

• TWENTY FOUR GOOD HOURS

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**Club Sailing Programmes / 24-Hr Race Reports & Galleries / Port Shelter Battles
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COMMODORE	會長	David Campbell
VICE COMMODORE	副會長	Mark Newman
Club Development	會所發展	
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MEMBERS 委員

Nicole Arnulphy	Joseph Chan Kam Huen
Gerry Daughton	Andrew Miller
Nigel Francis	Lindsey Stewart
Robert Highfield	Eric Stark

MANAGEMENT & STAFF 管理及職員

GENERAL MANAGER	會所經理
Michael Franco	2719 9682
(gm@hhyc.org.hk)	
MARINE MANAGER	海事經理
Alan Reid	2719 7921
marine_mgr@hhyc.org.hk	
ASSISTANT MARINE MANAGER	助理海事經理
Ale Shek	2719 7919
marine_assmgr@hhyc.org.hk	
MARINE ADMINISTRATOR	海事行政助理
Sarah Wong	2719 7914
(marine@hhyc.org.hk)	
PR & MARKETING MANAGER	公共關係經理
Virginia Chan	2719 7913
(pr_mgr@hhyc.org.hk)	
PR & MARKETING EXECUTIVE	公共關係主任
Domin Hou	2719 7912
(pr_executive@hhyc.org.hk)	
MEMBERSHIP EXECUTIVE	會籍事務主任
Anna Cheng	2719 7927
(memberships@hhyc.org.hk)	
HR & ACCOUNTING MANAGER	人事及會計部經理
Carol Chan	2719 7911
(acca@hhyc.org.hk)	
IT ADMINISTRATION EXECUTIVE	資訊科技及行政主任
Jonathan Tang	2719 7928
(it_admin@hhyc.org.hk)	
FOOD & BEVERAGE MANAGER	飲食部經理
Isaac Wong	2719 7916
(fmb@hhyc.org.hk)	
RESTAURANT MANAGER	餐廳經理
Michael Yiu	2719 7915
(restaurant_mgr@hhyc.org.hk)	
SAILING CENTER MANAGER	航海中心經理
Rob Allen	2719 7932
(sailtraining@hhyc.org.hk)	
SAILING CENTER ADMINISTRATOR	航海訓練中心行政助理
Simon Ball	2719 7931
(sailadmin@hhyc.org.hk)	

HJ'S EDITORIAL & MARKETING TEAM

Vincent Christian	vincegc@netvigator.com
Virginia Chan	pr_mgr@hhyc.org.hk

USEFUL NUMBERS 常用電話

General Office 會所辦公室	2719 9682
Marine Office 海事辦公室	2719 3673
Sailing Center 訓練中心	2719 0926
General Office Fax 辦公室傳真	2358 1017
Marine Office Fax 海事辦公室傳真	2719 3273
Main Bar 酒吧	2719 8300
Sampan Service 舢舨服務	9272 6204 / 9272 6205
Email 電郵	hhyc@hhyc.org.hk
Website 網址	www.hhyc.org.hk

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

November 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 初六	2 初七	3 初八	4 初九 Curry Friday	5 初十 24HR Gala Auction Dinner & Cheque Presentation Winter Open Dinghy Regatta
6 十一 Winter Open Dinghy Regatta	7 十二	8 十三	9 十四	10 十五	11 十六 Turkish Night	12 十七 Winter Sat Series Race 3 & 4
13 十八	14 十九	15 二十	16 廿一	17 廿二	18 廿三 Best of Asia Friday	19 廿四
20 廿五	21 廿六	22 廿七	23 廿八	24 廿九	25 三十	26 初二 Winter Sat Series Race 5 & 6
27 初三 Winter Seafood Brunch with Jazz Band	28 初四 EGM	29 初五	30 初六			

Beer for the month : Tetley's



December 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 初七	2 初八	3 初九 X'mas Bazaar
4 初十 X'mas Bazaar	5 十一	6 十二	7 十三	8 十四	9 十五 Ladies Bubbly Lunch in the Garden X'mas Golf Scramble	10 十六 Winter Sat Series Race 7 & 8
11 十七	12 十八	13 十九	14 二十	15 廿一	16 廿二 HK Welsh Male Voice Choir Best of Asia Buffet	17 廿三
18 廿四 X'mas Kids Party	19 廿五	20 廿六	21 廿七	22 廿八	23 廿九	24 三十 X'mas Eve
25 三十一 X'mas Carvery Lunch in the Garden X'mas Dinner Buffet	26 初二 Boxing Day Treasure Hunt	27 初三	28 初四	29 初五	30 初六	31 初七 New Year Eve Ball

* The First Weekday After Christmas Day

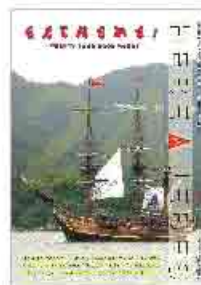
** The Second Weekday After Christmas Day

Beer for the month : Stella

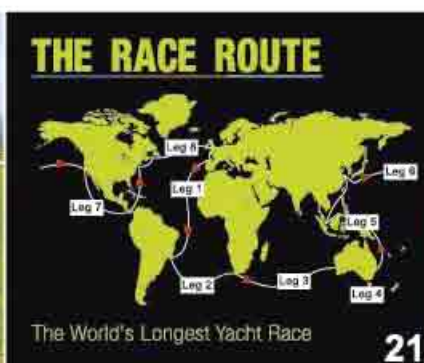


HEBE HAVEN YACHT CLUB

November - December
2011



Twenty four 'hard working' hours of dinghy racing at HHYC waters, enough to produce an outstanding one million dollars. Extreme, indeed!



1 - 3	Club Reports
4	Sail Laser Hebe Haven Sailing Programme
5	Editor's Tidbits - By Vince Christian
7 - 8	The 24-HR Race Chairman's Report - By Richard Mortimer
10	A Bit Of The Extreme - By Mark 'One-Tonner' Newman
11 - 12 / 40 - 41	24-HR Race Photo Gallery
13 - 15	Port Shelter Regatta - By Simon Blore
17 - 19	Autumn Harbour Racing - By Simon Blore
21 / 23 - 24	Race Start To Madeira - By Barbara Yendell
25	Members' Corner
26	Shutterbug
27 - 28	Rio To Cape Town - By Barbara Yendell
29 - 31	Mixed-ability Sailing On The Square-rigger "Nelson" - By Nigel Evans
33	The Police Sailing Club Regatta - By Mark R H Newman
34 - 35	Building The Sport - By Cathy Delany
37 / 39	Hebe Master Chef - By Colm Anderson
43 - 44	Hackers Take A Hiding In Cyder Cup V - By Tim Stevens
45 - 46	Don't Meddle With Miniscule Mites - By Cathy Delany
47 - 48	Food & Beverage / News From The Kitchen

October and November have been extremely busy months. Our 24HR Charity Dinghy Race Event started the ball rolling at the beginning of October. We had a nail biting wait to see if we were going to be able to thread the race between two approaching typhoons. As it turned out, the weather Gods were kind and the Event went ahead with its usual success. Light winds in the late evening and early morning meant that no records were broken but there was plenty of competition on the water and as usual places were earned with just a few laps separating the competitors in the various divisions. Next year will, of course, be the tenth running of this prestigious event so we will try to make it something special. Our thanks to Benoy Architects for coming back and supporting this Charity Event as the Title Sponsor for the second year.

As far as the racing scene is concerned, we had a relatively quiet month in October leaving everyone time to relax and prepare their boats for the Winter Saturday Series. The first Saturday was lightly attended due to a combination of the China Coast Regatta and the China Cup International happening on consecutive weekends prior to and coinciding with Race 1&2 of the Saturday Series. I hope that we will see many more boats in the upcoming weekends.

The Club decided that it should send a representative entry to the China Cup International Regatta and so four Club sailors got together to form a crew on our club J80, Jive. This was the first time we had crewed together and the racing was one design and very

competitive. We were sailing against the four best crews that Mainland China could put together and a fleet of J80s from Hong Kong, who represented mainly the RHKYC.

We managed to win the Passage Race from here to Daya Bay by about five boat lengths after nearly six hours of sailing then won the second race by eight seconds. It was inevitable that this form would be difficult to maintain, as the Mainland No1 team were complete with coaches and on water support boats. We managed to keep our noses out in front until the last day when two bullets for the China no1 crew knocked us into second place. This was our position at the end of the event. This is a well organized event and was enjoyed by a large number of Hong Kong boats. Hebe Haven Yacht Club sailed extremely well and overall we recorded a third and a second place in the HKPN division with Windseeker and Bits and Pieces. Outrageous took second in IRC B and, on Jive, we came second in the J80 fleet. We finally arrived back at the club at 0015hrs on Wednesday morning after an unfortunate delay getting departure clearance from Daya Bay.

As far as the look of the Club is concerned, we have been in constant contact with Projex Asia, who coordinated the installation of the composite decking on the balcony and Garden. The manufacturer of the composite boards has confirmed that the decking has not performed as required and they have offered a full replacement which will take place in November. We are trying to make sure that this work will not interfere with

the festive season but thank you for bearing up with the inconvenience.

The GM and I attended a forum arranged by Home Affairs Dept, where



we were assured that our Recreational Lease would be renewed, albeit pending a new set of Lease Terms. From the tone of the presentation, we would seem to have little to fear from these terms, as we already conform and in fact exceed most of their requirements. The terms are mainly to do with access to the Club's facilities for outside bodies and the public in general. This fits in nicely with our Sail Training Center's interaction with our local schools and the Club's commitment in assisting the Sailability Program.

I will keep you updated with the progress of the renewal in the next few months, when we will probably be visited, our status decided and our terms renewed.

Finally, we had our 24HR Charity Auction Dinner and Cheque Presentation evening on the 5th November. An unavoidable clash with the USRCs Centenary Dinner may have reduced the numbers but a commendable sum of money was collected to start the proceedings for 2012. I am sure that all our members will assist and support this event in any way possible to make it the best Charity event in this our long running series.

Good sailing and early Season Greetings.

David Campbell
Commodore

THE GM'S REVIEW

The weather gods have smiled on us again as the Club prepared for the 2011 24HR Charity Dinghy Race between two Typhoons passing through Hong Kong in close proximity of each other. All the preparation work was

squeezed into the one day, Friday 31st September. After the Typhoon Signal Eight was lowered the day before and Signal One was raised on Sunday 2nd October just before the end of the Race, the HHYC team had to get

everything back into Typhoon mode that day.

My thanks and appreciation must go to all the HHYC staff, especially Alan Reid and his team of Marine staff who all worked extremely hard to ensure

both the 24HR Event was successfully held and all the Typhoon preparation work was done before and after the two days of the Event.

