

SEPT/OCT 2014

HEBE JEBES

HEBE HAVEN YACHT CLUB



2014 Mirs Bay Race
Summer sailing & party event

Phuket summer season racing
Warm weather sailing & starlight parties

Sailability & my life
Asian Para Games dream

5th Int'l Dinghy Regatta
The full report

Race management course
RYA trains up new regional ROs



Winter Saturday Series

8 November - 20 December 2014

白沙灣遊艇會
HHYC
HEBE HAVEN YACHT CLUB

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For enquiries, please contact HHYC SLAM Sailing Centre at sailadmin@hhyc.org.hk or 2719 0926

SEPTEMBER

CLUB CALENDAR

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3 Sailability Race Training	4	5 Sailability Race Training Curry Friday	6 Hebe Dragons Sailing Club Sails East Port Shelter Regatta JB Wines: free wine tasting
7 Sails East Port Shelter Regatta Adult Dinghy Course Level 1 & 2	8	9 Day after Mid-Autumn Festival Sail Away Day	10 Sailability Race Training	11	12 Sailability Race Training AGM	13 Hebe Dragons Sailing Club
14 Adult Dinghy Course Level 1 & 2	15	16	17 Sailability Race Training	18	19 Sailability Race Training Sunset Challenge Bingo Night Portuguese Night	20 Hebe Dragons Sailing Club 24HR Charity Bollywood Dance Night
21 Adult Dinghy Course Level 1 & 2 Junior Family Fun Day	22	23	24 Sailability Race Training	25	26 Sailability Race Training Crazy Friday (Buy 1 get 1)	27 Hebe Dragons Sailing Club Junior Family Fun Day Boogie By The Bay
28 Adult Dinghy Course Level 1 & 2 Mixed Double-Handed Race	29	30	31 Sailability Race Training			

OCTOBER

■ Sail Training ■ Club Events ■ Club Sailaway ■ Sailability Hong Kong
■ Dinghy Racing ■ Events—other clubs ■ Hebe Dragons Sailing ■ Yacht Racing

SUN	MON	TUE	WED	THU	FRI	SAT
			1 National Day of the People's Republic of China	2 Chung Yeung Festival	3 Curry Friday	4 Hebe Dragons Sailing Club
5 Adult Dinghy Course Level 1 & 2 Crew Helm Race	6	7	8 24HR Charity Dinghy Race Press Conference	9	10 Sunset Challenge Bingo Night	11 Hebe Dragons Sailing Club
12 Adult Dinghy Course Level 1 & 2	13	14	15	16	17 24HR Charity Art Jam Night Korean Dinner Buffet	18 Hebe Dragons Sailing Club
19	20	21	22	23	24 Kids Halloween Party	25 Hebe Dragons Sailing Club
26	27	28	29	30	31 Crazy Friday (Buy 1 get 1)	

HEBE JEBES

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It’s been an eventful summer so far this year, with several changes afoot for the Club and sailing races in full swing. Mother Nature led to a lack of wind on several occasions, which meant that some races had to be cancelled. Nevertheless, the races that were completed saw the Club’s sailors consistently doing us proud.

In this issue, we’ll be taking a look at races including the Typhoon Series Mirs Bay and, as promised, the full report from the 2014 Macau International Dinghy Regatta.

The SLAM Sailing Centre takes a look at the one of the most important sailing techniques covered in the July Training Camp: righting a capsized boat. We share step-by-step instructions for dinghy sailors who have been on, but not necessarily in, the water for a while.

We catch up with the Hebe Dragons and hear from their leader’s experience of sailing in France. In keeping with this issue’s international flavour, we also share a report on summer season racing in Phuket, Thailand.

Don’t forget to keep your updates and stories coming in: achievements, announcements, photos, sailing tips and tricks—so we can share them. Send your contributions to: hebejebes@hhyc.org.hk

Enjoy...



Paul Arkwright
Publisher & Editor-in-Chief



SEPTEMBER & OCTOBER



CLUB CALENDAR
01 September & October

REPORTS
06 Commodore
08 General Manager
10 Rear Commodore—Operations
11 Rear Commodore—Sailing

SAILING & EVENTS
12 Dragons Squad News
13 The Optimist World Part 3
14 The Capsize Drill
16 Report from the Dragons' team leader racing overseas
19 Looking ahead
20 Hebe Haven Race Management Course



CLUB MATTERS
22 Marine Operations

FEATURES
24 5th Macau International Dinghy Regatta
32 2014 HHYC Typhoon Series
Mirs Bay Race Weekend
36 Kwun Yum Festival
38 Summer Season Racing in Phuket
40 Biological happiness
42 24HR Dinghy Race Charities

RACING
44 Summer Racing Report
46 The Typhoon Series

SAILABILITY
48 Sailability and my life

SHUTTERBUG
52 Helly Hansen Summer Saturday Series 2014
53 Helly Hansen Prize-giving Race 3 & 4
54 Helly Hansen Prize-giving Race 5
56 5th Macau International Dinghy Regatta
57 Quest Yachting Typhoon Series Race 7
58 Prize-giving party at the Mirs bay

WINE & DINE
61 Wine of the Month

ANNOUNCEMENTS
64 Two great losses to HHYC

CLASSIFIEDS
66 Classifieds



Mark Ashton
Commodore

This month's column is something of a 'postcard from abroad' from me this time as we have been in the UK and Italy for an extended break this summer. I see that back at the Club we have been busy with the sailing programme this Typhoon season, despite a notable absence of breeze in some events.

On the Masterplan, we have made solid progress toward identifying workable developments of the Club to both re-provide those facilities lost and to provide the stepping stones for the Club 10 years hence. The various constraints have been carefully identified to make sure that our plans will not run foul of legislation governing access for fire fighting/emergency uses and other constraints such as access to the DSD culvert and road entrance.

We are still aiming to set up an information evening to show progress with this work and gather feedback from members prior to this year's AGM to be held on 12 September.

The AGM is your chance to hear and participate in the running of the Club so I encourage all members to attend if they can. This year we have had to look hard at the discrepancy between our subscriptions, which have fallen behind rises in the cost of living. As a result they are, in real terms, lower than historical levels despite the various increases in member services and staffing levels over that time.

Unless we can raise charges on subscriptions to cover our fixed costs, principally staffing, we can only balance our books and achieve the mandated surplus percentage by raising other charges such as F&B and marine charges. GenCom have considered this and the conclusion is that we should strive to achieve a fair balance between subs and charges, so that all members are encouraged to use club facilities.

We will be sending detailed information to all members on this in good time for the EGM that will be held as part of the proceedings on 12 September and where we need to have a vote on this change.

Finally, and on a rather sad note, I must advise that two of our members, Mr Ko Chan and Mr Peter McCaffrey have passed away recently. Peter McCaffrey has held the posts of Rear Commodore and Chair of the Club Development Committee, and was a long term member of the Sailing Committee where his contribution to the

improvements to our sailing programme and work for clubhouse refurbishment and Garden Bar were highly appreciated. Peter and his Vixen were stalwarts of the Club's racing events and his positive and giving style is fondly remembered by all who knew him. Our deepest sympathies are with Mrs Ko and Mara McCaffrey and their families.

今個月的專欄對我來說，是給讀者「來自海外的明信片」，因為這個夏天，我們在英國和意大利渡過了一個悠長的假期。在這個颱風季節，遊艇會正忙於準備各項帆船活動，而然許多活動進行期間，都沒有太多風。

關於本會的總體規劃，我們在會所發展方面有了實質進展，確認了可為會員重新提供的設施，以及為遊艇會未來十年的發展鋪路。我們將會謹慎處理，確保規劃不會違反消防/緊急事故通道的有關條例，以及渠務署涵洞和道路入口等限制。

我們計劃在9月12日召開週年大會前舉行簡報會，介紹這些工作的進展和收集會員意見。

週年大會是各會員聽取不同意見和參與遊艇會運作的機會，我鼓勵所有會員出席。今年我們要處理會費的差額，因為它跟不上生活指數的升幅。實質上來說，雖然會員服務和員工水平不斷上升，會費卻是低於歷史水平。

除非我們可以增加會費來彌補固定支出和員工薪金，否則我們需要增加其他收費，例如餐飲和海事設施收費，來維持收支平衡和達到定下的盈利率目標。執行委員會考慮過這一點，並決定我們應該努力維持會費和其他收費之間的平衡，這樣才可以鼓勵所有會員使用各項遊艇會設施。

我們會在適當時間把有關的詳細資料送交所有會員，然後在9月12日的特別會員大會上，就有關事項投票。

最後，我必須公布令人傷感的消息。我們的兩名會員Mr Ko Chan 和Mr Peter McCaffrey 最近不幸離世。Peter McCaffrey 曾擔任遊艇會的助理會長，以及領導會所發展委員會。他也是帆船駕駛委員會的長期委員，他對帆船活動、翻新會所和花園酒吧工程的貢獻，均得到高度讚揚。Peter 和他的Vixen 是遊艇會帆船比賽的中堅，他為人積極無私，所有認識他的人都會永遠懷念他。我們謹向Mrs Ko 和Mara McCaffrey 及其家人，致以最深沉的慰問。

白沙灣遊艇會
HHYC
HEBE HAVEN YACHT CLUB

COMPETITION

This issue's competition...



For your chance to win a bottle of Mount Gay Rum, simply caption this issue's image. The best submission will earn the writer a bottle of the good stuff!

Last month no entries were received—barring one that was highly unprintable! Just think, if you'd gone ahead and sent in your idea you could have been enjoying your free bottle of Mount Gay Rum right about now!

Send your funny captions for this issue's image to: hebejebes@hhyc.org.hk or simply fill in an entry form in the restaurant and place in the submission box. Remember though, keep your entries family friendly!





Alan Reid
General Manager

The Club has been quiet during the summer with the very hot temperatures, reaching as high as 36 degrees in Sai Kung, and some very heavy downpours. I hope members out on the water managed not to get sunburned and to keep dry. The Helly Hansen day four of the Summer Series was affected by the weather as well with so little wind that the race had to be abandoned. Fortunately the beer sponsored by Carlsberg for the prize-giving was not cancelled. The Typhoon Series has been running well with over 70 yachts entering regularly for the Quest Yachting series. See the reports elsewhere in the magazine.

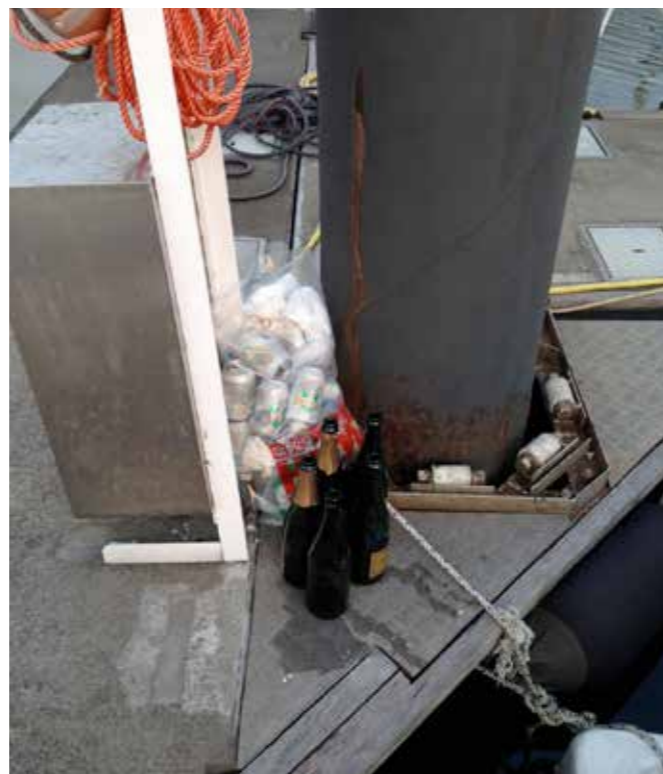
Members will be aware that the Club has had CCTV installed around the Club for security purposes. This also includes the car park and the recording of several small accidents has resolved who was at fault. Should your vehicle be bumped or scratched whilst in the car park, whilst the Club accepts no responsibility for any accidents taking place, we may be able to assist you in finding which car did the damage. Recently, within 24 hours of each other, both yellow and black hooped posts, marking the disabled car parking spaces, were broken by members reversing into them.

