

HYPERCAFFEINATED DAYS

- NO REST FOR THE DRIVEN

HEBE HAVEN YACHT CLUB SEP/OCT 2011

HEBE HAVEN

www.hhye.org.hk

Club Sailing Programmes / The Nautica Sundays / Racing Around Europe
Tumi Saturdays / Borneo Marine Research / Mrs Slocum's Slave
HKPN Again / Golden Dragons / Clipper Round The World / GFS Exercises

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EVENTS CALENDAR

September 2011

SUN 星期日	MON 星期一	TUE 星期二	WED 星期三	THU 星期四	FRI 星期五	SAT 星期六
				1 初四	2 初五 Curry Friday	3 初六
4 初七 On-Board Cooking By Dr. Jaksa Krvela	5 初八	6 初九	7 初十	8 初十	9 十一 Rugby World Cup 2011 Live	10 十二 Rugby World Cup 2011 Live
11 十三 Rugby World Cup 2011 Live	12 十四 Mid-Autumn BBQ	13 十五	14 十六 Rugby World Cup 2011 Live	15 十七 Rugby World Cup 2011 Live	16 十八 Best of Asia Friday Rugby World Cup 2011 Live	17 十九 Rugby World Cup 2011 Live
18 廿一 Rugby World Cup 2011 Live	19 廿二	20 廿三 Rugby World Cup 2011 Live	21 廿四 Rugby World Cup 2011 Live	22 廿五 Rugby World Cup 2011 Live	23 廿六 Jazz Night in Garden Rugby World Cup 2011 Live	24 廿七 Port Shelter Regatta Rugby World Cup 2011 Live
25 廿八 Port Shelter Regatta Rugby World Cup 2011 Live	26 廿九 Rugby World Cup 2011 Live	27 三十 Rugby World Cup 2011 Live	28 初二 Rugby World Cup 2011 Live	29 初三	30 初四 Rugby World Cup 2011 Live	


• The Day Following Chinese Mid-Autumn Festival
• 25 Years Plus Membership Recognition Dinner

Beer for the month : Carlsberg 

October 2011

SUN 星期日	MON 星期一	TUE 星期二	WED 星期三	THU 星期四	FRI 星期五	SAT 星期六
						1 初五 24HR Charity Event Rugby World Cup 2011 Live
2 初六 24HR Charity Event Rugby World Cup 2011 Live	3 初七	4 初八	5 初九 National Optimist Race	6 初十	7 十一 Curry Friday	8 十二 Rugby World Cup 2011 Live National Optimist Race
9 十三 Rugby World Cup 2011 Live National Optimist Race	10 十四	11 十五	12 十六	13 十七	14 十八	15 十九 Rugby World Cup 2011 Live
16 二十 Rugby World Cup 2011 Live	17 廿一	18 廿二	19 廿三	20 廿四	21 廿五 Best of Asia Friday Rugby World Cup 2011 Live	22 廿六 Kid's Halloween Party
23 廿七 Rugby World Cup 2011 Live	24 廿八	25 廿九	26 三十	27 初一	28 初二	29 初三 Winter Sat Series Race 1 & 2
30 初四	31 初五					

• National Day
• Chung Yeung Festival

Beer for the month : Erdinger 



香港西貢白沙灣157號
157 Pak Sha Wan, 10.5 Miles
Hiram's Highway, Sai Kung
Kowloon, Hong Kong SAR

HEBE HAVEN YACHT CLUB

September - October
2011



It's not all (plain) sailing, you know. There are times when you do have to spend some 'down' time doing training exercises.

A GFS chopper and yacht Stella doing a bit of interacting! How cool is that? For more photos, turn to page 20.

Cover photo courtesy of John Woo.



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FROM THE COMMODORE

For those of you who were unable to attend the 2011 AGM, I would like to take this opportunity to introduce myself as the new Commodore. As you can see, my photograph has been updated in order to more accurately portray my current features. It was politely pointed out to me by the office staff that nobody would recognize me from the previous one, taken about ten years ago. Alas, the ravages of time!!

I would like to thank the outgoing Commodore Mark Houghton for his sterling efforts to steer the Club in the right direction for the past four years. I am sure we wish him and Sara all the best in their proposed journeys around the Asian Pacific area. My incoming Flag Officers are Mark Newman as Vice Commodore and CK Chan as Rear Commodore Sailing. I welcome them and thank Paul Brownless, William Allen and Marven Bowles for continuing their good work. It is also my pleasure to welcome all the new volunteers for our various committees. They are too numerous to catalogue in this article but I am sure they will make themselves known to you and will be happy to entertain your concerns and opinions regarding the Club's operations.

Our Recreational Lease expires in June 2012 and we are in close liaison with the Government departments regarding this subject. We have fully explained the Club's current status and future aspirations. I hope that this will ensure that decisions made are in the Club's

best interests. The Government is keeping their final decisions a closely guarded secret. This is no surprise considering the fact that there will be a change of the Chief Executive and LEGCO members at the end of this year. With new blood, we may see new legislation. With the information that we have been able to glean, we hope that our Club has proactively met most of the perceived demands for lease renewal.

The General Committee and I have decided to place a moratorium on Club development for the time being. Any necessary renovations will still be carried out but we feel that it is now prudent to improve our bank balance whilst waiting for the terms of our new lease. We will consider larger projects when we have this information.

I am sure we are all aware of the ongoing saga of the Hiram's Highway road widening scheme, which will, unfortunately, necessitate some structural changes to our venerable clubhouse. I do not expect final decisions on this project to be made in the short term so hopefully we will be able to use our existing clubhouse and kitchen for the foreseeable future.

By the time that this edition of Hebe Jebes goes to press, we will have concluded our very successful series of summer racing. Both the Typhoon Series and the Summer Saturday Series have been extremely well attended and appreciated by the sailors from all three clubs.

Needless to say, there is no real respite for the weary sailors with the Port Shelter Regatta in September closely followed by the 24hr Charity Dinghy



Race on the first weekend in October and our Winter Saturday Series beginning at the end of that month.

It would be remiss of me not to mention our new charitable trust, Sailability Hong Kong. Mike and Kay Rawbone have put a tremendous amount of time and effort into getting the trust up and running. It has been in existence for a year now and they plan, with the Club's assistance, to teach one hundred physically or mentally challenged students to sail in the next year. They have entered a team in our 24HR Charity Dinghy Race so please come along to the event and encourage them. They will be given slightly beneficial treatment befitting the extra effort they will have put into the event and we wish them all the best.

In conclusion, please come and support the Club by volunteering to assist in the 24HR Charity Dinghy Race weekend and by attending our numerous social events. The Club works best when well supported by you, the members.

Fair winds and good sailing to us all.

David Campbell
Commodore

THE GM'S REVIEW

I found myself writing the article for this issue of the Hebe Jebes and wondered how quickly the last 3 months have flown by. The Club has already completed their busy summer campaign of the Summer Saturday and Typhoon Race series and without a doubt had another very successful season breaking all previous records of boats on the

water. The summer recreational dinghy sailing camps and programs were all very well attended, keeping our Sail Training Team extremely busy over the summer.

As Club members already realize following the 2011 AGM, there have been a number of changes to the

Flag Officers and General Committee Members as mentioned by our newly appointed Commodore Mr. Dave Campbell in this edition of the Hebe Jebes.

One of the Commodore's first tasks was to ask Management to review and address a number of housekeeping issues in the hope that this will resolve

concerns that have been voiced to him from members of the Club.

The following are details of the areas where Management have been asked to look into implementing changes to as instructed by the Commodore and members are requested to read these carefully. Management will also be sending details and reminders through electronic notices to members on a regular basis.

CAR PARKING – SHUTTLE BUS SERVICE

Members' car parking at the Club during weekends and public holidays has always been a challenge and in the last 8 years with continued membership growth and Club redevelopments we find more and more members wanting to spend time enjoying the Club.

To this end as we are unable to physically cater to anymore than the current number of cars being parked in the Club on weekends so the General Committee have approved for Management to proceed, for the month of September, with a pilot scheme providing a "Shuttle Bus Service" on **Sundays only**, from "Star Plaza" in Sai Kung to the public car park just outside the Club's main pedestrian entrance for members and their guests to use **FREE OF CHARGE**.

Currently, the car park rates at Star Plaza are \$8 per hour, the same as HHYC. Members when boarding the shuttle bus will have to sign in with their name and account number. The shuttle bus frequency is every 15 minutes. During this time members **CAN**, if the car park is full, drive into the Club to drop off passengers and luggage before driving their car to Star Plaza.

Full service details and schedules can be found on another page of this edition of the magazine.

CLUB SECURITY AND ACCESS

Over the years access onto Club premises has been difficult to control

and members have raised their concerns regarding security within the Club grounds on many occasions. To try and improve this situation, the Commodore has requested Management to look into the operational costs and logistics of having security gates and card readers installed in two main access areas in the Club. Management will conduct these changes in two Phases:

Phase 1 – Main Pedestrian Entrance

The plan is for the main pedestrian entrance gate by the public car park area to be closed at all times with members accessing the Club using their membership cards. **All current Club membership cards have the ability to do this already and is being used for the car park tollgate system.** In conjunction with this the Club will also station a security guard at the post on a permanent basis to control access for guests and non-members.

Phase 2 – Entrance to the Marina Pontoons

The proposal is to have a gate installed at the entrance to the Marina at the top of the gangway again controlled by a card reader which will allow only members access onto the pontoon areas. Members expecting guests will have to arrange to meet them at the main clubhouse and sign their guests into the "Guest Sign In Book".

CCTV System

In line with these new security arrangements, the Operations Committee are currently reviewing CCTV systems for several key locations within the Club to enable security to survey, monitor and record any situations that may occur on Club grounds at any time.

CLUB MEMBERSHIP CARDS

Management intends to phase in the new security arrangements over a period of around 6 months to allow members time to adjust before they are fully implemented. Members are encouraged to start carrying their Club membership

cards with them at all times when at the Club as they will be required for access into the Club and to activate your account in F&B outlets.



Members and their partner/spouse who have not updated their membership cards should do so as soon as possible. Please contact Miss Anna Cheng, Membership Executive, in the General Office who will process new cards for you.

HHYC GUEST SIGN-IN BOOK

In line with the new security arrangements proposed, the General Committee has asked for the "Guest Sign In Book" to be re-introduced to the membership.

Members inviting guests to the Club will be required to have their guests signed in. The "Guest Sign In Book" will be located in the upstairs restaurant where members can sign in their guests. Eventually, the Club plans to locate a "Guest Sign In Book" at the main pedestrian entrance once a static security guard has been deployed.

Over the next 2 months, two of the Club's major events will be taking place with the Port Shelter Regatta on 24th/25th September to be followed immediately by the Club's annual 24HR Charity Dinghy Race weekend on 1st & 2nd of October. The event is still in need of volunteers in all areas and if you have not signed up or would like to offer your assistance, please feel free to contact either myself, Rob Allen or Richard Mortimer, our 24HR Event Committee Chairman who will be more than pleased to assist with any queries you may have.

I look forward to seeing you all at the Club.

Michael Franco
General Manager

MARINE AND CLUB OPERATIONS NEWS

Dear Members and Families,

Where has the summer gone? With many families taking a break during the summer holidays one would expect the boatyard to slow down when it fact it appears to have sped up.

As the Operations Committee had a summer recess there is not a great deal of news to share.

What we can share is the new floating pontoon system is nearing completion on installation; it has been slowed down by the resignation of our Marine Operations Manager who has been working with Hebe Haven in the Marine Office for many years. We wish the best to Jimmy as he has been a

good asset and friend to the Club. We also lost Mr. Raymond Lim, Deputy General Manager who was helping us in the boatyard after Jimmy resigned. Raymond and Jimmy's resignation has left us a little behind in the ongoing boatyard works and changes but with a little luck and a lot of hard work it will come right in the end.

On the berthing side of the Marina, this has become our top priority and Mr. Arnie Highfield has graciously accepted to help us in this endeavour so you will see more of Mr. Highfield around and if we can all give him our best support I am sure he will succeed in this area.

Again, please put your rubbish into the

receptacles around the Club and do not leave bags of rubbish lying around as we would all appreciate a cleaner Club!



Have a great time with what is left of the summer and hopefully the cooler fall weather is right around the corner. Don't forget to come out and support the Hebe Haven International 24 Hour Charity Dinghy Race on the weekend of the 1st & 2nd of October!

Paul Brownless
Rear Commodore Operations

SAILING COMMITTEE REPORT

I would like to thank the membership who voted in the AGM, especially those who have given me the opportunity to contribute to the Club at my present tenure. It will be a busy term for me but I am privileged to have the majority of Sailing Committee Members staying and assisting me to further develop, plan, and execute all sailing matters for the Hebe Haven Yacht Club.

Not only do we have new members of high caliber strengthening the Sailing Committee, I am pleased to introduce a new sub-committee, which is the Sail Training Centre Committee (STCC), Chaired by Sandra Snell. The function of this sub-committee is to monitor and enhance the operations of the Sail Training Centre, in view of optimizing the utilization of the Club's resources, though making money may not be our best interest compared to offering sailing activities to as many people as possible and the continued development of youth sailing here at the Club.

Summers have always been hot in Hong Kong; nevertheless, we managed to have a maximum of 69 Keelboats on the water in Race 2 of the Nautica Typhoon Series 2011. There were more than 58 boats turned out in every race except for two. The Tumi Summer Saturday Series had also been very successful with all twelve races completed. Thanks again for the support of our Sponsors, and of course, our ROs, AROs, Staff, Volunteers, and all the keen sailors for their devotion to sailing.

The roster system for Race Officers has been re-activated; and its reliability was tested when our principle RO and Vice Commodore, Mark Newman, had a sudden change of work schedule for the whole month of August. The Sailing Office had to run down the list and urgently ask experienced skippers who were not already committed to organize the races. This was when we felt the importance of Mark's contribution throughout the years, and the significance of

a healthy roster system. Sail Com will definitely strive to improve the practice of not relying on a single person. After all, Mark really deserves a big applause from everybody who has enjoyed the races, and we also miss his sturdy voice at the Prize Giving.



You may find me different from previous Rear Commodore Sailing who have a long history of sailing experience behind them, but I am all ears to listen to all kinds of suggestions that the membership may have in mind, as long as they have the possibility to provide better sailing conditions and improve our services to the sailors.

Safe Sailing
C.K. Chan
Rear Commodore Sailing

Members' Windshifts - Jul / Aug 2011

New Members - effective from 1st July 2011

CHU, Ka Tsun	STRAPP, Simon James
COOKE, Timothy Gilbert	TSUI, Siu Yee April
KWOK, Hon Man	YAU, Yiu Yung Cary
LAU, Pak Wai	

Absent Members - effective from 1st July 2011

CHAN, Kwok Lim Bernard	OTHENIN-GIRARD, Raymond Marc
HAZELTON, Benjamin Geoffrey	

Resigned Members - effective from 1st July 2011

LUNDIN, Stefan	
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New Members - effective from 1st August 2011

AU, Ka Fai Kinsen	LEE, Ying Wah
BOURDELET, Nicolas Marcel	MARTIN, Jerome
CHAN, Sik Lung	PANG, Tze Choi Theodore
IP, Hin Kwai Kenny	POON, Robert Pak Yue
LAI, Tung Wai	TANG, King Hong
LAW, Hing	

Absent Members - effective from 1st August 2011

FUNG, Kwan Nang	
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Resigned Members - effective from 1st August 2011

CHENG, Fuk Sun	FORBES, Bronte Stuart
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Sail Training Centre Committee

Following the most recent AGM, the newly formed Sail Training Centre Committee (STCC) commenced operations. The STCC will have the responsibility to oversee all operations of the Sail Training Centre and it will have a more diverse role than previous dinghy sailing committees.