Oh! By the way, if I did not mention this earlier, I am very pleased to announce the appointment of Alan Reid as the Club's new Marine Manager. Alan's appointment, as I called it, was "A Baptism of Fire" whose official appointment was on 27th September and was immediately called upon to do his first "Typhoon Duty" followed by the 24HR Charity Event then a second "Typhoon Duty" watch. The ink for his signature on the contract was still wet!

Alan has a wealth of experience in the marine industry in Hong Kong for more years than I can remember and is well known and respected by many members of the Club and marine professionals.

24HR CHARITY DINGHY RACE 2011

Apart from the "slight disruption" mentioned earlier, the 9th running of the Club's annual Charity event proved to be another great success for the Club and the Charities despite weather and World Cup Rugby interruptions this year. At the preliminary count, HK\$800,000 was announced by the Chairman and with pledges still coming in we were quietly confident that the magic One Million will be achieved again. More detailed articles of the 24HR Event can be found in this edition

MEMBERS' DIARY DATES

➤ Curry Friday	Friday 4th Nov	Restaurant
➤ 24HR Auction Dinner	Saturday 5th Nov	Garden
➤ Turkish Night	Friday 11th Nov	Garden
➤ Best of Asia Buffet	Friday 18th Nov	Restaurant
➤ Seafood Brunch wt Jazz Band	Sun 27th Nov	Garden
➤ EGM	Monday 28th Nov	Inner Restaurant
➤ Curry Friday	Friday 2nd Dec	Restaurant
➤ X'mas Bazaar	Sat 3rd/Sun 4th Dec	Garden
➤ Hebe Hackers X'mas Scramble	Fri 9th Dec	Kau Sai Chau
➤ Ladies X'mas Bubbly Lunch	Fri 9th Dec	Garden
➤ Welsh Male Choir	Fri 16th Dec	Garden
➤ International Buffet	Fri 16th Dec	Restaurant
➤ Kid's X'mas Party	Sun 18th Dec	Garden
➤ X'mas Day Buffet	Sun 25th Dec	Garden/ Restaurant
➤ Boxing Day Treasure Hunt	Mon 26th Dec	Port Shelter
➤ New Year's Eve Ball	Sat 31st Dec	Garden/Restaurant

of the Hebe Jebes, so I will not say anymore except to offer my heartfelt thanks again to the 24HR Organizing Committee members and Chairman, Richard Mortimer, who was actually here this year and to the multitude of volunteers who dedicated their time and assistance to ensure the success of the Event. Finally, our thanks to the Title Sponsor Benoy Architects for their continued support and all the other Sponsors, Leighton Contractors, Aon, CLP, Simpson Marine who have all been regular contributors to this Event over the years.

CLUB EVENTS & CHRISTMAS FESTIVITIES

Traditionally, November and December are very busy months for the Club with members' bookings for X'mas functions and Club organized Christmas activities. There are too many Christmas activities for me to mention in this article but I urge all members to either check the Club website or event emails to find out about all the upcoming events. If in doubt, you can always contact the F&B department where Isaac or Michael will be more than pleased to provide you with detailed information.

One event I must mention is the "New Year's Ball" held this year on Saturday 31st December. The theme is "Red, White & Blue". Why you may ask have we adopted this theme? Well, for those

who can still recall the "Royal Wedding" Garden Party this year, many members spent quite a lot of time and in some cases, money in



getting their outfits for the Party in the Garden. I promised to give them another opportunity to wear their "Union Jack" jackets and any other articles of clothing they had so painstakingly made for this theme. So, come one come all, wear something red, something white or something blue or a combo of all or you can be traditional (old fashioned!) and come in a dicky bow and dinner jacket, who cares but you must not miss the hottest "New Year's Bash" in Sai Kung. Oh Yes! Dinner will be in the Garden with the "Night Clubbing" upstairs complete with Live Band. Please ensure you make your bookings well in advance.

REMINDER TO UPDATE CLUB MEMBERSHIP CARDS

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.

DOGS ON CLUB PREMISES

Dog owners are reminded about taking due diligence with regards to their dog's behavior when on Club premises. A general notice has been sent out to the membership in November and the General Committee has asked Club Staff and Management to monitor this over the coming months.

Wishing Everyone a Very Merry Christmas & Healthy Prosperous New Year

See you all at the Club

Michael Franco
General Manager

Dear Members and your families,

I would like to start by thanking all our members and friends for their tremendous effort in making the 24 hour race such a success once again, my special thanks go to Richard Mortimer and his great committee for organizing the event and guiding our members.

My thanks also go to the Marine Staff for all their hard work in getting the event set up and of course returning the yard to operations as quickly as they did.

At this juncture I would like to welcome Mr. Alan Reid as our new Marine Manager and Mr. Ale Shek as Assistant Marine Manager, I am sure Sarah, for one, is breathing a sigh of relief as she has held the fort so to speak, for several weeks and has done a great job I may add.

Alan, for those of you that do not know him, has been in the marine industry for a long time and is a very welcome addition to our team, you will probably have seen changes to the yard already, some subtle, some not so subtle! His door is always open and please pop in to say hello or ask questions. Ale has been with us for a considerable time and has

moved from the Sailing Office to assist Alan with the administration and future changes to the Marine Department.

One of those changes is for the complete cataloguing of all members and their vessels involved in the Marine Operations. Please, should you be contacted by the Marine Staff regarding your vessel's insurance or license, assist them by providing copies of documents. Our system shows at present over 150 vessels not correctly registered, this could be a records problem or the fact the reminders have been overlooked and Alan and his team are working hard to put this right.

There have been several questions asked about the Club internet system. Whilst there is no intention of providing a cable system to the Marina, we are however looking at upgrading the old "Hebe BOB" in the not too distant future. We are also in the final tendering process for a CCTV system to be put into the club, which with the membership card entrance system will increase our security ten fold. There will be some disruption to parking and a little noise during November as the sea wall is due to be surveyed. And hopefully the new Marine Bull negative

fork lift will have been delivered.

That just leaves me with a couple of requests: should you witness members or non-members for that matter deliberately flaunting our Bye-Laws please bring this to our attention as we cannot possibly police the club all of the time. Rubbish is still an issue, simply put it in the receptacle's provided and there has been a noticeable increase in dog "dirt" around the club, a reminder to keep your dog on a lead and clean up after them.

There are a number of sail lockers available to members should you want one. Please contact the Marine Manager. We are constantly striving to get more of our Chinese members involved with the committees at Hebe, so, should you wish to join a committee please contact the General Manager, Mike Franco to express your interests.

Thank you

Paul Brownless
Rear Commodore Operations



SAILING COMMITTEE REPORT

Summer has indeed said farewell and we have to get our warm gears ready for another season of sailing, hopefully no more sitting under the sun with our sun lotions and waiting for more breeze to come.

We started our Port Shelter Regatta with a very challenging course under severe sea conditions on the second day. Wind was only about 24 knots but the swells were up to 2.5 meters high between Steep and Bluff, and a lot of boats had chosen to abandon the race. Only half of the fleet with brave sailors had managed to finish the race, and most of them are boats of Hebe Haven Yacht Club. Their courage and persistence to meet the challenges of nature reflect the image of our Club. Real sailors with true grit, you have my salute! And you know how much I

wanted to be sailing with you under the same circumstances.

Our General Committee had approved to send our Hebe Haven Racing Team with one of our J80s, to race in the 5th China Cup International Regatta, which was held in the waters of China. The Team was skipped by our Commodore, David Campbell, with Alan Mackay, myself, and invited guests as crew members to sail in the four days event. The weather was nice to us with fair winds about 8-10 knots, and only a small amount of white caps in one of the Island Races. We had witnessed the significant improvement in racing by some of the the Chinese sailors.

We were 1st in the Passage Race and 2nd in the Overall Class of the J80s, losing only to the Chinese Team. These results have served the purpose

to raise the attention of the sailing community in China, with whom future collaboration can be attractive. We have passed the message that Hebe Haven sailors can sail, and sail well.

I would like to thank Christ Austin for the preparation of the NoR and SI for the up-coming races, to make sure that they can be approved by Sail Com and are produced in time. I also have to thank all the members of Sail Com, who have been generously giving their time and efforts, for the sole purpose of providing enjoyable and safe environments to sailors of Hebe Haven.

C.K. Chan
Rear Commodore Sailing





SAIL TRAINING CENTRE COMMITTEE

Summer and Autumn 2011 have brought a flurry of activity for the Sail Training Centre (STC). Following on from the success of Hebe Race Week were the fully subscribed summer holiday water activities weeks (AWW), a well attended Sailaway Day in September and the 24HR Charity Dinghy Race event. This year, Team Sailability competed in the 24HR event in two of the Access dinghies which was a highly rewarding experience for not only the sailors but for those who have worked so hard to bring the Sailability program to fruition.



With the start of the new school year, the after school sailing programs recommenced from Tuesdays to Fridays. Both the A & B squads of the Hebe Dragons racing team also have training sessions Tuesday to Sunday.

HHYC was the nominated host for this year's Hong Kong Optimist Dinghy Association (HKODA) National Titles which took place in Port Shelter over three days in October. Spearheaded by Hebe member Maggie Bradley, who is also the HKODA Treasurer, this was an extremely well organized event with HHYC providing assistance as the hosting venue helping with Club resources, race safety supervision, race officers and coaching services.

A significant area of expansion for the STC & HHYC has been the development of programs to meet the requirements of school "Challenge Weeks", which take place mid-week throughout Autumn. These programs are designed to provide educational experiences outside of the classroom and afford school students an opportunity to develop new activity skills and to build leadership and teamwork abilities. The demands on the STC program ranges from Taster Days to full dinghy and keelboat training courses. Large numbers of students have been successfully involved in water-based activities from September to December and there has been a steady increase in the number of schools interested in the STC. Full credit must go to STC staff for the quality of their programs and instructors.

With the STC becoming increasingly busy with full attendance at all courses for both youth & adults, it is no longer possible for the centre to accommodate "drop-in" attendees. Future prior booking for all courses will be essential and to assist with this process, an online booking system for all STC programs is being developed. It will be important for members and guests to become familiar with

this system to avoid any disappointment on the day they hope to attend.

Moves are also underway for a redesign of the dinghy sailing section of the Club website, with plans to enhance navigation of the site and availability of information.

The STC has welcomed some new faces in recent months with Gary Chan being appointed as Bosun and Simon Ball taking over the administration duties from Elthea Li who left the Club in August. Gary has already been extremely busy with maintenance of the dinghy fleet and in conjunction with the sailors themselves, will help keep the fleet fully functional.

Jonathan Slattery has been employed on a short-term contract at the STC until the end of the busy schools period in December. Jono is a graduate of the HHYC Youth Development Program and it is great to see young aspiring sailors progress to qualified Instructor roles within the centre.

The STC has also said farewell to Ale Shek who has been a valuable addition to the team over the past seven years. Ale was spotted trundling his office chair over to the Marine Department where he is now based. Thanks for all your help Ale and all the best with your new position. We know where to find you!