Fortunately both events were captured on CCTV and the members traced.



The Annual General Meeting will take place on Friday 12 September. Please mark the date in your diary and try to come along to the meeting.

Unfortunately we have a member who has on several occasions dumped rubbish on the pontoon instead of placing it in the rubbish buckets beside the top of the gangway. I appeal to any member who witnessed this to let me know, in strictest confidence, who the culprit was. Discarding rubbish like this on the pontoons is against the Club's bye-laws and is unsightly and unhygienic, attracting vermin and cockroaches onto the pontoons. Once on the pontoons, vermin will soon migrate on to members' boats.



Members will note that we have had to remove the guard hut at the vehicular entrance. This is to comply with the Government's instruction to remove Unauthorised Building Works in the Club. We will try to keep the disruption to members as minimal as possible until we are able to replace the hut, but this may take some time.

On 20 October, the Art Jam will return. Paint, canvas and easels will be provided for members to use. There will be cheese and wine available and the darts board will be in action once more. This event will help to raise money for the 24HR Charity Dinghy Race night. The 24HR race will take place on 1 & 2 November. Please help us to raise money for the five children's charities by supporting these events.

Wishing you fair winds and calm seas.

遊艇會今個夏天有點清靜，因為天氣實在太熱了，西貢氣溫高達26度，而且經常下大雨。我希望出海的會員沒有曬傷或淋濕。Helly Hansen夏季周六系列賽第四天賽事，也因為太少風而要取消。幸好由嘉士伯啤酒贊助的頒獎禮不用取消。颱風盃帆船賽進行得很順利，有超過70艘船參加Quest 帆船系列賽。今期會刊將有更多詳情。

會員將會留意到，遊艇會因為保安原因加裝了閉路電視。停車場也裝設了閉路電視，有幾宗輕微的意外就是靠閉路電視的錄影片段找出是誰該負責。如果你的車輛在停車場受到碰撞或刮

花，遊艇會不會為事件負責，但或許可以協助你找出肇事的車輛。而且最近，用來標示傷殘人士車位的黃色和黑色柱欄，在24小時內先後被倒車的會員撞爛了。幸好閉路電視拍下了兩宗事故的發生經過，而涉事的會員亦已找到。

週年大會將於9月12日星期五舉行。請在你的日記上記下這個日期，並盡量撥冗出席。

很不幸地，有某位會員經常在浮橋上棄置垃圾，而不是把它們放在舷梯頂的垃圾桶內。我呼籲會員們，如果目擊這個情況並肯定知道誰是罪魁禍首的話，請務必通知我。像這樣棄置垃圾在浮橋上是違反遊艇會的附例，有礙觀瞻亦不衛生，並會吸引許多害蟲和蟑螂。一旦有害蟲依附在浮橋上，牠們很快就會遷移到會員的船上。

會員們將會察覺到，我們要移走車輛入口的更亭。這樣是為了符合政府拆除遊艇會內違例建築物的規定。我們會盡量令會員受影響的程度減至最低，直至我們可以更換新的更亭，但這需要一點時間。

Art Jam 將會在10月20日重臨。我們會為會員提供顏料、畫布和畫架。現場也會有芝士和美酒供應，飛鏢板也會再次出現。這個活動是為24小時慈善小帆船賽籌款。24小時賽事將於11月1至2日舉行。請支持這個活動，協助我們為五個兒童慈善團體籌款。

祝風調雨順。



Eric L. Stark
Rear Commodore - Operations

Once again, Operations would like to ask that we all put forward our best efforts in understanding and helping with the changes Hebe faces as we move forward in our lease renewal. As you will continue to see, the boatyard is being restructured to handle the racks being removed to meet the conditions set forth for our lease renewal.

As many may have heard, there have been some significant boat thefts in the area in the past few weeks/months. Since there is a lot of speculation surrounding these thefts but very few facts, Ops would like to urge all members to keep their eyes and ears out for any unusual or odd activities on Hebe Haven premises as well as the surrounding waters. If you do notice or observe anything unusual please let the Marine Office know and if it appears a crime is taking obviously let the Police and Marine Police know for their respective areas.

These thefts were certainly bold so all boat owners should make sure everything is secure and locked in addition to making regular checks on their boats to keep an eye out for anything suspicious. This will at least eliminate any assumption that someone on or near your boat has your permission to be there. Keeping your keys to your boat in a locker or bin on the boat though convenient might not be the best practice for security. Any member can seek out the Marine Office and request to keep their keys there rather than on the boat to still maintain the convenience of having your keys close at hand.

Unfortunately, we can only be proactive until something happens, however any prevention or diligence when securing your boats may provide some help.

Looking forward to everyone's thoughts on this and, in the meantime, please have an enjoyable and safe time on the water.

再一次，海事執行委員會要求各位，在白沙灣遊艇會面對因續租問題而出現的轉變期間，作出諒解和協助。你們將會看到船廠重建，主用來放置因要符合續租條件而需拆卸的船架。

或許很多人已聽聞，過去幾星期或幾個月有偷船賊在這區出沒。由於有太多有關這些賊人的揣測，卻沒有太多實質根據，海事執行委員會呼籲大家小心留意白沙灣遊艇會範圍和周圍水域，有沒有出現不尋常或奇怪的活動。如果你發現任何異常情況，請通知海事辦公室。如果懷疑有罪案發生，請立即通知警方和水警。

這些賊人都非常肆意妄為，各位船主請確保所有財物鎖好，並定時巡查船隻，留意有沒有可疑情況出現。這樣至少不會令人假設你允許某人在你的船上或附近出現。把船的鑰匙放在船上的櫃或桶內可能是個很方便的做法，但這個不是最好的保安做法。任何會員都可以要求把鑰匙存放在海事辦公室，方便隨時拿到而不用把它放在船上。

不幸地，通常有事情發生後我們才會作出主動，但採取預防措施和盡力保護你的船隻，的確可以提供一些幫助。

我歡迎大家就這件事情發表意見。與此同時，請大家繼續好好享受水上時光。



Nicole Arnulphy
Rear Commodore - Sailing

At the time of writing we have one race left of the Helly Hansen Summer Saturday Series, four race days left of the Typhoon Series, and the Port Shelter Regatta still to come. With lots of racing completed so far and not much breeze this has been a frustrating summer for organisers, race officers and sailors. We have had to abandon racing for two days and choose courses on other days that will ensure the most boats possible get a finish. Hopefully, the second half of the summer will be breezier than the first.

During July a boat disappeared from Shelter Cove, in response to this the Marine Police have given a presentation and shared information with us on how best to protect our boats. The Aberdeen Boat Club's Opening Regatta on 20/21 September will be a part of a worldwide sailing taking event called Bart's Bash: www.bartsbash.co.uk. I would like to encourage all of our sailors to participate in this event, for more information email: sailingsecretary@abclubhk.com

By the time this magazine reaches your postbox I will have been in this job for a year. Over the past year Hebe Haven has had some wonderful racing and cruising. Much of that was made possible by two men, working together to write all of the Notices of Races and Sailing Instructions as well as guide and support the Sailing Committee. One was Colm Anderson who retired and left Hong Kong last month and the other was Peter McCaffery.

On 29 July Pete passed away after losing his battle with cancer. Peter gave so much to the Club over the years, both within sailing and with his wonderful architectural and design knowledge. Not

only was he a well-respected member of the sailing community and a hard working member of the sailing committee, he was also my friend and I will miss him dearly. Rest in peace Peter.

執筆之時，Helly Hansen 夏季周六系列賽只剩下一場賽事，颱風孟帆船賽剩下四場賽事，隨後還有牛尾海帆船賽。已完成了的賽事期間，並沒有太多微風，這對主辦單位、賽事主任和船員來說都是一個令人沮喪的夏天。我們要取消兩天比賽，有些賽事日還要另覓賽道，讓更多船隻可以完成比賽。幸好，夏天下旬的風比起之前的已大了很多。

在7月，西貢Shelter Cove有一艘船失蹤了。為此，水警向我們進行了簡報會，提醒我們如何保護船隻。香港仔遊艇會帆船公開賽將會是一項名為Bart's Bash (www.bartsbash.co.uk) 的國際帆船比賽項目之一。我希望鼓勵所有船員參與這項賽事，如想知道更多有關資訊，可以發電郵至sailingsecretary@abclubhk.com。

當這份會訊寄到你的郵箱之時，我已在這個職位上工作了一年。在過去的一年，白沙灣遊艇會進行過很多出色的賽事和航行。這主要歸功於兩名男士，他們一起撰寫所有比賽通知和航行指令，以及指導和支援帆船駕駛委員會的工作。他們分別是已於上月退休離港的 Colm Anderson，而另一位是Peter McCaffery。

在7月29日，Pete不敵病魔，離開人世。多年來，Peter為遊艇會貢獻良多，不論是航海方面或是他出色的建築和設計專長。他既是一個受人敬重的帆船愛好者，也是盡心盡力的帆船駕駛委員會成員；他也是我的摯友，我會永遠懷念他。Peter，願你安息。



DRAGONS SQUAD NEWS

Words Grégoire Bourrut Lacouture

We hope you all had a good summer in Hong Kong or overseas. It's a great pleasure to start a new racing season with the Dragons (Hebe Haven Dragons team runs from September to June). The coming three months promises to be very active, with up to six races including the HKODA Nationals 2014 to be held for the first time in the northern part of Hong Kong in Tai Mei Tuk. More information on this annual event in our November issue.

In this issue, we look at the past two months which have been very intense for the SLAM Sailing Centre. The Dragons had no rest as they trained with Alfie throughout July and August. In view of the new season, we thought it would be a nice idea to refresh some memories with the perfect guide on how to finetune your Optimist. And, finally, a brief sample on what most children love to do before joining the racing team and try their best to avoid while racing—capsizing!

JULY TRAINING CAMP



In early July, an informal training session was held at Hebe with both the Optimists and the Lasers. Our older Dragons were back from their studies and could not resist the temptation of sailing. Jess and William joined Arthur, Timothée, Zoe, Pei, Bincker and Ian for some boat stretching, boat exchanges and a few races. Our Oppies sailors even exchanged their boats for some Picos and joined the Pico advanced training programme with some Watersports children. It was certainly a great experience for the younger kids to be able to sail with the elite. The final race on 11 July saw the Bruwer's sisters and a young sailor being chased by Timothée with two younger sailors.

Another highlight of the week was a boat swap between the Lasers and Oppies. Our Dragons enjoyed the speed of the Lasers while the teenagers were less comfortable on the Oppies (or shall we say a bit squeezed!) Nevertheless, the atmosphere was very friendly.