High on the agenda for the STCC is to ensure that we continue to strengthen HHYC dinghy sailing, particularly through attracting young sailors and their families to our programs. We want to ensure that our curriculums clearly identify the process of progression through our dinghy sailing programs from beginner status through to recreational sailing and racing, elite race squad training, and assistant instructor opportunities.



Adult dinghy and keelboat training programs will also undergo a revamp with some exciting new initiatives proposed for training and racing opportunities.

STCC has recently conducted a review of the Youth Development Fund (YDF), which was established to help support youth dinghy sail training and racing. This fund is managed separately from the general Club accounts and all monies are contributed through donations generously made at the annual Mad May Ball (MMB). These funds are then put

to good use for a number of purposes, including assistance to the HHYC dinghy racing squad (Hebe Dragons) to attend recognized local and regional regattas throughout the year. Individuals are also able to apply for financial assistance to attend international events and the Club has committed to provide an annual scholarship towards sail training to an individual or to a Government subsidized school.



Without a Mad May Ball in 2010 due to Club refurbishment and significantly less funds raised in 2011, the YDF is quite depleted and urgently needs topping up. STCC is committed to seeking support from youth sailors, parents and members to generate ideas for further fund raising ventures. Any ideas are welcome!

Guidelines for the management of this YDF and for the application process are available on the HHYC web site.

On the racing scene, the STCC is working closely with Sail Training Centre staff to develop new concepts to expand the local dinghy racing program for young sailors and adults. The racing calendar for all Clubs in Hong Kong is quite busy, hence any new initiatives require thorough assessment for feasibility and to ensure successful events.

There are many other projects on the agenda and the STCC is looking forward to establishing a great team with the Sail Training Centre staff for an exciting new era in dinghy sailing.

Sandra Snell
Chairperson



SAIL LASER HEBE HAVEN SAILING PROGRAMME

Summer Racing At Hebe Haven

HEBE RACE WEEK 2011

Competitive Sailing, a huge Food Fight, Unique Talents, Captain Chaos, Children 3 – 16 years old, Parent Volunteers, Drifting Boats, Varying Winds, A BBQ in a tropical downpour, and a Pirates Party, just a few of the ingredients you need to run a successful Hebe Race Week. So it was no surprise that this year's Race Week for the youth of the Club was a resounding success. With competitive sailing on the water and fun filled nights of entertainment it was not surprising that many of the participants did not want the week to end. A record number of competitors across 4 fleets fought for the trophies over four days of intense racing with a rest day scheduled for the middle of the week. Winds varied throughout the week which challenged the skills and abilities of all sailors. Many tactical battles were fought between the sailors, with some of the most contested racing seen between the senior youth of the Club in the Bahias. Wet Feet (new to sailing) sailors took to the water in the Access dinghies and, under the leadership of Ellie, enjoyed the week with the highlight for these sailors being able to compete with the rest of the fleet on the last day. After a hectic summer of training and with many of the Hebe Dragons Racing Team only returning back to Hong Kong in the week prior to the event the Opi fleet provided some excellent racing with results for the places going down to the wire. With 30 sailors in 15 Picos, the starting line was a busy place to be and the racing was incredibly competitive, with some very close results through the week. Colourful wristbands were awarded to the 1st, 2nd and 3rd sailors for individual races with overall winners being presented with some fantastic prizes at the Pirates presentation night on the Friday.



But it was not just the sailing that made the week such a huge success. A very successful games night was run on the Monday and resulted with not only the kids being covered in shaving cream and Cheetos but also many of the parents and volunteers.

A BBQ was the ideal way for competitors and volunteers alike to rest during the week but the only problem was that it was

held on a day when not one but several tropical storms rolled through Shelter Cove but from the smiles on the kids faces it seemed that the day was a success. Upon returning to the Club and drying off several brave and highly talented children showcased their skills. From Donald Duck to singing and dancing, Harvey's, gymnastic routines and Lara's hoola hoops on the night was enjoyed by all.



The week concluded with a Pirate themed party and Presentation Night with the awards for champions of fleet handed out. Overall results for the week were as follows:

Fleet	1st	2nd	3rd
Bahia	James Johnston & Lily Mae Reed	Antonio Franco & William Chan	Nathan Bradley & Jess Mihan
Pico	James Hughes	Shona Mihan	Nick Beezy
Optimist	Marian Williams	Oscar Tullberg	Molly Highfield
WetFeet	Laura	Katherine	Hannah

After the awards ceremony further games that required the youth to bob for apples or eat donuts hanging from a string kept the children entertained until the finale of the week which was a huge water bomb fight on the Club slipway.



Many thanks must go to our main sponsors, Original Vision and Urban Retreat with additional thanks to, Sun Key Zinke, San Miguel, Sailability, UK Halsey Bags, Shek Kee Frozen Meats and Musto. A huge thank you to all parent volunteers, the staff of Hebe Haven and to Mark and Sara for the use of Resolute as the committee boat for the event. Without the sponsors and the volunteers this event would not have been such a success, and the smiles on the competitors faces throughout the week were a testament to the success of the event. We hope to see you all back next year for what will hopefully become the premier racing week for the youth of Hong Kong.

Regards
Charron Robertson
 Hebe Race Week Chairperson

Architecture Masterplanning Interiors Graphics

Benoy



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www.benoy.com

Hypercaffeinated Days

Words by Vince Christian



As always, we strive to give you the best and the latest, in news and stories from Hebe, Hong Kong, the region, and around the world (if the scoops come our way). But like any media plan, it involves a lot of visualisation and preparation, usually involving quizzing, if necessary arm wrestling, or sometimes pouncing on unwary fellow members/would-be scribes for stories & tales of near & afar. Sometimes, 'Titbits' can be had from Sail Com/Club meetings even. I often empty my pockets after a 'research visit' at the Club to find scraps of paper & table napkins with names, numbers, story titles scrawled.

After a few 'hypercaffeinated days' of constant struggles and rehearsals, the so-called 'draft issue' is finally transformed into kilobytes of print. Weeks later, Hebe Jebes grows a life of its own – colour, symmetry and meaning, pervade the pages of the magazine. A full fledged magazine is born.....and so on and so forth.

Our Sep/Oct issue has a bit of everything. We've got our usual reports on youth sailing development and racing, as well as tidbits by Charron Robertson on the Hebe Race Week. Mike Rawbone's done another piece on our Sailability program and their

participation in the 24-Hr International Dinghy Race. Well done, Mike. Regular writer and international racing Coach, Marek, has again given us another sterling performance report, 'Golden Dreams', on the Hebe Dragons' state of affairs.

Super 'Correspondent In The Field' Simon Blore's produced his usual top-notch report on the Club's blue-ribbon event, The Nautica Typhoon Series, plus a recap of the Tumi Saturday Series. He's also done an update on the HKPN rating system (now with a life of its own!) – all the stuff for our racing aficionados. Many thanks to Simon, my collection of red wine debts is growing ever so large!

'A Year Away From Hebe' has Peter Austin sharing with us his whirlwind racing experiences up over the other side of the globe. Turning pro soon, by any chance, mate?

Good ol' Dave Wharton, bless him. Remember the yacht Ceil? Dave and Sarah have struggled through thick and thin to fix and prepare Ceil up to the task so they can get on with their marine research projects in Borneo. Ceil and the couple were once upon a time part of Mike Horn's Pangaea Expedition, but the couple have now decided to do

research on their own. Read the latest updates in this issue.

And guess what? Mrs. Slocum's back, albeit with a split personality! The missus and a certain Mrs. K have given us some superb galley reading. You're in demand, Mrs. S, and you don't even know it!

Last but not least, we've got two photo collage sections: one's about the recent GFS helicopter rescue training with the yacht Stella. The photos will surely give the reader a bird's eye view of what happens in such a heli-boat exercise, which is held on a regular basis in the vicinity of Port Shelter Island, with different boats.

Barbara Yendell (Babsy), whose photos appear in this issue, is our Clipper Round The World Race participant. The fantastic news is that she's agreed to send us regular reports and photos of her racing adventures around the world – beamed from the yacht Gold Coast Australia, and from port after each Leg. We're guaranteed months of viewing and reading pleasure from action up close! The Clipper fleet are currently on Leg 2. Thank you, be safe – and always clip on – Babsy!

Cheers and blue skies.



Ocean Terminal Elements Festival Walk Times Square Sogo
Cityplaza New Town Plaza The Venetian Macao Resort Hotel

NAUTICA

The Nautica Typhoon Series

Words by Simon Blore



Winfred Li



For the fifth consecutive year, fashion brand Nautica have sponsored Hong Kong's premier summer yacht racing series. Commencing in mid-June, and running until the end of August, HHYC's Typhoon Series is one of Hong Kong's toughest sporting challenges with summer storms and hot drifting light wind days sure to give extremes of weather and sailing conditions for the crews to contend with.

This year there were a total of 85 entries, with IRC split into 5 divisions, an 11 strong J80 class, a massive 20

boats in HKPN, and the Sportsboats racing under a hastily configured HKPN – derived rating, pending a change to the SMS rating model in the latter part of 2011.

Once again, our active racing members were asked to volunteer for OOD duties, and although Mark Newman took the "lion's share" of the duties by kindly volunteering for 4 of the racing days, I'd also like to thank Dave Campbell and CK, Inge Strompf and Mark Houghton who all stepped forward for the remainder.

RACE 1

Sunday 12 June was Race 1, an islands race around the Sai Kung area, and

a stormy Saturday night gave way to persistent rain as a damp and soggy racing fleet headed to the start area off Shelter Island for an 11am race start. The preceding tropical Storm Sarika had sucked away most of the sailing breeze that we had seen in the week before, but there was just enough wind (around 5-6 kts) to begin the race for the 58 strong fleet. The fastest boats in IRC A and B were away first, followed in 5-minute intervals by SportsBoats and IRC C; IRC D and E, and finally the J80's and HKPN fleet.

As skies cleared and as hints of blue (well, light grey perhaps!) appeared, the wind dropped further, and by the time most of the fleet had reached open

water between Kau Sai Chau and Bluff Island, crews and helms were being tested by winds ranging from 0-3kts as only the most patient made good progress. The gap between Bluff and Basalt islands resembled something of a parking lot as many boats found themselves becalmed further east, as boats in the west side of the passage kept some momentum.

Two notable exceptions to this were a couple of big boats from IRC B; the faster boat Minnie the Moocher and Orient Xpress under new ownership, who picked a path through the hazards and finished comfortably ahead of their competition. Seeing the becalmed fleet, Race Officer Mark Newman considered abandoning the race, but in the end shortened the course to a finish at Bay Island to ensure that the whole fleet could record a finish.

Just north of Bluff Island there was a breeze line for those that could reach it, and gradually the fleet unravelled and stretched out again as a light breeze of 5kts carried home IRC B and C and the fastest in IRC D and E, as the fleet behind then enjoyed building breeze for a much faster finish with all boats home by 1530, and line honours and IRC B winner Minnie home a full 3 hours earlier.

Other day winners were Gambit who had a great day being both first to finish and first on handicap in IRC C; Tets Sakai's St. Happens took IRC D, and Taxi was a clear winner in IRC E taking the win by 10 minutes from the rest of the Impala fleet. In Sportsboats, the bright yellow Longtze Chrisargo won their 9 boat fleet, J Chi won the J80 fleet, and to finish off the day, the

Ruffian Between the Sheets won the 11 boat HKPN division.

RACE 2

Again the day's racing was affected a little by the outer edges of the tropical storm that had passed Hong Kong earlier in the week, and the day began with thunderstorm warnings and the risk of rain and strong winds. Gusts of



around 15 to 16 knots in the pre-race practice promised much, but by the time of the race starts of IRC A and B, the wind had lessened to a steady 8-10kts.

IRC A welcomed back Sam Chan's TP52 Free Fire from Koh Samui, and she was joined on the line by Jelik V



another TP, and a 68 boat fleet were out, and ready to race. The committee boat end was favoured, but understandably many of the starts had a clump of boats fighting for position at this right hand end, and clear air at the lesser favoured mid line was a strategy that paid off handsomely for Blondie, Minnie and Gambit in particular. As IRC A, B and C proceeded up the

course the wind clocked more to the right, and a tack towards it took some in to even lighter pressure, so many ignored the right shift, and stayed in the stronger breeze to the left, again a winning tactic.

As the race wore on, the breeze dropped further, and headsails and spinnakers were swapped as crews changed gears. By noon the wind had dropped to around 1-2kts, and less in places, and a clump of around 8 boats all finished their race within a minute of each other to challenge the observation skills of the Committee boat marking down times.

Free Fire 52 won Div A, and with line honours, and Blondie also won on the water, and so recorded a comfortable victory in IRC B. Gambit repeated their feat of 2 weeks ago by taking both the win and line honours in IRC C, and were also awarded Race Officer's prize for this achievement. Mojito won IRC D with line honours as well, and Taxi won IRC E by a massive 15-minute margin from their

Impala compatriots. In Sportsboats, the Wellbourn 25 Brace! Brace! Brace! won with line honours, and in J80's J-Chi were again the victors, as they had been in Race 1. In HKPN, DEAll won the day, and this fleet in particular was affected by several boats unable to make the finish line

as the wind died off at around noon.

Eventually, at around 1310, racing was abandoned for the day as any breeze refused to be stronger than around 2 kts, so there was a re-sail of the lost race 3 to be re-scheduled later in the series.

RACE 4

Race 4 of this summer series was held on Sunday 10 July. The clear summer

days, fresh breezes and blue sky of the previous week had given way to little wind and hazy skies, and the race start position had to be moved further out to sea, to set up east of Shelter Island to find what little wind there was available. After a short delay, IRC A and B were away at 1105 in around 7knots of breeze, with the higher-up-the-course pin end being a favoured starting end for this, and the successive starts.

Staying on starboard proved to be a slow route, and those who tacked early to port found better pressure further east and with the fresher wind also backing, an eventual tack on to starboard showed big gains on those who stayed left. At Table Island the fleet split, with the larger A and B boats doing a route to Nine Pins and then Bluff, before negotiating the narrow north channel of Kau Sai Chau (golf course) island. The other smaller boats sailed the short course of Bluff and then the North channel.

As the wind dropped on the approach to Bluff, memories turned a bit to race 1 held 4 weeks ago when light winds created a parked up clump of boats at Bluff, but thankfully this time the breeze just about held at 2kts minimum to keep the fleets moving prior to hooking in to new pressure at the north end of Bluff. The reach and run from Bluff to High island was a battle of tactics, and the reach through the north channel was a game of observation as sailboats going at speeds of 5 to 8 knots picked their way through wake-boarders, swimmers and speed boats. With the big boats still finding their way back from North Nine Pins, it was

the fastest of IRC C and Sportsboats leading the way on the water, with Brace, Brace, Brace having the distinction of first to finish on the water, but losing out to Chrisargo on handicap corrected time. Vixen was first to finish in IRC C, but was beaten to second place on corrected time by Red Kite 2, and another X Yacht, the X99 Foxs and Soxs had a fine race



to lead home IRC D, but again had to settle for second on handicap to the quarter tonner St Happens. There was no such complication in the one design fleets as Impala 1 took the lead on the north stretch to win the race, and J Chi overtook Jazz in the final stretch to post another win in



the J80's. With their rigs re-tuned and softened for the summer light airs, the two Hebe Haven Yacht Club chartered J80's had a strong showing with Jive posting a third to Jazz's second place. By now IRC A and B were also finishing after their longer race, and Free Fire lead home A for the race

win, and in IRC B Blondie IV posted line honours and the handicap win against some much faster opposition but were helped by Mandrake having to re-start the race, and by Minnie also having a re-start and doing a turn after hitting the mark. After a strong start, Orient Xpress also fell off the pace, with the skipper admitting that the below-water areas had not been race prepared for 2 weeks or so!

