wind was still gusting 60kts the call was made to wait until daylight. The deck looked like a disaster zone on first light; the



*Wash over the deck in the Southern Ocean*



*Wet conditions in the Southern Ocean*



*Fire like sunset in the Southern Ocean*

down the forestay to remove the wrap in the belly of the kite and set it free again for the drop. On his climb up the mast a particularly big gust caught the boat and flung him, smashing him around the mast and against the spreaders. We were terrified that he may have been unconscious and seriously injured, as he was just hanging from his halyard like a rag doll. It was a very

the wrapped spinnaker the size of a tennis court was flogging like it was possessed. We were told that if we didn't get it down then we would be endangering the mast's vertical integrity. Losing a mast in the Southern Ocean was not an option so Rich climbed back up the mast and down the forestay and made attempts to untwist the spinnaker from the top. After two hours up the

last tatters of a destroyed sail on the forestay, a broken pole on the deck and halyard tangles everywhere, 60kt gusts and snow blown straight up from the Antarctic! It was a pretty amazing sight to see snow falling on the deck so far out in the ocean. Snowballs were made and chucked at the remaining bits of spinnaker hanging from the forestay until Rich went up the mast again to



*Fire like sunset in the Southern Ocean*



*A Royal Albatross skimming the waves in the Southern Ocean*



*Freezing conditions deep in the Southern Ocean*

dark night; extremely windy with a big violent sea and it became exceedingly difficult to hear anything being said over the screaming wind. We were so relieved when he yelled down that he was ok and asked us to continue hoisting him up. Whilst he was up the forestay removing the wrap a huge gust caused the helmsman to crash gybe and the spinnaker wrapped again with Rich inside it. He managed to

forestay with moderate success in winds gusting up to 60 knots he managed to remove the top half of the spinnaker from the forestay and returned to the deck. There was no time for rest and we fought like mad to then remove the lower part of the spinnaker from the forestay. After seven hours fighting flat out to retrieve what we could of the heavy weight spinnaker there were still remnants of the kite about a third of

check the rig and cut down the remnants of the kite.

Although it's a wild and menacing environment it, is at the same time indescribably beautiful, sailing out there amongst the albatross and petrel, with the boiling white seas of the southern Ocean surrounding us for thousands of miles. I don't think I've ever felt so small and insignificant in the face of nature before. I feel exceedingly

*Continued on page 23*







Cheers !



**Pak Sha Wan Village Kids Christmas Party**





*Continued from page 20*

privileged to have crossed the Southern Ocean.

With the heavy weight spinnaker now most definitely out of action we hoisted a headsail and increased our speed

towards the Scoring Gate where we earned three bonus points towards the overall tally of the race. At 05h39m46s UTC on 15 October Gold Coast Australia passed through the Scoring Gate at 44° 52'79S 055° 00'0E in first place. After battling the elements for the last few days this was a great reward and we quickly

resumed our route to make best speed towards Australia. The past few days had taken their toll on our lead and the other yachts were closing fast so it was out of survival mode and back into race mode for the Gold Coast Australia team.

An Iceberg was spotted by one of the other Clipper Yachts that was sailing much further north than us. So we then put people on iceberg watch day and night. They don't show up well on radar so we had to use a large beamed torch. I imagine that if we'd actually been able

than to Australia!

It was at dawn on the 27th day at sea that we spotted land and the low lying west coast of Australia crept into view 10 miles away through a dramatic orange pink and red sunrise.

We hadn't seen land, boats, airplanes or any other sign of human activity for 27 days.

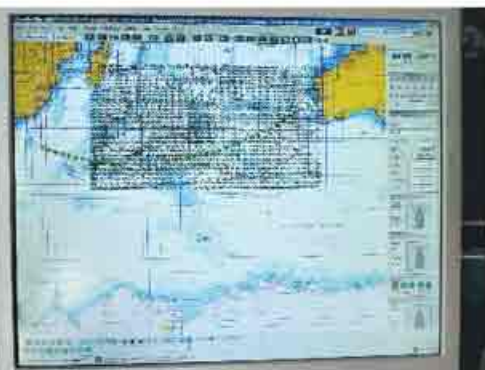
It was an amazing finish to an incredible and challenging race as we flew across the finish line off the Geraldton shoreline – winning Race 4 from Cape Town, South Africa, to Geraldton, Western Australia, more than 250nm and almost

one and a half days ahead of the second placed yacht.

Gold Coast Australia continued its winning streak, recording a fourth consecutive victory in the Clipper 11-12 Round the World Yacht Race.



*Me doing the log and plotting a fix in the nav station*



*The Great circle route (green dotted line) and our sailed route (blue line) from Cape Town to Western Australia. We sailed 1000 NM further than the rest of the fleet with our chosen route*

to see it with a torch we'd have been too late to duck out of the way! Luckily or unluckily, depending on your point of view, we didn't see any icebergs, in spite of being at a chilly 49 degrees South and 300 miles closer to Antarctica





# Phuket's Magic Cup

Words by Denis D. Gray



**DENIS D. GRAY TAKES AN IN-DEPTH LOOK AT HOW HIS MAJESTY THE KING AND A BAND OF DEDICATED SAILORS HELPED MAKE THE ISLAND INTO A YACHTING PARADISE AND A FLOATING HOME TO ASIA'S GREATEST REGATTA.**

Once upon a time there was a tropical island with brisk breezes and sheltering bays but hardly a sail in sight. A famous architect had built a splendid hotel there to woo the yachting fraternity but it had no yachts (or even dinghies). And the 60th birthday of the much-loved His Majesty the King was fast approaching as some pondered how the auspicious event could be celebrated with real sailorly panache.

Now, let me pause a moment to say that I am not about to spin a fairy tale of salts and bluebloods in Never-Never Land. But it did come to pass – in the

real world – that these three rather separate elements fused together serendipitously to spark a kind of magic.

The year was 1986. Thailand's Phuket island was on its way to becoming a big beach destination but sorely lacked the right stuff for those who loved messing around in boats. Meanwhile, architect Tridosyuth Devakul had just built the Phuket Yacht Club Hotel and was eagerly looking around for prospective guests.

"I needed to fill the place," he recently recalled. "And I said to myself, 'We just can't have a yacht club with no sailboats.'" So Mom Tri, as he is better known, got in touch with the country's hardcore sailors, Thais and expatriates, on the other side of Thailand at the Royal Varuna Yacht Club in Pattaya. Established in 1957 when Pattaya was still a quaint fishing village, Varuna

was the spawning ground of yachting in the kingdom. Tri offered his hotel, cascading down a forested cliffside on Phuket's southern tip as the venue for a regatta, and the group decided to seek Royal patronage for the event. They had found their birthday present.

The regal connection didn't come out of the blue. King Bhumibol Adulyadej was himself an avid and expert sailor, once noting that pitting oneself against the elements and others in the sea was great "training for a person who has to conduct himself in this arduous and competitive modern world." Having already sat on the throne for several tumultuous decades, the monarch knew what he was talking about.

In 1967, he and his eldest daughter Princess Ubol Ratana had captured a gold medal in the single-handed OK dinghy competition at the South East



Asian Peninsular Games. To better understand racing boats, His Majesty even built seven with his own hands and headquartered the Royal Chitralada Yacht Squadron, which included a mini-flotilla of ship-shape OK dinghies, at his retreat in the seaside resort of Hua Hin.