Planning is now underway for some new summer dinghy racing series for both youth & adults next year and the STC staff are developing racing seminars for members. These will be advertised in the calendar of events for 2012. The December youth sailing courses planned for the 2011 Christmas holidays will be published in this edition of the Hebe Jebes.



In January 2012, the STC will host an Optimist Racing Clinic for eight young sailors from Russia. We hope to conduct a joint training regatta with local sailors from HHYC as well as other Clubs and Associations. If you are interested for the young sailors in your family to participate, please contact Rob Allen at the STC.

It will be mid-December before the STC slows down sufficiently for staff to take a much needed break from on-water operations. They have done a great job this year and really are an excellent team to work with.

As this will be the final edition of Hebe Jebes for 2011, I would like to take this opportunity on behalf of the Sail Training Centre Committee and STC staff to wish all members and their families a safe and happy festive season.

Sandra Snell
Chairperson

Do Sailors Have More Fun? Are You Kidding Me?

Words by Vince Christian

During the time we were working on our first 'modern' HJ issue, someone coined a phrase that has become part of the language of sailing: "Sailors have more fun!" So naturally, one of our readers/members asserted: "There is nothing really funny about sailing. Sailing is a source of more satisfaction, not a matter of more fun."

Ok, maybe sailing isn't **always** fun. But the pages of our magazine are full of evidence that sailing can often be fun and can often be written about with humour. Even when – no, make that especially when – the events being written about don't seem all that humorous at the time!

Take for example the Clipper Round The World Race and Barbara Yendell's account of her stormy passage of the Southern Ocean on board the yacht Gold Coast Australia. She sent the editor an email – from 42degrees south on their way to Cape Town – saying how hairy it was flying a kite surfing down huge waves in 30 knots of wind, and how incredibly vast and wild the place is. Dead tired and finding it tough, Barbara still managed to fire off two articles and an email to yours truly. That's truly a 'wow' accomplishment! One can almost imagine 'humour-failure'

waves thermalling up from the inner sanctums of the boat. Not easy, I can tell you. More of her adventures on page 21.

But it's not all high-adrenaline stuff, you know. In fact, it's all here in this 'special issue'. Consider the 24-HR Charity Dinghy Race – we've got reports from our event Chairman Richard Mortimer, as well as some through-the-years

racing in Hong Kong serve to document the 'where, how and when' of our Sponsors' contributions and remind us of the importance of writing about these races for the record. Cathy Delany's back with a vengeance, writing two Wizard Expresses – a mixed blend of topics, from TP52s to small critters called mites (currently causing problems) – something for everyone's attention, I'm sure.

And surprises of surprises, our very own pro skipper (ex-Outward Bound) Nigel Evans has written us about a 'Sailability-type' programme for disabled sailors involving tallships instead of dinghies. Yes, tallships! Surprised? Well, flash over to page 29 if you can't wait.

Colm Anderson attended a 'Master Chef' demo at the Club so he's given us some tips from the event. Tim Steven's been 'crazy' enough to continue writing about our Hebe

golfers' antics on the greens. Last but not least, our Sail Laser Sailing Programme is going leaps and bounds. Read more about it on page 4.

And so.....sailors do, indeed, have more fun! By what members write – it's serious stuff, too.

Blue Skies.



Yard Tales - 'Painting' by Stephanie Hestler

anecdotes from Mark Newman who's been involved with the Committee for umpteen years. Not to be outdone, he's also done a double-header contribution by writing about the recently-held Police Regatta at Port Shelter.

Speaking of double-headers, we have two more! Simon Blore's updates on



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The 24-HR Race Chairman's Report

Words by Richard Mortimer



Dear Members one and all

As I know you are all aware, the 24HR Charity Dinghy Race 2011 that took place on the weekend of 1st & 2nd of October was a great success again this year despite the weather Gods trying their damndest to get it all cancelled.

The task of getting it all ready on time, that was undertaken by all of the Staff, would have seemed to be almost impossible considering that the whole of Hong Kong was 'shut' on the Thursday as Typhoon 'Nesat' trundled past us, but somehow and probably in spite of me, they achieved the impossible and then to have Typhoon Nalgae come running in to force a T3 on the Monday

with all the hassle that it involves for the Club Marine Department.....to them, one and all, I send my sincerest and heartfelt thanks.

This year the hard standing area that is taken over for the Race (sorry to those that might have been inconvenienced by the 'yard' being closed.....but it is for very worthy causes) was a lot larger than in previous years due to the relocation of the Club Marine Department office and Workshops. This enabled us to expand the 'village', have a very large covered bar area with permanent stage and a place to watch the all-important Rugby World Cup that was taking place at the same time. The number of Merchandising Stalls increased as well,

which, with the wonderful array of food, games and other fun activities available gave a true party atmosphere.

I will not go into details about the village as those of you who were there know how great it was and, to those of you who were not able to come.....no words that I can string together can describe how good it was. My advice, clear the date in the diary as soon as next year's event date is announced.

The race itself was wonderful; good winds for most of the time, with 48 dinghy's taking part and this year saw the inclusion of 2 boats from 'Sailability' and teams from some of the Charities that benefit from the event.....wonderful

Extreme Dinghy Racing For Charity

to see. The Raft Race was, as it always is, mayhem on the water and the 0.1 Ton Cup that was sponsored by 'Black Shrimp' for the first time made the battle of Trafalgar appear as a quick outing on a duck pond.....all boats sank and the winner swam ashore.

I have so many people to thank for making the event not only possible, but so hugely successful; from our ever present DJ, Mr. 'Rock the Dock' Kevin Lewis and 'Spin a Disc' who provided the sound equipment for free, to the many many volunteers who gave their time to man the stalls, Safety Boat crews, Marshalls, Lap Counters (very important) etc. etc.

I also have to thank, from the bottom of my heart, all of the 24HR Organizing Committee Members who toiled away for the twelve months prior to the event.....for without them and all of their support and dedication none of this would have happened. New ideas for making it a success were tabled and tried, old ideas that didn't really

work were discarded....it's a learning curve....we are learning and the 'proof is in the pudding' as they say.

The 24HR Auction Dinner & Cheque Presentation to the Charities was held on the evening of 5th November and again was a great success. Cheques were presented to the four charities; Children's Cancer Foundation, Enlighten, IDEAL and Treats which totaled HK\$1,000,000.....a sum that at one time I didn't believe possible due to the world wide economic downturn over the last year.....or so. This just goes to show how wonderfully generous the members, participants and visitors to the club over that weekend were. The Dinner was a great success and went off without a hitch (unless you count my one surviving good knee 'giving out' whilst jumping on and off the stage to present cheques, prizes and play Auctioneer).....this again was down to the tremendous effort and preparation by all of the HHYC staff in all departments, without exception. The attendees were super generous

and plied with enough alcohol, opened their wallets and purses with 'gay abandon'.....to the tune of HK\$ 80,000.....a tremendous start for next years campaign.

Some of you know already that, after much consideration, I have decided to resign from the 'Chair' and to stand down from the 24HR Committee. I have been involved with the 24HR Event for the last 8 years and have been Chairman for the last 2 years.....I need a bit of a breather. It has been an honour and a pleasure to have been a part of the Event and look forward to joining in on the 2012 Race as a volunteer and participant.....instead of being the one who 'runs around like a headless chicken', getting in the way and worrying (I possibly don't show the worry because rum takes the edge off it) until the horn sounds the end of the race.

To all of you I say Thank You and please support next year's event with the same vigour and generosity that you showed this year.





24HR Charity Dinghy Race 2011

24小時慈善小艇賽2011



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A Bit Of The Extreme

Words by Mark 'One-Tonner' Newman



I have been involved in all previous Hebe Haven Yacht Club 24 Hour Charity Races in some small way or another; in fact, events like this and the spirit of members with their willingness to help out, is one of the reasons I joined the Club in the first place. Some ten years later, and I find myself the Vice Commodore of the same, and asked to put pen to paper to summarize how it went. When I joined the Club, the event was a small affair that raised less than \$400 K, but it soon took off and has now become a major fixture of the sailing calendar in Hong Kong, attracting local and international teams alike. We have sailors from Mumbai, Macau and from the mainland; young, old...all of differing levels of fitness, and for the first time this year our friends from Sailability entered their first ever team of less able sailors, which is a first for Hong Kong. The events' format has encouraged participation by all ages from all socio – economic backgrounds, whether they are members

of the Club or not. We get walk-ins from the general public every year and the event is growing in popularity. There is some thing for everyone, from drum dances to watching the rugby world cup, from the aptly named "1 Ton Cup" to the Raft Racing, which sees our friends from the Outward Bound assisting with their expertise in building rafts from empty chemical barrels lashed together with bamboo, to the sailing, oh yes, did I mention we actually spend the majority of the 24 hours racing around the lovely waters in Pak Sha Wan in dinghies! This year saw a record entry, some 40 odd teams committed to raise money for charity, and committed they needed to be. Two days before the event it was touch and go, a series of Typhoons were on their way in to the South China Sea and the event's organizing committee, so aptly led by Richard Mortimer, were busy on the "great white phone" looking for a break so that their last year's work would not go to waste. Thankfully, we

got just the break that was needed, even though the Typhoon Strong Wind Signal Number 1 was hoisted early on the Sunday morning, we managed to get all boats home at the finish prior to the next Typhoon's approach and the raising of the higher signal Number 3 which would have seen the automatic cancellation of the event. And what a finish, tired legs and arms seemed to come alive at the last moment and all the teams' hard work and training paid off. Sailor's young and old came storming in to the finish on a strengthening breeze to make this year's event one of the most memorable ever...oh the winners you ask. Well, all were winners on the day, just for taking part, but for you collectors of trifles and statistics, the final count after 24 hours of sailing was a million bucks in camaraderie and experience!

Now, as to the amount of money raised, Richard has done that job.

24-HR RACE PHOTO GALLERY

Externe 24 !



24 Hour Charity Dinghy Race
貝諾24小時慈善小艇賽 2011





Port Shelter Regatta

Words by Simon Blore



PAUL & SHARK PORT SHELTER REGATTA 2011

On the week-end of 24/25 September, the four-race Port Shelter Regatta was run once again, with good participation from the IRC fleet in Hong Kong. With 18 boats in two IRC divisions, numbers were two down on PS 2010, but the HKPN fleet were two up on last year with 8 boats entered. There were no Sports Boats this year, but still all divisions had strong competition, and the IRC fleet was actually one boat stronger than RHKYC's Autumn Regatta on the week-end before.

For day 1, Races 1 and 2, the IRC fleet had a combined start, with the 75-foot Boracay powering up alongside the

smallest IRC boat, the GP26 Ricochet. Perhaps SailCom reflected on safety overnight, as by the two final races on Sunday, IRC B and C were starting at different times.