無論你身在香港或海外，我們都希望你有個愉快的夏天。很榮幸我可以與Dragons隊一起展開新賽季（白沙灣遊艇會Dragon隊伍訓練由9月開始至明年6月）。未來三個月肯定會非常忙碌，因為將有多達六項賽事進行，包括第一次在香港北區大尾篤舉行的HKODA Nationals帆船賽 2014。11月號的會訊會有更多關於這項賽事的詳情公佈。

在這一期會訊，我們會回顧過去兩個月在SLAM航海訓練中心非常緊密的活動。Dragons隊伍沒有休息時間可言，他們在7月至8月都跟Alfy一起進行訓練。由於新賽季即將開始，我們在这一期會訊有一個完美的指南，提醒你如何調整好你的Optimist帆船。

最後，我們會談談所有孩子在加入帆船隊之前很想做，但在真正比賽時卻想盡辦法要避免的事情—翻船！



7月初，我們針對Optimists 和Lasers級別的隊員在白沙灣進行了非正式訓練課程。較為年長的Dragons隊員亦趁學校假期回來一同參與訓練，他們都抗拒不了揚帆出海的誘惑！Jess和William聯同Arthur、Timothee、Zoe、Pei、Bincker和Ian進行船隻伸展、交換船隻和比賽訓練。有些Oppies隊員更和Picos隊員交換船隻，以及和Watersports的小孩一起參加Pico級別高級訓練課程。可以跟一眾精英一起航行，對小朋友來說肯定是個難得的經驗。在7月11日舉行的最後一場訓練賽期間，可以看到Bruwer姊妹和一位年輕船員，一直被Timothee和兩個年輕隊友追趕。

這個星期的另一個焦點是Lasers隊和Oppies隊交換船隻。我們的Dragons隊員很享受Lasers的速度，但年輕人在Oppies上就覺得有點不舒適，（或者說是有點擠迫！）但無論如何，訓練期間的氣氛非常融洽。

THE OPTIMIST WORLD PART 3

在長假期之後，是時候跟大家溫習一下Optimist的基本功夫，好讓你們在更好的狀態下參與即將舉行的賽事和Alfred的訓練。以下的圖表會講解如何調整你的船隻：

After the long break, we thought it would be good to go back over some of the basics of your Optimist to make sure you'll be in good shape for the coming races and for the upcoming training with Alfred. The spreadsheet below will explain how to finetune your boat:

Wind	Upwind Light	Upwind Medium	Upwind Strong	Reach Light	Reach Medium	Reach Strong	Run Light	Run Medium	Run Strong
Mast Rake	Basic setting 282-284 cms		Mast slightly further forward for radial sails						
Mast ties	Top and Bottom eased to 6-7 mm, middle 2-3 mm, all ties about 5 mm off mast	All ties 4-5 mm off mast	All ties 3-4 mm off mast for heavier sailors, top and bottom ties 4-5 mm off mast	Mast sail twice round mast, 1.2-2mm pre stretched cord.Top mast, diagonal, lark and clew ties 3 mm cord around mast and boom 2-3-times					
Boom ties	5 mm at the ends and up to 7-8mm in the middle		Tight becoming very tight	No stretch for the ties					
Kicker	Slack	Just loose upwind and getting tighter	Firm	Slack	Just loose	Very tight	Slack	Just loose	Very tight
Outhaul	Slightly tighter than smooth foot shape	Smooth foot shape	Firm	According to the sail lengths					
Luffing	Slack	Slack to Medium	Tight	Diagonal tie is very important, make sure you repalce the diagonal if it starts to wear					
Sprit	Creases at throat	Throat creases just disappear	Tight	Ease your sprit downwind and put it back after you have rounded the leeward mark					
Main sheet and Boom Span	2:1 or 3:1. 6mm sheet	3:1, 7-8 mm mainsheet		Depth to about 80 mm. Mainsheet strop of up to 225mm between the bottom and top mainsheet blocks to reduce the amount of mainsheet you use.					
Sheeting	Book just outside the corner of the boat.	Sheeted into corner, ease in lulls.	Sheeted into corner, ease in gusts	Keep tell-tales flowing			Boom out to 90/95 degrees	Boom out to 90 degrees	Boom out to 80 degrees
Daggerboard	Down	Down	Up to 100 mm up	half way up	3/4 way up		Tip just showing	3/4 way up	
Light Weight Sailing Position	Progressively kneel by mainsheet block, sit on thwart then perch on side bottom in, shoulders out	Sit on side, bottom in, shoulders out. Shoulders slightly back	Hike heaps, dynamic body.	Sit on thwart then perch on side	Hike, shoulders back slightly	Hike heaps, slide forward to trim boat	Kite	Kiteless	Keep boat fairly flat
Heavy weight sailing position	Kneel between mainsheet or sit thwart. Bottom in, shoulders out	Perch on side, bottom in, shoulders out.	Hike dynamically, weight back to get through waves	Sit on thwart then perch on side	Hike, shoulders back slightly	Hike heaps, slide forward to trim boat	Almost fully kited	Fully Kited	Slightly kited / keep boat flat when windy
Steering	Smooth, use body weight to steer.	Smooth, body weight to steer, gradually use rudder a little.	Use more rudder to sail through chop and waves	Smooth, use body to steer	Smooth, using body to steer. Bear away in gusts, head up in lulls	Use a little more rudder, bear away in gusts.	Smooth, use body to steer	Smooth, use body to steer	Use more rudder to sail through chop and catch waves

THE CAPSIZE DRILL



Remember when the children sailed in the improvers sail training on Saturday afternoons? One of the highlights of the day was the capsize—even without any wind! This was certainly a great experience for most of them.

The day they joined the racing team, however, this habit disappeared completely. While it can still happen during a regatta, the Dragons are trying to avoid it as it can cost them their place in the ranking.

還記得孩子們在星期六下午進行的帆船駕駛改進訓練嗎？這天的焦點是翻船——即使沒有風！對他們大部份人來說這個肯定是難得的經驗。

在他們加入帆船隊的第一天，這個習慣已經完全消失了。雖然在比賽期間這個情況偶有出現，但Dragons隊員都盡量避免翻船，因為這會影響他們在比賽的名次。



Capsizing can be impressive and will always please your competitors as well as the photographers! But make sure you get your boat upright as fast as possible by following the tips below:

翻船有時候會令人留下深刻印象，而且會令你的對手和攝影師很高興！但請記住，一定要依照以下提示盡快把船隻豎直：

- As soon as the boat is upside down, turn around to the windward side and grab the daggerboard and climb onto the hull.
- Try to turn the boat into the wind to avoid another capsize when the boat is lifted.
- 當船隻翻沉時，立即轉向迎風那一面，抓緊活動披水板並爬上船身。
- 嘗試把船轉向有風的位置，以免升起船隻時再次翻側。



- Pull down on the daggerboard so the boat lifts slowly and when the wind catches the sail this will help finish the recovery.
- 拉下活動披水板，令船隻慢慢升起，當風吹向風帆時有助船隻回復正常。



- Once the boat comes upright, climb in quickly and start bailing like mad.
- 當船豎直時，立即跳回船上並迅速離開現場。



- By the time you are done, you could have lost dozens of places in the race, but do not retire, you could make it back as most capsizes occur while going upwind.
- 當你把船調整過來後，你的名次可能已落後了幾十名，但不要放棄，你仍然可以追前，因為通常翻船都是在逆風的時候發生的。





REPORT FROM THE DRAGONS' TEAM LEADER RACING OVERSEAS

In July, I flew to France for a business trip and, before heading to work, I had to spend a weekend in Paris. I was wondering what I could do since I did not want to hang around in the city. I therefore surfed the web in search of a regatta in the neighbourhood. Obviously, there were none but found an inter-series regatta open to all classes, all ages and to outsiders in Fontainebleau—about one-and-a-half-hours' drive from Paris. It was organised by the Association Nautique Fontainebleau-Avon (ANFA) on the Seine River. I contacted them and got a reply from their secretary, Rachid Boukebir, and—within 24 hours—I was registered. I asked for the NOR and SI as well for the entry form, but none of those were available as it was mostly an inter-club race.

我在7月到法國公幹。展開工作前，我要在巴黎渡過一個周末。我在想有甚麼事情可以做，而我真的不想在市內閒逛，所以我上網搜尋附近有沒有帆船賽事舉行。顯然，巴黎並沒有任何賽事，但我找到了一個在距離巴黎一個半小時車程的楓丹白露（Fontainebleau）舉行的跨級別的帆船賽，它是公開讓任何級別、任何年齡和外來人士參加的帆船賽。賽事由塞納河的

Association Nautique Fontainebleau-Avon (ANFA) 主辦。我聯絡了他們的秘書Rachid Boukebir並得到回覆，在24小時內我便登記了。我問他們有沒有比賽通知和航行指令，他們表示沒有，因為這個主要是遊艇會之間的賽事。

I arrived and found it to be at a lovely club on the banks of the river. I was greeted by their President, Pierre Novelli. He immediately introduced me to all the members, his mother, his sister and her husband and a few other friends. All were extremely nice and very excited about the race and having a special guest. He briefly explained the club philosophy to me: a friendly club run by volunteers. Their crafts were mostly Lasers, 420s and Flying Fifteens. I did spot a few Optimists which were not in use due to the lack of instructors. Most of the boats are owned by the club and each member can borrow them at any time. The 'clubhouse' comprised two tents side by side and a container as a storeroom. The bar and restaurant is arranged by the members and, I have to say, I was very impressed by their organisation!

我抵埗時發現那裡是一個位於河岸的可愛遊艇會。它們的會長Mr Pierre Novelli出來迎接我，並立即把我介紹給所有會員（即是他的母親、他的姊妹和她的丈夫、以及幾名朋友）。他們全都非常友善，熱切期待賽事舉行，也很高興有特別嘉賓蒞臨。他簡單地向我介紹了遊艇會的理念：一所由義工管理的友好遊艇會。他們的船隻大部份是Lasers、420s和Flying Fifteens。我還發現了幾艘Optimists，但由於沒有教練，這些船都沒有使用。大部份船隻都由遊艇會擁有，每個會員隨時都可以借用。他們的「會所」是兩個並排的帳篷和一個用作儲物室的貨櫃。酒吧和餐廳都是由會員管理。我必須要說，他們的組織令我很感動！

Back to the race, my allocated boat was a Flying Fifteen held by Patrick. The virtual NOR did not mention any strict starting time and the Race Officer of the Day (aka the President's mother) had to wait for all of us to be in the water. The first warning signal was blown (or shouted) but the flags were missing (or could not be hoisted). Together with Patrick, we checked our transit (thank you Alfred for reminding us of this at each race) and, as we waited for the start, we heard another five-minute warning! Again, the AP flag was missing only to be later found, after the race, in a storage area! Eventually, the start was given 15 seconds before the end of the countdown.

The course was a double sausage with the top mark against the current. Sailing on a river was certainly interesting due to

the constant change of wind direction keeping us busy for the whole race. Serious concentration is needed in order to spot the dead wind areas and the windy ones. One tactic was to sail alongside the banks of the river to avoid being pushed backwards by the strong current. Patrick and I had a serious lead on the other five boats: two Flying Fifteens and three 420s. On the way downwind, we managed to hoist the spinnaker and, no more than five minutes later, we were going upwind with the spinnaker up and then downwind again. We crossed the finish line almost one leg in front of a 420. The race day ended after the first race due to the lack of wind and heavy rain.

As is common practice in France, lunch is a must and, since no more races were scheduled, it was the time to all sit together around an informal lunch with a mix of Hong Kong snacks and local French food and wine! After some long exchanges of how each club is run, we even discovered some common ground with HHYC. Each year, they take part in a 24-hour regatta in August with their 420s. Apparently, their current location is temporary. They will be moving next year to a bigger place where they will be able to build some concrete buildings and launch their Optimist training sessions.

It was a great experience. I would like to extend my gratitude to my host of the day and I hope to be back again with some extra wind.