Consent came down from the Palace, with the organizers now determined not just to run an annual race. "The ideal of the regatta founders was to promote Phuket as a sailing destination," says Kevin Whitcraft, a dedicated yachtsman who served on the first Organizing Committee and is its current president.

So let's now fast-forward to 2011. Phuket has in place four world-class marinas which have in turn given birth to some thriving local industries. The island stages several racing events each year and hosts an annual international boat fair. In short, it is Asia's biggest magnet for sailors and, once a few issues are sorted out, stands poised to rival the Mediterranean and Caribbean as the globe's top yachtie heaven.

And all these achievements were launched by one event: the Phuket King's Cup Regatta, being staged for the 25th time this December 3-10 (the dates, which bracket the King's birthday, also luckily coincide with the island's best sailing season).

Maybe it's not a fairy tale, but it's pretty marvelous nonetheless.

The first few regattas, however, were not without some headaches.

"It was something of a pioneering effort. There were no facilities, no

infrastructure in Phuket at that time. It was just 'show up with your boat and sail.' So everyone had to make do," says Whitcraft, a multiple medalist in international competitions as a member of the Thai national team.

Christopher King, then commodore of the Varuna and competitor in every regatta since, describes how most of the boats had to be laboriously trucked in from Pattaya. They were then divvied up among several locations on Phuket because, rather ambitiously, the first few regattas included numerous classes



(including boardsailing) launched off different beaches, creating a hefty organizational and logistics workload. In the early years, the big boats raced from Phi Phi Don and Phi Phi Le, now thickly touristed islands, where sailors then had to sleep aboard or pitch tents on the beach.

Accustomed to the comparatively calm, shallow waters of the Gulf of Thailand, the Varuna-based participants, who formed the majority at the initial regattas, found the rougher, less predictable Andaman Sea highly challenging, while organizers had to contend with setting buoys and dropping anchors in 50 rather than a few meters of water.

With the Thai navy and local government pitching in to help and Mom Tri designing an elaborate silver trophy, the first King's Cup proved a success. These good tidings then rippled across the world via the international press and word of mouth: of sails billowing against the backdrop of dramatic limestone cliffs, sweeping beaches and generally fine weather, friendly islanders – and great after parties.

"There was a very relaxed, social aspect to the regatta and that has continued. The mood is beach, island atmosphere, have fun. There's a beach party every night," says Whitcraft, adding that in recent years up to 2,500 revelers can show up at one time – something you won't find at St. Tropez or Antigua. A spirit of close-knit camaraderie was especially strong before the regatta expanded since most who took part lodged at Tri's hotel. Almost everyone knew or got to know each other.

"People started saying, 'how do I get on board?'" says Whitcraft.

Despite the regatta's and Phuket's amazing 25-year run, we can't really end our story with a, "So the Cup and its band of sailors lived happily ever after." This isn't, as I noted, a fairy tale. But as far as the telescope can spy, fair winds, calm seas, great beach parties and superb sailing can safely be predicted.

*Reprinted in Hebe Jebes with the kind permission of the author, Mr. Denis D. Gray; SAWASDEE (Thai Airways International In-flight Magazine - December issue); and Mr. Jim Algie (Editor of Media Transasia Thailand Ltd., publishers of the magazine).*





# Ceil Expedition Updates

Words by Dave Wharton



Mark Newman

Another couple of months have passed since our last expedition with the Green Connection team surveying Sabah's reefs and seeking possible shark sanctuary locations. We have made it down to Miri marina in the state of Sarawak as planned, after a brief visit to Labuan and Brunei on route.

Labuan is a great little town with a cheap government marina (currently closed for upgrades). Berthing is RM\$0.50 (HKD\$1.30) per foot/per day and after several months swinging on the hook we thought it could be good to get alongside, give the gen-set a rest, and top up the water tanks so we could stop running around like sidekicks in a Charlie Chaplin fireman scene, buckets and all, every time the heavens opened – which was often but brief. We were informed that you could drink the dockside water straight from the tap – not that you would want to mind you, as Labuan is also a duty free port so beer, rum and life's other

essential yachting supplies are cheap and plentiful.

We (I) thought about forgoing the water tank refill and just turning Ceil's 1,380 litre water capacity into a keg system; two tanks for beer and one for red wine (we still had some rum left over from our Kudat windfall). Sarah however reasoned over the next few days, that "shampoo was impossible to wash out of your hair with beer" (not a great concern for me personally), that "all our clothes would be stained red from washing them in wine" (I rather thought we should wear more red to match the boat), that "vegetables weren't the same when steamed or boiled in alcohol" (I prefer roast potatoes, never have much liked brussel sprouts, plus there are plenty of good cheap noodle houses close). I was finally swayed however when Sarah convinced me that the beer would be warm and flat when stored in this manner – thank god she finally saw reason, we could have been

mistaken for English with warm ale. That disaster narrowly avoided, we refilled the tanks.....with H2O.

Power is also available at only a few cents a day, and the power board fuse is easily reset each and every single time any of the boats on your marina finger change amperage draw; Battery charger, aircon, fridge, freezer switch on or off, 24 hours a day! It's a great game the whole marina can play, click goes the boats equipment switch on or off, click goes the marina fuse board, off. Labuan is also a great place to find bits and pieces, hardware etc as it is an oil industry supply town.

So watered, spares on board and several inches lower in the water from duty free purchases, we set out for Brunei. Rumour has it that we also had a recently acquainted European friend onboard who is part of a covert team who sets up radio communications for the remote Jungle tribes in Sarawak.



The radio networks and equipment are illegal in Malaysian Borneo, perhaps as it helps the few remaining tribes fight the logging companies and report abuses like the poisoning of their water supplies when they refuse to leave their tribal jungles; receive notification if a chief is needed to come to "big smoke" for conference with a government official or minister, who can then explain to the jungle man why the pursuit of their own personnel wealth is far more important than the preservation of any traditional culture or resources; or network information on illegal logging operations, of which officially there are none, and in reality, many.

We entered Strictly Dry Muslim Brunei, after convincing customs officials that the ten cases of beer, three cartons of wine, assorted bottles of liquor (of which any Scottish whisky 21 years or older can't reasonably be included – as it is obviously a form of "nature's nectar, mother's milk" if you will), was all for personnel consumption and was therefore classified as "ships stores" – "here let me help you with the paperwork".

A few days in Brunei, anchored outside the Royal Brunei Yacht Club, and we had made a few new friends – helped along by sharing our aforementioned spoils of Labuan with the parched expats. We got to see the Tri Nations rugby tournament, which was also a sneak preview of the Rugby World Cup

outcome – proudly brought to you by the All Blacks!