The forecast promised much for the week-end, with a north to north easterly monsoon blowing the hot and humid late summer air away, and in the tune up for Race 1, there were certainly

puffs in the teens, but also lulls, so many of the fleet were in a quandary as to whether it was No1 or No2 headsail conditions. With a windward mark laid in a NNE direction up near Hap Mun beach, both IRC fleets set off on Course B2 which involved a triangle, a loop, and a leeward mark below the start finish line. Left side upwind seemed to be the winning move, with a header on starboard converting to a lift on port alongside the headland protecting Trio beach. Wind pressure was a bit up and down, with a regular breeze at 8-9 kts, and puffs coming through in the teens.

In IRC A, Mandrake took the win from Minnie the Moocher by 2 minutes on corrected time, with the Mumm 36

Wicked finishing third. In IRC B, the X35 Vixen also won on corrected by 2 minutes from Mojito, with the X99 Fox n Soxs continuing her strong summer form by posting a third. In HKPN, Windseeker took the win from GA and Bits & Pieces.

Between races the breeze dropped further, and after several boats changed to their largest headsails, the wind then duly increased after the race start to the mid-teens, necessitating a headsail change for some on the downwind leg. Mojito dived with Outrageous at the favoured pin-end at the start, and there were a few eyes on stalks as the smaller boat tacked to port and did an immediate duck below the 43 footer, grazing a railing in the process. No red flag was seen, but a wag of the finger from Jamie McWilliam (guesting on



Outrageous) was enough for Mojito to go and do her two turns. Unfortunately this cost some time, and by the end of Race 2, Mojito discovered that they'd come second again to Vixen, but this time by only 17 seconds..... so that served them right!!

Fox n Soxs, the X99 again posted a third place in IRC B, and in IRC A there was the familiar sight of Mandrake heading the standings, with this time

Stella 2nd and Wicked 3rd once more. Windseeker again won HKPN, and the Magic 25 Northern Light came in 2nd, with the Sonata 8 Rhapsody in 3rd.

On the return to the pontoon, the boat was packed up in record time, and even the offer of rum was refused as assorted Kiwi's and Brits headed off to the Garden Bar to see the second half of All Blacks v France in the Rugby World Cup. Oh the optimism that flowed from the NZ trouncing of the French in the group stages, however, as we read this we know how much closer the final was!



In the combined IRC standings overnight, it was clear that although the Mills 39 Mandrake had won the day, IRC B was also putting up strong competition in the overall IRC fleet, with points placings for the two races as follows:

For Sunday's two races, the IRC fleets were given separate starts, so it wasn't then possible to score the combined

IRC fleet for the regatta. Conditions for Sunday were greyer, colder and wetter, but the wind held, and for Race 3 a decent breeze of 9-13kts was available across the track. The form book in IRC A was turned on its head though as Outrageous posted a win, from Stella and Freefire, with Mandrake back in 4th. In IRC B it was business as usual



with Vixen winning by a minute and a half from Mojito, and the X99 Getafix a further 5 minutes back. There was some confusion over starting however, and having got away with IRC A and not starting with B, Struan and Ricochet continued their race with the first starters, only to be then ruled as DNF.

By this stage Mandrake were fairly safe for their regatta win; only needing a 5th in the final race, and likewise, Vixen only required a 4th from Race 4, as did Windseeker in HKPN. The final island race was away at 1300 in a building breeze, and having negotiated a few holes adjacent to Shelter Island, the

Overall day 1 placings	Boat	Pts	IRC Division
1st	Mandrake : 1,1	2	A
2nd	Vixen : 2,2	4	B
3rd	Mojito : 4,4	8	B
=4th	Minnie the Moocher : 3,8	11	A
=4th	Wicked : 6,5	11	A
6th	Fox n Soxs	12	B
7th	Stella	13	A



course was a reach to Table, a run to a buoy at Steep, and then a beat across the bay with two laps for IRC A and one for IRC B and HKPN. As boats exited the protective cover of Kau Sai Chau and Shelter, seas and winds built progressively, and at times the fleet was faced with 2 metre high waves and gusts of over 20 knots.....it was great fun, and very "un-Hong Kong". The reach to Table was a bit too shy for the pole boats, but perfect

were getting used to the unfamiliar situation of viewing the J92S' stern, and as found out later, were also doing their own overall points calculations, and determining that they didn't need to fly a kite downwind anyway. Oh well..... but we enjoyed it!

As the race wore on more retirements followed for breakages etc., and by the finish only 13 boats had completed the course, with only 4 finishers in IRC

Under HKPN dual scoring of IRC there were one or two surprises, with Wicked rising from 3rd IRC to first in HKPN, and Outrageous out-performing their normal speed by a significant margin to take second overall in the A fleet under HKPN. With 3 wins from the first 3 races in HKPN, the retirement of the Dubois 43 was costly for Gerry and gang, and probably prevented them from securing the series win under HKPN.

IRC Division B

IRC	Boat	Pts
1st	Vixen	6
2nd	Mojito	7
3rd	Getafix	16

HKPN	Boat	Pts
1st	Mojito	8
2nd	Getafix	13
3rd	Vixen	14

In the B fleet, the top 3 were the same boats as in IRC, with the only difference being that Vixen dropped to third on HKPN, and Mojito taking the win. Temujin would have been close to a series win, but their retirement from Race 4 sent them much lower in the rankings after a 3 and a 1 in the middle two races.

IRC Division A

IRC	Boat	Pts
1st	Mandrake (4th HKPN)	7
2nd	Stella	12
3rd	Wicked	15

HKPN	Boat	Pts
1st	Wicked	8
2nd	Outrageous (4th IRC)	9
3rd	Stella	12



for those with a sprit, and this dilemma made an interesting challenge after the first 3 races diet of just windward/leeward courses.

The mark to the leeward side of Steep island must have dragged, as several of the larger boats decided not to round it for fear of hitting the hard stuff, and even Mojito thought twice as they led IRC B to the south. Thankfully the mark was re-set for the subsequent roundings, but by then FreeFire had already retired as their safety considerations meant that they hadn't been allowed to sail the course.

As Mojito powered away upwind and planed away downwind to extend their lead on the water in IRC B, Vixen

A, and only 3 in HKPN. Mandrake did the business with a win in the final race from Stella and Wicked to win the regatta easily. A loud cheer was heard from Mojito as they completed line honours, and won race 4 from Struan and Vixen, but the X35 had done enough to take IRC B overall by 1 point from Mojito. In HKPN, a win for GA in Race 4 wasn't quite enough to edge out Windseeker who came in second ahead of Bits and Pieces, with Windseeker taking the overall regatta win on performance handicap.

HKPN	Boat	Pts
1st	Windseeker	6
2nd	GA	8
3rd	Bits & Pieces	18



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Autumn Harbour Racing

Words by Simon Blore

RHKYC AUTUMN REGATTA 2011

Now something of a distant memory, the opening class regatta was hosted in the harbour by Kellet Island on the week-end of September 17 and 18. With three scheduled races, and no discards allowed, and with some no-go areas thrown in to the mix as well, consistency and vigilance were to be key, and for what is primarily a class boat event, there was good participation from the IRC fleet, and sufficient numbers to create two racing divisions.

With 17 boats in two IRC divisions, numbers were healthy, and RHKYC continued their concept of racing the HKPN fleet with an 18 strong Big Boat Division 2 fleet, and five in Big Boats Division 1. Rather than have separate starts and scoring, the BB Div 2 would see the familiar HKPN names of GA and No One Else plus 6 others match themselves on HKPN against the racing IRC fleet.

A quick word on Big Boats. This nomenclature has been used by RHKYC for a few years now, as there was a feeling amongst some of the racing fraternity that they didn't wish to be described as "cruiser class" at the club, so the BB title now encompasses all yachts that are non-class boats.

With a couple of Mojito refugees racing on the J109 Whiskey Jack, it was good to see some other HHYC boats in the harbour for the week-end with Minnie, Vixen, and Getafix joining the J35 No One Else. Alas, neither of the HHYC J80's made it to join the 13 strong J80 fleet, and Sportsboats were very thin on the ground with only 5 Magics representing that class.



BB2 were given the honour of starting first for each race, and this is a blessing in disguise as those of us who don't race regularly in the harbour usually look to the Etchells and Impalas to show us the best route through the box of tricks that is "the Harbour". Nick Southward, skipper of Whiskey Jack did however secure the services of UK Halsey's Barry Hayes, and Barry was on top form all week-end calling pressure lines and lifts, and keeping us in the right place vis-a-vis tides as well.

Race 1 began in an easterly breeze with a beat to TKS, a run to KB and DB, and then another loop to a finish at Gate. At the end of the first beat, Whiskey Jack were hot on the heels of Vixen, and the run to KB produced the first moment of drama for the weekend, as Vixen's navigation went somewhat awry, and they sailed direct to Dock Buoy missing out Kowloon completely. After finishing, and realising their critical mistake, Vixen did the honourable thing and posted a retirement, to put pressure on their prospects of taking the regatta.

The J109 sailed serenely on, to take line honours, and the handicap win from Gambit and Rampage.

In BB1, it was hard to see how that fleet unfolded as they started last, but

Ambush were back on form, taking the win from the TP52 Free Fire with Minnie finishing 3rd.

For the morning start on Sunday, the wind was altogether spicier than the day before, and we looked forward to

round the windward mark and ready for a fast run down to Kowloon Buoy. Like the first day however, KB again created some dramas as for some reason it had not been placed on a line with Gate, and was hidden from

view behind an anchored casino boat. The fleet proceeded on starboard in the hope it (the missing mark) would eventually come in to view, and when it did, it was actually upwind for most, so kites were dropped, and a few round-ups ensued as the leaders closed in on each other.

With a very determined effort, and some fantastic team work from a newly assembled crew, Whiskey Jack maintained her lead over the fleet, and there was delight and relief when another bullet was achieved, and another race win for 2 out of 2 in the regatta. In Division 1, there was an identical result as race 1, with Ambush again leading home FreeFire and Minnie.

After a two hour wait for IRC 2 between races, the same course was sailed once again for race 3, and this time KB had been moved so it was fully in view. For the "35's" in IRC 2, the

series was almost won for the J109, and she just needed a 4th at worst to take the win, but there was still no holding back as Whiskey Jack once again match raced Vixen upwind and down, and also stayed ahead of the much higher-rated Rampage as well



more close racing, and more dodging of the smaller class boats on what was a very crowded harbour area with no less than 102 boats fighting for clear air on the track back and forth.