回到賽事。我分配到的船是一艘由Patrick擁有的Flying Fifteen。虛擬的比賽通知沒有明確列出比賽時間，而當日的賽事主任（即是會長的母）要等待我們所有人都下了水。第一次警告信號響起（或叫出來），但旗幟失去蹤影（或是根本不能懸掛）。我跟Patrick一起檢查運送情況（感謝Alfred在每次賽事都會提醒我），而當我們等待賽事開始時，再聽到另一次五分鐘警號！再一次，AP旗不見蹤影，而賽事後我們在一個儲物地點找到了。終於，我們在倒數結束前15秒起步。

賽道是來回逆水位置的頂標兩次。在河上航行的有趣之處，是風向經常改變，令我們在整場賽事都忙個不停。我必須百分百專注，留意死風區和大風區。其中一個策略是沿著河岸前進，以免我們被強水流往後推。Patrick和我遙遙領先其他五艘船：兩艘Flying Fifteens和三艘420。在順風的時候，我們成功扯起了三角帆，不足五分鐘之後，我們扯起三角帆逆風而行，然後又遇上順風了。我們抵達終點線時，只領先在一艘420前面大約一條腿的距離。由於很大雨而且沒有風，在第一場比賽之後，當日的賽事就結束了。

根據法國的慣例，午餐是必需的。由於隨後沒有賽事，我們共聚一起享受了一頓非正式的午餐，品嚐香港帶來的小吃、地道法國食物和美酒！在分享每個遊艇會的運作之後，我們發現了他們跟白沙灣遊艇會的共通點。每年8月，他們都會以420帆船參加24小時慈善帆船賽。另外，他們的會址是臨時的。他們明年會搬往一個較大的地點，到時就可以有固定的建築物，並可以舉辦Optimists訓練課程。

這實在是個難得的經驗，我要向當天的主人家致謝，並希望可以在更大風的時候再次到訪。



LOOKING AHEAD

The upcoming regattas/events for our sailors will be:

20 – 21 September
ABC Opening Regatta (Middle Island)

27 September
Boogie By the Bay (Hebe Haven)

4 – 5 October
HKSS Regatta (Shelter Cove) (HKODA ranking regatta)

1–2 November
24HR Charity Dinghy Race Hebe Haven (HHYC)

15 – 16 November
Round the Mini Island Race (RHKYC)

22 – 23 November
HKODA Nationals Championship 2014 (Tai Mei Tuk)

6 – 7 December
ABC Southside Regatta (HKODA ranking regatta and last race of the year)

即將舉行的帆船賽/活動包括：

9月20 – 21日
香港仔遊艇會帆船公開賽(熨波洲)

9月27日
海灣跳舞之夜(白沙灣)

10月4 – 5日
香港航海學校帆船賽 (Shelter Cove) (HKODA排名賽)

11月1–2日
24小時慈善小帆船賽(白沙灣遊艇會)

11月15 – 16日
迷你環島帆船賽(香港遊艇會)

11月22 – 23日
HKODA Nationals錦標賽2014 (大尾篤)

12月6 – 7日
香港仔遊艇會南區帆船賽 (HKODA 排名賽和今年最後一場賽事)

ART JAM & DARTS
WINE & CHEESE NIGHT

Friday 17 October

\$250 Per Person

Members & non-members are welcome

HHYC
HEBE HAVEN YACHT CLUB

*All funds raised will go to the 24HR Charity Dinghy Race Event

*The application will be confirmed on/before 1 week prior to the event

Please book your place by calling 27197915 / 27198300 or email: admin_fnb@hhyc.org.hk

HEBE HAVEN RACE MANAGEMENT COURSE

Words ARO Karina O'Carroll



Congratulations to all the newly Qualified RYA Regional Race Officers, who took part in Rob Lambs RYA intensive Race Management Training Course during July. We look forward to having you all more involved within the Race Management of the Club in the coming months.

At the end of July, Robert Lamb, Director of SolentXtra Race Management, ISAF International Race Officer and Lead Race Management Instructor for GBR, led a 16-hour seminar on Race Management 101, the equivalent to the RYA Regional Race Management Seminar for 22 ready-to-learn ROs, sailors and support crew.

For someone like myself—with little actual race experience and, to be totally honest, not knowing the difference between a P flag and an N flag, which way the wind or tide was going to shift me and what on earth an offset marker was—I was a bit apprehensive to say the least, but keen to learn something new that would improve my ability to volunteer with the Club and keep me out on the water!

Having done a few stints on the HHYC committee boat as ARO mainly recording times and boat classes, this new material quickly began to fill numerous gaps in my knowledge. Robert was able to succinctly answer numerous questions from our group, deliver

the material in a comprehensible format and cover a wide gamut of race-related topics. And, despite the threat of a lot of late night study, kept us all happily engaged in the first day. Saturday morning was a different matter for some due to a different type of homework!

The course covered things such as sailing wind, positioning the windward/leeward marks, measuring current, tidal compensation and recalls, who organises and is responsible for what before and during a race, flags and halyards, safety procedures, protests, dispute processes, the NoR and SIs, changing the RRS, briefings, signals, choices and decisions which can affect the sailors and boats, courses, to name just a few.

A number of the course participants were able to put all this knowledge to good use on Sunday 20 July, during the Typhoon Series R5 & R6 with Lesley Anderson leading as RO. A 50-question multiple choice exam completed the seminar and, I don't know about the rest, but it was the fastest 50 minutes of the whole course! Thankfully, we all passed with flying colours. I would like to take this

opportunity to thank Lesley Anderson and Rob Allen for organising the course and Robert Lamb for bringing us all up to speed! Looking forward to Level 2 and to encouraging more members and volunteers to participate in Race Management at HHYC.

在7月底，身兼SolentXtra賽事管理公司董事、ISAF國際賽事主任和英國首席賽事管理導師的Robert Lamb，為22位船員和支援隊伍主持了一課長達16小時的賽事管理課程「賽事管理101」，這等同於RYA地區賽事管理課程（RYA Regional Race Management Seminar）。

像我一樣有很少實際賽事經驗的人來說，坦白說，並不太清楚P旗和N旗的分別，也不知道哪個方向的風和水流可以令我轉向，更不知道甚麼是偏移標記。我實在有點擔心，但我非常願意學習新事物，因為這樣可以加強我參與遊艇會義務工作和出海的能力。

作為助理賽事主任，我在白沙灣遊艇會委員會的船上進行了幾項工作，包括記錄時間和級別等。而這些新的知識很快就填補了我

知識上的空白。Robert很簡潔地回答了我們的問題，他提供的資訊簡潔易明，涵蓋了與賽事有關的眾多題目。還有，雖然課程上到很晚，我們仍然樂意參與。而星期六早上對部份人來說，是截然不同的事情！

課程涵蓋多方面的知識，包括航海風向、設置迎風/背風標記、量度水流、誰人統籌、誰人負責在賽前和比賽進行期間問責、安全程序、上訴、解決爭議程序、比賽通知和航行指令、更改帆船賽事規例、簡介、信號、足以影響船員和船隻的選擇和決定、賽道、潮水補救、召回等等。

許多參與課程的船員都能夠把學到的知識，應用在7月20日星期日舉行的颱風盃帆船賽R5和R6賽事。當日由Lesley Anderson擔任賽事主任。整個課程由一份有50條選擇題的試卷作結。我不知道其他人怎樣想，但我認為這是整個課程裡時間過得最快的50分鐘！幸好我們全部及格，表現出色。我希望趁這個機會感謝Lesley Anderson和Rob Allen籌辦這個課程，也感謝Robert Lamb令我們進步神速！我很期待第二級的課程，希望有更多會員和義工參與白沙灣遊艇會的賽事管理工作。



Ale Shek
Marine Operations

Nobody likes stepping in dog mess, or having their kids play around it. We have had numerous incidences of owners/helpers not cleaning up after their pets have answered the call of nature in the shipyard and/or car parking lot. Members are kindly reminded to immediately clean up their pet's excrement to keep all of the Club's areas clean and hygienic.

Members should note that the hardstand area is for storage of designated boats only, no other items such as dinghies, kayaks, RIBs and diesel drums are to be stored there. If you are storing any such items, please remove them immediately. The Marine Office will remove any unauthorised items without prior notice.

Many members hire boat crew to help take care of their vessels. For security purposes, whenever there is a change in your boat crew, please notify the Marine Office. Old boat crew cards should be returned to the Marine Office for cancellation.

Check your tender, its engine size, its licence and its insurance. MarDep regulations stipulate that, for a Class IV vessel—which is a pleasure vessel—an ancillary vessel, classed as a tender in the HHYC bye-laws, must be endorsed on the pleasure vessels certificate of ownership. To do this, the ancillary vessel will have to be shown on the pleasure vessel's insurance certificate first. If you have a tender but do not have a 'mother vessel' then the tender has to be registered in its own right like any other pleasure vessel. Please note that MarDep's definition of an ancillary vessel is that it be no more than 4 metres overall in length and engines, if fitted, do not exceed 7.5 kilowatts total propulsion power.

For more details please refer to the club circular: www.hhyc.org.hk/admin/upload/201209061658320.pdf

Please be mindful that if members are involved in any vessel collision or any other marine accident, they are required by law to contact the Marine Department immediately. Please refer to the Marine Department's website for details of the mandatory requirements for reporting marine incidents: www.mardep.gov.hk/en/publication/elawr.html

近日發現，在船廠範圍及停車場範圍發現有動物排泄物，請各會員注意環境衛生，當寵物排泄完畢後，請馬上清理，以免影響地方清潔。

敬請各會員注意，在岸上泊位範圍，不可儲存或存放其他什物，如：橡皮艇、獨木舟、電油桶等以免阻塞通道及影響他人。如發現任何什物，本會海事辦公室將自行處理而不作另行通知，敬請留意！

很多會員會聘請水手打理其船隻，如更換水手，請會員必須通知海事辦公室，辦理取消水手証等手續，並交還到海事辦公室，多謝合作！

再一次提醒各位會員有關接駁艇及小艇，如船身長及引擎匹數超過海事處規定，必須要向海事處申請有關牌照，有關之通告亦在本會網站刊登，詳情請參閱www.hhyc.org.hk/admin/upload/201209061658320.pdf。

藉著此機會再次提醒各位會員，如船隻發生碰撞或其他意外，請馬上與海事處聯絡。詳情及處理事項請參閱海事處網頁www.mardep.gov.hk/hk/publication/elawr.html。

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5TH MACAU INTERNATIONAL DINGHY REGATTA

WEEKEND OF MEDALS FOR HEBE DRAGONS TEAM

The end of June is traditionally one of the highlights of the year for Hebe Haven Yacht Club, Aberdeen Yacht Club and Royal Hong Kong Yacht Club sailors due to the Macau Regatta. It is a casual event organised by the Associação de Vela de Macau for various Hong Kong sailors to meet their counterparts in different waters and on different boats. It is also a social event with the parents and siblings getting together during the now very popular Saturday night BBQ and the lobby lounge of the former Westin Resort—now called Grand Coloane Beach Resort.

This event could not be feasible without the support of all the clubs. It is a huge amount of work to move all the boats across. This year was no exception with one full 40’ container per club which had to be loaded a few days before the event

with all the Lasers, Picos, Fevas, Optimists and even two safety boats—not to mention all the spare parts! A day before the event, Alfred, Kevin (ABC) and Clement (RHKYC) were already in position to offload the boats, set them up and be ready for Saturday’s race. On Sunday afternoon, it was the opposite but this time with the sailors. All the boats had to be dismantled, stacked in order, readied for loading again in the container and offloaded one more time in Hong Kong before Wednesday’s training!

We never think of the logistics but, without such great backstage effort, there would be no such event. A great thanks to the three clubs and their staff for their hard work in preparing this event—and a special tribute to Kevin Lewis and Rob Allen who, five years ago, initiated this yearly competition.

This year’s team for Hebe Haven was comprised of sixteen sailors and three adults divided into the following categories:

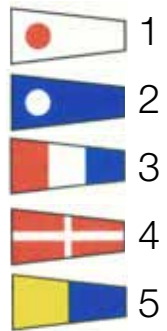
- 1. Laser Radial 1 – Jess Mihan
- 2. Laser Radial 2 – William Chan
- 3. Topper 1 – Shona Mihan
- 4. Stratos (Club team) – Sam Cooke / Max Turner / Grégoire Bourrut Lacouture
- 5. Pico 1 – Lily Reid
- 6. Pico 2 – Zachary Blacker & Timothée Bourrut Lacouture
- 7. Pico 3 – Ian Duncan & Pei Tsun Yip
- 8. Pico 4 – Zoe Bruwer & Rose Duckworth
- 9. Optimist 1 – Arthur Hainz
- 10. Optimist 2 – Nicolle Scholer
- 11. Optimist 3 – Jasmine Scholer
- 12. RS Feva 1 – Antonio Franco & Nathan Turner

The support team was also very impressive with all the parents (and siblings) enjoying a relaxing and lazy weekend around the hotel’s swimming pool.

At 09.00 Saturday morning all the teams were ready to go and were waiting for the competitor briefing before launching their boats onto the South China Sea. This year, Macau did a great job by bringing an International Race Officer who reminded all our young sailors of the basic rules of sailing as well as the meanings of various flags. This was welcomed by most as apparently a lot of them do not know how to read them! Thanks to his explanations, there were no more mistakes on the water.

Class flags: very easy as they all have the boats logo!

Course 1: like a Japanese flag
Course 2: like a Japanese flag but blue
Course 3: like an upside-down French flag
Course 4: like a Danish flag with four ‘squares’
Course 5: a strange flag which is unlike 1, 2, 3 and 4!