What a great club RBYC is, similar to HHYC in that the members make you feel most welcome. It's a couple of dollars a day to use the facilities, restaurant, pool, washing machine etc – stock up before going ashore though, as the bar is dry; bone dry, like a desert shimmering in a heat haze that can only come from a dry bar. The Encarta Dictionary defines Desert as "a place or situation that is devoid of some desirable thing (drink perhaps) or overwhelmed by an undesirable thing (thirst perhaps)" – you are allowed to BYO @ RBYC, and as we found, will make fast friends of the hallucinating, fevered, dehydrated expats. How can a country exist with absolutely no alcohol whatsoever, we wondered? We later found-out that Miri town in Malaysian Sarawak – a very wet town full of bars and dancing girls, and only a short drive from anywhere in Brunei – is blessed with over 1.5 million "festive" Brunei visitors each year. Not bad for Brunei, a country of only 400,000 persons – proving some of the more devout must visit more than once a year – mysterious ways indeed. We made another notable friend while in Brunei; Carl. A cruisers party had broken out on expat Andy's boat after a day sail and bbq, with him and his mates. I was doing a supply run back to Ceil, and stopped by this beautiful 80ft-ish Swan that

had recently anchored next to us in the river. Not wanting to be a snob, I hung determinedly from their gunnels, balanced on a semi deflated pontoon of our inflatable and said "G'day, were having a party, everybody's welcome but you need to bring a sense of humour as some of the cohorts have been at it since midday – or even before – and as its now getting dark, are well lubricated sprouting song and verse". The super yacht owners were sipping sundowners in their cockpit and replied that they would perhaps visit after their dinner. I replied that "the BBQ was still hot and there was plenty", they countered that "their Chef had been busy preparing dinner for some time now" and apparently wouldn't like competition from a local burnt snag. Fair enough, especially as their chef was a Kiwi, specially employed not to burn the sausages.

Carl and his wife did visit after dinner, with their captain and a crew member – think the Kiwi chef was either doing the dishes, preparing bread for the next day, or couldn't face the now ravaged cruisers banquette which was still getting the odd greasy finger poked at it. The music had been turned up to drown out those who just had to sing along, a strange slurring lisp had infected most on board who now clung to each other and swayed together as though a violent storm had surged across our anchorage, surprising as there wasn't



Mark Newman





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Mark Newman

a ripple. Carl and co were apparently having a good time and were provided with much to laugh at. "So, do you live in Brunei" I enquired, after having answered their polite questions as to what had brought Sarah and I to Brunei in general, and this drunken revelry in particular. "No we are just visiting, sailing a bit and relaxing". "Oh, I thought you might be working in the oil and gas game like most of the expats we meet around here" I ventured. "We are" Carl replied, "though not around these parts, this is Shell country, I work for BP". "In Management" I voiced my thoughts, having seen his yacht and met his professional crew. "Yes, only for the last while though". "What is it you manage" I pressed. "I'm on the Board actually" Carl ventured with upmost modesty. I knew I had seen his face before, be it on TV, during the deepwater horizon crises.

"Well, Mr Chairman, another beer then" the penny dropped; I had inadvertently dragged the new Chairman of BP – along with his lovely wife and crew – into the expat equivalent of the breaking of fast that occurs at the end of the most holy month of Islamic Ramadan – I could see however, that the ships company aboard that night were all devout, Evangelical Atheists. What a great guy Carl and co turned out to be, Sarah and I were invited over for drinks and a boat tour, we reciprocated the following day though warned the coffee was instant, the milk long life and

the engine room a comparable mess. We discussed the BP oil disaster, peak oil, environmental issues and how he thought he may be able to help fund Ceil's ongoing projects.....yet to be seen, but a great time was had by all. So the moral of this story is "get liquored up, and approach the biggest, flashiest boat in the bay, offer burnt snags, cheap beer and a good laugh, you never know who you might meet".

As you can probably tell by now this Ceil update hasn't been very active on the green front, as after leaving Brunei we headed South to Miri, Sarawak and found a bit of a rut to get stuck in. We are still in Miri at the invitation of the marinas owner, who is also a son of the major logging cartel in Sarawak; proving again that politics make strange bed fellows.

We were invited here by the logging company's son, Troy – to investigate "Environmental Projects" that he had been so keen to initiate when speaking to us on first meeting. Stating that he "had the money and hardware, but didn't know where to start with the people or science", that's where we would come in.

A fellow Kiwi inmate we had met in Kudat's Penuwasa boat yard prison had brought Troy to our boat after hearing how Troy wanted to "put something back in" – the family after all, makes tens of millions of real dollars

every year from timber, cutting rainforest and planting oil palm. Unfortunately, after extensively researching and presenting several proposals for local green initiatives, Troy now seems too busy to follow through on any of the identified projects, and now tells me that he thought "we were volunteers, and that we would fund these wonderful green projects for him".....we are not quite sure how he arrived at that conclusion, his English is first rate as is common for wealthy Chinese Malay – that old favourite, "Face" perhaps .

The real, total lack of interest in promoting green issues was then evidenced when we asked Troy to hand over a couple of large, rare, Leopard Sharks he had in captivity awaiting a bowl of shark fin soup. Sarah and I had first seen the sharks cramped up in a net, in a small holding pond, in what used to be the live fish tanks of a now – deserted two story restaurant built opposite the marina's boat entrance on a peninsular style retaining wall.

These beautiful sharks were about five to six feet in length, plus their impressive whip like tails of a further three feet and mature enough to breed. We tried to swap them for some consultancy on aqua farming possibilities (a money making venture Troy seemed much more interested in than spending money to help rebalance the local environment). The idea being we would send them to the Green Connection



Aquarium in Kota Kinabalu, in return for some consultation on aquaculture from Dr Steven Oakley, the GC founder. Well, we were told this was "Impossible" as the sharks were the property of Troy's brother. Well, ask your brother we said, "quite impossible" we were repeatedly told as we repeatedly asked, though no logical explanation accompanied the refusal. We kept on about them, trying to save them, till we were blue in the face and Troy was sick of hearing about them. He refused to help. When I last spoke to Troy, he informed me that the Leopard Sharks had "mysteriously disappeared". He said they couldn't figure it out, as the deserted two story restaurant on the far end of the marinas peninsular wall was under 24/7 guard, with checkpoint huts and vehicle barriers. He reckons a truck with at least four or five guys to lift the sharks in their net would have been needed to steal them away, and that couldn't have possibly happened without the guards being fully aware. The guards swear they didn't see a thing.

I revisited the scene of the crime, and as far as I can see, the only other possibility would have been a very determined (quite possibly deranged) individual conducting a daring commando style night time raid – who would be foolish enough, you need to ask yourself. They would have needed to approach from the open-sea side of the peninsular, to avoid detection from the guards. This

would only have been possible if they had first moved undetected through the equally guarded marina and adjacent boat yard on the opposite side of the sea wall, swam across the marina entrance, out around the end of the peninsular and then scaled the rock walls. This was only possible on a stormy and reasonably dark night, with waves crashing on the rocks of the retaining walls to cover any visual or audio detection by the multiple guards on duty.

Once the sea wall was breached the trick would then be to then get across the balcony into the lit holding area, seize a shark by its tail and drag it thrashing from its netted pond. Not entirely surprised at how frigging strong these sharks are out of the water, held upside down at arm's length around the base of the tail fin, facing the belly to reduce the risk of a damaging bite. Out across the rocks dragging, lifting, the thrashing beast, then in what must have resembled a scene from the ancient Olympics, a huge twisting hammer throw out over the cascading, rushing seas, crashing waves and rocks, out to sea again.