In HKPN, Bits and Pieces won line honours, but could only post a 9th on handicap, with the Ruffian Between the Sheets winning the race on corrected time by only 1 seconds from Tuatahi. With 61 boats racing, this another strong showing

of support for the HHYC Typhoon Series, and competitors now looking forward to two more geometric races on 24 July.

RACES 5 AND 6 – OUTSIDE PORT SHELTER GEOMETRICS

These two races were held on Sunday 24 July. For the first time this series, the day was blessed with fine weather and good winds, with the hot sunny weather creating a firm southerly sea breeze across the course that was set between Table Island and North Nine Pins. With little or no swell they were perfect racing conditions with the wind strength staying at 10 to 13 kts all day.

For the start of Race 5, a significant right wind shift made the boat end of the line the favoured place to be, and there was much jostling at close quarters for the 50 to 40 footers. The trick for the first beat was to stay on starboard however, as the dramatic wind shift had skewed the course to almost a one-legged beat.

For Race 6 it was again a committee boat favoured start, but this time the course was square so port and starboard were more even. The day featured several protests with most resolved on the water with penalty turns, but the IRC Division C result for Race 6 was still provisional awaiting the outcome of a protest hearing between Dexter 2 and Red Kite 2. Other excitement centred around the Sportsboat fleet, where crews from Black Magic and Brace went for an unintended swim as crew members from each fell overboard.

In IRC A, and with 2 bullets, Free Fire was boat of the day, and IRC B day honours were shared between Mandrake and Ambush. With a win and a 2nd, IRC belonged to Vixen, and the same results in IRC D gave Mojito a strong day as well, but they were left rueing a barge and two turns in race 5 that prevented two handicap wins. In Sportsboats, Merlin won the day honours with a 1 and 2, and in J80's, Jelik 7 suddenly found form with two bullets. In the much larger HKPN fleet, the consistency of Bits and Pieces with a 2 and a 3 made them lead boat over the two races run.

Brace! Brace! Brace! won Race Officer's prize of the day for executing a fast turn back to collect their crew member and still managing to recover lost ground to be first over the line in their division as well.

RACES 7 & 8 – MIRS BAY

This week-end the fine sunny weather created perfect conditions for the annual race up and back to Mirs Bay in the north of Sai Kung country park. With

60 boats taking part this year, the overnight stop and BBQ party at Wong Shek normally attracts a good numbers of cruisers as well as racers.

A steadily building breeze on the Saturday topped out at 12 kts for a finish just south of Gau Tau. IRC A and B sailed a longer course taking in East Nine Pins, whilst the rest went the direct route north east. The breeze



rarely fell below 5kts as the majority of the fleet made steady progress up the coast, and as the wind filled, the back half of fleet were able to compress in on those ahead of them.

Later there were some mutterings that the finish line position was being liberal with the definition of "In the vicinity of



Cham Pai Light", but the kite drop and mini-beat back to the south, seemed to many to be an interestingly active way to conclude what can be a quiet (for the crew) race.

With many of the raced elapsed times under 4 hours, this seemed one of the fastest passages up to Mirs Bay for some years, and by 3 to 4pm, at least half of the fleet were anchored

and drinking and swimming at the overnight stop at Wong Shek. For the Saturday evening the anchorage off Wong Shek Pier was a colourful sight with battle flags raised and crews taking a cooling swim prior to the party.

For the race back on Sunday the start was delayed for an hour for the sea breeze to fill in, and by noon the fleets had started in around 8 kts, and again by 1400 12 kts of wind had filled in for a finish by Little Palm Beach. The beat back down the coast from Mirs Bay was a tricky affair with lumpy water and 6-9kts of breeze, and some gains made through short tacking the coast were then lost to boats further out who did many less maneuvers. Which tactic was right? Who knows?!!

At the SE corner of Basalt, all but IRC A and B then had a white sail reach across to Table and a spinnaker run to the finish, and as like Saturday, this again faster than average return race with many boats on the dock back in Shelter after only 4 hours or so of sailing.

Again the large boats did the longer course; 24 nautical miles taking in Bluff Island and East Nine Pins, and again the filling breeze benefitted the back half of the fleet.

Usually the Mirs Bay week-end serves to finally begin to define the series places, and ominously this year was no exception, where IRC B over the two races was won by Mandrake (with two wins), Red Kite 2 was best boat in IRC C, St Happens had the best week-end in IRC D, Impala 1 came to the fore in IRC E, Brace shared the honours with Merlin in Sportsboats,

and J Chi won both days in J80's. In HKPN, and with a win and a 3, DEA 2 was boat of the week-end.

RACE 3 RE-SAIL AND RACE 9

Your scribe was away for this race, so I'll have to make this bit up. "What's that?"....."I do anyway?".

Sunday 21 August was a day of awesome/good/fickle conditions (delete as appropriate) as the abandoned race 3 was re-sailed and the Race 9 islands course was also fitted in to what was a hugely enjoyable/damn hot/pretty dull (delete as appropriate) day of racing.

In the scoring, the best boats came to the fore once more/ those configured for light airs won again/dropping breezes killed off the back-markers/ fickle winds favoured the slower boats and on the course, the left/right/centre, boat end/pin-end was favoured (again, delete as appropriate).

This was also a debut in the Typhoon Series for Julie Mackenzie's brand new GP26 Ricochet, so welcome back Julie!

So who won?

Surdude came to the fore in IRC A with two line honours and two wins on the day, but they were helped, it has to be said, by being the only IRC A out there. Which brings me to.....why can't we get more 50 footers out racing regularly in Hong Kong? Free Fire was having some modifications done, so they took a week-end's rest, but there's at least another 5 IRC A boats bobbing around on pontoons, and straining at their mooring lines to get out racing.....does that not seem a waste?

In IRC B, Mandrake closed out the series with two wins, and Red Kite 2 followed suit in IRC C. A 1st and 2nd in IRC D made Tets Sakai's quarter tonner boat of the day, and also sealed them a series win, but two bullets for Also Can in IRC E kept the Impala division very much a three way fight for the title going in to the final Race 10.



A win and a 2nd sealed the Sportsboats series win for Murph and gang on Brace, and J Chi with a 2 and a 3 consolidated their series win in J80's. Bits and Pieces put down a marker with two fine wins in HKPN, to see them leading that division from DEA 2 and Spaceship going to the final day.



RACE 10

For the final race of the series on Saturday 27 August there was all to play for in the overall series places in all divisions, but with Red Kite 2, St Happens, J-Chi and Brace having their divisions won, some of the final competition was for podium spots.

A meek 5-7kts of NE breeze gave

way to a much more encouraging 9 to 11kt southerly in the preamble for the race start, and HHYC's ex-Commodore Mark Houghton set the fleet away on a windward/leeward "Gate" course with two marks to choose from at the leeward end of the course.

IRC A and B were away first on a 3 lap race, and having expected a start line further out, Minnie the Moocher were some 4 minutes late for their start having sprinted back from Shelter Island. By lap 2, the breeze had dropped again and the gate resembled something of a parking lot as

boats changed direction to find pressure to one mark or another. Thankfully the wind filled again, and all but the early finishers had decent winds to conclude the race.

Conditions were tricky, with some good pressure lines to the east, a strong lift on starboard upwind to the west, and a need to stay in phase with oscillating shifts balanced against time lost in tacks and gybes. Suffice to say, tacticians and crews needed to concentrate.

Free Fire did just enough in the series to win overall in

IRC A on count- back with 6 race wins, and Mandrake completed her series victory in IRC B.

The Minnie crew were distraught after their late start translated in to their worst showing of the series with a 9th, but discarding this result still kept them a secure 3rd overall behind Blondie IV.

	IRC Div A	pts
1st	Free Fire	14
2nd	Surfdude	14
3rd	Jelik V	30

	IRC Div B	pts
1st	Mandrake	12
2nd	Blondie IV	17
3rd	Minnie the Moocher	23

With IRC C already sewn up, Red Kite 2 could afford a 3rd place (an off day for them), and watch on as Dexter 2 and Vixen battled it out for 2nd place overall. A win for Race 10 was all Dexter could hope for, and they duly delivered, but Vixen shadowed them to ensure that they finished 2nd in the race, and to maintain second overall in the series.

	IRC Div C	pts
1st	Red Kite 2	13
2nd	Vixen	19
3rd	Dexter	20

With the overall winners of IRC D also a formality once St Happens started the race, Mojito were hoping for a final race win to at least complete the series with less overall points than the series winner, and at the last rounding of mark A, a delta of 9 minutes looked to be enough in the bag. Alas, the filling breeze from the south, brought the "green peril" down the track to compress the times, and complete a 19 second race win for Tets and crew.

	IRC Div D	pts
1st	St Happens	10
2nd	Mojito	14
3rd	Fox n Soxs	18

IRC E was much closer with 1 point separating the final 3 top places, and a win on the day for Impala 1 relegating the previous series leader Taxi to 2nd overall, with Also Can staying third, albeit on count- back, as Taxi had one

more 3rd place than Also Can..... close stuff indeed!

	IRC Div E	pts
1st	Impala 1	17
2nd	Taxi	18
3rd	Also Can	18

Brace and J Chi won their respective races to consolidate their series wins



in Sports Boats and J80's respectively. Did I hear some grumblings about the interim SB rating system? Maybe, but from what I saw, Murph and team ran a very consistent campaign, with a good team on board, and



plenty of time set aside for pre-race practice and tuning. A programme like that normally translates into results.

	HKPN SBR	pts
1st	Brace! Brace! Brace!	11
2nd	Merlin	16
3rd	Chrisargo	24

	J80 Class	pts
1st	J-Chi	10
2nd	Jasmine	25
3rd	Jazz	32

In a very closely fought HKPN class, a win in race 10 for DEA 2 could not stop the B32 Bits and Pieces (with a 3rd on the day) taking the class win.

	HKPN Class	pts
1st	Bits & Pieces	23
2nd	DEA 2	25
3rd	Spaceship	26

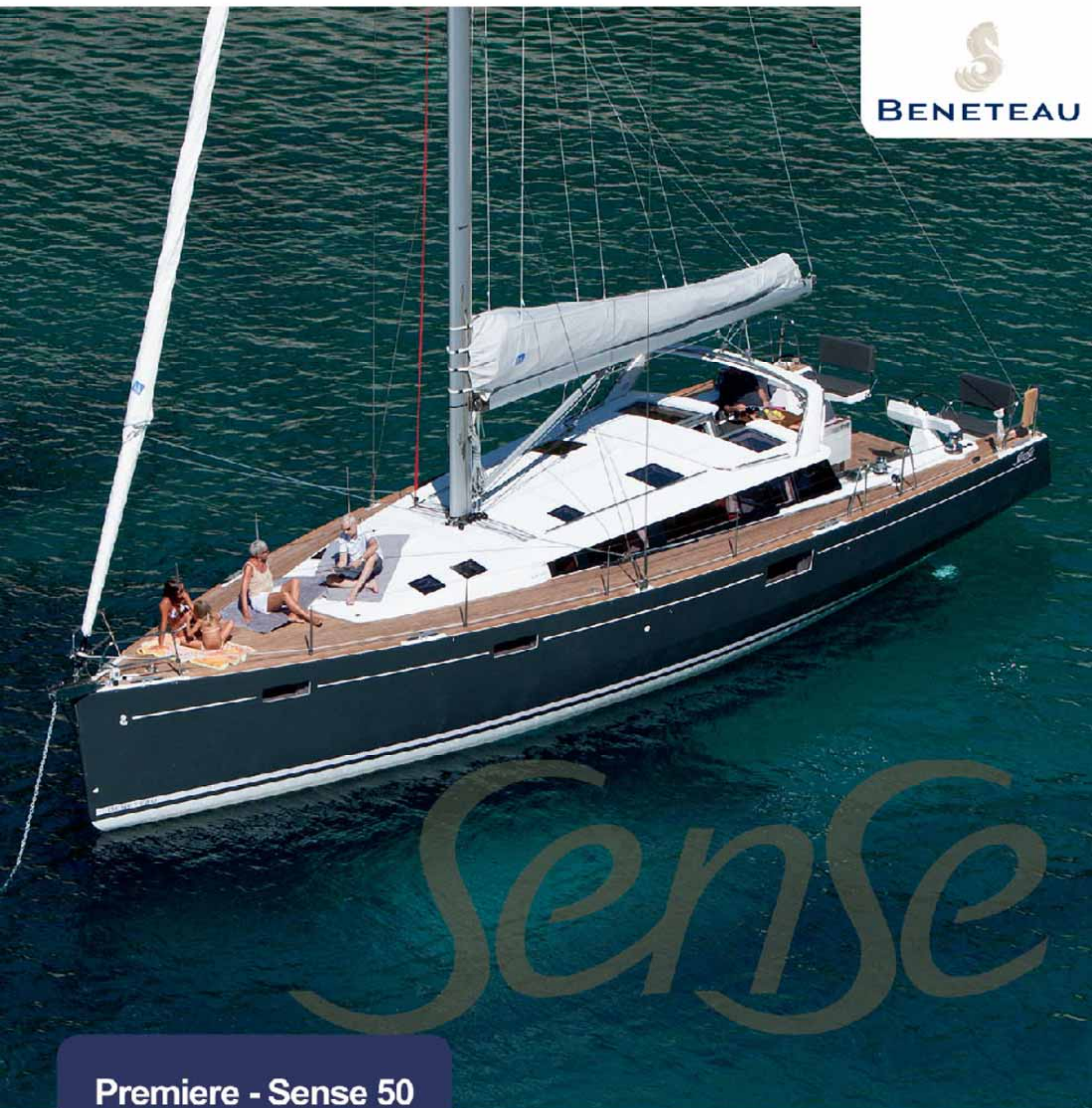
The day's proceedings concluded with a day and series prize-giving at Hebe Haven Yacht Club, followed by the now traditionally raucous Typhoon party for the tired yet satisfied sailors.

For the first time ever, the club Typhoon Series Honours wall will feature photographs of three HHYC boats, with St Happens, Brace and Bits and Pieces all winning their respective divisions, so well done to all of those skippers and crews.

To complete a most successful summer for HHYC boats, Minnie the Moocher were all smiles after finishing 3rd overall in IRC B in what is probably the toughest and largest racing division, so special mention for them as well. In IRC C, Vixen also pushed Red Kite 2 all the way, and beat the other A35 to finish second overall, and in J80's how about the chartered club boat Jazz, finishing 3rd overall in J80's, in another very good HHYC performance. So take a bow all of you!



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A Year Away From Hebe

Words by Peter Austin



Winfred Li

On my recent return to Hong Kong people asked 'Are you doing any sailing in the UK?' Well yes I am, the question that, maybe, should be asked is 'Just how much sailing are you doing in the UK?' and the answer to that is 'A heck of a lot!'

Before I'd even unpacked my bags at Uni or got over the jet lag I was in Cowes at the trials for the British Keelboat Academy, a squad of young sailors from the UK looking to develop their skills and experience for the top

end of keelboat sailing. Funnily enough, there wasn't much sailing at the trials, we were more tested on fitness, teamwork and how we reacted under pressure. I was successful at getting into the squad and sailed as bowman on the Farr 45 Kólga throughout the season.