The weather forecast was for light wind in the morning, with sunny and windy conditions in the afternoon. The launch was from the beach as usual and the racing area was off the club, which was very convenient for most of us. The set up was a fast course to enable the fleet to do as many as seven races over the weekend.

The first race and the only one before lunch showed the supremacy of the Dragons—first position in all classes (except Feva) and very often a second and a third position. After a light lunch, it was time to get back to the real racing with not less than three races. The wind forced to 10–15 knots with a nice swell. The starting line was moved slightly with a lower pin! This proved to be confusing for some sailors and for the first time some individual recalls were announced in the Optimist and Stratos fleets. Some boats had to turn around to redo their starts and, unfortunately, Arthur received a DNS for not coming back on time! It was the same in the adult team where all three Stratos had to return to the start line.

On the course, one could see some action at the top mark with all the different classes mixing with each other, as well as the famous downwind mark which was the scene of many protests and accidents! Picos ran over each other, Stratos were sandwiched between Picos and there was a final run upwind towards the RC boat.



海灣跳舞之夜 BOOGIE BY THE BAY 2014



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HHYC
HEBE HAVEN YACHT CLUB

10th Miles Hiram's Highway, Pak Sha Wan,
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2014 年 9 月 27 日

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At the end of Day 1, the Dragons already had big smiles on their faces with a provisional result on their side. HHYC was at the top of each class! The BBQ party would start at the Miramar restaurant next door to the hotel. Tables were set up outside with a giant BBQ as well—as of course—as the traditional beers and Portuguese wines! Sadly the evening ended quickly because of the heavy rain but it was too early to say goodbye. An informal after party was held in the bar of the Westin with all the Hebe parents and some from RHKYC and ABC. All the youngest sailors had also their after party in Max Turner's room while the older ones went to some other places.



On Sunday morning, a thunderstorm warning was hoisted and all were worried about whether or not extra races would be held. Luckily, the Race Officer authorised the boats to be launched on time upon the cancellation of the warning. Sailors were very excited with the strong wind and strong swells. Light rain was not an issue and three races were completed with a lot of action on the water.

In the Pico division, Ian and Pey showed their strength by winning all the 1st place positions and, in the Optimist division, leadership switched between Arthur, Jasmine and Nicolle, leaving no chance to the other sailors.

The second day was not in Antonio and Nathan's favour, with some issues with their spinnaker and later on a broken part which forced them to go back on shore for a quick repair. They therefore caught up very quickly in the following races and tried to gain extra speed with a different technique of hike out!

For the Laser and Pico division, the Mihan sisters showed their experience by also winning most of the races while, in Laser, William competed a perfect regatta with five pole positions! For the whole team, they were perfect sailing conditions and the races were thoroughly enjoyed. The ambiance on and off the water was exceptional.

On the way back to the beach, the mood was excellent as sailors anticipated some very good overall results. After cleaning and tidying their boats, all nineteen sailors were in full SLAM uniforms alongside their parents for the prize-giving which was held under the sun!



Congratulations to all the Dragons for winning all the top places of the 5th Macau International Regatta



Pico Divison
1st Zachary Blacker & Timothée Bourrut Lacouture
2nd Zoe Bruwer & Rose Duckworth
3rd Ian Duncan & Pei Tsun Yip
4th Lily Reid



Optimist
1st Arthur Hainz
2nd Nicolle Scholer
3rd Jasmine Scholer



Topper
1st Shona Mihan
2nd Michael James Ma



Laser
1st William Chan
4th Jessica Mihan



Feva
4th Antonio Franco & Nathan Turner



Laser Stratos (Club boat)
Winner 2014: Sam Cook, Max Turner & Grégoire Bourrut Lacouture

...winning 13 medals out of 20



Special prize: Alfred Okoth accepts a plaque on behalf of HHYC and receives a bottle of wine to thank him for his efforts.



A big thank you to all the organisers, the four clubs, supporters, parents and siblings and, of course, The Development Fund For Youth Sailing for financing the shipment of the boat as well as Alfred's accommodation in Macau.



2014 HHYC TYPHOON SERIES MIRS BAY RACE WEEKEND

Words Karen Ball

From a summary of what it is to race the Mirs Bay race to halyard swinging, prize-giving and a rocking after-party

When I was asked to write an article about this year's Mirs Bay race, a part of the 2014 Typhoon Series organised by Hebe Haven Yacht Club, I decided that rather than focus so much on the racing itself, I would provide a summary of what the Mirs Bay weekend is all about. After all, it is an extremely popular event amongst the racing and cruising fleets with yachts represented by several sailing clubs, including the RHKYC and Aberdeen Boat Club alongside HHYC. Safe to say, most of the people reading this know how the racing side works, with up to 80 boats joining the event every year it is likely you have participated in at least one Mirs Bay race, so I thought it best to summarise what a Mirs Bay weekend really stands for.

Firstly, amongst the racers and the families and friends who join for the day or just to meet up for the after-party, it is clear this race is one of the most anticipated in the racing calendar year. Why is that? Because not only are we promised a long passage race to one of the most beautiful locations in Hong Kong, but we are also delivered a highly fun and entertaining prize-giving and party at the local BBQ site at Wong Shek Pier. Not to mention, for those boats arriving early enough, the chance to chill out, swim in the bay and have a few pre-drinks ahead of the party itself.

For those of you that are new to the idea of the Mirs Bay race, it is a two-day event with participants racing the first leg from Hebe Haven Port Shelter, along the back of the country park, passing Hong Kong's famous picture-book beaches of Sai Wan and Tai Long Wan until they spot the rocks of Gau Tau which, depending on the course set by the committee boat, is usually the rounding mark for the race into the Bay itself. Wong Shek Pier faces the Bay where the boats anchor and the location was chosen by Hebe Haven staff for its fairly sheltered anchorage—although some yacht owners may relay stories of anchors dragging in the middle of the night when the wind has a tendency to swing into the Bay, that can be saved for a second article about how to correctly set your anchor for the night!

Logistically the staff at Hebe Haven have it all figured out. The *Fraser Doig* race committee boat is joined by several safety boats, all set to lay marks ahead of the fleet and to help finish the race and, once everyone arrives to the anchorage, they act as the sampans to ferry crew from their boats to the onshore party location. The main country park road is used to transport the supplies for the prize-giving and party. Without the well planned logistics we wouldn't have our much needed food, rum, beer, ice and the all-important generator for the sound system!

The race there on the Saturday is certainly the most popular day out of the two, however the stalwarts of the racing



community, and generally the sailors who survived the party with manageable hangovers, are the ones that then stay over on the boats and join the Pursuit Race home on Sunday. This doesn't technically count towards the Typhoon Series race results but is competitive enough that there is a small prize-giving following the return race.

And the racing this year? Well, it was no exception to previous years, it is always hard to predict what the wind conditions will offer us in the often light summer winds but, with a delayed start to wait for the breeze to fill and steady, the fleet was then started by the committee boat and headed for the upwind mark to bring them out of Port Shelter. In all, about 76 boats started the race. Unfortunately, at this

point the wind dropped out completely putting the front of the fleet into a hole, and stalling the remaining boats behind. A short waiting game and the wind filled in again, this time from behind causing some of the smaller yachts to overtake the faster fleet at the front momentarily which was an entertaining turn of events.

Finally the wind picked up nicely to a pleasant 10 – 15 knots and the part of the Mirs Bay enjoyed by the majority of racers was a chance to pop up the spinnakers and race across to the Gau Tau rocks, our rounding mark of the day. It's quite a sight to witness from the front of the fleet, looking back to 70 plus colourful spinnakers, all following the coastline, catching the puffs of wind and searching for the best pressure.



For the faster divisions, there was an added upwind and downwind leg after Gau Tau rocks to add some mileage to the race with the finish inside Mirs Bay. For the smaller boats, the course was shortened and the race finished at Gau Tau. This meant the fleet stayed together and finished at roughly the same time to be able to get into the Bay in time for the prize-giving.

Free Fire, Sam Chan's TP 52, led the fleet into Mirs Bay and was the first to choose their anchorage, awaiting the other boats to slowly make their way in. In less than an hour, the majority of the fleet had anchored and crews were enjoying a swim and a cold beer. *Free Fire* showed the other boats how it's done with a halyard swinging contest—who can swing the furthest around the boat before ending up in the drink and there were many cheers from other boat audiences as some showed off their skills, made it around past the

transom and reached the other side before letting go! With the sun disappearing, the boats emptied of crew who headed onshore to continue to enjoy the evening festivities. In summary, the Mirs Bay continues to offer competitive racing with that twist of fun and a chance to hang out with family and friends.

One slight addition to this year's proceedings which I feel must be mentioned was a small ceremony held in loving memory of Peter McCaffrey, owner of *Vixen*. It was an emotional ride to the start line on the *Fraser Doig* with his family and friends onboard where they oversaw a one-minute silence involving the whole fleet. The HHYC battle flag was hoisted and then remained flying at half-mast during the race. All boats flew a white streamer in remembrance. Peter will be sadly missed by all those who had the privilege of his company and friendship, on and off the water.

HEBE HAVEN 24HR CHARITY DINGHY RACE & CARNIVAL

白沙灣遊艇會24小時慈善小艇賽暨嘉年華

1 & 2 NOV 2014
2014 年 11月1日 及 11月2日
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 from noon Saturday to 6pm Sunday
 公眾開放時間:
 星期六中午至星期日下午6時

Beneficiaries

The Annual 24HR Charity Dinghy Race is again hosted by Hebe Haven Yacht Club in Pak Sha Wan, Sai Kung. With overHK\$ 10.5 million raised for Charity since inception people of all ages are welcome to come along and join in the fun.

Come and support the teams racing sailing dinghies around the course for 24 hours to raise money for children's charities. With a carnival atmosphere, stand up paddle board race, raft race, live music, entertainment, food and stalls full of goodies: there is something for all ages.

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For more information, please call Ms Ng on 2719 7929 / 2719 7913 or email: sr_prexec@hhyc.org.hk / pr_executive@hhyc.org.hk

See you soon

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一年一度的白沙灣遊艇會24小時慈善小艇賽將於2014年11月1日及2日於西貢白沙灣遊艇會舉行。自成立以來，這項年度活動已獲得外界鼎力支持，過往並籌得總共超過千萬港元的善款捐助予有關兒童慈善基金。

活動舉辦期間，除了慈善小艇賽外，是次活動也包括直立板和木筏慈善賽、現場表演、各式各樣的攤位及兒童遊樂設施等，洋溢著嘉年華的熱鬧氣氛，大會屆時將對外開放，門票全免，歡迎公眾參與。

期待各位帶同家人、好友到場參與和支持是次極具意義的24小時慈善小艇賽暨嘉年華，享受當天的熱鬧氣氛！

到時見！

如有查詢，歡迎致電2719 7929 / 2719 7913 或電郵
sr_prexec@hhyc.org.hk / pr_executive@hhyc.org.hk 與伍小姐聯絡



KWUN YUM FESTIVAL

The Pak Sha Wan Kwun Yum festival this year was held on 15 July. This traditional festival is held to pay respect to and celebrate the birthday of the popular Chinese god—Kwun Yum—who is also known as the Goddess of Mercy. Our Vice Commodore CK and the HHYC team were invited to join the celebrations which included a Chinese opera and a raffle draw.

This particular event has been held in Sai Kung/Pak Sha Wan for more than 60 years and as the Club has been established in Pak Sha Wan for over 50 years, it is with great pleasure that we participate in this event as part of staying connected to the local community. This year, the event began with a group lunch in the Wing Wo Seafood Restaurant after which the celebrations moved to the event venue for the grand opening ceremony and prize-giving with all of the sponsors.

HHYC was one of this year's sponsors of the event and CK was delighted to receive a souvenir on behalf of the Club.

The show was very exciting and we all had a great time.