In BB2, Vixen seemed determined to make up for Race 1, and were leading the fleet for the first part of the beat to the east, but as the wind built to mid-teens, the slightly stiffer J109 began to claw the ground back by holding a higher lane, and was eventually first

on the water. The stiffness of the 109 upwind gave it advantages on the beats, and the midteens pressure downwind gave the X35 with its symmetrical kites "the legs" downwind. After two legs of close racing and crossings, Vixen squeezed ahead to



take the lead at Dock buoy for the final part-beat to the finish at Gate, with WJ one boat length behind. With the race seemingly in the bag on handicap for the J109, the crew kept calm, hoping that the previous advantage upwind would be enough, but WJ also wanted to split, and sail for the right side as well. Not much to ask then! Help was at hand though, when a bit of Harbour traffic forced Vixen to tack away to the left, and so the boats split tacks with WJ maintaining what she thought was a favoured right side.

Sure enough when the boats tacked again and came together, with WJ having the rights on starboard, Vixen were unable to cross, and tried a lee-bow move, which they couldn't then hold. Then with 200 yards to go to

the finish with both boats now on starboard, the J109 sat above the X35, with both crews concentrating, hiking and trimming like they've never done before, trying to eke out a precious advantage on each other with that piece of extra height or extension forward.

Whiskey Jack was able to keep her lane however, and having sailed partly along the line to be sure of "the lay", a tack back to port was enough to take the gun by just 5 seconds from Vixen. Skipper Nick Southward was mightily pleased to take 3 wins and the Regatta, but also 3 line honours,



in a fleet where 7 out of the 12 boats were higher rated boats.

In IRC 1, again Ambush took the win, with again the TP52 in second and the Ker 11.3 in third. There was no dual scoring in HKPN for the larger boats, as all HKPN entries had been placed more appropriately in IRC 2. The regatta scores were as below, with HHYC's Minnie the Moocher being the top boat for our club with third overall in IRC 1.

Big Boats IRC Division 1

IRC	Boat	Pts
1st	Ambush	3
2nd	FreeFire	6
3rd	Minnie the Moocher	9

In IRC 2, Whiskey Jack took a convincing regatta win, with a strong week-end from Gambit giving them second overall from Rampage. Under dual scoring of the fleet in HKPN, the highest placed HKPN-only boat was the little Sonata Happy Hour in 5th, but again the PN results were uncannily similar to IRC, with the top 2 placings being the same on both, and Rampage slipping to 4th on HKPN, with Kei Lun coming in to take 3rd overall.

Big Boats IRC Division 2

IRC	Boat	Pts
1st	Whiskey Jack	3
2nd	Gambit	10
3rd	Rampage (HKPN 4th)	11

HKPN	Boat	Pts
1st	Whiskey Jack	3
2nd	Gambit	13
3rd	Kei Lun (IRC 6th)	13



So, all in all a great week-end. Plenty of breeze, good visibility, flat water, and close racing. What more can we ask for?

Members' Windshifts - Sep / Oct 2011

New Members - effective from 1st September 2011

DUHAMEL, Boris Jerome	WARREN, John Paul
HALLWORTH, Timothy Stephen B.	CHEN, Suen Ying Suzette
KIRSTEIN, Francis Benedict	GRIFFITHS, Madeleine Liyen Ang
KWAN, Fung Lin	MORE, Antonia Amelie
LAM, Cheuk Fung	RUFF, Anna Chamonie
SO, Kai Kwong Ricky	UITERWAAL, Thorwen

Absent Members - effective from 1st September 2011

CHAN, Yau Kong

Resigned Members - effective from 1st October 2011

SO, Ying Lo

New Members - effective from 1st October 2011

ARKWRIGHT, Paul Christopher	GOBEL, Lucas Ronald
CHENG, Kam Fai	KENNY, Fiona Gail
DERHAM, Peter Charles	LUCAS, Jacob William
LAM, Chung Keung	MADSEN, Mark Masui
ROSTRON, Rachael Lillian	MUH, Christopher
SO, Man Fu	MUH, Oliver
ZOYA ANTON, Sebastian	PYLE, Amy Jane
ELSON, Shentin	PYLE, Oliver Thomas
GOBEL, Emily Elisabeth	SEVEAU, Paul-Louis

Absent Members - effective from 1st October 2011

MA, Raymond

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BAVARIA
WHAT A YACHT

Race Start To Madeira

Words by Barbara Yendell / Photos by Clipper Ventures

THE RACE ROUTE



The World's Longest Yacht Race

It was a strange and very emotional sight to see the last of the spectator boats peel away from the Clipper Race fleet at the eastern end of the Isle of Wight and it was then that I realized that we were truly on our way and that the adventure that I had envisioned a year and a half earlier had really begun. The next time we would be returning to the familiar Clipper training grounds of the Solent and cross our outbound track would be in a year's time after having sailed 40,000 miles around the world.

I'd heard about Clipper Round The World Yacht Race from the BBC news website a year and a half earlier as the 09-10 race was just beginning. I was so captivated by the idea and knew that this was something that I just had to be part of. A strange decision for someone who really has no sailing experience and is not totally comfortable on the water! Those who know me well will understand that I'm rather indecisive and as I couldn't decide which leg to choose, I decided to do the whole race!

The CRTWYR is an 8-leg 15-Race 40,000 circumnavigation of the globe. The boats are one design 68 foot stripped down

Hello Vincent

Sorry its taken me an age to get these to you. Its been really tough out here and something I hadn't taken into account when I suggested I send in regular articles!

I hope these will be ok for the magazine. I'm afraid the Madeira to Rio one will have to be one that we miss out. Its amazing how quickly I have forgotten the small details of the journey. I had meant to write a diary but as with all good intentions it fell by the wayside when times were tough and I was wet and tired! If you can wait I can send you photos for the Rio to Cape town leg when I get to Australia in a couple of weeks. We are only able to send very low res photos to Clipper office, these would be useless for a magazine. At the moment we are down at 42 south in the Southern Ocean, flying our kite in big following seas and 30 or so knots of wind. Pretty hair raising at night!

Its incredible place, so vast and wild, really do feel very isolated down here. I will also send you when I reach OZ the article for this race.

**So I've covered
Race start and Race 1 Leg 1 to Madeira
Race 3 Leg 2 Rio To Cape town**

You have some photos from race start and the Southampton to Madeira leg.
Hope all's well with you and in Sai Kung. Really miss home at times, lie in my cold wet bunk thinking of a lovely meal in Sai Kung square. Instead of freeze dried food out of dog bowls.

Anyway, will be in touch when we arrive in OZ, due in about 28th Oct.
Bye for now
Babs



 NAUTICA

racing yachts with 18 crew and a professional skipper. Crew can decide to race a leg or take on the whole circumnavigation. Successful crews are required to take four levels of practical training, the RYA Day Skipper course, RYA Sea Survival, First Aid, Radar and Radio Courses. Then there are courses in sail repair, boat maintenance,

Gold Coast Australia led the fleet across the start line and maintained the lead until we ran into a wind hole off the back of the Isle of Wight with the rest of the fleet. As I'd not really done much sailing before and training sessions on board had not lasted longer than a week I didn't really know what to expect for our run of 1400 NM

hoist the kite as soon as possible to gain as much experience of kite flying that we could in the rather more forgiving conditions of the North Atlantic, we would be doing months of kite flying in much more challenging conditions of the South Atlantic and Southern Ocean in our RTW trip. Many of the other boats were too nervous about



victualling, and many other smaller courses closer to the race start.

We were all assigned a boat and crew a few months before the race start. I was assigned to a boat sponsored by the Gold Coast Australia. Skippered by Richard Hewson, a young skipper from Tasmania, with a burning desire to win.

down to Madeira. I knew that we'd be crossing the infamous Bay of Biscay and this made me rather nervous.

The fleet was plagued with light winds right down until we reached the notorious Cape Finisterre, the entrance to the Bay of Biscay. Here the seas changed from a rolling swell to a sick-making rough choppy sea that

flying at this early stage and chose to stick with their white sails or would drop the kite at sunset. For the novice crew the kite has always had a myth-like attraction and fear. Stories of ripped, shredded and wrapped kites abound through the clipper grapevine. In fact our skipper was aptly nicknamed the shredder for the number of kites he managed to shred during training sessions.



The race start was an incredible display starting in Ocean Village Southampton, UK followed by a parade of sail down Southampton water accompanied by the aircraft carrier HMS Illustrious. The fleet was accompanied by hundreds of spectator boats with media helicopters buzzing overhead. The official race start was from the Royal Squadron Yacht Club at Cowes on the Isle of Wight.

sent many crawling to their bunks plagued by seasickness.

The rough conditions of the Bay of Biscay thankfully didn't last too long and so we were able to hoist our spinnaker and spent the rest of the run to Madeira flying our kites. The Clipper yachts carry 3 Heavy medium and lightweight spinnakers. Our skipper Richard was determined that we should

We flew our kite all day and night so gained a huge amount of experience in helming and trimming. Most nights trimming just by light of the moon with 2 crew poised on the coffee grinder ready to grind at any moment. We rotated positions from helm to coffee grinder to the sheet so gained valuable experience in all aspects of spinnaker flying, Including wooling, which takes

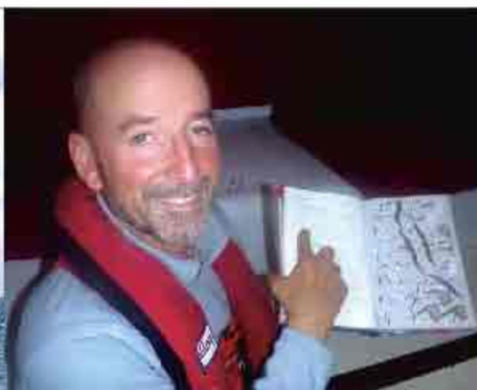
place down below, an acrobatic feat when dealing with a sail the size of a tennis court.

Harder still than the sailing and sleep deprivation is learning to live with 18 complete strangers in a space about the size of a Sai Kung duplex. One working head, a small galley where 3 meals a day were expected by a hungry crew

watch system runs 24/7, and it's tough to get used to, but once immersed, it seems such a normal way of life, a cycle of sailing, sleeping and eating.

Gold Coast Australia is a winning boat, still leading the race after having won the first 3 races and, as you'd expect our skipper Richard continues

The boats receive weather grid files once a day and skeds giving the position of the rest of the fleet 4 times a day at 6 hourly intervals. This helps us to plot our course and keep ahead of the fleet and weather systems. We had a beautiful run to Madeira, it was hot with stunning blue skies and cobalt blue seas, flying fish landed on deck



and a sleeping compartment that has aptly been named the rainforest for its similarity in wetness, running water and humid conditions.

We are operating a 3-watch system on board with one watch leader per watch. 4 hours on standby watch (ready to help with any maneuvers that require more than 5 crew, any emergencies,

to keep all our focus on the race. Our lives revolve around headsail changes, trimming, reefing in and out and hiking on the rail in all weather on our standby watch. Just to increase our level of discomfort we get to hot bunk, hoping that the person whose bunk you are climbing into hasn't previously slept in it in wet foulies. Sleep deprivation, however, is a constant companion and

and dolphins swam alongside. We took turns to shower off the back transom with buckets of fresh water as the temperatures below reached pizza oven levels of 36 degrees.