A huge exertion, a tremendous struggle – whose noise could only have been covered by the raging seas – then the realisation that it was only half time, one shark released one remained captive facing the soup. I can only guess, but I suspect that at this point, the perpetrator

would be hoping that he had tackled the larger of the two sharks first, and the surprise at finding the second shark was even longer, heavier and stronger. Heart pounding, a repeat of the struggle, the thrashing convulsing 50 kg ball of muscle unaware that you were trying to save him from a wedding invitation he didn't want to accept but couldn't refuse. After slipping back into the surging sea and fighting your way back across the bay you would then need to repeat the stealth exercise back past the other guards stationed at your egress point. All in all, if you were crazy enough to attempt this shark rescue it would take you around five hours, leave you cut up from the rocks and strained from the exertion. I reckon the truck would have been the easier option.....funnily enough I didn't see any tyre tracks, though.

Hope you all have a great 2012! and New Year, Remember to indulge as though's your last, that way it might be. PS; Sarah and I gave up smoking several months ago, and more surprising, especially after reading the first half of this instalment, I stopped drinking all together – I just wanted to see what total sobriety was like for a few months leading up to the holidays – I think of it as a once every twenty five year detox, and I can tell you now, "it doesn't make you live longer, it just feels that way". Cheers Dave, Sarah, Russell. Other HHY Clubbers' Mike and Barb from Lev and the folks from Tiger Balm also send regards.



Mark Newman



# Safe Se....Oh, I Meant Sailing..Oops, Seamanship

Words by Cathy Delany

As the Wizard sits huddled, computer on knee by a big fire, the European News broadcasts are consumed with the totally preventable tragedy of the Concordia off the coast of Giglio, an island water-sports paradise well known for its extremely pretty yet rocky coastline. The main port harbours many dangerous semi and submerged rocks and all locals and competent sailors are very careful approaching and departing this harbour.

Then one calm evening along comes a large modern ocean – going liner equipped with the latest and greatest, no expense spared, navigational gizmos and aids, electronic systems and comfort items available in the market today. The crew proceed to steer her rather close to the shore, past the harbour and on turning back directly on to a big unsuspecting underwater rock. It has been inferred that the Captain and crew were showing off the vessel to shore spectators! Not only that: the Captain initially blamed everything except the obvious and abandoned his ship, crew and passengers to preserve himself – that is until ORDERED back by the local coastguard. He, a couple of hours later (on French TV), proudly advised he was the last survivor to leave and that the vessel had hit an uncharted rock..... ummmm, It is not at all clear that any of the crew were actually looking out the window at what they were doing. It is absolutely clear that the Captain was not and it is rather uncertain how much seamanship the Captain has. It is vey clear how little basic preparation he made for that port and coastline and how large his ego is.

And along the same lines, earlier this month, while being regaled in the yacht club bar by a proud owner about the fitting of a new lovely super-duper gadget







1800'hse with 500'gdn  
3 bedrooms, 2 parkings  
Nice decoration **21M/45K**



1600' villa with 1000' gdn  
4 bedrooms (1 suite), 2 parkings  
Open green view **37K**



2500' with 1560' gdn  
4 bedrooms(1 suite)  
Sea view



2100'hse with 1400'indeed gdn  
2 bedrooms with a big master room  
Open green & sea view **20M/65K**



2100' water front house  
500' gdn & 700' roof, Full sea view  
4 bedrooms(2 suites) **78K**



1900' semi-detached house  
1500' private swimming pool & gdn  
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<p> <b>姓名</b>  <b>性别</b>  <b>出生日期</b>  <b>身份证号</b>  <b>联系电话</b>  <b>电子邮箱</b>  <b>联系地址</b>  <b>邮政编码</b>  <b>职业</b>  <b>教育程度</b>  <b>婚姻状况</b>  <b>健康状况</b>  <b>兴趣爱好</b>  <b>自我评价</b>  <b>其他信息</b>  <b>备注</b>  <b>签名</b>  <b>日期</b>  <b>单位</b>  <b>职务</b>  <b>职称</b>  <b>学历</b>  <b>学位</b>  <b>专业</b>  <b>院系</b>  <b>班级</b>  <b>学号</b>  <b>姓名</b>  <b>性别</b>  <b>出生日期</b>  <b>身份证号</b>  <b>联系电话</b>  <b>电子邮箱</b>  <b>联系地址</b>  <b>邮政编码</b>  <b>职业</b>  <b>教育程度</b>  <b>婚姻状况</b>  <b>健康状况</b>  <b>兴趣爱好</b>  <b>自我评价</b>  <b>其他信息</b>  <b>备注</b>  <b>签名</b>  <b>日期</b>  <b>单位</b>  <b>职务</b>  <b>职称</b>  <b>学历</b>  <b>学位</b>  <b>专业</b>  <b>院系</b>  <b>班级</b>  <b>学号</b> </p>	<p> <b>姓名</b>  <b>性别</b>  <b>出生日期</b>  <b>身份证号</b>  <b>联系电话</b>  <b>电子邮箱</b>  <b>联系地址</b>  <b>邮政编码</b>  <b>职业</b>  <b>教育程度</b>  <b>婚姻状况</b>  <b>健康状况</b>  <b>兴趣爱好</b>  <b>自我评价</b>  <b>其他信息</b>  <b>备注</b>  <b>签名</b>  <b>日期</b>  <b>单位</b>  <b>职务</b>  <b>职称</b>  <b>学历</b>  <b>学位</b>  <b>专业</b>  <b>院系</b>  <b>班级</b>  <b>学号</b> </p>	<p> <b>姓名</b>  <b>性别</b>  <b>出生日期</b>  <b>身份证号</b>  <b>联系电话</b>  <b>电子邮箱</b>  <b>联系地址</b>  <b>邮政编码</b>  <b>职业</b>  <b>教育程度</b>  <b>婚姻状况</b>  <b>健康状况</b>  <b>兴趣爱好</b>  <b>自我评价</b>  <b>其他信息</b>  <b>备注</b>  <b>签名</b>  <b>日期</b>  <b>单位</b>  <b>职务</b>  <b>职称</b>  <b>学历</b>  <b>学位</b>  <b>专业</b>  <b>院系</b>  <b>班级</b>  <b>学号</b> </p>	<p> <b>姓名</b>  <b>性别</b>  <b>出生日期</b>  <b>身份证号</b>  <b>联系电话</b>  <b>电子邮箱</b>  <b>联系地址</b>  <b>邮政编码</b>  <b>职业</b>  <b>教育程度</b>  <b>婚姻状况</b>  <b>健康状况</b>  <b>兴趣爱好</b>  <b>自我评价</b>  <b>其他信息</b>  <b>备注</b>  <b>签名</b>  <b>日期</b>  <b>单位</b>  <b>职务</b>  <b>职称</b>  <b>学历</b>  <b>学位</b>  <b>专业</b>  <b>院系</b>  <b>班级</b>  <b>学号</b> </p>
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[illegible]

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to help make cruising that much more comfortable, the Wizard's thoughts turned to the opportunity cost of preparing to sail off any shore. The must haves, the really nice to haves, (full sized toothbrush) the nice to haves (toothbrush and paste) and the plainly frivolous (electric toothbrush) and what is universally important?