白沙灣觀音誕於七月十五日在白沙灣村停車場舉行，我們亦有幸被獲邀出席是次一年一度的傳統盛事。白沙灣觀音誕舉行至今已有超過六十年的歷史，這是一個傳統的節日以示尊重並慶祝民間的中國神靈——觀音，亦稱慈悲的女神。慶祝活動包括中國戲曲表演和抽花炮儀式。

而本會已在白沙灣成立了超過五十年，對於能夠參與是次慶典並能與社區保持連繫，我們亦感到十分欣喜。慶典中，所有參加者先於西貢永和海鮮酒家享受豐盛的午餐，及後在表演場地進行開幕儀式並頒發紀念品給予所有贊助商。白沙灣遊艇會亦是是次慶典的贊助商之一，紀念品由我們的副會長CK僅代表本會接受。

及後的中國戲曲表演非常精彩，充份表現出中國傳統國粹的精神。大家都度過了一個美好的時光。



HEBE RACE WEEK
2014

HEBE HAVEN HALLOWEEN KIDS PARTY

24 OCTOBER 2014 (FRIDAY)

Time: 6.30pm – 10.00pm

Venue: The Garden Bar

Price: \$125 per person
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SUMMER SEASON RACING IN PHUKET

Words **Byron Jones**

The 2014 Cape Panwa Hotel Phuket Race Week serves up some great racing and lots of fun in the sun.

Four days of tropical, warm weather sailing and four nights of under-the-stars partying. What more could you ask for? This was the 2014 Cape Panwa Hotel Phuket Raceweek.

Having established a reputation for delivering some of the best beachside regatta parties in Asia, combined with world-class racing, Raceweek's following from afar continues to grow and this year the regatta saw more international entries, more sailors chartering local boats to race and more countries represented than ever before.

Split over seven classes the 36-strong fleet enjoyed a Raceweek that will go down in the regatta's history as one of the most competitive yet.

As the saying goes, size isn't everything as shown by the two wins on Day One which were followed by another two wins on Day Two for the Mills King 40 *Foxy Lady VI*, the smallest in IRC Racing I. A fourth place in the last race—which then became their drop—meant that *Foxy Lady VI* won the class ahead of *Island Fling* in second and *Oi!* in third.

New to the Asian circuit, *Jessandra II*, was one of the unknowns in IRC Racing II and, with a combination of international experience and local knowledge onboard, they sailed the perfect regatta, undefeated—five wins from five races—while Greg Reynolds' *Mumm 30 Foreign Affair* managed to hold off the always-in-the-mix *Ruby Tuesday* for second and third respectively.

In Cruising, an RAF for Mike Downard's *Sail in Asia Pinocchio* in Race 3 (Day Two) proved to be their downfall, pushing them into second overall. Consistent sailing from *Hedonist* with a 2,2,1,2 scoreline saw them take the class title with the all-Thai crew on *Sansiri Windstar*, in third.

It was close racing in the Charter/Bareboat class with three boats all sharing the top step of the podium over the four race series. With no discard, *Venture's* fourth in the first and last race of the series hit them hard placing them in second overall behind class winner *Little Eva*.

Asia Catamaran's *Hurricane* scored two wins on the opening day and shared the spoils with sistership *Java* in Multihull Racing on Day Two. However, the last day belonged to the smallest in the class, *Bullet*, who sailed to their first win of



the series—enough for them to secure third overall behind *Java* in second and Asia Catamaran's *Hurricane* in first.

Back to defend their title in the Firefly 850 class was *Twin Sharks* and Advanced Racing *Mamba* were pushing them hard. A DSQ in Race 4 for *Mamba* put an end to their title hopes and after the drop was added they placed second behind back-to-back winner *Twin Sharks* with *Voodoo* in third.

With three classics on the start line this year it was an impressive sight of age and beauty. The new-build-old-design *Aventure* took the first win with *Sirius* winning Race 2

and *Seraph* Race 3. Sharing the spoils was fitting for these grand dames but there had to be an eventual a winner, and it was the centenarian *Seraph*.

The award-winning Cape Panwa Hotel Phuket Raceweek, eleven years on, continues to deliver great racing and magical party nights in Phuket's summer season and is the opening event of the 2014/15 Asian Yachting Grand Prix.

For the full series results, visit www.phuketraceweek.com/results. For more information on the 2015 Cape Panwa Hotel Phuket Raceweek, visit www.phuketraceweek.com.



Biological happiness—a new definition of lifestyle

Life is all about 'happiness', isn't it? Look at the things we do in life, whether it's work, play or love—happiness seems to be our ultimate goal.

Happiness is such a huge yet simple word. It's probably one of the first few words that we all learned as a kid next to 'dad', 'mum', and 'food'. However, as we have grown up, we have all tried so hard just to stay happy! Research reports that kids laugh 400 times a day while adults only laugh 20 times a day, or even less.

As we age, happiness depreciates

'Get a life!' This idiom seems to be heard more and more often as we get stressed out from work and having no time to relax. That's why we want a lifestyle that makes us happier!

Dr Martin Seligman, the father of positive psychology, has identified the formula to happiness: *Happiness = a lifestyle with 'pleasure + engagement + meaning'*

It's pretty easy to achieve happiness, isn't it? We experience 'pleasure' when we simply enjoy a nice dinner and a few beers with our friends and family at the HHYC clubhouse. We feel 'engagement' when we participate in various yachting competitions and are able to make use of our talents and signature strengths in yachting while also enjoying the time. We get 'meaning' when we are able to contribute back to the community (e.g. Sailability), especially in ways related to our talents and strengths. So, are we all truly happy?

As a Nutrition Coach for many years, I've seen too many people achieving all three levels of happiness yet not being truly happy just because of one important missing piece, and that is what I called 'Biological Happiness'. If I'm to rewrite the happiness equation, here's my revised version: *True happiness = biological happiness (pleasure + engagement + meaning)*

Biological Happiness is simply defined as your physical health condition, which is a factor of pleasure, engagement and meaning of life. Imagine, when health is at zero, how can you be truly happy? You may ask, 'how can we make sure our Biological Happiness is at one or above?' Health is not something we can explain in a few words. However, we can explain by starting from the fundamentals of life: the air you breathe, the food you eat and the water you drink. *Biological happiness = good quality air + food + water*

In Hong Kong, breathing toxins into our body is almost unavoidable every second. We have almost no choice as long as we are on the local street. As for the choice of food, even if you eat healthy and always eat organic, you are still going to be exposed to preservatives and pesticides, unless you grow your own fruit and vegetables. Statistics show that preservatives and

pesticides are linked to the hyperactivity and autism that afflict many kids nowadays.

Luckily, we still have the luxury to choose what kind of water we drink and use. Best of all, by choosing the right kind of water, you may also solve the unavoidable problems that we face in our food and air by detoxing them.

Before our natural resources get all polluted, water should have its natural ability to detox our body. In its most natural and original form, water should at least have the following qualities:

1. Be free from contaminants and chemicals (e.g. chlorine, hydrated lime, etc.)
2. Be slightly alkaline (pH 7 – 9.5)
3. Have a negative ORP level (the ability to reduce oxidation)
4. Be able to dissolve oil (with higher alkalinity and smaller clustering of water molecules)

In Japan, ionised water with the qualities listed above has been used in hospitals for almost 40 years, with many clinical studies on patients with chronic diseases such as diabetes, high blood pressure, high cholesterol, heart diseases, etc. Recent studies as stated in the book *Killing Cancer, Not People*, led by the Director of American Anti-Cancer Institute Dr Robert Wright, also recommended that water with a stable negative ORP is best for cancer patients or just for preventative purposes. The key is to choose a reputable water ioniser that is certified as a medical device.

It ain't 'miracle' water...It is just simple technology bringing back the natural properties of water, taking it back to its most original form. That's why we also named it 'Kangen', a Japanese word meaning 'return to the origin'.

Water is not the cure for all diseases, but it makes an important contribution to our health. Our body consists of 70% water. Our cells are 90% water. We all drink water every day. If we could make a little change in our lives to make the greatest impact to our health (i.e. biological happiness) and help us achieve true happiness, wouldn't you agree that water is the simplest answer?

Be biologically happy and make it your new lifestyle

Kangen Water has been readily available for HHYC members at the Garden Bar since May. Have you given it a try yet? Representatives from Super Kangen Water are available on race days and also upon request to answer your questions. Should you need a water quality test done at your home, call Elaine Cheung on 9206 3146 or Wendy Leung on 9426 7678 to arrange a free appointment on site, free of charge, courtesy of HHYC.



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24HOUR CHARITY DINGHY RACE

This year's annual 24-hour Charity Dinghy Race will be held on 1 & 2 November. On behalf of HHYC and all the charities involved, we would like to express our sincere thanks to all the sponsors and contributors who supported the event last year—allowing us to continue to make dreams come true. Below is a summary of the feedback we received from the charities, on how they used the funding from last year's 24-hour charity event.

SAILABILITY



We were very grateful to the 24-hour Race Committee for including us as one of the charities they would support in last year's 24-hour Race. This was an unexpected and wonderful surprise! As many of the HHYC members will be aware, it is difficult for us to raise money for 'running expenses' (far easier for boats!) and so we have allocated the money provided to us to cover our costs in these areas.

Specifically, we purchased a new set of Access 303(w) sails, 2 spare rudders, a centre board and have put the balance towards our higher annual insurance costs for 2014. The 24-hour Race's donation to Sailability has been allocated as follows:

- | | |
|---|---------------------|
| 1. 1 sets of Access 303(w) sails and Sail logo (yellow boat) | HK\$6,500 |
| 2. Replacement/spare parts for Access Fleet (1 x 2.3 & 1 x 303 Rudder / 1 x 303 Centre Board) | HK\$4,500 |
| 3. Balance towards our insurance costs for 2014 which is HK\$50,000 annually and rising | ~ HK\$21,000 |

Our thanks to you all for your support, you help to make a difference!

我們非常感謝24小時競賽委員會（24-hour Race Committee）把我們列為去年24小時耐力賽（24-hour Race）的受惠機構之一。這真是一個意想不到和美妙的驚喜！

正如許多白沙灣遊艇會的會員都意識到，我們為營運支出籌款比較困難，相比下募集贊助船隻籌款容易得多，因此我們把部分籌得的善款，分配於營運方面的支出。

特別要提到，我們添置了一套新的Access 303(w)風帆、兩個備用方向舵和一個中央板，以及為2014年度保險開支達至平衡。24小時耐力賽為「航能」（Sailability）籌得的款項用途分配如下：

- | | |
|--|---------------------|
| 1. 一套 Access 303(w) 風帆和風帆標誌 (黃艇) | HK\$6,500 |
| 2. Access船隊更換/備用部件 (1 x 2.3 & 1 x 303 方向舵 / 1 x 303 中央板) | HK\$4,500 |
| 3. 平衡2014年的保險開支，每年 HK\$50,000 並會上升 | ~ HK\$21,000 |

我們衷心感謝各位的支持，你們的幫助發揮了很大作用！

IDEAL—BETTER CARE ⇒ BETTER HEALTH

勵智協進會



From the funds raised at the Hebe Haven Yacht Club Charity Dinghy Race 2013, IDEAL was very grateful for the support to continue the 'Better Care⇒Better Health Project'. A series of physical fitness programmes were successfully conducted

to promote the good health of the members as well as their parents and to promote health awareness in the IDEAL family. The activities enhanced the flexibility, cardiorespiratory fitness, muscle strength and endurance of the members and the parents. This can lessen the burden of the cost of medical care for the families and, in the long run, to society at large. We thank you very much for your support.

TREATS—SAILING FOR ALL PROJECT: AN OPPORTUNITY TO BRING GROWTH AND CHANGE



Sailing changes and enriches the lives of people with all abilities and backgrounds. With opportunity and the appropriate training, youths with disabilities are able to enjoy all the fun of sailing, regardless of ability

level. TREATS are delighted to have been selected as one of the charity beneficiaries of the Hebe Club 24-hour Charity Race since 2010. With the donation and support from the Club, we started the TREATS Sailing for All Project in 2012 to benefit youths with disabilities in Hong Kong.

Young sailing members who are mentally challenged, with autism or other disabilities, have been offered tailor-made sailing training to develop their self confidence, improve their social and communication skills and enhance their problem-solving capabilities through the collaborative teamwork aspect of the sailing experience. The sailing experience impacted them significantly. One of our youth sailing members—Wai Hoi—shared, "I did it! I'm so proud of myself! I have improved a lot this year because I am able to control the dinghy all by myself!"