So with thoughts of the British Keelboat Academy still firmly in my head, Freshers Week came around. Cutting a rather long story short on the first night, after being kicked out of Student's Union because it closes at 2am.....I met someone who

was looking for a bowman for a match racing team of lads roughly my age - Team Echo. They needed someone for an event in Sweden the next weekend and then for a World Match Racing Tour Qualifier, the Asian Match Racing Championships in Terengganu, Malaysia the weekend after. Having done some match racing before and really enjoying it, this was an opportunity I couldn't turn down. A week later I was bundled into the back of a Citroen Berlingo and driven to Stansted Airport and as they say, the rest is history.....

The events in Sweden and Malaysia were great, in Malaysia we had some good results against some long established teams and although overall we finished 7th out of 12, we'd bonded as a crew.

As well as the match racing, I was doing some Team Racing for the Southampton University Team, as



some of you may know, at University team racing is taken too seriously - with discussions about manoeuvres and tactics often going on for long after everyone's stopped listening or making sense! It was all good fun though and was a good way to meet other sailors at Uni.

In January (after first Semester's Exams) I went to Italy with Team Echo for 'January Match Race' - a match racing event in Tuscany. Although it was winter, the warmer climate gave a much welcomed break from the English cold. Following a few month's break from match racing, we were a bit rusty. Added to this, there was some crew shuffling and I was trimming main. We had a very good round robin, finishing second with 6 wins and 2 losses; our semi-final wasn't great though, with a wrap in the spinnaker at the windward mark letting our opposition through. The petit final didn't go our way, and we finished 4th, initially slightly disappointed with our sailing on the second day, we were somewhat encouraged when we learned that our competitors were all ranked way above us in the world rankings, two of which were in the top 50.

After Italy the British Keelboat Academy weekends resumed, and so match racing

went out of the window for a while, as I got to grips with the Farr 45. The Farr 45s race as a one design class and are similar to Ambush/Blondie/Mandrake (albeit they're 5 feet longer and only run symmetrical spinnakers). In the Solent there are about 10 Farr 45s and usually there are 6-7 racing. Races are usually two laps around a windward-leeward course, with 3-4 races being held in a day - as I found out, this can get very full-on, especially at the front of the boat in 20+ knots of breeze! The racing is very close, usually boats are split by less than 15 seconds and often the winner is decided on the last leg into the finish. A lot of the boats are raced with professional crew, which on our boat drives us on to improve. Most of the time we were as competitive if not



more competitive than the other boats and what we didn't have in terms of tactics and speed we often made up with our boat handling.

When not sailing the Farr 45, I was helping the Team Echo lads re-build the Quarter Tonner 'Panic'. We moved the keel forwards and rebuilt the rudder out of Carbon Fibre as well as trying to take weight from elsewhere inside the boat. We also repainted the topsides with 'Durepox' (which, as the people I sat with in lectures found quite amusing, will still be in your hair and skin for weeks afterwards). Although I wasn't sailing, I found this very worthwhile and enjoyable, as I learnt a bit about boat building and began to understand more about optimising a boat for IRC racing.

At the beginning of June, with the Quarter Tonner ready to go into the water, and almost all of the Farr 45 events completed, it was time to go match racing again. This time with Team Echo, off to Long Island, New York to race Swedish Match 40s (think America's Cup Version 5 boats scaled down to 40 feet). This experience brought great benefit, as for the 3 days before the racing, we had America's Cup coach Dave Perry available to give advice and tips. Conditions for the practice days were 25kts and 28°C - perfect; however, when we were racing the winds fell to around 10kts. Well known Australian Torvar Mirsky and his World Tour Crew were in attendance, with other teams there also sailing full time. We lost in our semifinal to Dave and beat Mike Buckley in the Petit Final, claiming 3rd place behind Torvar and Dave - we were very satisfied with this result, reflecting on our overall sailing over the week - we'd come on a long way since that first weekend in Sweden.

With Uni exams looming, there was only one more thing to tick off before my return to Hong Kong - the renowned 'Round the Island Race'! I did the race onboard a Quarter Tonner 'Echo'



(from which the match racing team gets its name), after a nice delivery from Poole the night before, we woke up at some God-forsaken hour to look out of the window at the yacht haven, to see yachts struggling to get out of the harbour, battling against large waves and winds over 30kts - a far cry from my early days of sailing in Port Shelter on a sunny Saturday afternoon!

Great, not the ideal race you'd want to do in a 24ft Quarter Tonner.....We had the heavy jib up and wearing all the clothing I had, we started battling it out, fighting for clear air against the bigger boats in our class and the 40 foot charter boats that were clearly in the wrong start and the 50 foot cruisers with 'mums, dads and kids' piled on the back, with the look of death on mum's face as dad tries to get them sailing upwind with an over-sized genoa. It was all good fun! After about two hours of going upwind, we chose the inside channel at the Needles and hoisted the big kite for the reach to St Catherine's Point, big kite in 30kts on a small boat = fun! With the binoculars out, knowing roughly what the other boats around us were doing, we thought we were somewhere in the top 5 on IRC as we rounded up for the beat back to Cowes. This kept going through our

heads and we may have got a bit too excited thinking of the possible win, all this stopped rather abruptly however when we hit Ryde Bank. In seconds we had the spinnaker up to heel us over and off the bottom and we continued the



race to finish 12th Overall out of over 1,900 boats! And 1st Quarter Tonner, without hitting the bottom, who knows where we could have finished?

It's been a very enjoyable year and I'm looking forward to going back and continuing with my sailing. So you may

ask where to from here? The match racing this year has shown us where we're at compared to other international teams and we think we should focus a bit more on this and see how far we can go with it.....who knows? In the immediate future we will be in Finland for the European Championships at the beginning of August then it's the British Youth Champs then the European Youth Championships in Italy. We will do some more practice before the Asian Match Racing Championships in October. As to other sailing, I will be with a team from RHKYC in Swan 42s in Newport, Rhode Island at the beginning of September and flying the Hong Kong flag there. I will also continue to sail with the British Keelboat Academy next year on the Farr 45. To keep up to date with the match racing our website is www.teamechosailracing.com.

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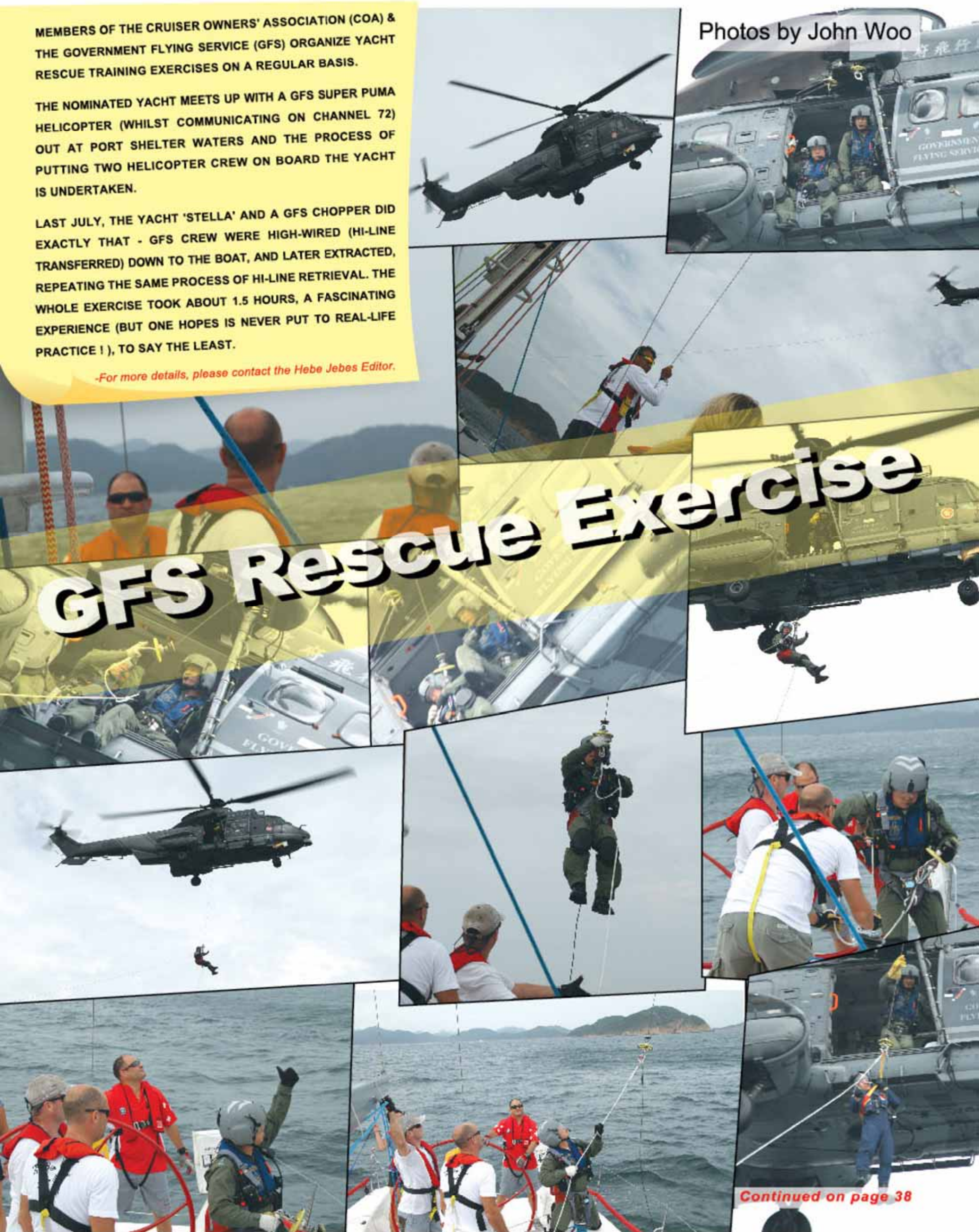
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LAST JULY, THE YACHT 'STELLA' AND A GFS CHOPPER DID EXACTLY THAT - GFS CREW WERE HIGH-WIRED (HI-LINE TRANSFERRED) DOWN TO THE BOAT, AND LATER EXTRACTED, REPEATING THE SAME PROCESS OF HI-LINE RETRIEVAL. THE WHOLE EXERCISE TOOK ABOUT 1.5 HOURS, A FASCINATING EXPERIENCE (BUT ONE HOPES IS NEVER PUT TO REAL-LIFE PRACTICE !), TO SAY THE LEAST.

-For more details, please contact the Hebe Jebes Editor.

Photos by John Woo



Continued on page 38

The Tumi Saturday Series

Words by Simon Blore



TUMI provided title sponsorship for the HHYC Summer Series, and racing commenced on 4 June with the series concluding on 13 August. The IRC fleet was down on usual numbers at 11 boats in two divisions, and the HKPN division hosted 10 boats. Numbers were swelled by the Dragon, Sportsboats and J80 classes all joining, so in total 55 took part so this was a great turn-out for what is usually one of the better series during the sailing season.

What this encouraging total number disguises however was that in many of the divisions, only 2, 3 or 4 competitors in each of the divisions gave themselves

a chance of winning the series by competing in enough races. Out of 55 entries, there were 22 boats that did either all of the Saturday's or all but one. Still good numbers of course, but for an even better quality event, maybe more discards are needed, or maybe less races should be scheduled next time, as finding crew in the summer is not easy. One to ponder for next year?

SailCom continued the members' rostering system for race officer duties on the Saturday Series, and this system will continue in to the future. Members who are skippers, and/or senior crew, and of course our SailCom members, will all be taking their turn to spread the work around, and so I urge all of you to volunteer. The following

members should take a bow for performing OOD duties this series: Mark Newman (twice), Colm Anderson, Joseph Chan, Peter McCaffery and last, but no means least, the bag-pipe playing Welshman Gareth Williams!!

Yours truly was absent from many of the races apart from a couple of days on Stella, so this won't be a detailed review, more of a series summary.

With a purple patch in the middle of the series heralding a sequence of four consecutive wins, Stella's match races against Wicked saw her hold on to 1st overall in IRC A.

	IRC Div A	pts
1st	Stella	14
2nd	Wicked	19
3rd	Sell Side Dream	37

Most racing watchers would have predicted a strong showing from the Impalas in IRC B, and they didn't disappoint by taking the first 3 places of a more closely fought division. Impala 1 started and finished the series strongly, and they weren't bad in the middle either, with their worst score being two 3rds, so this consistency won them the series with a 1st and 2nd on the final day of racing.

	IRC Div B	pts
1st	Impala 1	16
2nd	Moll	20
3rd	Boss Hogg	23

In HKPN, nobody could ultimately match Bucephalus as they recorded 6 wins in the 12 races run to open a commanding lead and head the series standings. GA came back strongly in the latter parts of the series to make

a bid for 2nd or 3rd overall, but the Impala Taxi and Bits & Pieces held them at bay with good performances in the final four races.

	HKPN Class	pts
1st	Bucephalus	17
2nd	Taxi	23
3rd	Bits & Pieces	27

In HKPN SBR class, no-one could resist the impressive magic Fly By Wire who also won half of the 12 races run, and opened a significant gap back to 2nd placed Merlin.

	HKPN SBR Class	pts
1st	Fly By Wire	14
2nd	Merlin	20
3rd	Catch 22	40

The Dragons were closet of all, with 6 boats realistically in contention until 4 races before the series end. With a win and a 2nd apiece on the final

day, Maiden HK and Fei Chi must have felt in with a chance of the series win, but two 3rds on the day for Shiva were enough to give them the overall 1st place. The placings below show how close it all was though.

	Dragon Class	pts
1st	Shiva	22
2nd	Maiden HK	23
3rd	Fei Chi	24

The J80 One Design class was less close, and with 5 race wins, Tigrina won by a canter from a more evenly matched Jasmine and Hakawati. It's great to see the numbers in this fleet gradually increasing, and apparently all boats are near capacity, crew-wise, so it's time to buy some more!

	J80 Class	pts
1st	Tigrina	21
2nd	Jasmine	31
3rd	Hakawati	32

ON THE WATER UPDATES-2.....



We Are Sailing, We Are Sailing



Words by Mike Rawbone



Boat sponsor: Sunnyside Club

As I am sure everyone well appreciates, we are now just a few weeks away from the 24 Hour Race. Sailability is pleased to report that both our Access 303's will be participating this year. We have been fortunate to have the support of many of our existing sailors as well as a number of students from the Children's Cancer Foundation.

Formal involvement this year represents a 'first' for Sailability, HHYC and for the students taking part in the race. To be clear about the objectives, it is important to note that Sailability will participate on the basis of raising money for the 4 children's charities being supported by the 24 Hour Race Event. So, if you want to sponsor us (we will have the forms at the Sailability Booth on 1st / 2nd October) don't worry – it all goes towards the HHYC 24 Hour Fund Raising. Look out for the two boats taking part:



Boat sponsor: IBI

Sailability students will attempt to take part on the basis of sailing for a maximum 1 hour each and will be accompanied by an Instructor or other experienced sailor at all times.

A major highlight for August was that the 'South China Morning Post' came along to HHYC on 12th in order to interview various people from both the 24 Hour committee as well as several people connected with the Sailability Program. The inevitable photo shoot took place and we look forward to seeing the finished article which is promised for mid-September. It seems Sailability is now on the Hong Kong map!

Over the past few weeks, we have written to many people about becoming a volunteer (wet or dry side!) for our Program. We do need support over the 24-HR Race weekend so, if you do have a few hours to spare, we will be most grateful if you would let us know. In this regard, please contact any of the committee or send us an email via info@sailability.org.hk

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Ceil VI Borneo Updates

Words by Dave Wharton



Another awesome Borneo sunset

Where we left off, the last riveting installment of Ceils adventures (or misadventures, as it seems at times), was a planned research trip to Magnalium reef some 30NM due West of Kota Kinabalu, with the team from the Green Connection KK. As before, the aim is to find a suitable location to establish a shark sanctuary in Sabah waters, the health of the environment beginning with the apex predators.