Which brings the Wizard to the title and the moral of this little column. Like any fun activity, such as sex, surfing, sailing or munching local artisanal chocolate, it is not what you do it in, with or on. It is all about whom you do it with. And you are a key part of who you do it with. Most of us want the best, smartest, most practical, nicest, and easiest to use tools. And of course we are wise to take advantage of

anything that helps us do what we like doing more safely and thus, more competently. When sailing, it includes prioritising and never forgetting the basics, especially, practice and navigating. The basics are: To know what to do when there are no working trash compactors, night vision goggles, icecream makers, instruments, toys, and GPS's (Navigating

Australasian Ladies excepted) on board. Unless the basics are met, then forget the gizmos, hot showers, 5 course dinners, candles, extra condoms and wine. And thinking of 5 – the 5 near the top of a list might well be:

Learn to read a coastline, a chart, the sky and sea state: look out the window

Carefully choose who you do it with. When nothing else works, it is the people who matter. Plan, prepare, touch, feel, talk, share, smile, laugh, shout, cry, eat and drink – together. And if you believe the captain will abandon you in times of woe, should you be there?

Take everything you think you will need – get rid of stuff you won't and do not get sidetracked. Yes the catalogues and the mail order systems are tempting – Seamanship and Safety is not bought on or off line at West Marine, Amazon or Ebay, it is learnt and practised.

And lastly, do not forget the chocolate and the phone. The phone, iPod, Galaxy..... whatever turns you on – means that now we can telephone email or SMS Mum, the Boss,

the Sail-maker, check the stock-market and the weather from anywhere in the world – and do. One cannot easily get more chocolate (or a cold Bolly) delivered when 500 miles away from the shore!

Wishing you a Dragon year full of Safe sailing!



and keep away from everything you are not really sure about. In short, look out the window, not at the dials.

Prepare and learn to feel the boat and the way it behaves through the seat of your pants, the soles of your shoes and the back of your brain. Learn to hear what it tells you. And do not abandon it unless it abandons you.

# Notice To Members

## New Sampan Service Operating Hours

Monday to Thursday	0800 to 2000
Friday, Saturday and eve of Public Holiday	0800 to 2100
Sunday and Public Holiday	0730 to 2100

The revised Sampan operating hours will commence from 1st January 2012.



HEBE HAVEN YACHT CLUB LTD.

白沙灣遊艇會



# It's Match Racing Day

Words by Simon Blore



**HHYC J80 Match Racing Day, 7th January.**

Ok, maybe I'm being a bit hard on HHYC's first foray in to the mysterious world of match racing, held on Saturday 7th January. RO for the day, Inge Strompf-Jepsen, was pre-warned at the briefing; "have you attended many match racing events"....."Yes, it's my favourite form of racing"....."Right; well what you are about to see is probably nothing like match racing as you know it!"

After the weigh-in, which was in place to determine who had eaten most over the festive period, and also to check if any crew was above the rather generous 338.6kg class weight limit, the 4 teams set out on the morning, in the two Club J80's, Jive and Jazz. 6 teams had registered, but two had to pull out at the 11th hour (too much consumption?), so there was plenty of interest in the format, and so naturally we hope for

more teams, and maybe more boats to use next time.

Did you know? Being a US – designed boat, the J80 class weight is derived from a concept to have a crew of 4,



"It's Match Racing Jim; but not as we know it!"

with three generously proportioned fellas, racing with a slip of a girl on the bow. Sexist or what?

CK organized the day, and he had a cunning plan where each team would race each other team, and the course was to be a simple and short W/L with one lap or two, depending on wind

strength. The teams not racing would then form the core of the umpiring contingent for the two umpire boats on the water.

A short briefing was held in the Garden Bar to "refresh" our knowledge of the rules that we would be pushing and abusing during the day, and then it was out on the water for a noon start.

The first race between Team X-terminator, and team Minnie the Moxito featured that old hand Bob Vart from Boss Hogg match racing days competing with a well-timed start, with Bob on Port just getting ahead of Minnie on Starboard at the line. What followed then was a very professional and grown up looking set of circling movements, just like the AC of old, we thought. Post race however, the ego's of those involved were visibly deflated when it was pointed out that the circles were in the wrong



direction, and could easily have been broken by either.....Oh well.....at least it looked good!

After some confusion at the start with both boats OCS, X-Terminator benefitted most and were first away up the track on port, while Minnie were allowed to split to what they thought was the favoured left side on starboard. At the top mark there was nothing in it as Minnie rounded first, and then X-terminator



took back the lead on the hoist, and at the bottom mark Bob had opened a one boat length lead.....but then the kite wouldn't drop, the X team sailed off to the University, and Minnie dropped and rounded and sailed the final lap for a comfortable win.

Race 2 then featured a very reluctant Windseeker and Honey Bee, neither of whom seemed keen to get to the start box and "engage" with the other boat to gain an advantage over the other. Windseeker were then first away, and



put down a marker for the day with a comfortable win. They then followed this with a win against X-terminator to set up a "final" against Minnie the Moxito later in the day.

From the little we understand about this different form of racing; the race is won and lost usually at the start when the lead boat can then control the following boat by staying ahead and matching

maneuvers. Of course, if you can draw a penalty or two on your opponent, then even better. This wasn't quite the case in HHYC's first match racing day, when pretty much all the races were determined by boat handling errors, with botched hoists, gybe wraps, or kites that just refused to come down at the bottom mark. One inventive crew even tried what looked like a windward hoist through the letterbox of the loose-footed mainsail!! Very ambitious, but it didn't work! More familiarity with the techniques on a J80, and more time of the boats will certainly help, but as the afternoon wore on, the starts were much sharper, and the willingness to "get in the box" in the required time became more evident; and the boat handling also improved.

Part way through the competition there was then an exhibition match featuring HHYC's top J80 team, against some of the young assistant sailing instructors, skippered by Richard Austin. For once our Commodore and Rear-Commodore had an off day as an early lead, to the top mark (helped it has to be said with some illegal looking hiking), was unravelled with some untidy kite work. Seeing this, Richard and the youth team decided to go white sail "wing on wing", and this more conservative approach was enough to win them the tie after two laps. All a bit Tortoise and Hare, but a similar outcome to the Aesop version of the tale.

A mouth-watering final was then held between the two "100% record" boats, Minnie and Windseeker, and I have to confess, I can't remember much of what happened!! Windseeker were pretty aggressive at the pre-start, and managed to push Minnie away, but then Minnie used the RO boat to free themselves, but by then Windseeker were first away up the course. At some point the tidier boat handling of Minnie's paid off, and the lead once taken, was not relinquished.

Protests and penalties were also few and far between all day, and when the competition reached its final stages, we had to wait for the final race of the day; Honey Bee – V.Minnie for a penalty

pre-start as Minnie on port entry managed to keep the late-to-arrive Honey Bee (who was now windward boat) from entering the box. Minnie then drew a further "penalty" pre-start as Honey Bee bore down on them from windward, but the umpires saw the incident in a different way, and over-ruled the protest.