Our skipper Rich made some very bold tactical moves on this race due to the weather files, which sent waves of intrigue through the fleet. They



such as kite wraps, bilge duties, mother watch etc or sitting on the rail for extra ballast.) followed by 4 hours on watch, then 4 hours off watch (sleep time) Though the time available for sleep can be severely reduced if the weather is bad and multiple layers of thermals and foul weather gear are needed, as it takes a fair amount of time to get dressed in a heeled over boat. This

we try to catch up on this by grabbing some sleep on the standby watch, if weather and sail evolutions permit. On board we have a navigation station that includes the usual navigation equipment. Including radar, Seapro with AIS and grib files, and a fluxgate compass. Then there's a media computer for sending photos, videos and blogs back to the Clipper headquarters.

could either have been a amazing decision or the worst decision, however, they paid off and It was an ecstatic crew on GCA that sailed into the Quinto do Lorde Marina in Madeira to take first place in Race 1 of the Clipper Round The World Yacht Race. Gold Coast Australia went on to win Race 2 Leg 1 from Madeira to Rio De Janeiro.

Continued on page 27

25 YEARS PLUS MEMBERSHIPS



Date Joined

Members

40 Years Plus*

1966-2011

45 Years

Mr. W. R. Jackson-Smith

1971-2011

40 Years

Mr. Anthony C. Charter

35 Years Plus*

1974-2011

37 Years

Mr. Jack Wong Yat Tung

1975-2011

36 Years

Mr. David Campbell

1975-2011

36 Years

Mr. Anthony K. C. Chan

1975-2011

36 Years

Mr. Choi Kin-Chung

1975-2011

36 Years

Mr. Kevin John Hoban

1975-2011

36 Years

Mr. Keith Robin Murrells

1976-2011

35 Years

Mr. Nic J. Robinson

1976-2011

35 Years

Mr. Lo Kam Shing

30 Years Plus*

1977-2011

34 Years

Mr. Trevor J. F. Jones

1978-2011

33 Years

Mr. John H Barrett

1978-2011

33 Years

Mr. Chan Kar Yeung

1979-2011

32 Years

Mr. Dennis Tsang Ming

1980-2011

31 Years

Mr. Brian Almond

1980-2011

31 Years

Mr. Michael C. Y. Chow

1980-2011

31 Years

Mr. Philip Chu Chi Fong

1980-2011

31 Years

Mr. Gilbert Leung Kam Ho

1980-2011

31 Years

Mr. Ng Kam Wei

25 Years Plus*

1982-2011

29 Years

Dr. John G. Fowler

1983-2011

28 Years

Dr. Orville Leverne Clubb

1983-2011

28 Years

Mr. Henry Nie

1984-2011

27 Years

Mr. Anthony Chiu Kui Wan

1984-2011

27 Years

Mr. John Gourlay

1984-2011

27 Years

Mr. Patrick M. Pender

1984-2011

27 Years

Ms. Maggie Wai Man Wai

1984-2011

27 Years

Mr. Claude Yuen Wai Chung

1985-2011

26 Years

Mr. Colin M. Bremner

1985-2011

26 Years

Mr. Tony Ng Wing Chiu

1985-2011

26 Years

Mr. Chu Wood Tai

1985-2011

26 Years

Mr. Lam Wing Tak

1985-2011

26 Years

Mr. Lee Wing Kai

1985-2011

26 Years

Ms. Marguerita Tam Yin Fong

1986-2011

25 Years

Mr. David Chiu Kwok Lee

1986-2011

25 Years

Mr. Gerald Daughton

1986-2011

25 Years

Mr. Shalom Levy

1986-2011

25 Years

Mr. Richard Ian Stanley

1986-2011

25 Years

Mr. Benjamin To Wing Sik

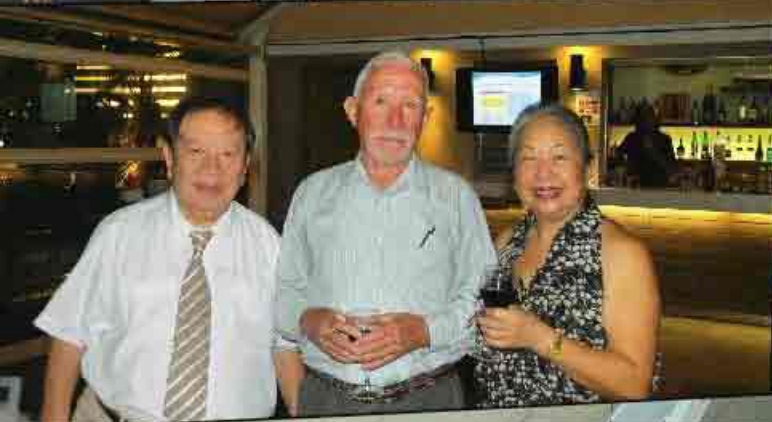
1986-2011

25 Years

Mr. Ariez Jehangir Vachha



35 years plus memberships



25 years plus memberships



40 years plus memberships



30 years plus memberships



Exchanged Club burgee with Corea Yacht Club
- Mr. Seung Kee Ra



Rio To Cape Town

Words by Barbara Yendell / Photos by Clipper Ventures



Continued from page 24

I'm balanced on the seat here in the navigation station on board Gold Coast Australia, almost 2 ½ months since the race began all those thousands of miles away in Southampton in the UK. We've sailed over 9500 NM and crossed the Atlantic Ocean and the South Atlantic.

I'm trying to recollect all the emotions of race day and the preconceived ideas I'd had of what the journey would be like. As a non-sailor before Clipper, the race from Rio to Cape Town was very tough and nothing could have prepared me for what we experienced.

We've had screaming and howling rigging from huge winds and squalls of 50 knots, the frightening hiss of big waves breaking behind the boat in the darkest of moonless nights, the boat arching its back as a big roller lifts all

of its 60 tonnes and catapults it down the face into the trough below and the accompanying thunder like vibrations of the boat gathering speed as it hurtles down the face of the wave.



There've been times when the boat has been at such a heeled angle that I felt I may slide off the deck and into the sea beyond, and when I've been on watch and rather scared and have

had to scurry below to escape the fury of the weather on deck. Then there are times when nature's power abates and the raw beauty of the environment rears its head. The vivid rainbows that appear after the fury of a 50-knot squall, the big moon lighting our path across miles of deserted Open Ocean, the vast starry night sky where shooting stars blaze paths across the darkness.

The variety of birds that seem to follow us, dipping and weaving around the boat sending us running for Rob, our resident twitcher and his big book of birds. We've had whales and dolphins for company who seem to enjoy shadowing the boat ducking and diving on our bow.

By far the toughest aspect of the journey has been life below decks. It's been

the wettest, coldest race so far and life below has been rather a challenge! The sleeping area has been named the rainforest for its dripping, wet, foggy conditions. Throw into this mix 18 warm breathing humans and you get a whole new ecosystem. Then there is the heel of the boat that makes simple activities such as taking off a boot a 5-minute affair. All bits of firm boat bulkhead taken up by wriggling jiggling crew trying to find a firm hold to remove the layer upon layer of wet dripping clothing. It's a heel so extreme that teeth cleaning

can improve your abs and washing the dishes toughens your triceps. Cooking is classed as an extreme sport requiring feats of acrobatics and athleticism reserved for elite athletes.

Now we are flying the kite, life has returned to a more civilized nature, body and boat cleaning frenzies have resumed. Damp clothing and bedding has strewn the sun soaked deck all day and smiles have returned to weary faces. We're all hoping that the wind behaves itself and we can hold the kite all the way to Cape Town!

I don't know what the future legs hold for us all on Gold Coast Australia but for sure, it will be all that Clipper promises, the adventure of a lifetime!

Gold Coast Australia won Race 3 Leg 2 from Rio de Janeiro to Cape Town and is now in the Southern Ocean on route to Western Australia with 3800 miles to run in Race 4 Leg 3 of Clipper Round the World Yacht Race.

To follow the Race, please visit <http://www.clipperroundtheworld.com>.

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Mixed-ability Sailing On The Square-rigger "Nelson"

Words by Nigel Evans



Nelson alongside, Waterford

Having some free time last summer, and feeling like a change from the Hong Kong sailing scene, I signed on to the STS "Nelson" for the first two legs of the 2011 Tall Ship's Race. "Nelson" is steel, 140ft on deck plus (large) bowsprit and displaces 490 tons. She is a three-masted barque with square sails (royals, t'gallants, topsails and courses) on the fore and main masts, and a

variety of jibs, staysails and spankers as fore-and-aft sails.

"Nelson" and another square rigger, "Tenacious", are owned and operated by the Jubilee Sailing Trust (JST). These ships are unique in that they were designed and built to take mixed-ability crews. "Mixed ability" means that about half the crew is fully able-bodied, while the other half is not. On the two legs

I sailed, our less than fully able-bodied crewmates had problems ranging from sight and hearing issues to being permanently wheelchair bound. The age range for all the crew was from late teens up to mid-seventies.

The ship has a permanent crew of Captain, First and Second Mates, Bosun, First and Second Engineers, Cook and Medical Purser. The crew is divided into

four watches of eight to ten people, each watch having a volunteer watch leader whose main job is organizing the (complex) domestic arrangements. Three or four volunteer Bosun's Mates skilled at the various square rigger black arts provide some necessary stiffening and help the permanent crew teach the rest of us what to do.

Irish Sea at eleven knots with everything possible up, flying finish, lousy result, argument over handicaps (sound familiar?), cruised the Firth of Clyde (Arran and the Kyles of Bute), Greenock (huge party). Second leg was a "cruise in company", so engines were used a bit here and there. Gentle drift to Stornoway, gale warning, crossed the Minch in a Force

wheelchair tie-downs in heavy weather. Three electric wheelchair lifts for access from the main deck to the bridge area and below-deck accommodation. Heads designed for wheelchair use. Roller reefing on the fore and aft sails, also on the upper square sails (royals and t'gallants). Before you dismiss that as a cop-out, remember that the



Race start



Lots of string



First sunset

This is not an article about the Tall Ship's Race, but such a spectacular event deserves a paragraph. I joined "Nelson" at Waterford, in Eire, for the start of the race. There were ten or twelve "Class A" ships (the big ones), plus all the smaller stuff moored along the town quays, everyone dressed overall. Combined with sun, big crowds, and Irish bars doing excellent business, this was guaranteed to put a smile on

7, much seasickness, down to about three functioning people per watch, sheltered in Loch Laxford, another gale warning, hard sail north to Lerwick. Cold! Another huge party. Sign off, overnight ferry back to Aberdeen (another gale) then on to Ullapool to sail my sister's 18ft Caprice (but that's another story).