As highlighted in my last article, Sabah's shark population has been decimated – mostly targeted for shark fin soup. Shark protection was first sort in Sabah in 1996, following conclusive research that showed an alarming decrease in populations. The regional government's inaction has now enabled fishing practises to push them to a point so critical, that without direct, focused intervention, they will almost certainly disappear completely from Sabah waters within the next three

to five years. A shark's long gestation period (8-18 months common, with some species up to 24 months), and a slow sexual maturity rate of up to 15 years unfortunately works against many species. A 2010 study in Sabah shows that shark populations have declined a further 98% since their protection was first advised in 1996. Quite remarkable really when you consider they have been swimming our oceans in one form or another for 420 million years, with our modern sharks a mere 150 million years old – happy birthday.

The basic requirements for the sanctuary include an area which can be populated by rescued sharks of suitable species. By this I mean sharks that have limited territorial range to prevent them straying outside the marine park where the fishermen will historically gather on the fringes. It should be an environment that creates seasonal shelter, reproduction opportunities, food

source, and varying reef conditions of depth to shallows. This also needs to be a clearly defined geographic area, like an island, so enforcement of Marine Park "no take" regulations can be enforced. We then plan to purchase the sharks live and unharmed from fishermen – controversial perhaps but better than having them finned – and have them released into large netted confinement zones on the reef where they are fed daily before release into the surrounding waters. The feeding which can last up to three years is to encourage them to adopt their new location. This isn't a new concept, and has been successful in many Pacific regions where shark diving attracts tourism. The problem is finding an area of reef in Sabah, which is currently sustaining sufficient biomass, or can have a reef (re-) building project initiated.

Magnalium Island was thought to be our best last hope due to its remote

location from any permanent settlement, lack of suitable anchorage for fishing boats, and vast reef area of many square kilometres. We have already surveyed islands from the northern border with the Philippines, down both East and West coasts of Sabah and found their reefs totally destroyed, mainly from blast fishing. Surely, a



An ocean of logs on Magnalium Island play havoc with nesting turtles

small remote area of reef remained intact; this was after all Borneo with historically the highest concentration of marine species anywhere on the planet.

But No! BTF became the shorthand report after each of many repetitive drift dives we carried out in teams over the following week – BTF stands for "Bombed to.....Fragments", if you prefer the censored version. The reef had been completely blasted beyond recognition, there were no fish left in any mass worth mentioning. Over several months surveying reefs in Sabah, I have developed a reasonable ability in detecting initial blast zone and secondary impact zone, identifying the types of coral from the dead, algae covered fragments and therefore identifying the habitat that existed before the bomb floated down from the human world above.

I have seen large coral bommies (separate coral heads compounded in size by centuries of growth and regrowth) several meters high and wide, splintered like a walnut at a world

wrestling federation Christmas party. Huge chunks of coral head are blasted outwards in a circular pattern; this destruction is cunningly devised by packing fused explosives under the bommie, to reach bigger grouper and coral trout that seek refuge there. Fortunately this is a high risk operation using the primitive explosive devices available to the local fishermen, and many bomb no more after such attempts, having selflessly fed their bodies and parts thereof to the fish in the process.

I understood the destructive power of the blasts from what I had seen, but couldn't help wonder how the radius of



Sarah repairs genoa head

the initial kill zone could extend so far as 30 meters across underwater, from such primitive explosive ingredients used? Then as luck would have it, I was blessed with an up close, very personal demonstration.

Our surface support boat dropped Dr Steve Oakley (our semi-tame professor of marine sciences) and myself, for our final drift dive of the day at the top of Magnaliums' fringe reef, some three kms above the strong current to our pickup point. The support boat then drifted out and over the reefs drop off, knowing the boat would circle back to the rendezvous point at the far end of the reef; as had become our SOP after days of repeatedly diving in this area. However, halfway through the survey dive, a small pump boat motored

directly overhead – pump boats are so called because they use a simple, single cylinder, water pump motor directly connected to a propeller shaft, emitting a distinctive sound that should warn all reef fish and apparently research divers to quickly vacate the area. I glanced at my depth gauge, 12 meters deep it confirmed, well below the passing traffic. I continued drifting rapidly, silently, above the graveyard below, numbed by the vista of absolute devastation, a desert of despair now so far removed from its rich, vibrant heritage.

It seemed to happen in super slow motion. The violence of the blast was so unexpected; it was almost as though a preliminary shock alerted me to the impending physical impact of the blast a split second beforehand. A blast so forceful it knocked the breath from our lungs like a cricket bat slammed across your chest, squeezed our masks



Mount Kinabalu, you can climb it if you want to; me, I'll keep my sea legs, on thanks.

momentarily against our supposed, silly terrified expressions, and left our ears numbed to all but the sound of our now significantly awakened heartbeats.

A moment of complete disorientation, followed by a quick deep cycle reboot of vital functions, breathing/check, orientation up down/check, vision/tunnelled blurred check, ears ringing and numb but check. Steve and I quickly surfaced – having dived a relatively shallow profile, we didn't need a safety stop and were more

concerned that a second blast was possible, even closer as we continued to speed along the reef.

Upon surfacing, a stream of the vernacular, combative, even by Kiwi standards was directed towards our new found acquaintances. They quickly fled as our support boat raced towards the scene. We threw our kit in the speed boat and boarded. Quickly conferring unanimously, that we would appoint our selves judge, jury and executioners, we gave chase. The pump boat had quickly opened up a 2 kilometre lead while we were being picked up, and as they were heading in the opposite direction to which Ceil lay – some 7 kilometres away – we evaluated our remaining fuel situation. Bugger, it would be cutting it too close, and each of us realised that the chance of literally killing the bombers by ramming and sinking their flimsy plywood boat was too high in our amped up state. We watched as they continued out across the South China Sea.

We returned to Ceil, unloaded the kit, set about refilling the dive tanks, and got well and truly medicated on rum which had a very healing effect on our primary ailments; however a nasty side effect did become evident the next morning.

We later calculated we were within 150-100 meters of the blasts epicentre, drifting at a rate of around 75 meters per minute; it could have been far worse. We joked about how much the fishermen might have got for this pair of unusual Lycra clad fish, what manner of local dish would have best suited our tough remains, and whether our dive fins would have been removed for use in a ceremonial shark fin soup.

The following day we decided to cheer ourselves up with what promised to be an exceptional dive, and it was. A reef system lay 12nm to the North of us,

and in 24-35 meters of water with strong currents, so it isn't possible to blast fish – the length of fuse needed to time the bombs to depths over about 15-18m mean they often don't detonate, and the strong currents at depth mean that any fish killed in the blast are swept away from the fishermen. At last, we would see what the reefs of Borneo use to look like. We gladly upped anchor in the 1 meter rolling seas, set aside to the stiff breeze, 5km off Magnalium where we had spent the last four days and nights as the shallow fringe reefs had kept us from a more sheltered anchorage – talk about rock and roll.



An ocean of logs on Magnalium Island play havoc with nesting turtles

Once Ceil was anchored beside the off-shore reef we quickly kitted, impatiently rode the support boat to the drop off and entered negatively buoyant to accelerate our decent and avoid drifting offsite before reaching the bottom. There it was, this beautiful, remote reef seemed to race upwards as we descended. The visibility wasn't great, (about 8-10 meters) so it wasn't until I was close to the bottom that I could make out the smashed and shattered debris that use to be a 7,000 year old reef. Seems that a large fishing boat (who don't commonly use explosives) had decided that the only sensible way to harvest the fish from this jagged reef without tearing their nets to shreds or losing them altogether, was to illegally fit giant steel rollers to the net doors and roll the reef flat. In one afternoons fishing, the reef was laid to waste. The catch probably brought in very little as the painfully slow and

noisy process of smashing over the coral in this manner allows most to escape, though with no habitat to return to they generally perish. Our estimations – surmised from the bleaching of calcium in the reef base and algae growth – were that this event had occurred in the last 3-5 years (possibly on a Tuesday, and almost certainly by a captain and crew named Wally Wonk and the Wonkers).

Well, we came, we saw, and we left as realistically despondent about Sabah's off shore reef environment as we had been from the rest of the region. After a

solid week of diving a vast fringing reef surrounding Magnalium, we unhappily concluded that it was well past a "recovery point". We also surveyed the island onshore looking for evidence of turtle nests. After a 10km hike around its shores, we saw no signs of life. The main onshore factor which had eradicated turtles from this island was the unbelievable number of

huge logs washed up along the high tide line. The logs prevent the turtle's access to nesting above the high tide mark; they simply give up and return to the sea without laying. The logs had undoubtedly come North with the prevailing currents from the rainforest logging in Sarawak. They float down the rivers and out to sea, the water ways are littered with them, and even with lookouts posted we've managed to spot over fifty and hit a half dozen, luckily without damage.

The Green Connection team are heading back to the drawing board on their Sabah Shark Sanctuary plans, and we are now heading down to Miri in Sarawak to look at a marine project for the owner of the Miri Marina. Hoping we find a better environment to base our efforts. Till next time, stay off the shark fin soup and turtle eggs. Cheers, Dave, Sarah & Russell.

Tequila!

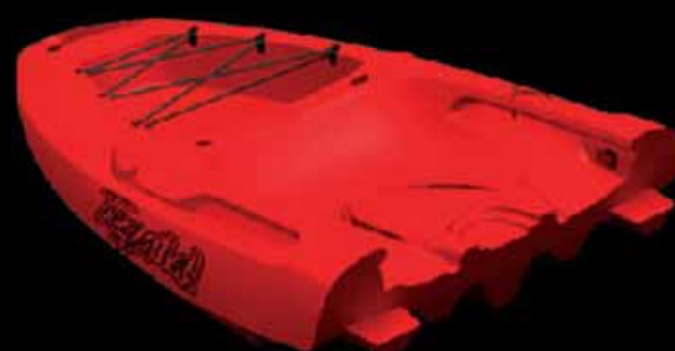
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Your Essential Galley Guide

Words by The Galley Slave



For most of us at HHYC the most essential food planning for a day on the water will be what time you aim to arrive at Pak A and whether you will get one of the good tables under the shade. There are, of course, other serious issues to think about "do I have enough chilled Chardonnay" "should I put a bottle of bubbly in just in case" and "just how many beers will we need for the trip home?"

Obviously the racing fraternity will be wincing at the thought of all that glass on board and certainly there is no chance of a half time break for squid and fried rice. To keep their fine tuned racing machines performing at peak levels crew are sustained with triangular sandwiches with the crusts cut off!

However there is another breed of sailor out there, a hardy bunch of men and women for whom showers are a luxury and definitely not compulsory. Men and women who have never cut their toothbrush in half, but may have used it to clean the toilet. This breed of elite sailor are called "cruisers". They tack only to keep the crew comfortable and in the shade and steer only when the auto-pilot is on the blink.

One thing that the cruiser does do well however, is cook up a storm. For the

wise cruiser knows that the only way to keep the crew happy and the boat on course is to fill them with good food and talk of more good food "when we arrive".

Like their racing counterparts, the cruiser is well prepared and can often be found in a bar discussing galley tactics and the international rules for filleting late into the night. Lively debates are not limited to food and provisioning



but can extend to heavyweight topics like the best and most essential items for their galleys.

There is no shortage of expert opinion on what your galley should contain. One specialist cookbook consulted had a very concise list of galley must-haves for the cruising connoisseur however you would have to question, the need for an egg slicer and a cheese slicer when surely one of the 7 essential knives could slice an egg! We do like

however, the inclusion of a corkscrew, bottle opener, wine pump and stoppers and a champagne stopper (although never felt the need as never left a bottle unfinished)!

Everybody's best friend, Jamie Oliver, who has probably never had to chase his carrot julienne across the bench as a particularly large wave catches him broadside, has some rather more hefty kitchen essentials, which just aren't going to work on a boat that does actually leave the dock and risks healing more than 5 degrees. Even the largest yacht galley would be hard pressed to afford room for a food processor and a liquidizer and an electric whisk even with the rather more economical 3 knives Jamie suggests.

Many of his recipes however, are ideally suited for the cruiser as they are time simple and served on platters for family style sharing. He also says that "eating should be a fun and sociable experience" and I'm sure every cruiser would heartily agree him on that.

Recipe books that specialise in boat cooking are also readily available. Apart from recipes for beer bread and fry pan pizza they usually include a list of tools and utensils that no 'would be' cruiser should leave home without.

But enough of the experts...what tools and utensils will you find in the galley of real cruisers? Yes, I'm sure that there are some Hebe Jebes readers who really do have space and power for the food processor, liquidizer and electric whisk and can probably throw

on board especially to keep the interior of the boat nice and cool. Also a great way to cook fish you have caught and keep the aroma outside too!
Vegetable mandolin – if you do want your carrots julienne and just don't have time between cocktails...also a

a desperate search for the last Carlsberg?
Q2: WHAT IS THE MOST EXTRAVAGANT GALLEY TOOL OR UTENSIL?
(you don't need it, but just couldn't leave home without it)
Hand mixer (electric whisk) – one of



in a coffee machine and dish washer to go with it, but the rest of us.....?
So as to present a well rounded article on this very topic, and to discover what works and what is best in a cruisers' galley, we have carried out both extensive reading of specialist books AND an extensive survey amongst worldly cruisers (and other good friends).
We compiled an extensive list of two questions (listen - cruisers are busy cruising) and posted a message on Facebook.
Our mission - to learn "what are the must haves for a working galley?"
And so, the Hebe Jebes is able to bring you the concise guide to all the must-have galley tools and utensils, to keep your galley producing culinary wonders in a force 10 blow.....

Q1: WHAT IS THE MOST USEFUL TOOL OR UTENSIL IN YOUR GALLEY?

good way to keep vegetables under control when underway as all the perfectly sliced pieces end up neatly in one container.
Bendy chopping board – another great way to keep vegetables (etc) from flying

from one end of your galley to the other. Once prepared, everything can be scooped up together and put straight into the pressure cooker!
Vacuum packer (cryovacer) – great for long term food storage. With minimal

those all-in-one sort of things. You can use it for making an emergency birthday cake or for emergency cocktails!
Coffee grinder – sometimes only real coffee will do and who doesn't love waking to the smell of fresh coffee?
Uber expensive hard anodised pots and pans – just because you're on a boat doesn't mean that everything has to come from Sai Kung Harrods!
Fondue set – sometimes you just need chocolate! A great and easy dessert to impress everyone especially when using locally bought fruit.
Brewery – well, if the girls get to have chocolate fondue, what man in his right mind wouldn't be making his own brew while under sail? See, men can multi-task, sailing and beer making at the same time!



Pressure cooker – this significantly reduces cooking time and therefore gas usage. Pre-cooked frozen meals can be hot and ready on the plate in less than 20 minutes without having to defrost first. Finally the lid is locked on so is extra safe.
BBQ – not strictly found in the galley, but certainly a great addition to cooking

power use, you can pack anything from meat to pre-cooked rice. Pre-prepared meals can simply be cooked "boil the bag" style.
Lock top storage containers – square of course! Sick of mopping up the mess in the bottom of your fridge after some careless hand has up- turned everything in

Soda maker and ice machine - for cocktails of course, darling!
And the final word should go to Tim who intercepted the Facebook request to his wife and answered, somewhat hopefully, that the most extravagant tool in her galley was no doubt him... and we couldn't agree more!



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HKPN Update

Words by Simon Blore



I thought it was time for another update, and the following piece contains some commentary on the dual scoring of the fleet for the recent Nautica Typhoon Series, plus some news from the HKPN handicapping committee about boats who (inadvertently or not) may be circumventing the system to give themselves a better chance of winning. More on that later.....