Did you know? A boat carrying two penalty flags is one in severe jeopardy,



as one more penalty results in an instant DSQ.

As always when we try something new (anyone remember First on the Water?), there was much enthusiasm to do the event again (and soon), but in a packed calendar this may not be so easy. There was also talk of a match racing ladder at the club, but again this needs some thought to creating the time to fit in the races; and summer evenings have been suggested as one solution.



Anyway, the day concluded with a bunch of happy sailors who had all enjoyed some fun and frolics on the water, and our sincere thanks should go to CK for organizing it, Commodore Dave for pushing the concept as well, Inge for doing a fine job at RO and coping with an ever-drifting ODM, Liz Dunn for recording the results, and Richard and Chris Austin for assisting throughout the day.



# Spring Is In The Air...And Then It Will Be Summer

Words and photos by Mark R.H. Newman

I know what you are thinking.....he had one too many at Happy Hour and now Vince has got him to knock out some copy for the Club magazine.....well you are wrong. Take a look around you and notice what is going on. Well go on.....the days are getting longer, the birds are singing in the morning and the dogs, the bloody dogs, serenading all night through the village looking for a little loving.....Yup, Spring is surely here! And after spring.....here comes the summer.

So get in the mood, look at the attached photo's and prepare your gear for the warmer weather.....dust off and clean the mold from your winterized gear, clean the bilges, the sails and the sheets onboard, prepare to do battle out on the water with either the fun Sunday races coming up, the Kowloon Cup or the Spring Saturday Series! You can feel it, the damp long days of winter are falling away and all around us in beautiful Sai Kung nature is awake and flexing it's muscles for the onslaught of spring. Go on, check it out.....no longer are we

having to get up in the dark. We now have a true dawn chorus all around us. Birds are singing for a mate, bulbs are awakening – just check out the old garlic bulbs on my boat! Another attempt to make that herb garden is next on the list of things to do at home.

Really, wake up, shake off the winter blues and get down to the Club to get in early and enjoy all that we have to offer in the beautiful surroundings of Hebe Haven and Sai Kung. You know it makes sense.....

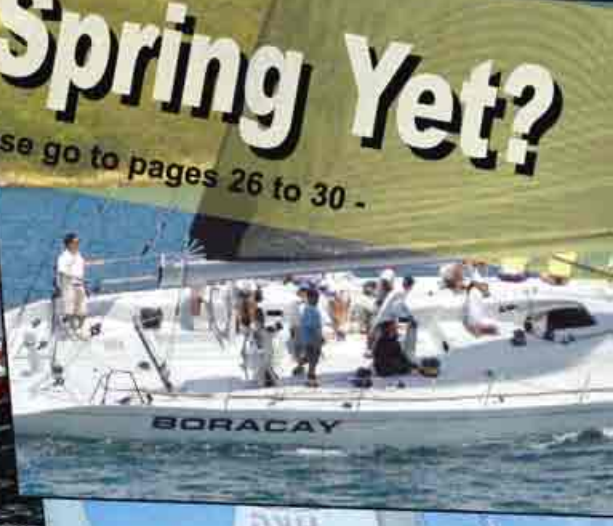
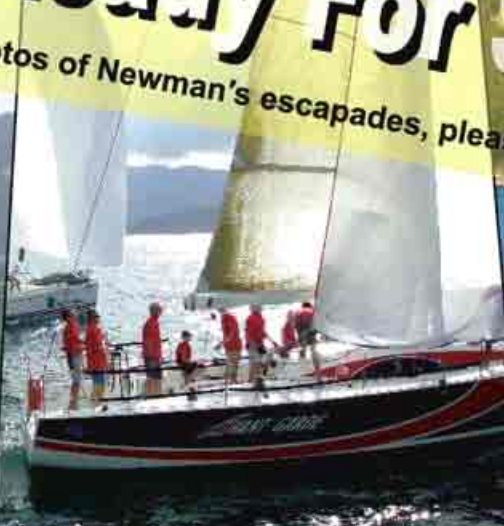
MEMBER'S CORNER.....







**Are We Ready For Spring Yet?**  
- For more photos of Newman's escapades, please go to pages 26 to 30 -







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**Come & Join Us!**



**EASTER**



**BAZAAR**

**6th & 7th April 2012**

**10am to 5pm**





Firstly, on behalf of the Food and Beverage Committee and Management (F&B) we would like to start 2012 and the new year of the Dragon by thanking all the Club Members who had taken the time to convey their thoughts and suggestions to us by completing suggestions forms and sending emails on their views of the changes in the new "Winter Menu". This crucial feedback from Club Members allows us to understand the wants and requirements of our membership more clearly and we are pleased to advise that after reviewing these comments and suggestions, Management will review the "Winter Menu" and reintroduce "Hebe Favorites" whilst also making other changes that have been requested in the latter part of January.

Unfortunately, the Club has had to bow to increasing market inflationary pressures and price increases from beer and other alcohol vendors and have readjusted the pricing for Beverages at the Club in December 2011. The good news is, to offset this the F&B Committee have agreed to revise the "Happy Hour" schedule and format from the current Friday Night's only for selected beers to Mondays to Fridays from 5.00pm to 9.00pm starting from January 2012 and will include the range of beverage from all beers, wines by glass and spirits.

## WHAT'S NEW!

### The Garden & Bosun's Bar

With the ensuing Spring and Summer months ahead Club F&B will introduce a new "Café Style" menu in the Garden to suite the outdoor venue and alfresco surroundings.

The Bosun's Bar will continue with the "Sports Bar" theme over the year with the first major sporting event of the year the 6 Nations Cup starting in February. This will be followed by the Hong Kong Rugby 7's in March.

Pies and cakes will continue to be available for both eat in and take out at the Sports Bar.

### The Restaurant

In the Restaurant there will be a "Best of British" season presenting a selection of very popular British dishes to our members for their dining pleasure. This will run for five weeks and will lead up to the Club's annual "Burns Night Dinner" on Friday 10th February. Burn's Night will feature a traditional Scottish menu that includes Haggis, Neeps and Tatties with copious amounts of Malt Whisky, and wonderful readings and toasts to celebrate the life and work of the Scottish poet Robbie Burns.

The Chef is planning to spend the next few weeks experimenting with new flavors of home made ice cream, so look out for that in the near future.

Members wanting to book any of the indicated F&B events should contact Eva, our F&B Administrator on 2719 9682 or by email [admin\\_fnb@hhyc.org.hk](mailto:admin_fnb@hhyc.org.hk)

Members who have any suggestions for the F&B Committee can forward them by email to the General Manager [gm@hhyc.org.hk](mailto:gm@hhyc.org.hk) who will pass this on to the Committee.