Our sailing teams are ready to participate in the 24-hour Charity Dinghy Race 2014 on 1–2 November and they are looking forward to further new and exciting experiences in the sea!

The above opportunities and changes would not have been possible without the continuous donation and support from the Hebe Haven Yacht Club and the 24-hour Charity Dinghy Race. Our biggest thanks go to all people that made it possible. With your support, our children and youths can continue to grow and achieve so much that they never would have thought within their boundaries.

CHILDREN'S CANCER FOUNDATION



The funds raised through the 24-hour Charity Dinghy Race were used to sponsor

the following prosthetic devices and diagnostic tests for child cancer patients in 2013:

1. Prosthetic eyes and solution genetic tests for a two-year-old girl and a four-year-old boy suffering from bilateral retinoblastoma (Rb). The priority of Rb treatments is set according to the degree of importance, first to save the life of the child, then preserve his vision and then minimise complications or side effects of treatment. For these two cases, immediate removal of one of the eyes was required. The doctor then had to do the genetic test on the specimen to decide the future treatment for these patients. The prosthetic eyes sponsored by CCF are of better quality than the basic models provided by the Hospital Authority. This has helped to restore their spirit as the prosthetic eye looked like a normal eye. The test was done by a company in Canada as it cannot be done in Hong Kong. Sponsorship amount: **HK\$105,000.**
2. A stereo-model distractor dental implant for an 18-year-old boy who suffered from Ewing's sarcoma in his lower jaw. Half of his lower jaw was removed and reconstruction plate fixation was performed. Unfortunately, the reconstruction plate was infected and had to be removed. He had undergone a series of jaw and dental reconstruction surgeries which greatly affected his normal eating function and look. The jaw reconstruction with the distractor dental implants was to give him a normal appearance and chewing function, hence improving his quality of life. Sponsorship amount: **HK\$100,000.**
3. Prosthetic limbs for the following three patients: 8-year-old girl, 14-year-old girl and 20-year-old boy. The aim of the Prosthesis Sponsorship Programme is to provide a sturdy, durable and comfortable prosthesis for patients whose limbs are amputated or resected as a result of bone cancer. Sponsorship amount: **HK\$148,507.**

Total funds used **HK\$354,000.**

ENLIGHTEN—ACTION FOR EPILEPSY



Enlighten-Action for Epilepsy is honoured to be one of the chosen charity beneficiaries of the 24HR Charity Dinghy Race 2013. As the only epilepsy-focused, non-medical, non-governmental charity we aim to support all those affected by epilepsy in Hong Kong.

Though there are almost 70,000 people with epilepsy in Hong Kong, the strong stigma associated with the condition discourages most of them to speak openly about having epilepsy. They also live with the fear of being discriminated or isolated due to the unfortunate ignorance that surrounds the truth regarding the condition. There is a huge need to start educating at grassroots level as the stigma is more dominant in the local population—mainly because the old name for epilepsy in Chinese was “*dean gan tsing*” where “*dean*” means “crazy.”

With the support of Hebe Haven Yacht Club, we aim to build on our awareness campaigns to raise further epilepsy awareness in our city. This year, 178 Hong Kong Housing Authority estates in 18 districts put up seizure first aid posters to educate the public in seizure management. Over 20,000 leaflets were distributed in more than a hundred retail outlets. An epilepsy supplement was included in one of the free Chinese daily newspapers, am730 with a circulation over 400,000, and in the English daily Standard to educate the common man. Advertising and promotional posters were put up in tram shelters and star ferry piers, purple bands were given out to people to link the colour purple with epilepsy, purple t-shirts were given to our members and a purple carnival was held to support our members with epilepsy.

Additionally, our mascot “Ellie the Epiphant” travelled around town on a double-deck purple bus raising awareness. During the first quarter of the year, we have seen a huge increase in the number of calls and email interactions from people with epilepsy and our website has seen an increase in number of new visits.

We are extremely grateful to Hebe Haven Yacht Club for generously offering a kind donation. We hope they will continue to support our small charity in our aim to raise awareness in the hope of eliminating the stigma associated with the condition to better improve the quality of lives of those affected by the condition.

啟迪會很榮幸成為2013年「24小時慈善小艇賽」受惠機構之一。啟迪會是香港唯一一間專為腦癇症患者服務及非醫療性的慈善機構，目的是為受癇症影響的人士提供支援。

香港大約有7萬名腦癇症患者，人們對腦癇症都存有很多偏見，而令此病帶有負面名聲，使大部份患者害怕被社會歧視而選擇沉默。因此，極需要教育大眾提高社會對腦癇症的認識。

在白沙灣遊艇會的支持下，令我們可進一步推廣以提高人們對腦癇症的認識。今年，我們在香港房屋委員會轄下18區內的178個屋邨張貼「腦癇發作急救法」海報；在一百多個零售點派發超過2萬份單張；刊登有關腦癇症資訊於發行量40萬的本地免費報AM730及英文虎報內來教育大眾。更有各類型推廣於電車站和天星小輪碼頭、派發紫色腕帶、舉辦嘉年華等等...

此外，我們的吉祥物——“Ellie”透過乘坐紫色巴士在港九各區穿梭來推廣關注腦癇症。在本年度的第一季，我們收到很多有關腦癇症的查詢。瀏覽本會網站人數亦有可觀增長。

本會十分感激白沙灣遊艇會多年的慷慨捐助。希望他們繼續支持我們這些細小慈善機構，幫助推動社區關注，消除大眾對腦癇症的偏見，合力建造一個包容和理解腦癇症患者之社會。



SUMMER RACING REPORT

Words **William Chan**

Hebe Dragons Sailor & Crew on Jive for both the Typhoon Series & the Summer Saturday Series

Sun, Wind, Sail. These are the needs of a sailor. Although not every race of the Helly Hansen Summer Series presented these needs, I still had an extremely valuable and gratifying experience racing with the Helly Hansen J80 team.

This summer, I was given the opportunity to race in a boat that was different from the dinghy I was so used to. Fortunately, it was similar in so many other aspects that I felt right at home, and yet it still felt like the furniture in the house was not mine. Racing with people that I have never sailed with before also felt weird yet, as the races went by, I gradually felt like I became part of the team. As I have never raced in a J80—let alone crewed in a dinghy, I might add—the learning curve for me was very steep. That said, with every tack and gybe, I gained invaluable knowledge and experience that would assist me in every action I made later on.

Throughout the series, I also gained insight and understanding in big boat racing from the other, more experienced crew

members and the helm that were willing—at times even too willing—to share their own experiences and faults in order to inspire me to learn more in the field. I was frequently asked to share my own experiences and understanding of racing tactics that I have acquired from dinghy sailing, which allowed me to further feel like an invaluable crew member on the team.

Although at the time of writing the Series is far from finished, I have learned and gained so much more than I ever expected and, at this point on, I would like nothing more than to discover more and involve myself deeper in the world of big boat racing. Furthermore, I feel as if I have been accepted into a new family. The guidance and information given to me by my fellow crew members makes me feel part of this other side of sailing, even if sometimes I learnt more than I needed to know, as with the green bucket!

Given the opportunity again, I would never hesitate to go repeat the experiences that I have had on the Helly Hansen J80 team.

I would also like to thank my fellow crew members for bearing with me as I was a complete ‘noob’ and needed a lot of help and guidance to get me used to the boat. Without them, I would only be a dinghy sailor.

Hebe Dragons隊員，在颱風盃帆船賽和夏季周六系列賽中以Jive 參賽。

陽光、風、帆。這些就是船員所需的。雖然不是每一場Helly Hansen夏季系列賽都滿足了這些需求，我跟Helly Hansen J80 隊伍仍然有過非常珍貴且愉快的比賽經驗。

這個夏天，我有機會使用一艘跟我慣常使用的小船不同的船參賽。幸好，在很多方面它們都很相似，感覺就像在家一樣，只是那些傢俬不是屬於我的。

跟沒有合作過的船員航行的感覺最初也是怪怪的，但隨著賽事進行，我漸漸感到已成為他們的一份子。由於我從沒試過以J80出海—更不用說小船，我必須說明—我實在有很多東西需

要學習。這就是說，每個航行方向和轉向，我都得到了寶貴的知識和經驗，有助我往後做的每一個動作。

在整個系列賽期間，我也洞察和理解了如何以大船航行。這是從其他人身上、更有經驗的船員、以及樂意分享一真的是十分樂意分享一的掌舵手身上學會的，他們都很願意分享他們的經驗和錯誤，啟發我在實際情況下學會更多。我也經常被問及駕駛小船的經驗和比賽戰略，這更令我覺得自己是一個重要的成員。

雖然執筆時系列賽仍未結束，我已學會了較預期的更多。在這一點來說，我只希望可以探索更多和參與更多大船賽事。此外，我也覺得自己好像加入了一個新的大家庭。我親愛的隊員給予我的指導和資訊，令我成為了風帆世界另一面的一份子，雖然，有時候我學會的比我需要學的更多，例如那個綠色桶子!

有機會的話，我會毫不猶豫再一次跟Helly Hansen J80隊伍一起航行。我也想趁這個機會，向對我不離不棄的隊員們致謝，因為我實在是一張白紙，需要很多幫助和指導去熟習新的船操作。沒有他們，我還只是一個小船船員而已。



THE TYPHOON SERIES

Words **Antonio Franco**

The Typhoon Series—not something that I would have imagined doing since I am still a young and aspiring dinghy sailor. Sailing on a J80 in the Typhoon Series are gateway boats in which other, more experienced sailors, watch you perform on the water and may invite you to sail on their boat with them at this young age.

When starting to sail around Christmas in 2013, my crew and I were merely a few dinghy sailors along with our racing coach, Alfred, as well as our trusty bosun, A Shing. From the time we started sailing to now, our performance as racers and as a team has increased drastically. Finishing in the bottom half in the first few races to placing in the top three in the recent ones just proves to me that we are an ever-improving team on the water.

Personally, without the many years of experience with the SLAM Sail Training Centre (SSTC) at Hebe, I would not have had the opportunity to go and participate in events such as this and the Saturday Series. So, a big thanks to the SSTC team for helping me progress over the years as a sailor.

One personal goal that I have for this Typhoon Series would be to place in the top three. This would be a huge achievement for me as I would be the youngest sailor competing in the Typhoon Series. Another goal would be to have the same team compete

in the winter series as well. Above all, I am extremely grateful to be presented with this opportunity and, through this experience, I feel that I have become a better sailor than I was before.

颱風盃帆船賽一實在是超乎我想像的，因為我仍只是一個年輕和滿有抱負的小船船員。在颱風盃帆船賽以 J80 參賽，其他人都是更有經驗的選手，他們會看著你在水上的表現，有時更會邀請你這個年輕船員跟他們一起航行。

在2013年的聖誕開始航行時，只有我和我的拍檔等幾個小船船員而已，再加上我們的比賽教練Alfred和值得信賴的水手長A Shing。但是，由開始航行至今，我們作為參賽選手和參賽隊伍的表現都大幅進步。由最初的幾場賽事排名只在後半部份，到最近的賽事排名三甲以內，都證明了我們是永不停步的隊伍。

個人來說，如果沒有在白沙灣SLAM帆船訓練中心(SSTC)的多年訓練經驗，我根本沒可能有機會參加這項賽事和周六系列賽。因此，我要衷心感謝帆船訓練中心的團隊多年來幫助我不斷進步，成為一個真正船員。

我在颱風盃帆船賽的個人目標是取得三甲席位。這對我來說會是一個很大的成就，因為我是颱風盃賽事裡最年輕的選手。另一個目標就是要跟同一個隊伍一起參加冬季系列賽。我真的很感激有這個機會，而通過這個經驗，我覺得自己已成為一個更好的船員。

黃昏小帆挑戰賽兼賓果之夜 THE SUNSET CHALLENGE & BINGO NIGHT 2014



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Sailability and my life

Words **Peace Chan**

I had my first taste of sailing in 2003. I remember the weather was not good; the wind was strong and the sea was choppy. I was worried if I could get into the boat at all, as I didn't know how to swim. As a passenger, I sat on the dinghy and felt the excitement of the boat leaning and speeding across the water. I have always remembered this feeling since.