DUAL SCORING

To support the HKPN system, HHYC is very much doing its part to score the

fixed handicap boats on HKPN, and once again, the 2011 Typhoon Series had these results recorded.

By way of a recap, the essence of the Performance Handicapping System is that it is not a fixed handicap, and it fluctuates up and down with good and bad performances, but in the final analysis it will always reward consistently good performance as well, just like a fixed rating. Boats that win a series on HKPN may not necessarily record many (if any) race wins, but they will normally have posted top

third fleet results for the whole series, and they will regularly out-perform their previous races, albeit by a small margin, and these two factors are normally enough to be competitive in an overall series.

So how did it work out for the Typhoon Series this year?

Many of the divisions actually recorded very similar results for HKPN overall as they did for IRC or OD results, and I can hear you all thinking, "well, so what?"

RATINGS (AND THE MEANING OF LIFE).....

RATINGS (AND THE MEANING OF LIFE)

Numbers Galore !

Well.....what is interesting here is that the HKPN system is often accused of being too soft, and of encouraging poor sailing, and bad boat preparation and if you sail badly enough for long enough, you will win. That is the perception of some anyway.

With the above in mind, how do we then explain the fact that in many of



the divisions, the top 3 boats were the same boats in BOTH HKPN and One Design or IRC, and in one, IRC E (basically Impalas racing under One Design), not only were the top 3 boats in the same order, they also had remarkably similar scores as they did in the fixed rating system? See below for the comparison chart.

IRC Division E

HKPN	Boat	pts
1st	Impala 1	17
2nd	Taxi	18
3rd	Also Can	18

IRC	Boat	pts
1st	Impala 1	19
2nd	Taxi	20
3rd	Also Can	20

This is interesting, because it is graphic evidence that HKPN as a system, actually seems to reward the best sailors, as in this instance, a 6 boat OD fleet scored EXACTLY the same in places, and in closeness of competition, as under the OD scoring of the same races.

Another interesting group were the J80's (who of course also sailed under OD rules as well), but were also given HKPN results to allow them to build up their handicap for future HKPN events. As with last year, and as with the Impalas, the HKPN results and OD results were uncannily similar, and the overall top 3 in J80's OD were the same 3 boats in HKPN, but with J-Chi and Jasmine swapping places. Most J80 watchers would agree that Jasmine have gradually upped their game over the summer, and a stronger back half of the series, where they continued this improvement, inevitably meant that they pipped J-Chi for HKPN honours.



J80 One Design Division

HKPN	Boat	pts
1st	Jasmine	19
2nd	J Chi	21
3rd	Jazz	26

J80 OD	Boat	pts
1st	Jasmine	10
2nd	J Chi	25
3rd	Jazz	32

Seeing HKPN at work in the controlled environment of a One Design fleet is very illuminating as it suggests that as a handicapping system, it does actually reward the better sailors, so let's now look at the handicap fleets.

For reasons best known to themselves, the Sports Boats group raced under

an HKPN-derived rating for the Typhoon Series, and somewhat predictably, there were grumblings to be heard about the actual number awarded to eventual winner Brace! Brace! Brace! What the grumblers perhaps failed to spot was that Brace was always the first boat on the course tuning up and practicing every day, and they had a very good crew, and they kept almost the same team for every race. How many others in SB's could boast the same? To my eyes, none.

So if doing well in sailing is about sailing the best and putting in the hard work, Brace deserved their win.

Of the other IRC fleets, IRC D posted very similar results on HKPN as they did in IRC, with the top 3 boats being the same, and just 1st and 2nd being reversed, so again it illustrates that the boats' IRC performance pretty much matched with their fluctuating handicap performance results.



IRC Division D

HKPN	Boat	pts
1st	Mojito	13
2nd	St Happens	18
3rd	Fox n Soxs	19

IRC	Boat	pts
1st	St Happens	13
2nd	Mojito	19
3rd	Fox n Soxs	20

Where we begin to get a bit of a divergence is in IRC C, where the two A35's stay in the top 3, but Gambit does better than Vixen on HKPN, and posts 2nd overall behind Dexter 2.

IRC Division C

HKPN	Boat	pts
1st	Dexter 2	18
2nd	Gambit (4 IRC)	26
3rd	Red Kite 2	26

IRC	Boat	pts
1st	Red Kite 2	13
2nd	Vixen (5 HKPN)	19
3rd	Dexter 2	20

IRC B is even more strikingly different, with only Minnie the Moocher staying in the top 3 in HKPN. HKPN assesses actual performance within the fleet rather than theoretical handicap performance, and so those boats that don't seem to be competitive on a fixed rating system such as IRC, do in theory have an opportunity in HKPN, and this seems to have been illustrated very well in IRC B.



IRC Division B

HKPN	Boat	pts
1st	Minnie the Moocher	18
2nd	Wicked (9 IRC)	28
3rd	Orient Xpress (6 IRC)	36

IRC	Boat	pts
1st	Mandrake (5 HKPN)	12
2nd	Blondie IV (9 HKPN)	17
3rd	Minnie the Moocher	23

Most IRC watchers would have picked the 3 Mills designed boats (Mandrake, Blondie and Ambush) for the top 3 in IRCB, but the Ker 11.3 Minnie managed to steal in and secure 3rd overall on IRC ahead of Ambush. Bearing in mind Ambush's recent race record, this was a huge performance by Minnie with their new sail wardrobe, and lo and behold, HKPN recognises that consistency with a 1st Place overall. With Wicked and OX also placing top 3 in HKPN, there is also an implication that these two sailed well and consistently through the series, yet don't perhaps have an IRC rating that makes them sufficiently competitive.



I'm sure those who are interested will also draw their own conclusions, but for me, I believe there is more to celebrate in HKPN and (I think I said this last year as well) maybe, just maybe, the club(s) will soon begin again to award prizes for HKPN dual scoring for the fixed ratings fleets to reward racing excellence, but under a different discipline....??

OUTPERFORMANCE

Through analysing raw data from every race sailed in Hong Kong, the COA HKPN committee have picked up on a trend where a few boats

competing may be seeking to improve (increase) their HKPN number by sailing badly in a few races. Strangely, this phenomenon seems more noticeable in the lead up to the Autumn regatta season, and this could of course be coincidence, and entirely innocent, but it needs checking nonetheless.



I'm fairly certain that nobody wants to see such any kind of manipulation of what is intended to be a fair and scientific system, and so, as a result of some real concerns, the HKPN committee have been forced to introduce a further rule to address this issue, and this was first incorporated for the ABC Opening Regatta early in September.

I thought it would be helpful to publish this new rule here for all to see below. The intent is that it seeks to identify yachts who have improved by more than 7% against their regular competitors, and that in addition, there were no fundamental reasons for this to happen such as dying breeze, caught in a hole, breakages etc.

Boats found to have exceeded this limit would then be subject to a rating review where all data would be further analysed, and the conclusion of such a review may result in a yacht being suspended from racing in HKPN.

Here is the new rule, as it was written in to the Sailing Instructions at the ABC Opening Regatta last month:

SIGNIFICANT IMPROVEMENT OF PERFORMANCE UNDER HKPN

A yacht's HKPN is based on its previous racing performance. All

"The fundamental principle of the HKPN handicap is to give every yacht a fair chance of winning a race. It is NOT considered in the spirit of HKPN and sportsmanship to deliberately create a situation where a yacht's handicap is not reflective of its potential performance.

class. If a yacht significantly outperforms the fleet, and no declaration has been made, its HKPN may be reviewed by the HKPN Committee.

Most cases of a significant improvement in a yacht's performance are easily explained, for example, a dying breeze



yachts racing under HKPN should achieve a similar corrected time and significant outperformance of the fleet should not happen without good reason. Improvements in a yacht's performance through changes in crew or sails are catered for by the HKPN Performance Increase Penalty

A Competitor expecting a significant improvement in a yacht's performance whilst racing under its published HKPN shall declare this to the HKPN Committee (racehkpn@gmail.com) and to the Organising Authority before racing.

favouring a faster boat.

A review of a yacht's HKPN for a significant improvement in performance may result in removal of the yacht from the HKPN list."

HKPN Committee
25th August 2011



Scheme (PIPS). This scheme may not, however, be sufficient to accommodate gross improvements in a yacht's performance.

This notice amends the HKPN Manual with immediate effect and is applicable to those racing in a HKPN division or class which is governed by PIPS.

A PIPS declaration form should still be submitted if required by the sailing instructions or the notice of raceg.

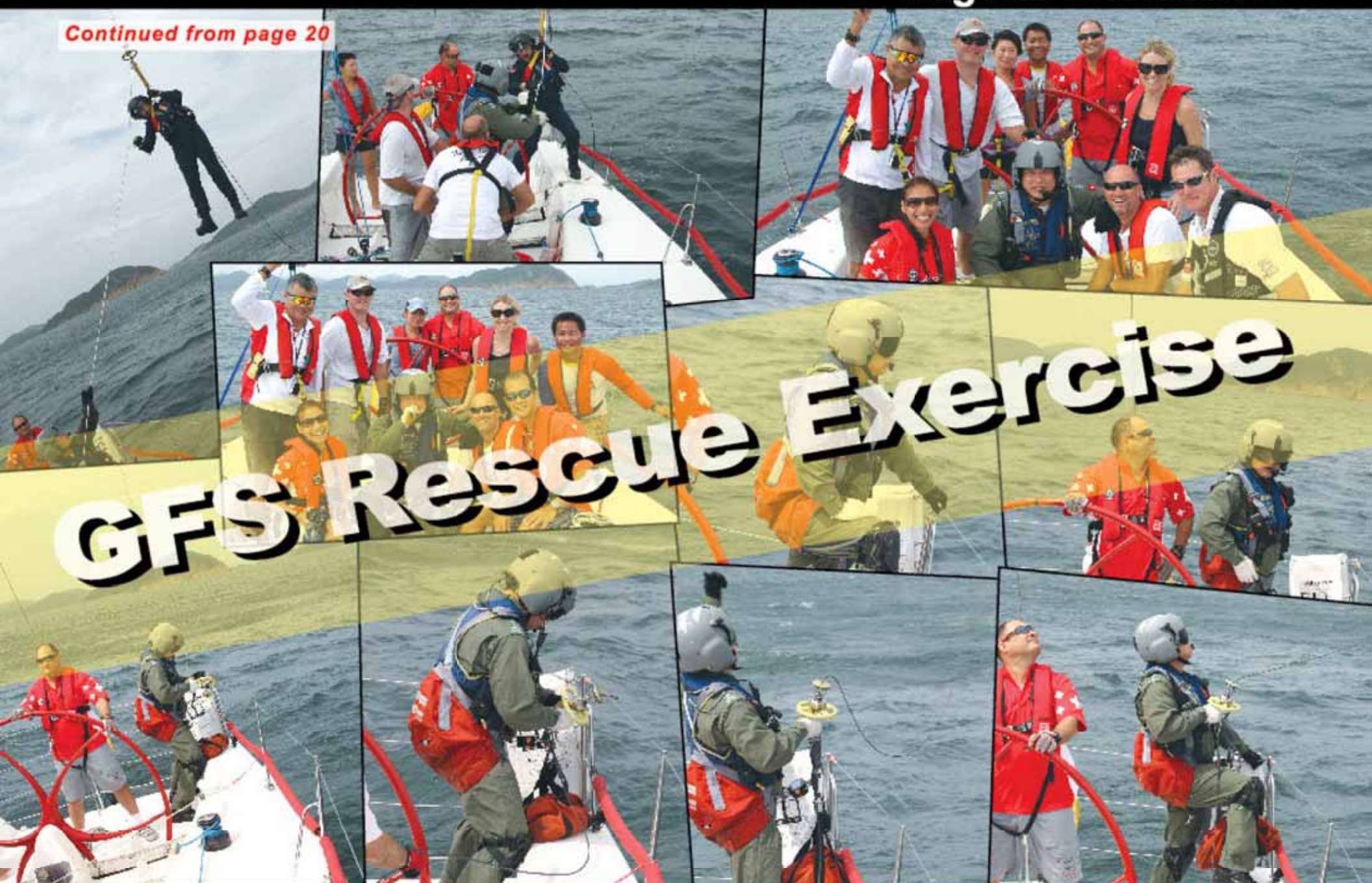
A significant improvement in a yacht's performance is deemed to be a corrected time 7% faster than the average corrected finishing time of the top 2/3's of its HKPN division or

Of course this could be a contentious point to try and act upon, so the HKPN committee are now also looking at other alternatives to manage wildly varying performances, and their impact on handicaps, and there will be more news on this in the coming months I'm sure.

SAFETY AT SEA

Regular Interaction

Continued from page 20



HEBE HAVEN YACHT CLUB LTD.

白沙灣遊艇會



Date: 5 Nov 2011

Time: 7pm

Venue: Garden

Dress Code: Black Tie



24 HR Gala Auction Dinner

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Donate an auction item and come to the dinner!

Golden Dreams

Words by Marek Nostitz-Jackowski



Teaching and coaching sailing as a competitive sport has always been a passion; one that has defined me since I was a child. Today it gives me great pleasure to work with the children at Hebe Haven, who offer diverse backgrounds and experiences, but with a single goal – to excel in the sport, with perhaps hitting the ultimate aim of making it to the Olympics.

Part of reaching this goal involves exposure to different conditions around the world – and this summer saw our sailors go beyond Asia's borders in search of ways to develop the tools with which to build their dreams. Overseas jaunts include Germany for the Laser Europa Cup; Netherlands for the Laser 4.7 European Championships; Belgium for the Flanders Regatta; the United Kingdom for the UK Optimist Championships; and the United States for the Laser 4.7 Worlds. Closer to home, there was a visit to Singapore and the Asian Optimist Championships.

EUROPE

Trips to Germany and the Netherlands were very much on the agenda for Laser sailors Nagisa Sakai, Gerald Williams and Sam Cooke as they travelled first to Warnemunde for the Laser Europa Cup, and then to Workum for the Laser 4.7 European Championships. The trips



gave all three a chance to experience race conditions that they were not likely to see in Hong Kong; strong winds, currents, and massive fleets of lasers. A fourth trip to Europe was also in the cards for James Johnston, who flew to Croatia to represent Hong Kong at the

Volvo Youth Worlds at the behest of the Hong Kong Sailing Federation.

Despite the cold, rain and other European weather inconveniences, Nagisa shone at Warnemunde to top her Laser Europa Cup experience as first girl; Gerald came in 4th in the Under 16s division (and 20th overall out of 66 entries); Sam Cooke finished 58th, especially since this is his first big international regatta!

From there it was onto Workum and what was arguably the biggest and the most challenging Laser 4.7 event in the Laser calendar: the European Championships. Hong Kong's intrepid three faced down a fleet of 274 boys and 128 girls and after a few days of training with teams from Poland and Spain, we had become more familiar with the venue...a man-made sea created inland to protect the lands against flooding. Thanks to the shallow waters, Workum is a favourite destination for cold fronts and thunderstorms.

HEBE DRAGONS INTERNATIONAL CIRCUIT

Our Youth To The Fore !