首先從2012年新的一年、龍年裡我們想代表餐飲委員會和管理層感謝所有會員抽出時間來表達他們對新"冬季菜單"的想法和建議。從會員這些關鍵的反應，可以讓我們更清楚地了解我們會員的希望和要求。檢討過這些意見和建議後，議委員和會所管理層決定在一月的後半期會在"冬季菜單"上再推出"Hebe最愛"的品目。

遺憾的消息是在2011年12月開始會所不得不因市場的通脹壓力和啤酒廠商價格上漲而低頭，並需要重新調整飲料的價格。

好消息是餐飲委員會已同意修訂"歡樂時光"的時間表，從2012年1月開始，由目前唯一的週五晚上和選定的啤酒會延至星期一到星期五下午5時正至晚上9時正，並將包括一系列的啤酒飲料、紅白酒和烈酒葡萄酒。

## 全新推介！

### 花園餐廳及酒吧

隨著春季和夏季的來臨，F&B將在花園餐廳推出一個新的"咖啡廳"式菜單來切合室外露天輕鬆優美的環境。花園酒吧將會繼續過去一年"體育運動酒吧"為主題，在2月份開始有今年的6個重大的體育國家杯賽，其次3月的香港欖球賽。

餡餅派和蛋糕將會繼續在花園酒吧推出。

### 會所餐廳

餐廳將連續5星期提出"英國之最"季節，會有非常流行的英式菜餚來迎合我們會員的口味。緊接便是一年一度的"彭斯之夜"，今年將在2月10日(星期五)，有傳統的蘇格蘭菜單，其中包括羊雜、蘿蔔、Tatties和麥芽威士忌。

我們的大廚在未來幾週內計劃嘗試自製新口味的冰淇淋，敬請密切留意。

若會員對任何餐飲有興趣，請聯絡餐飲行政員Eva，2719 9682或通過電子郵件[admin\\_fnb@hhyc.org.hk](mailto:admin_fnb@hhyc.org.hk)。

會員有任何意見的，可以通過電子郵件向總經理[gm@hhyc.org.hk](mailto:gm@hhyc.org.hk)提出，會再轉發給委員會。

## BEST OF BRITISH

*British Food Promotions*  
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*Most Popular Dishes*

*16th January - 11th February 2012*  
*(Except Jan 23rd, 24th & 25th)*

Venue: The Restaurant 6pm onwards







# Burns Night Dinner

Friday, 10 February

7pm onwards

Superb Four Course Dinner  
With  
Welcome Drink "Atholl Brose"

Venue: Restaurant  
\$328 per person

## Valentines Day

Tuesday, 14 February 2012

House sparkling Wine  
(one battle)

+

Three course Menu  
(for two)

The Restaurant 6pm onwards

\$698 per couple

## Wine Of The Month

### 2010 Sauvignon Blanc Semillon

Fresh, the palate is lovely and fresh with a lively generous mouth-feel. The flavors are predominantly lemon and lime with undertones of tropical salad, melon and passion fruit.

#### Awards

- James Halliday Australian Wine Companion
- 2011 - 4½ Glass - 90points
- The Sydney Morning Herald - Listed in Huon
- Hooke's Top 50 Summer Wines



## Nepenthe Tryst

### 2008 Shiraz

Medium to full bodied with layers of ripe berries, pepper and spice that burst into the mouth. The mouth-feel is rich and flavorsome while delicious fruity tannins balance perfectly for a smooth clean finish.

#### Awards

- Champions List - New Zealand 2010 International Wine Show
- Gold Medal - New Zealand International Wine Show



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### New Members - effective from 1st November 2011

CHAN, Hoi Yin	MULDER, Roderik
CHOI, Hung Ngai	PELHAM, Miles Christian
FRANGOPOULOS, Stefanos Petros	

### Reactivated Members - effective from 1st November 2011

HOOD, Richard Taylor	DELANY-HOBBS, Cathy
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### Resigned Members - effective from 1st November 2011

LAI, Ting Siu	
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### Resigned Members - effective from 1st December 2011

NELLIST, David Henry	DE COURCY-IRELAND, Patrick Nicolas
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### New Members - effective from 1st December 2011

BOEHNKE, Volker Gerhard	SIN, Kit Sang Nicholas
LAU, Chi San	HAINZ, Arthur Julian
LEE, Chung Tak	O'HANLON, Liam
MATTISON, Terrence Kyle	

### Reactivated Members - effective from 1st December 2011

CHENG, Fuk Sun	
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### Absent Members - effective from 1st December 2011

HO, Shuk Mei	WONG, Wai Fung Anthony
CHAN, Sing Ho Joseph	

## 中文翻譯

## 會長的話

首先讓我向在節日期間我錯過了的會員來一個遲來的問候，同時向我們中國會員說聲恭喜發財，或許當這篇文章出版後慶祝活動也過去了。

由於天氣，帆船和賽事也進入淡季。但是我們還擁有得天獨厚的晴朗和溫暖的天氣，如像往常濃厚的節日氣氛以及幾個宿醉，當中許多會員也出席了我們聖誕節的慶祝活動。我要感謝Mike和同事們的努力不懈，特別在威爾士男聲合唱團夜以及除夕倒數夜。

在1月7日有我們的第一次匹配比賽，為賽事競爭對手和幹事們提供了一個寶貴的學習經驗。在未來的數月，我們將繼續這種形式的賽事，在此推薦給所有會員和對任何級別賽事有興趣的選手。這是全新及令人興奮的賽事。我們把賽事作為一個在歡樂和友好的氣氛中分享知識

和經驗的機會。無論是船長或船員若有興趣參加者，請致電航海訓練中心和Rob會將您的姓名加在匹配比賽表上。如果你能夠組一個完整的船隊，那就更好了。我們將舉辦匹配賽階梯，歡迎任何人，只要船隊其中之一船員是被認可的J80會員便可以。我們也在尋找更多被認可的J80船長帶領我們年輕的會員，那些願意參與這項活動但又不持有本地船長和工程師證書。這將是作為非參與的船員以合法的教練形式介紹J80帆船給孩子，不排除最後會加入船隊。

請留意會所的網站和報告板，我們希望安排匹配賽的講座，同時期望可以在淡季作出更多的賽事安排。在下一期的Hebe Jebes，我會談論有關雙單手比賽報告，二月底開始有我們的春天星期六系列，以及在三月的九龍杯，接二連

三的比赛會員要提前清洗船隻了！

會員們應該已經收到我們2012年的日曆與及所有有關賽事和活動的日子，會員們請確保你們有空出席和參與我們為你籌備的活動。

在接下來的幾個月，我們將安裝新的安全系統，為了減少非會員到訪的數量，並希望阻止在會所出沒的小偷。會員將需要出示您的會員卡進入會所和在餐廳應用。請不要忘記攜帶你的會員卡並當工作人員要求會員出示會員卡時請各會員合作，希望大家理解這樣也是為了大眾的利益。深信這將需要給予大家一個適應期。

最後，我祝大家有個愉快和豐裕的2012年！

*David Campbell*  
會長



隨著2011年的結束，我們開始迎接2012年；我想向會所的管理層和所有員工說聲“謝謝”，不僅為整個聖誕及新年忙碌與及他們在2011年所作出的努力，當中有許多變化，包括人事上和本人自己，特別是各部門的高級經理。

每一個新的年度亦代表了改善和轉變的時候，在2012年管理層會因應著有關小組委員會的支持，為會員帶來“Hebe全新系列”，從帆船比賽到我們帆船訓練中心的活動及課程，還有各式各樣的餐飲優惠。