In 2011, I was diagnosed to have brain cancer. I realised my end was looming. Children Cancer Fund knew that I had this little dream and invited me to take the dinghy sailing course offered by Sailability at Hebe Haven Yacht Club. This time, I was not a passenger, I helmed the boat myself. I felt free. I was not troubled by my illness anymore. I only did it four times when Mike, Sailability's Chairman, asked me, "I see that you have potential in sailing. Next Para Asian Games might have dinghy sailing, if it's true, can you join the training?" It was surreal! I quickly answered, "If it's true, I would give it a go!" In fact I was worried deep down that I wouldn't be around next year.

After about a year, my illness somewhat stabilised and life returned to normal. I had a part-time job too. One day, the phone rang, it was CCF. They told me sailing was now a Para Asian Games sport, and Sailability wanted to invite me to a 15-month training course for it. Unfortunately, the training time clashed with my job. I was perturbed, as I had to make

a painful choice: my family is not well-off. They had already spent a lot due to my illness and it isn't easy for a disabled person to find a job. On the other hand, I didn't know how much longer I would have. I wanted to live the time that I'd earned back to the fullest. After talking with my family and friends, I found that they all supported me. I decided there was no reason to give up this chance. I have to treasure every one of them. I therefore quit my job and became an athlete. At first I only trained a day and a half per week. Luckily, I found another more flexible job, which helped relieve my financial pressure.

When I first started, I felt I had no talent at all. I couldn't feel where the wind came from, and where to head to. Once rounding a buoy I would be completely lost. I had no sense of direction—like a lost sheep at sea. It was completely different from what I did before. I started to question about my decision. I asked myself repeatedly what to do, should I continue. Every time, when I see Mike and Kay, they would encourage me, "You have the ability, we have confidence in you." I felt I couldn't disappoint them. So I listened to the coach, and started to read up on our dinghy's characteristics.

As I accumulated experience and was progressively taught more sailing knowledge and skills, I started to get it. Training

became more serious in the next few months, though this was also the beginning of my trouble as intensive training means more time off work and a higher chance for me to be unemployed. This put pressure on my training, but this pressure also pushed me to do well, in order to answer to the people who were supporting me.

In the last few months, I experienced my first open regatta. It was also the first ranking race counted for entry to the Para Asian Games. In the four-day regatta, I learnt a lot about how to handle different matters—living attitude, inter-personal relationships, boat racing and, in particular, communication with my partner. Ours is a two-person boat so the helm and the crew have to work together, requiring constant communication and discussion. There are bound to be times when we argue and disagree. Besides dealing with my own emotions, I have to re-think whether my partner is completely to blame—maybe I too am at fault. I have to learn through constantly thinking and reviewing with my partner afterwards. That's very important.

Looking back at the last 10 months of training and competitions, I feel I have changed a lot. I was hot-headed, but now I've become more patient. I understand that I need to take time to do things. I need to think clearly before making a decision. It's like when there is no wind at sea—the boat has no momentum and I

have to calm down and look around to see where the wind may come from. I have to think of what to do and patiently wait for the wind to come. This is a good chance to hone our will.

It started as something I'd like to try lightly to fulfill my little dream. I couldn't believe that I could be trained and represent Hong Kong. Although I am living in a state of not knowing what will happen tomorrow, this opportunity has given me an objective to work towards. I do not need to remember my 'deadline', and I find I have fallen in love with sailing.

Where there is life, there is hope.

2003年的一次活動中，我第一次接觸帆船，記得當天的天氣有點惡劣，大風大浪，自己有點擔心能否上船，因我不懂游泳。那天作為乘客的我坐在小帆船上，感受到帆船航行時傾側及速度所帶來的刺激，這感覺一直都印記在心上。

直到2011年，我患上腦癌，知道自己的生命有了一個限期。兒童癌症基金會知道我這一個小小心願，特意邀請我到白沙灣遊艇會參與由香港航能舉辦的小帆船學習課程，讓我可再次感受帆船的樂趣。這次我不再當成乘客了，我可以自己駕駛小帆船在海上航行，讓我感到自由自在，不再受疾病的困擾，不再煩惱。我只玩了四次小帆船，香港航能的主席Mike跟我講：「我見到你對駕駛小帆船很有潛能，下一屆殘疾亞運會可能會有小帆船這個項目，如果是真的，你可以參加訓練嗎？」這是真

Hebe Haven

24HR Charity Dinghy Race 2014

Raft Race

白沙灣遊艇會慈善木筏比賽

Sunday 2 November 2014
2014年11月2日 星期日

兒童組 Children **10.30am**
 成人組 Adult **11.30am**

\$1,000 per raft 每組

All funds raised will go to the 24HR Charity Dinghy Race Event
 所有捐款將連同24小時慈善小艇賽籌得款項捐贈予有關慈善團體



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For enquires, please contact HHYC SLAM Sailing Centre at sailing@hhyc.org.hk or 2719 0926
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SUNDAY

7 SEPTEMBER, 2014

6.00PM - 10.00PM



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SAUVIGNON BLANC

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COLOUR

Pale straw with green tinges.

PALATE

Zesty passionfruit and tropical fruits fill the mouth and provide a lovely bright wine with juicy fruit and mouth-watering acidity.

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COLOUR

Brilliant deep crimson hue with vibrant cherry red edge.

PALATE

The palate is soft and juicy with rich plums and rhubarb. The plush fruit dominates and is supported by subtle cedary oak and bright acid. Bright, juicy and fresh.



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HHYC
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\$ 68 per glass

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JB WINES—FREE WINE TASTING

Free Wine Tasting in Port Shelter Regatta

Date: Saturday 6 September

Venue: The Garden Bar



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Date: First Friday of every month

Time: 6.30pm – 10.00pm

Price: \$168 per adult, \$88 per child (3 – 11 years old)

Venue: The restaurant

THEMED DINNER BUFFET

Includes free beer tasting

Date: Third Friday of every month

Time: 6.30pm – 10.00pm

Price: \$188 per adult, \$98 per child (3 – 11 years old)

SEPTEMBER
BEER OF THE MONTH

Super Bock





HEBE HAVEN

24HR CHARITY DINGHY RACE 2014

STAND UP PADDLE BOARD RACE

白沙灣遊艇會慈善直立板比賽

Sunday 2 November 2014
2014年11月2日 星期日

兒童/成人組 Children/Adult

Race Start Time 開賽時間:
2.30pm 下午2時30分

\$250 per person 每人

所有捐款將撥作24小時慈善小艇賽籌款項以支持有關慈善團體
All funds raised will go to the 24HR Charity Dinghy Race Event

並由香港直立板總會贊助

For racing details, please visit www.hhyc.org.hk
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如有查詢, 請致電 2719 0926 或電郵至 sailing@hhyc.org.hk 與本會職員查詢





Volunteers needed

HEBE HAVEN 24HR CHARITY DINGHY RACE

1 & 2 November 2014

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SAFETY BOAT DRIVERS & ASSISTANTS
RAFT RACE ASSISTANTS
ONE TON CUP ASSISTANTS

SHORE MANAGEMENT:
INFORMATION
DESK BAR

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Beneficiaries:



Dear members,

It is with great regret and deep sadness that the Commodore and the General Committee have to inform Club members of two great losses to HHYC.

Peter McCaffrey passed away on Tuesday 29 July. Peter joined the Club in 2002 and was heavily involved in yacht racing at the Club on board his yacht *Vixen*. Peter was a Sailing Committee member for many years. Our thoughts go to his wife Mara.

Mr Ko Chun has also passed away. Mr Ko was a Police Officer who joined the Club in 2009. He owned a speed boat and was a regular user of the Club. Our thoughts go to his wife Ms Yip Ming Chu and their son Ronald.

Thank you.

HHYC General Committee

親愛的會員，

本會剛剛失去了兩位重要會員，謹代表白沙灣遊艇會會長和執行委員會成員，對兩位重要會員的離世，表示非常遺憾和悲傷。

Peter McCaffrey於7月29日（週二）去世。Peter於2002年加入遊艇會，領導他的遊艇—*Vixen*，積極參與本會舉辦的帆船比賽。他更長年擔當海事運動委員會委員，為本會服務。本會在此對他的妻子Mara致上最深切的慰問。

另外，高進先生也離開了人世。高先生曾任警察，於2009年加入遊艇會，他擁有一艘快艇，並且是經常到臨遊艇會的會員。本會在此對他的妻子葉明珠女仕及他兒子Ronald致上最深切的慰問。

謝謝。

白沙灣遊艇會執行委員會

Club Merchandise



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Can Cooler \$40



50th Anniversary Kids Cap \$150



50th Anniversary Event Tee \$300



50th Anniversary Wine Glasses \$300 per set of six



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Beer Bottle Cooler \$40
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Sailing Short Sleeves \$200
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Polo T-shirt \$280
Size: XS, S, M, L, XL



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Colour: red



Club tie \$20 per set
Colour: dark red & royal blue



Club green bag \$10



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June – July 2014

June

New Members

Mr Heiney, Brian Paul
Mr Leung, Siu Lun Alan
Mr Ng, Sze Yiu
Mrs Howard Chung, Shuen Jolie
Mr Yewn, Dik Sum Dickson
Mr Powers, Dominic Edmund
Mr Law, Lo Fung

Absent Members

Mrs Delany-Hobbs, Cathy

Reactivated Members

None

Resigned Members

Mr Kwok Tzi Lai, Ernest
Mr Desouches, Thomas Henri
Mr Picut, Arnaud Eric
Mr Van Eijck, Marc
Mrs Thygesen, Henriette
Mr Atkins, Christopher Mark

July

New Members

Mr Chung, To Keung
Mr Chan, Kwok Wah
Mr Jupp, Allan Michael
Mr Wai, Shu Tong

Absent Members

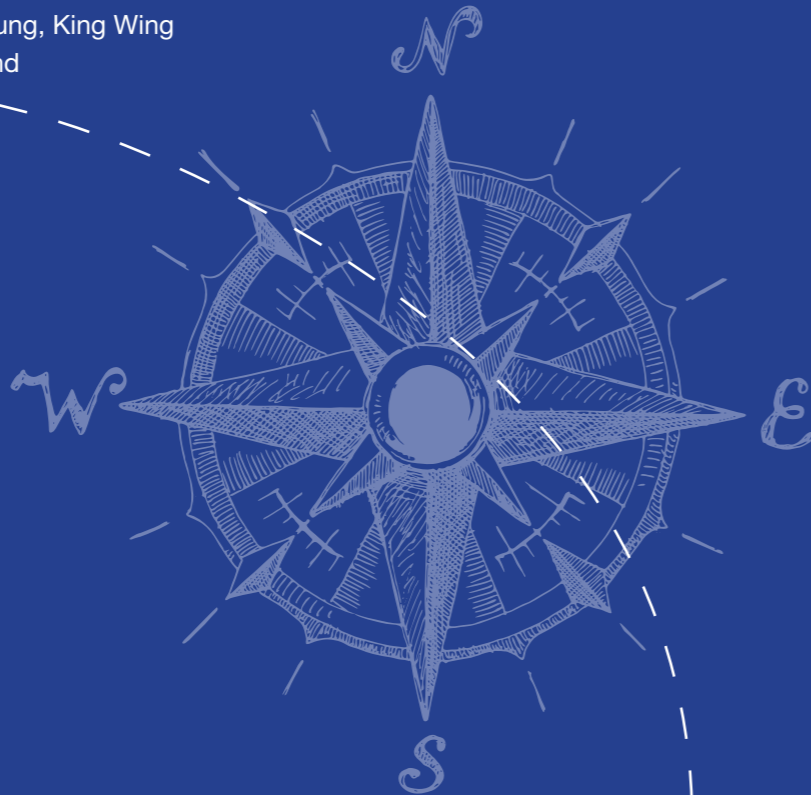
Mr Yard, Edward Martin
Ms Cheng Siu Yuet, Dalia
Mr Hueffmann, Gerd Detlef

Reactivated Members

Mr Cheung, King Wing
Raymond

Resigned Members

None



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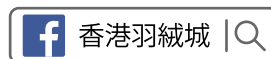
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