Dodgy weather conditions made for a regatta of just 7 races with very strong winds. Nagisa finished at a valiant 31 out of 128 girls. But conditions and nerves got the better of Gerald and Sam, who finished 163 and 272 respectively. Good efforts, if you consider that Europe's Laser 4.7 fleet is the strongest and best in the world. Europe was also on the cards for the club's top two Optimist sailors: Nathan Bradley and Calum Gregor; Nathan

conditions that would see our sailors study conditions including tide charts and flows; unpredictable winds and currents that shifted with the times of the day. Our efforts on the water paid off as our fleet of four were joined by sailors from Peru, Belgium, Brazil and Italy, all working to understand the picturesque but challenging venue. The short-term burst of training in San Francisco and the longer-term,

place, it was left to Oskar Tullberg and Molly Highfield to battle it out for put up second place, and battle they did! Nancy Highfield scored serious points as she beat out her older sister in several races. Emil Tullberg also made a strong impression – so strong he got the Coach Award for Best Improved Sailor! The Highfield and Tullberg siblings, along with Hebe's other



made it to Belgium and the Flanders Regatta; Calum's two trips included the French Regatta in Brittany and the UK for the British Oppie Nationals. Nathan's journey was in preparation for the Asian Optimist Championships in Singapore, and with an eye towards the IODA Worlds in New Zealand at the end of the year.

THE LASER 4.7 WORLDS

We've seen the iconic Golden Gate

four times a week training sessions in Hong Kong paid off. At the end of the four-day qualifiers, Nagisa was at 9th in the girls division; Gerald in 16th, JJ in 51st and Rupert at 76th in the boys' fleet. Alas, these results were not meant to be, but we still managed to return results we could be proud of, as Nagisa finished her run in the Laser 4.7 as 16th girl. Gerald brought home a 33rd

promising stars, now set sail in their Oppies every Saturday morning under my direction between 9-12 noon. James Hughes, who made a strong impression with his performance on the Pico, has also been invited to join regular race training on the Laser 4.7.

SUMMER'S END

Our sailors capped their exciting



Bridge many times in movies – but never in our imagination did we think we would sail in San Francisco Bay, but that is what we did after our European campaign. After less than three days in Hong Kong we were on the road again, this time joined by James Johnston (who had returned from the Volvo Youth Worlds) and Rupert Phillips. The trip was planned so that we would have six days of training under

(and 9th in the Under 16s); JJ was at 56th and 14th in the Under 16s and Rupert ended 10th in the Silver fleet. Well done to you all! HEBE RACE WEEK From the excitement of the Worlds we returned to the fun of Hebe Race Week which provided the perfect opportunity to look out for Hebe's talents of tomorrow. With one year Oppie veteran Marian Williams cementing her hold on first

summer with strong finishes at ABC's Sunseeker Regatta; Calum Gregor was 1st and Nathan Bradley 2nd in Optimist fleet. In the Laser handicap race, Gerald was 1st, Sam 2nd; and Nagisa 3rd. Are you intrested in becoming part of Hong Kong's most dynamic sailing squad? Please contact Rob Allen at 27190926 and Marek Nostitz-Jackowski at email: racetraining@hhyc.org.hk.

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Clipper Round The World Race

Photos by Barbara Yendell & Clipper Ventures



Leg one crew on race day

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THE PLANET."

IN THIS EDITION OF THE RACE, OUR FRIEND AND FELLOW SAILOR, BARBARA (BABS) YENDELL IS RACING ON BOARD THE YACHT 'GOLD COAST AUSTRALIA'. BABS'S AGREED TO FURNISH HEBE JEBES WITH 'BLOW-BY-BLOW' COVERAGE, UPDATES AND PHOTOS OF HER ADVENTURE AROUND THE WORLD!

FOR MORE DETAILS ON CLIPPER VENTURES AND THE RACE, PLEASE REFER TO THE WEBSITE: www.clipperroundtheworld.com

NEWS FROM AROUND THE WORLD

Leg 1 - Southampton - Madeira - Rio



Sunrise



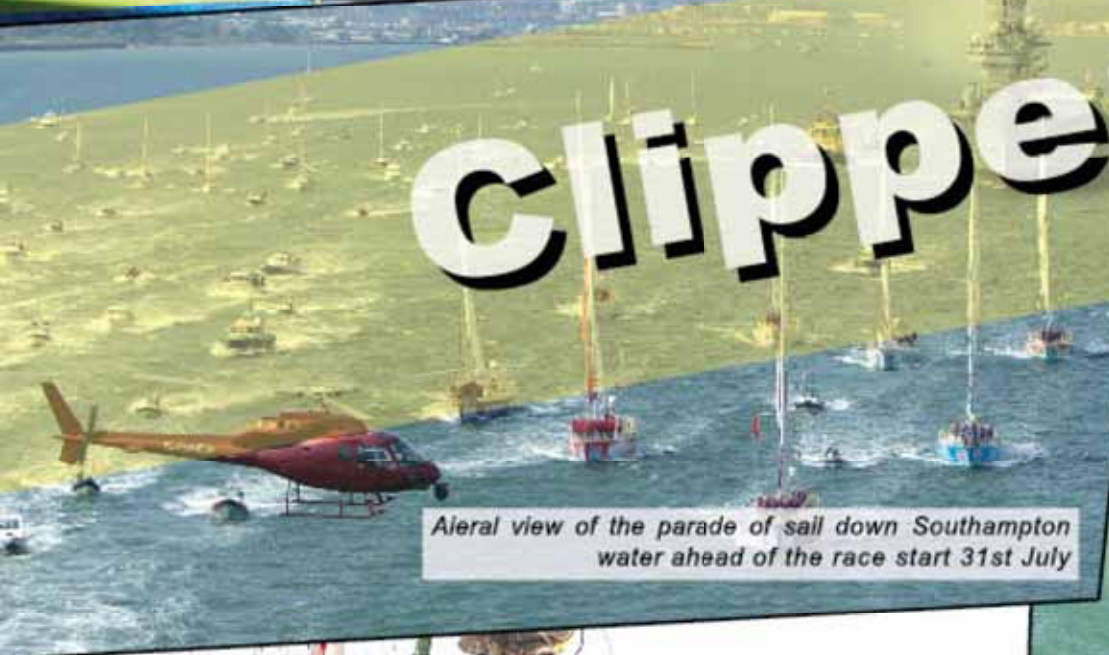
Reflection flying kite



Winners in Madeira



Me on board Gold Coast sorting out preventer for main



Aleral view of the parade of sail down Southampton water ahead of the race start 31st July



Gold Coast racing out of the Solent at the start of Race 1 to Madeira



Gold Coast winners of race 2 into Rio



Gold Coast Australia 1st over the start line surrounded by supporter ribs

Leg 1 - Southampton - Madeira - Rio



Race 2 start Madeira to Rio

Aerial view of parade of sail down Southampton water



Flying the kite

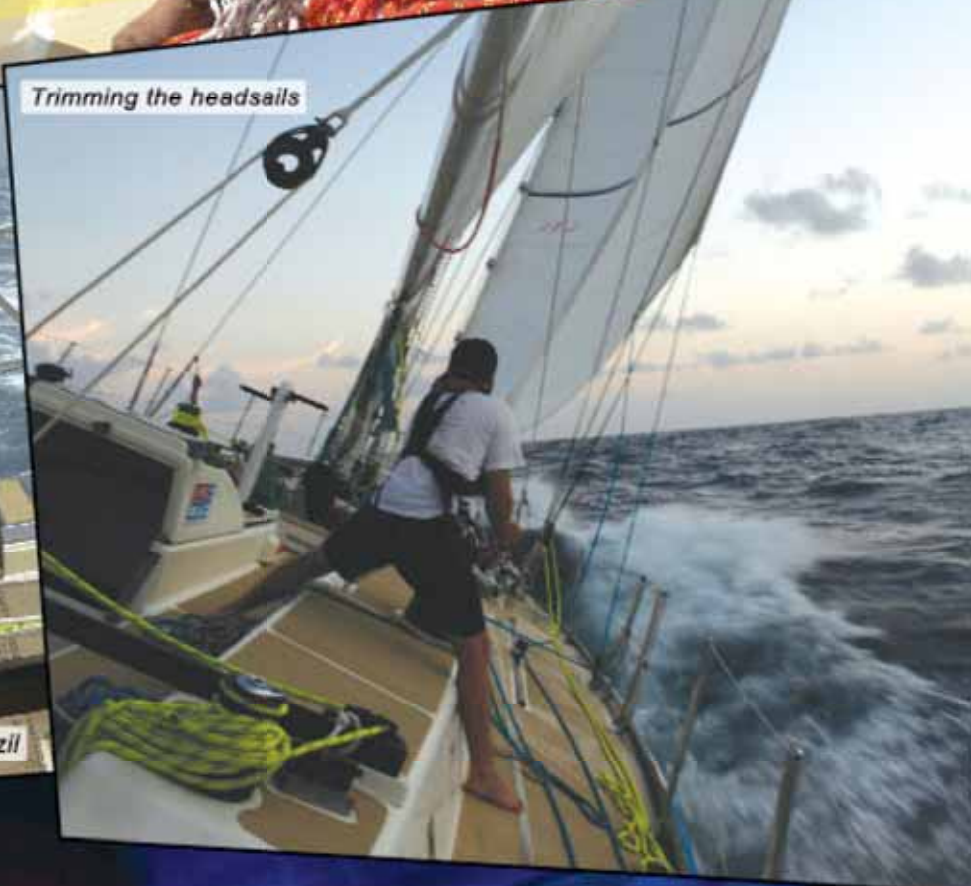


On route to Rio

The World Race



Helming in Rough weather off coast of Brazil



Trimming the headsails



Aerial view of the race start with Gold Coast Australia in first place on the right hand side



Nighttime sailing

NEWS FROM AROUND THE WORLD

Leg 1 - Southampton - Madeira - Rio

On the bow on route to Rio



Aerial view of the race start with Gold Coast Australia in first place on the right hand side



Boat arrival into Ocean Village Southampton ahead of the race start 28th July

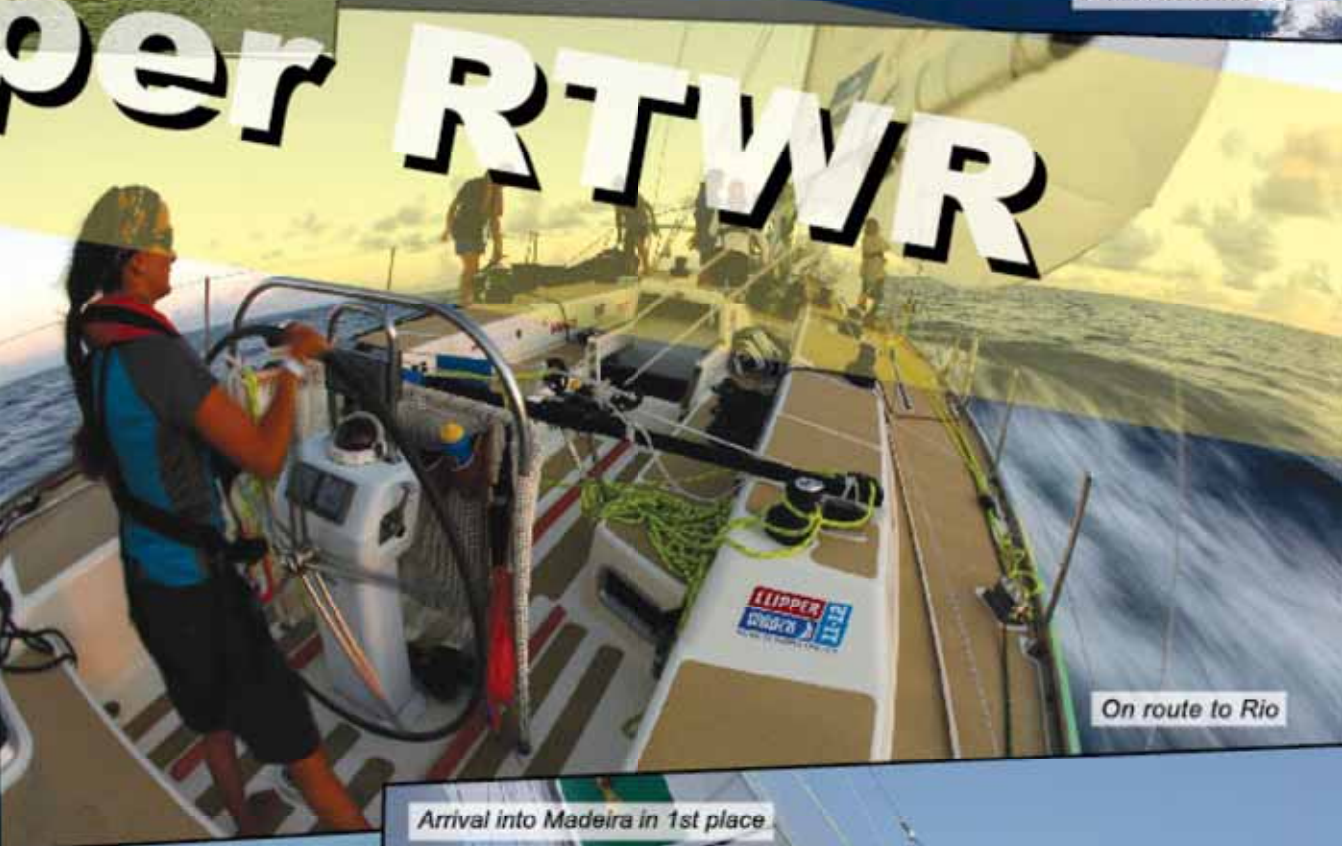


Arrival to Madeira

Clipper RTWR



Flying the kite



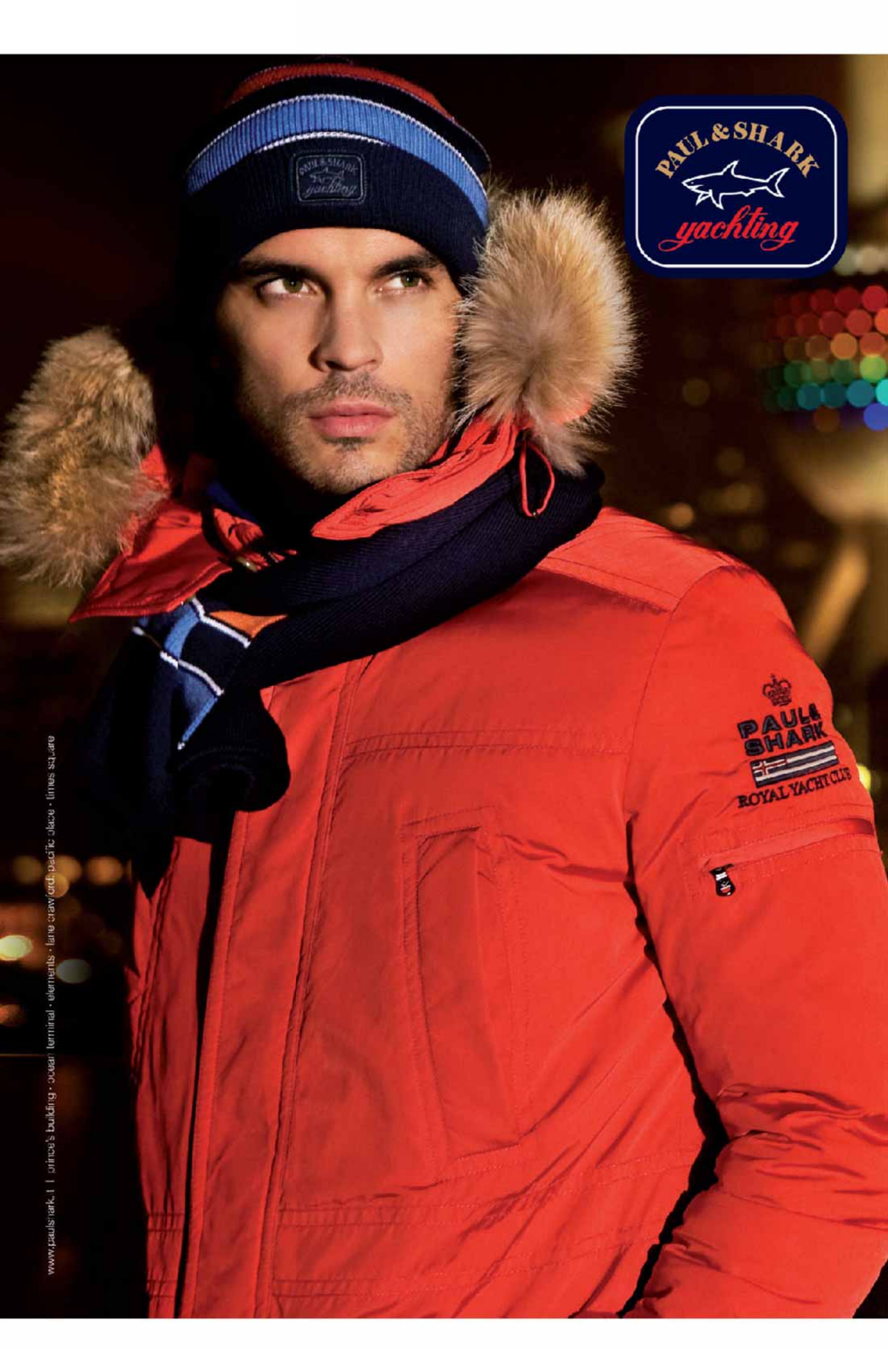
On route to Rio

Arrival into Madeira in 1st place



Aerial view of the race start off the Royal Squadron Yacht Club coves Isle of Wight UK





PAUL
SHARK
ROYAL YACHT CLUB

Autumn Events for September & October

In The Garden

World Cup Rugby "Live" will be dominating events in the Garden over the next 2 months and to complement the occasion the Club's Food and Beverage will be offering a special "Corona" Beer promotion to be accompanied by freshly grilled burgers and hot dogs from the BBQ. For Sunday matches a World Cup "Rugby Brunch Buffet" will be on offer to members.