Ok, back to the main issue, which is how a mixed-ability crew handles

crew still go aloft to set and hand the courses and topsails (the lower square sails). At the wheel there are oversized and lit compass displays for the partially-sighted, and an aural course indicator system for more extreme sight issues. All these things were designed-in when the ship was built and are relatively straightforward.

This brings us to the (I think) more interesting subject of the crew dynamics.



Steering by gyro compass



Force 6



All hands

anyone's face. This carnival atmosphere was repeated at Greenock (huge crowds there, and lots of darkly humorous police), Stornoway and finally Lerwick.

Sorry, it will have to be two paragraphs. Potted history of the voyage follows. Started at Waterford in excellent style, second over the line, rolled by the biggest ship in the fleet ("Mir", a Russian), drifted for 24 hours, wind kicked in hard, up the

something like this, and what effect it has on all involved.

Firstly there are the necessary physical modifications to a normal ship to provide safe access and a working platform. These include making all deck and interior walkways wide enough to take a wheelchair, but not so wide that people will go flying around. Deck hard points at strategic locations for

Approaching the ship as an able-bodied adult with some knowledge of ships and the sea, my personal preconceptions were immediately challenged when I was welcomed on board by the Second Mate (a middle-aged woman, before you make any assumptions), and taken to meet my watchleader. This was another middle-aged woman, but she was in a wheelchair. She took me on a tour of the ship, allocated me a bunk, showed

me how to assist with the wheelchair lifts, and then asked me to look after a group of visiting disabled Irish pensioners. That was all in the first fifteen minutes.

The rest of the crew assembled over the next few hours and we were split into watches. After safety drills (including repeated exercises on how to get

handling (no winches of course), sail setting aloft (no wheelchairs up the mast at this point – that came later), steering to helm orders, and organizing the watch on deck. Another steep learning curve.

So away we went, and by the end of the first leg about four days later we were all functioning as a relatively normal crew. Personalities had become

beer as much as the rest of us, and can become just as loud and badly behaved. Secondly, strangers are most reluctant to talk directly to disabled people and, even when being friendly, will usually address someone else first – "Would your friend like another drink?" etc. To which the answer is, of course "How would I know? Ask them!" The usual syndrome of regarding anyone in a



Tea break

Hands aloft

wheelchairs and occupants on deck and to the muster stations) it was time for dinner. We were already working a watch system, and the below-deck domestic duties were sorted out. The galley team working under the cook produced a vast and excellent meal. Nothing special there, of course, except that it rapidly became clear that all were treated equally with no special concessions made to our disabled crewmates. They were expected to

distinct, as they always do offshore, and whether someone was able-bodied or not had ceased to be particularly important. So of course at the first opportunity we went ashore to find a good pub – this happened to be in Lamlash, on Arran. Without even thinking about it our definition of "good pub" included wheelchair access and toilets that were not down stairs or round impassable corners. Pubs like this are fairly rare when you start looking.

wheelchair as not having a brain was particularly ironic in our case, as one of our wheelchair-bound crew was a Professor of mechanical engineering, and another was an ex-pilot who had broken his back in a landing accident. After this first experience ashore we quickly learned not to care too much about how other people behaved, and we just did our thing as any normal crew would.

My thoughts about the entire experience?



Force 7

Better weather

Alongside, Greenock

work as hard as the rest of us, and they did. The learning curve for the able-bodied crew was steep, as we quickly learned (or were told) when our help was appreciated and, possibly more importantly, when it was not.

Early the next morning it was off to the start of the race, five-miles down river. Within that five miles the permanent crew and the bosun's mates taught us the basics of deck safety, big-ship line

We also began to notice how, during our entirely reasonable quest to find a pub that would work, people were looking at us a little sideways. This was my first inkling of how it must feel all the time for someone who has a conspicuous physical disability. It's not very pleasant, and can be irritating.

Anyway, we found our pub and got stuck into the beer. As the evening progressed, two further things became apparent. Firstly, people in wheelchairs like their

The Tall Ship's Race is spectacular, and I feel privileged to have been part of it. But I think the biggest impact on me personally was getting some insight into how tough, tolerant and even-tempered people with severe physical disabilities can be. Given how little provision or allowance is made for those of us who are not fully able-bodied, I found this remarkable, and quite humbling.

If you want to know more about the JST you can find them at www.jst.org.uk.



Leonardo Ferragamo,
President of Nautor's Swan



Leonardo Ferragamo at the helm

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The Police Sailing Club Regatta

Words by Mark R H Newman



This was the second year in a row I have been involved in the Police Sailing Club Annual Regatta, sailed out of Hebe Haven Yacht Club in the waters of Port Shelter.

The Police Sailing Club is getting busy with the Police Worlds – to be sailed on J80s, and being held in Hong Kong for the first ever time in October next year. Paul Stripp and his team are committed to providing the best ever World Championships, with expression of interest from 17 teams who will be battling it out racing windward/leewards at Middle Island, a passage race up to Port Shelter, then more windward/leewards at Hebe Haven, prior to a final passage race back to Kellet Island and the finale, a harbour windward/leeward race off from the RHKYC. A total of 11 races over 5 days, with parties at all three Yacht Clubs – ABC, HHYC and the RHKYC in between, an event not to be missed! So mark your calendars early – the 22nd to the 27th October 2012 is when it all happens.

Friday, the 4th November 2011 saw beautiful blue skies with high cloud and an unsteady breeze between 5 and 12 knots, anywhere between 132 degrees and 030 degrees on the compass. Luckily for the sailors the race committee managed to get things



sorted after a short delay, so that they could lay a long and short course across the bay to Whisky Beach with just a windward/leeward mark for all three divisions.

The conditions gave us some of the best racing ever produced from the

PSC, as they move into high gear for selecting the three teams that will represent the Hong Kong Police in the Police World Championships' in October 2012. They will need to be on the best of form as they are up against top ranked teams from China, Australia, Switzerland, England, Germany, Northern Ireland, Norway, Slovenia, Croatia, and Holland. Guys, "go for it"!

The Chairman of the PSC, Mr. Paul Stripp, thanked all for the assistance offered by the Club, in particular Rob Allen and his team of Eileen Sze, Rex, Don and Jonathan Slattery from the STC, not forgetting all the boat boys from the Marine side of the house that did so well on the day with the committee boat and sampans. A great day of close racing between J80s, Bauhias and Picos, with an additional match race between the two J80s, was then followed by prize giving and a buffet in the newly renovated Garden and Bosun's Bar.

"A policeman's lot is not a..." (Ed.) from Gilbert & Sullivan

Building The Sport

Words by Cathy Delany



And this goes to...hmmmm...I think I prefer dinghies.

Who are we?

TP52's, said the editor. – yes, a fantastic class, loads of great international competition, well managed events, international owners club, good communications. A TP52 is not just for professional sailors' although guest appearances are not uncommon. They are also fine for cruising – within limits. And there are at least 5 here in Hong Kong, owned and run by inspirational local sailors and being very successfully campaigned regionally and worldwide. To have and campaign a yacht such as a TP52 requires a love of the sport, money, well actually-serious resources, and the desire to invest in a boat or boats rather than something else, not

to mention dedication, organisation and the ability to retain crews who can work together and respect the sea, the events and the team.



The TP52's we have in Hong Kong in alphabetical order are Ffreefire 1, Freefire 2, JelikV, Mui Mui, and Strewth. These owners willingly share their knowledge and time and help the

growth of Hong Kong sailing in so many ways, yet are largely unseen by the public at large. Other similarly dedicated local sports champions and leaders get much higher profiles, The Wizard hazards a guess that few readers will actually know much about these boats and their owners even though we all have a love of the water, boating, and an interest in Hong Kong sailing. Even more challenging is that most of our friends, clients, suppliers, families and even facebook mates would probably not be aware that internationally competitive boats and crews exist in Hong Kong.

When we regale our families with the "he broached at the windward mark; she

lost a clew (never had one anyway); they barged and the Frumious fish was over the line" and recall the cut and thrust of the weekend wars we play on water let alone our drooling over TP52's, IMOCA 60's, Volvo70's, Melges, skiffs, match racing events,

Clipper passages, the current AC circus (fabulous entertainment), or even those that we have and use at our club Olympic class boats such as lasers, their eyes glaze over as if they would rather be watching grass grow (not that sort of grass either). And even many of us who are keen

members of an active vibrant sailing club are really not that engaged, are we?

For instance, do we know how many teams are in San Diego competing in the AC series? How many entrants are in the Volvo Ocean Race? Who are the teams? How many competitors were there in the China Cup International Regatta? Who won the international Sailor Of The Year this year (it was sailors). The average Hong Kong resident would probably have only a passing interest.

But mention rugby to a Kiwi or a Frenchman, (these are the two nations who probably also are hooked on sailing), cricket to an Indian and this year to a Brit but not an Australian,

football to an Italian or indeed any European, horses to a Mongolian, F1 racing to a German, golf to an Irish person. We could have a great game of match the sport to the nationality and sailing would probably only come up for the Kiwis and the Frogs. Everyone has



heard of McIlroy, Vettel, Tendulkar, Carter, Rooney and Nadal but Ainslie, Caffrey, Martinez, Fernandez and Tunnecliffe, ugh??

It begs the question. Can we do

awareness list. So how to do this? Change is inevitable, so let's be part of it: we need a higher profile to attract, grow and keep the best: we also need that profile to enable us to have fun at all levels: Lets go commercial, the Wizard says –

get in your face with outrageous advertising! Wrangle our way on to TV, devise viewer friendly events, Make sure every person in every vehicle that passes Hebe Haven knows the yacht club is there and feels welcome to come on in and see what is happening. Lets beat up on

our favourite newspapers to actually come and write about the sport. Have more 24 hour-like events and give reporters something to write about.



The world is our potential audience, lets do something so that everyone knows so much more about our boats – the who's who of HKG sailing and boating/fishing and all watersports could be very public. Lets see if

something here at club level to make our sport visible? Of course do we want to?...Yes, says the Wizard. It would be wonderful to see yachting get the same newspaper space as football, swimming, tennis, cricket, golf, We are way down on the public

the people of Hong Kong can discover that HHYC is the place to be the place to be. The place to be seen, the place to be partying/relaxing, the place to be learning, – that is of course when they are not out on the water enjoying themselves.

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Hebe Master Chef

Words by Colm Anderson



Confession: I have been known to watch the occasional cookery programme on the television. I even know who Jamie Oliver is, and if forced to admit it, I quite enjoy watching Michael Smith's 'Chef at Home'. But there lies the crux of the matter: "at home". Imagine leaving the comfort of home on a Sunday night to go down to the club so as to watch a demonstration on how to cook at sea using just a single pot. Didn't sound too riveting, but what the heck – nothing ventured and all that. And who knows, Vixen's skipper might decide to actually put fuel in the cooker some day, if it doesn't weigh too much!