有關“Hebe全新系列”的詳情可以參閱今期HJ。

2012龍年的主要焦點將會是6月25日到期的“租約”。儘管總務委員會也相當有信心會所的租賃將延期至另一個15年。我們仍在等待與民政事務總署及西貢區地政署討論修訂建議的細節和條件。至於會所收購“Shell Land”的申請仍然有待跟進，這些問題將會影響會所在未來10年任何一個發展計劃和項目。還有絕對不能被忽視的“西貢公路拓寬工程”仍然籠罩在後台。

在花園和陽台的複合木材甲板更新工程仍在進行中，花園位置預計將會在農曆新年前完成，隨後的陽台工程會從2月6日(星期一)

再次展開。在這段破壞性期間方面，我要感謝所有會員的耐心和理解。

#### 農曆新年特別安排

到現在，會員應已收到農曆新年卡和HHYC員工捐款“利是”表格。我想提醒大家，“利是”是自願性質的，金額亦是隨意的。要注意的是，總務委員會和會所管理層為確保所有員工之間的公正和平等的分配，所以建議大家使用捐贈的形式提供。

在這方面，今年中國農曆新年假期將於1月23日(星期一)至1月25日(星期三)，與往常一樣在此期間員工會將會所移交給會員。

#### 農曆新年期間的特別安排將如下所示

酒吧、廚師及舢舨服務方面的會員志願表已經張貼在會所餐廳，所有會所的員工將非常感激若你能抽出數個小時作幫助。

一月二十二日

維持日常工作時間

一月二十三日至二十五日

餐廳及舢舨維持有限度服務

一月二十六日

恢復日常工作時間

#### 2012年年度股東大會日期變更

由於HHYC成員的請求，總務委員會已商定會所的週年大會會順延至每年的9月。

今年2012年年度的股東大會將會在9月14日(星期五)，晚上7時30分開始在花園餐廳舉行。

#### 其他會所資訊

會員應當已收到會所2012年的活動年曆，假若需要額外副本的會員，可從辦公室購買。

2011年度員工晚宴將於2月20日(星期一)舉行，當天從下午4時00分，在酒吧及舢舨服務方面我們將需要會員志願者。

#### 管理層的感謝錄

再次非常感謝我們非常敬業、辛勤和總是喜怒無常的Hebe Jebes編輯Vince Christian。以及所有會員和非會員的貢獻，為我們提供了許多有趣的文章。我十分期待著再次與您們在2012年的合作。

最後，我們白沙灣遊艇會所有管理層和員工想祝大家：

恭喜發財！

有一個健康，幸福和富裕的龍年！

在會所見！

*Michael Franco*

總經理

## 海事與會所運作新聞消息

首先我、海事委員會與海事部工作人員祝所有會員新年快樂。

過去幾個月一直在前線工作方面作了一些模糊改動，有那些被拆除的非接船停泊區，我希望那些減少了的擠擁會令內港流域更可觀和吸引，而且讓各人滿意。

#### 舢舨服務工作時間

我希望你們會注意到會所新的舢舨服務時間。這次是委員會在過去3個月所進行的調查結果。非常感謝各有參予調查的會員。對於那些拒絕簽字的會員，我可以說什麼？這是你們的權利！

#### 新會所叉車

破舊的Clarke叉車再次損耗中斷，但相對來

說是個好消息。經過幾個星期的商議、比較和非常詳細的調查，總務委員會已批准為會所購買新的負極叉車。經過比較全球數個叉車製造商，最終決定與美國威金斯來一個新的負極叉車訂單。訂單是在聖誕節前，希望能在復活節期間有新的叉車使用。

以及二手翻新的Marine Bull，最後是由一個新的承包商負責，最起碼的工作是開始做到電“靜止”的叉車變成會“開動”的叉車。

#### 重新澆灌混凝土的岸上泊位

也許你會看到各地的船廠和岸上泊位地區最近挖的坑。這是地質結構的初步調查，亦是為了讓我們在今年年初才具體開始重鋪路面的岸上泊位方面得到一些想法。

#### 會所懸浮的停泊處

海事部經理，Alan Reid和我在水面上度過了一個非常寒冷的一天，視察了位於白沙灣遊艇會213個浮泡與及一些停泊處。這是一個初步的觀察，看看不同船隻停泊的位置，他們的牌照，又或是他們是否使用中！結果我們得到了一些非常驚訝的答案！

龍年即將來臨，而能是我們會所的吉祥標誌。因此，讓我代表海事委員會祝願會員和其家人恭喜發財。

*Paul Brownless*

助理會長—海事執行

## 帆船賽事委員會報告

恭喜發財！祝各會員新年快樂，繁榮豐盛和身體健康。

我們的水手並沒有忘記Boxing Day的尋寶日。所有參賽船隻也發現航程相對容易了，使用GPS便可數據到下一個景點浮標；使他們能夠充分應用他們的大腦著手對付由我們大師設計的帆船測驗難題。我們很感謝兩位Brownless小姐，Claire和Cathy的協助下記錄了船隊的答案。有兩者得分最高的(78%)，最後Bob要求為X-終結者決定勝負，結果是要與少年Newman先生比賽門快狂飲大杯啤酒。

經過除夕倒數夜後幾個小時的睡眠，在元旦日我與我們的會長Dave和Cathy用Jive參加了在西貢區的廈門灣燒烤活動。會員們高興地分享由Claude帶來的美味燒豬，在過去數年，這已成為我們的一個傳統，象徵好運和健康。與鞋盒般大的遙控直升機攝像機，拍攝了會員在沙灘上互相問候的珍貴片段。

剛完結的冬季星期六系列縮短了，這是有意為我們會所一班很積極和有幹勁的J80s水手引進一個匹配賽試驗。在2012年的第一個星期六，儘管寒風在13海裡下四支船

隊完成了六個航程的循環賽。船隊Minnie the Moxen，混合了Minnie the Moocher、Vixen及Mojito的船員，殲滅了其他團隊並三連勝。競爭對手也輪著實踐他們在水上的裁判技能和技巧，按照Inge的指導下成立一個正統的匹配賽課程。值得我們一提的是這次匹配賽是由Peter McCaffery始創發起的，加上參與者的積極性表明了今後我們應該繼續為會員提供更多類似的賽事。

*C.K. Chan*

助理會長—海事運動





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**Sale \$64.8M**

**Unique Villa in Silverstrand  
銀線灣富貴屋皇**

Generous 3000sq.ft of indoor space plus terraces, Panorama - 180 degree S/V; Private SWP, Gdn, Spacious yet functional layout (designed by famous architect); Garage

室內面積約3000呎另加平台、無敵海景、私泳、特色花園、室內裝修名師設計、貴族客廳、實用5房、齊備廚房、車房

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**Waterfront House  
海邊屋**

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**1750' Sale \$13.5M**

**Very Conveniently  
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Fantastic Sai Kung full sea view villa house,  
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峯徑篤**

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全海景

**Benny 5190 8515**



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**Waterfront Duplex  
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Costa Bello, Club Facilities, Big roof top, Close to town  
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全新小全幢**

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**Sai Kung Villa House  
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清水灣**

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**Jeremy 6711 1322**



**1323' Rent \$45K**

**Waterfront Apartment  
海邊別墅**

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Swimming Pool, Gym, Playroom and Club house facilities  
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**Marco 9667 7186**





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