Special Events

Mid Autumn Festival BBQ Buffet

On Monday 12th September, to celebrate the Chinese Mid Autumn Festival here at the Club, Hebe Haven will have a BBQ buffet in the Garden for members who wish to celebrate with this traditional festival with their families. The F&B department have arranged for a sumptuous selection of dishes for members dining pleasure. Please book early to avoid disappointment.

Kid's HALLOWEEN Party Night

The infamous and ever popular Hebe Haven Halloween Party for Kid's is coming again on Saturday 22nd October in the Garden Grotto. As usual there will be scary games, yucky food and great fun for the PARENTS accompanying the children (who have a great time as well). **Booking for this event is strongly advised.**

For bookings or enquiries please contact F&B on 2719 8300 or by email fnb@hhyc.org.hk

九月和十月秋季活動

園林餐廳

在未來兩個月，在園林餐廳將會直播“欖球世界杯”，會所將特別推出“Corona”啤酒推廣配以新鮮的烤漢堡和燒烤熱狗，以便會員一面享用美食一面欣賞賽事。於週日招映欖球世界杯比賽期間，將提供“欖球自助早午餐”。

特別活動

中秋節燒烤夜

於九月十二日(星期一)，為慶祝中國中秋節，白沙灣將會在園林餐廳舉行燒烤自助餐，希望能夠讓會員與家人一同慶祝這個傳統節日。餐飲部門已安排了豐盛的菜餚，供會員選擇並享受其樂趣。請儘早預訂。

孩子們萬聖節之夜

日益受歡迎的白沙灣萬聖節又來了！在十月二十二日(星期六)再次在花園石窟舉辦。像往常一樣會有遊戲和一些古怪應節食品，家長和孩子們同樣擁有一個愉快的時間及晚上。請儘早預訂。

預訂或查詢，請聯絡F&B在2719 8300或電郵fnb@hhyc.org.hk。



RUGBY WORLD CUP 2011

Sep 12th, 2011 (Monday)
7pm - 10pm

*Mid Autumn Festival
BBQ at the Garden*
Adult \$178; Child \$108 (3-11 years old)

*BBQ Highlights: prawns, sardines,
beef fillet, leg lamb, suckling pig*



Oct 22nd, 2011 (Saturday)
6pm - 10pm
@ The Garden
Adult \$108 / Child \$78 (3-11 years old)

Beer of the month : Carlsberg 

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5 Nov 2011





**Port Shelter Regatta
Party at Garden**

Live Band Buffet Dinner

**24 September (Saturday)
6pm to 10pm**

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**COUSINO MACUL
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Bright yellow strawy color, it appears quite pleasant in nose, even rather warm with a marked presence of apples, accompanied by certain spicy notes such as clove, cinnamon, and even slight notes of candied fruits. Then in mouth it shows us a medium-high acidity that may be surprising, rather dry, and although the sensations are maintained in nose, slightly aniseed fig and some dried fruit notes continue to appear.

HK\$198/Bottle
HK\$58/Glass

**COUSINO MACUL
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Dark garnet in color, this Cabernet offers aromas and flavors highlighting red fruits and spices. Bing cherry, red currants and boysenberry fruit are predominate in the aroma and carry over into the flavor. Subtle mint, bay leaf and spice come through in the bright, refreshing finish.

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中文翻譯

會長的話

對於部份不能出席2011股東週年大會的會員，我想藉此機會介紹自己，我是新一屆會長。辦公室的同事說，我的照片是在十年前拍的相信沒有人認出是我。正如你可以看到，我的照片已經更新，以便更容易地展示我現在的模樣。唉，只好說句歲月催人！

首先，我要感謝已離任的前會長Mark Houghton在過去三年他出色的工作和督導。並祝願他和太太Sara的亞洲太平洋行程順利。藉此機會介紹一下我的執事委員有副會長Mark Newman和賽事執行助理會長C K Chan，我在此歡迎他們並感謝Paul Brownless, William Allen和Marvin Bowles繼續他們出色的工作。還想借此機會歡迎所有新的志願者成為我們各委員會委員。由於文字有限不能在此詳述在本文中，但我相信他們會很樂意為各會員解決問題和收集各方意見，以便對日後會所的運作情況作出改善。

我們的會所租約將在2012年6月到期，我們正在與有關政府部門就這個問題緊密聯繫。我們已經充分向各部門提出會所之現狀和未來的展望。我希望我們所作出的決定會是對

會所的最佳得益。但在所難免的是政府保持其最後的決定態度，考慮到在今年年底行政長官和立法會議員會有改變。隨著新政府行政的改革，我們可以看到新政府的架構及立法機制。隨著此信息，希望我們已經收集好資料積極準備，讓政府能夠滿足會員之需求續租給我們。

總務委員會和我決定暫時將暫停對會所有關的發展。必要的更新工程將會如期進行，但我們覺得現在有必要審慎地運用儲備，以備有足夠流動資金及同時等待2012年的新租約。待一切準備就緒，我們便會考慮處理一些較大型的改善工程。

相信大家都知道現正進行“西貢公路的道路拓寬計劃”，不幸的是，對現有的會所會帶來一些結構上的變化。對這個項目上我相信在短期內不會有決定，所以希望我們能夠運用我們現有的會所設施而建立美好的將來。

到今期Hebe Jebe編印時，相信我們的夏季系列比賽已完滿結束。無論是颶風杯系列和夏季星期六系列會員都非常踴躍參加，在此感

謝來自三間遊艇會的水手及工作人員。

當各水手及工作人員還未停下來之際，他們又積極籌備在九月份於“牛尾海帆船賽”與緊接其後的十月第一個週末“24小時慈善小艇賽”和於十月尾舉行之“冬季星期六系列比賽”。

我們新的慈善信託基金，Sailability Hong Kong。Mike和Kay Rawbone都投入了大量的時間和精力將信託基金運行。此基金已運作了一年了，他們計劃並在會所的協助下，希望在明年能教授一百名身體或精神殘障的學生航行。在今年24小時慈善小艇賽中他們已組了一個團隊，所以希望請你們一同前來，給予他們支持及鼓勵並為他們喝采。他們額外的努力希望會在比賽中勝出，我們祝願他們一切順利。

最後，請支持會所成為24小時慈善小艇賽服務志願者以及支持我們在未來的日子參與更多會所活動。白沙灣遊艇會需要你們的支持！

David Campbell
會長

我發現自己寫的文章並知道如何飛快的3個月。俱樂部已經完成了他們忙碌的夏季週六系列賽和夏季颶風系列賽，毫無疑問地是一個非常成功的賽季打並破歷年參賽船隻的紀錄。夏季休閒風帆營地和課程都很受歡迎，讓我們的帆船培訓隊在今年夏天非常忙碌。

作為會所成員已意識2011年年度股東大會後，委員會已經出現了變化，新任會長Dave Campbell先生亦會在這期的Hebe Jebes提到我們的執事委員和總務委員會的委員。

其中會長首要任務是要求管理層審查和解決會所成員向他表示過的 後勤總務的問題。

會長要求管理層研究實施以下的變更，會員請仔細閱讀，管理層也會定通過電子郵件提醒會員。

停車場 - 穿梭巴士服務

在過去的八年，在週末及公眾假期停車場一直是一個挑戰，會員的持續增長和會所的重建我們亦發現越來越多會員想花時間享受會所的設施。

為此，我們不能再滿足目前停車場在週末的需求，所以總務委員會已批准從這著手管理，在九月份的星期日會提供一項免費“穿梭巴士服務”試驗計劃給會員和他們的客人使用，巴士會從西貢”明星廣場“直接到達會所的公眾停車場外的主要入口。目前，明星

廣場與我們會所的停車場費用一樣是每小時8元。穿梭巴士的班次是每15分鐘一班，當會員登上穿梭巴士請簽署名字和會員帳號。如果在這段時間內停車場已滿，會員可以首先在會所上落乘客和行李，再駕駛前天星廣場。

俱樂部安全性

多年來委員多次提出關於俱樂部安全問題及嘗試改善這種狀況，會長已要求管理層探討了營運成本和注意在兩個擁有讀卡安裝器的主要出入口地區物流的情況。管理層將進行兩個階段的變化：

第1階段 - 主要步行入口

該計劃主要是行人大門(公共停車場側)將會長期關閉，會員需要使用他們的會員卡進出。目前所有外界的俱樂部也同樣地使用這措施而且為停車場作收費站系統。結合這個會所也將有一名保安在崗位上來控制訪客及非會員。

第2階段 - 碼頭浮橋進出許可

這項建議是有一個門會安裝在碼頭的入口處舷梯並再次控制讀卡器，將只允許會員到浮橋地區。會員的客人將要安排在會所見面和簽署“訪客登錄名冊”。

閉路電視系統

為配合這些新的保安措施安排，行動小組委員會現正檢討會所內閉路電視系統的幾個關鍵位置，希望能安全監測，記錄和調查會所在任何時候可能會發生的情況。

會所會員卡

管理層安排了為期約6個月新的保安措施，擬讓會員有時間調整和得到充分實施。我們鼓勵會員在任何時候也帶同會員卡，因為當他們在會所將需要使用會員卡進出並在餐飲使用其帳戶。若會員和他們的伴侶/配偶還沒有更新會員卡，請盡快與會員主Anna Cheng小姐聯絡並安排新卡。

HHYC遊客登錄預訂

為配合會所新的保安措施安排的建議，總務委員會已要求重新推出“訪客記錄名冊”給會員。

如果會員請客人到來會所，客人將被要求簽署設在餐廳的“訪客記錄名冊”記錄。最終，會所計劃當保安部署展開會將“訪客記錄名冊”保存在主要行人入口處。

在未來2個月，會所兩個的主要活動會是在9月24日/25日的牛尾海帆船賽，緊接每年一度的24小時慈善小艇賽，今年會在10月1日/2日舉行。本次活動還需要各志願者，如果你還沒有簽署或想作出您的參予，請隨時聯繫本人、Rob Allen或Richard Mortimer，我們24小時慈善小艇賽委員會主席非常樂意解答任何疑問。

我期待著看到你們在俱樂部。

Michael Franco
會長

海事與會所運作新聞消息

親愛的會員及家庭，

不知各會員到了那裡享受夏日？由於許多家庭在暑假期間出外度假，本應該還期望船廠可以放慢時，但實際上似乎仍相當忙碌。

由於海事執行委員會休息，故此沒有特別的事情跟你們分享。

唯獨是新的浮橋重新安裝工程已接近尾聲，亦因為我們的海事執行經理Jimmy Chow的離任令工程的節奏放慢了，他於白沙灣海事部任職多年。他是我們會所的資產和各會員的

朋友，我們祝願他一切順利好運。同時間我們也失去了副總經理Raymond Lim、Raymond和Jimmy的離職令船廠運作和正在進行的變化延誤了一點，但希望最後我們都能憑著一點運氣和艱苦努力去完成。

另外Arni Highfield先生將會幫忙處理有關在會所內之浮橋停泊問題，我們將會在這一方面繼續努力，所以你們會經常看到Highfield先生在我們左右，希望大家可以給他最好的支持，因為我相信他會在這方面取得成功。

再次，請把你的垃圾投放在會所所提供之垃圾桶或回收箱內，不要將垃圾或垃圾袋隨處拋棄在四周，希望大家保持會所清潔！

餘下的夏季祝大家有一個愉快的時間和希望較涼的秋季會在不遠處。不要忘了支持在十月一日和二日白沙灣遊艇會國際24小時慈善小艇賽！

Paul Brownless
助理會長—海事執行

帆船賽事委員會報告

我 (C. K. Chan) 衷心感謝在股東週年大會上各位會員的支持，讓我有機會參與有關服務會所管理的工作。雖然這將會是一個繁忙的任期，但我十分慶幸有大多數的帆船委員繼續留任協助進一步發展及規劃執行所有在白沙灣遊艇會的航行活動事項，我一定全力以赴，不負各位的期望。

我們不僅有高質素的新成員加入，增強了帆船委員會的能力，現在更高興地介紹一個新的小組委員會—航海培訓中心委員會 (STCC) 由Sandra Snell太太任主席，新小組委員會主要是監督及提高培訓中心的業務，並更充份有效地運用會所的資源，提高更多航海活動與持續發展青少年帆船活動為主要的理念與目標，賺錢只是次要的工作。

現在請容我大略報告一些2011年中的航海活

動情況。

1. 在2011年的Nautica颶風杯中的第二場裡，我們有69艘賽船參與比賽，八成賽事每場有超過58艘帆船揚帆出海，總參賽船隻共85艘。
2. 在Tumi週六的夏季系列也非常成功，全部十二場比賽都已順利完成。

讓我一再感謝支持我們的贊助商，當然也要多謝我們的比賽官員主任、助理主任、工作人員、志願者，以及所有熱衷比賽好手的積極參與。

我們的比賽主任及副會長Mark Newman先生，因為他私人工作方面的時間有所改變，未能撥出充分時間幫助執行一向在帆船賽事方面的工作，我們深感遺憾之餘也對Mark Newman先生過往對帆船會的貢獻與幫助，

致以深深的謝意！我們也懷念他在頒獎儀式上雄厚的聲音。謝謝您！Mark Newman。

由於缺乏了Mark Newman先生的幫忙，我們帆船賽事執行部不單要重新召集比賽官員主任，啟動輪流機制，並呼喚擁有賽制執行方面經驗的船長幫忙，都是我們的迫切工作。帆船賽事執行委員會一定會努力地提高效率，並實踐不能單靠個人力量去運作。

各位可能覺得我跟以前擁有悠久歷史航海經驗的執委不同，我虛心地懇請各位委員提供好的建議，我必定用心聆聽有關的意見，以便提高我們服務的質素。

C.K. Chan
助理會長—海事運動



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Jeremy 6711 1322



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