My expectations for the evening's cooking extravaganza ran somewhere between Argentina's great contribution to maritime survival, Frey Bentos pies,



and that equally great British maritime culinary delight, 'Biscay Stew'. So imagine my surprise when we fronted up to the Garden Bar! There was a table laden with interesting looking

ingredients, about which I had little idea and needed constant data input from my better half. There was even a bottle of wine on the table – red to boot – so things were definitely on the up, as they say. There was also a very small sachet of a powder, but it not being white, I really had no idea how that would fit into the grand scheme of things. All would soon be revealed.

Now, it's a well-known "fact" in some circles that men can't multi-task. Well, let me tell you that our master chef for the evening, Dr. Jaksa Kivela, quickly did the old myth-buster on that. While on one hand busily slicing, chopping,



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dicing and the like, Jack (a lecturer-chef by profession) managed to keep a riveting banter going with the thirty or so other Hebe club members who were present. Ably assisted by his charming wife and sous-chef, Fung Lin, he whipped up dishes that one could only



dream of at home, never mind on the heaving oceans.

Armed with only two simple burners and a couple of saucepans, the maestro demonstrated how to turn items that are available on most boats into

culinary delights. He revealed his secrets for making freshly 'baked' bread in a pan, which was followed in turn by a fresh fish soup, then by a sundried tomato and tuna risotto to die for. Finally, to complement our already well-stimulated palates, Chef Jack made an exquisite hot chocolate drink using cooking chocolate (not cocoa powder!) that probably would be the death of you. Incidentally, the suspect little sachet of 'powder' turned out to be tiny strands of real saffron...with probably about the same street value!

With oh's and ah's, and nearly arm wrestling for a second serving, those present were right royally fed on all this scrumptious fare. So royally that a recent commodore of the club, (who shall be nameless but owns a very big boat) stopped by on the way for his nightly shower - and quickly forgot the shower.

I can safely say that by the end of

the evening there was not a member present who was not in awe of what had been produced, together with such dexterity and alacrity. I noticed too that our chef did in fact cook with the said bottle of vin rouge...it just didn't get as far as the saucepan.



The evening, we were informed, was really only an appetizer, with hopefully more similar demonstration cooking events to come. Well, if that was the appetizer, let's bring on the main course! Bon Appetit!

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Hackers Take A Hiding In Cyder Cup V

Words by Tim Stevens (HHYC Golf Captain)



Our reign as holders of the converted Cyder Cup was a short-lived affair. It took four attempts for the Hackers of Hebe Haven to finally taste success last time out and win the trophy. Then with such high hopes going into this event, we discovered that although it had been an almighty battle to win the Cup in the first place it was going to be even tougher to retain it.

The latest battle for the Cyder Cup took place on a steamy September afternoon on the breathtaking East Course of Kau Sai Chau. The wind was due to blow a stiff breeze on this glorious day but obviously not in our favour!

The usual hype and stress that surrounds the organizing of the event was evident yet again as both sides



struggled to field a team, trying to juggle and chase confirmations and dealing with last minute drop outs.

However, the sun was shining, breakfast had been consumed, rules confirmed and tee times allotted. We were off.

As Captain of the Hebe Hackers side I was of course quietly confident that I would be celebrating later that evening back at the Club with my fellow teammates. My playing partner and I had been drawn to play against our opponents playing captain. This was a match I was very much looking forward to and one I was confident we could win. I'd even mentioned to my dear wife "not to wait up"! Oh how she laughed.

It wasn't even close! We took a hiding of the highest quality. We were well



and truly beaten and a score line of 6-2 in favour of the men from Hebe 101 tells the whole story. It'll be at least another 6 months before we get the chance to battle it out in a hope of tasting success in the Cyder Cup again.

It is a tradition at this point to mention the heroes of our team, the guys that overcame adversity, played out of their skin and put their bodies and soul on the line for the honor of the cup. However, after chatting to the players in the bar after the event it seems very few heroic or "Rolex" moments

occurred for us during the day. So hurry back Barry Leonards, all is forgiven, it seems that although you don't always play very well at least I have something humorous to write about!

I should mention at this point my playing partner for the day, Iain (Bunny) "lets



go for it" Warren did in fact win our match, which turned out to be of little consequence at the end of the day. However Bunny had a particularly good day with his name appearing on at least three of the 'nearest-the-pin flags'.

He also won the unofficial shot of the day. With myself acting as the only judge he was always in with a shout! So I must mention his tee shot on Par 3, 8th hole. A supremely difficult hole with green mounted on the top of a cliff with horror all around. He hit a beautiful 4 iron to the center of the green, a mere 189 yards away and we watched with wonder as the ball spun right to within 5 feet of the flag. A fantastic shot. Well done, Bunny and congratulations Hebe 101, great winners, great competitors and wonderful opponents.



HEBE SOCIALS.....

Christmas Bazaar

At Hebe Haven Yacht Club

Saturday 3rd December 2011
&

Sunday 4th December 2011

11am - 5pm at The Garden

Jewelry Fine Wine Pretty Henna
Funny Caricature Accessories Bags
Party things



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Don't Meddle With Miniscule Mites

Words by Cathy Delany



Autumn and winter is a great season for picnics. We have the HHYC New Year's Day beach BBQ, the visiting of sea side restaurants including the Boxing Day treasure hunt and lunch at Pak-A, picnics from boats of all sizes, and of course events such as the Four Peaks Race in late January. Additionally it is the time of the year when we swan off to lovely warm bays beach resorts and hills throughout Asia during our holidays.

Many of us are a little more lax about protecting ourselves from creepy crawlies and flying pests than in Summer as there seem now to be less mosquitos and flying insects about to bite and

'bug' us. Attention though!...We have a couple of unseen animals who are out and about and who can be even nastier than flies, mossies and wasps.

Where there are humans who leave food about, there are rodents – rats, porcupines, mice, shrews, There are also pigs and deer, cats and pangolans and more. These wild animals unwittingly play unwitting host to mites and ticks and other small creatures at various times during their lifecycles. So what?... bear with me for another paragraph...

Some of these mites and ticks carry Vector-borne diseases, which, although not very well known, are widespread throughout Asia and on the increase in

Hong Kong. Two of these diseases are the rickettsial diseases Scrub Typhus and Tick-borne Spotted Fever.

So...why is this of interest? Well, they can and do kill (humans) if not identified and treated. Easy, one might think: yet with a long gestation period an infected person has often forgotten all about being near areas where they may have been infected by the time symptoms appear. Additionally these diseases have similar symptoms to a meningitis, malaria, Japanese encephalitis and dengue fever. The blood tests currently available to doctors to check what is happening do not always give clear results rendering

these diseases even more difficult to diagnose correctly, let alone treat. What are they and what happens if they are not treated?

SCRUB TYPHUS

Scrub Typhus is carried by a small trombiculid mite that is so small we cannot see it. This disease starts on



a carrier rodent: Rodents carry many freeloaders on their bodies including mite larvae. Mite larvae bite the host rodent for food so they may go to the next stage in their (4 stage) cycle and then climb on to grass or scrub to await passing animals (cows, pigs, deer, etc) again to feed on these animals for their next growth stage. Mites may mistake us humans for other animals. Humans are accidental hosts and our blood is fatal to them. If a mite hops on to a human it climbs up to a nice moist warm bit – commonly an armpit, groin, sweaty sock cuff or waistband and proceeds to eat: But...when they bite us they die, defecating as they do so. If the faeces of an infected mite gets into the bite the damage is done. All the victim will see often is a small spot; the bite may be a nuisance and scabby yet some times is neither painful nor itchy. The incubation period is 6 to 18 days and early symptoms vary a bit but will include rapid onset of high fever, up to 40°, and unrelenting strong headaches and probably nausea,

fatigue and sensitivity to light. In due course spots will usually (not always) appear on the body. The victim will almost certainly have an eschar/scar at the bite site. This disease is hereditary in mite families which is why the disease is becoming more widespread and is certainly in the beaches and hills around Port Shelter. Oh, and the death rate for untreated cases – over 50%.

TICK-BORNE SPOTTED FEVER

This is transmitted by ticks in the Ixodidae and Argasidae families. These ticks behave similarly to the mites but when they encounter a host animal they bite more immediately, sinking in



their mouthparts and both feeding and transmitting the disease at the same time. The disease often enters the victim's bloodstream if the tick is crushed causing the faeces to get in through broken skin. Symptoms will include high fever, muscular and joint pain and, in due course, spots.

PREVENTION

Cover up in long grass. Be careful when sitting or lying in particularly scrubby areas especially if you think rodents or other wild animals are around. Apply insect repellent to body, shoes and clothing. Avoid hanging your clothes/towels on bushes etc. Oh and you could always stay on the boat – just joking.

TREATMENT

Treatment of Scrub Typhus and all forms of typhus is similar. Doxycycline (tetracycline family) is commonly used. Indeed, early clinical tests often do not show the disease and so taking of these treatments is often a good indicator as if caught quickly improvement is rapid and recovery may occur within 48 hours. If you think you may have these diseases or have a wound which will not heal even if in an unlikely place DO tell your GP when you visit. It may help immensely with diagnosis and treatment. Oh, and if you start, do take the full course of treatment even if the symptoms have long gone!

WHERE TO FIND MORE INFORMATION ABOUT THE HEALTH AND SAFETY INFO:

A good informative website is www.chp.gov.hk/cdw. There is an excellent technical article by Dr Alex Fu. Volume 2, Number 15, July 2005, pages 59-60.



The HK Government Scientific Committee on Vector borne Diseases is Chaired by Professor John Simon, who studies these issues and advises on prevention and control strategies. Their Website is www.chp.gov.hk/... And the Government FEHD enquiry hotline is 2868 0000.

New Winter Menu

24th November Thur

SEASON'S Greeting

♣ Saturday & Sunday 3rd & 4th December 2011

Christmas Bazaar

11am - 5pm at The Garden

♣ Friday 9th December 2011

Ladies Bubbly Lunch

Starts at 12:30pm in The Restaurant

\$198 per person

♣ Friday 16th December 2011

HK Welsh Male Voice Choir

7pm Christmas Carols at The Garden

International Buffet

8:30pm - 10pm in The Restaurant

Adult \$228 Child \$138

Light Buffet

8:30pm - 10pm at The Garden

Adult \$128 Child \$78

♣ Sunday 18th December 2011

Christmas Kids Party

Come and meet Santa Claus at Hebe!

1pm-5pm at The Garden

Adult \$188 Child \$128

♣ Sunday 25th December 2011

Christmas Set Lunch

Starts at 12:30noon in The Restaurant

Adult \$258 Child \$158

Christmas Day Lunch Buffet

12:30noon - 3pm at The Garden

Adult \$268 Child \$158

Christmas Set Dinner

Starts at 6pm in The Restaurant

Adult \$298 Child \$178

Christmas Day Dinner Buffet

6pm-10pm at The Garden

Adult \$298 Child \$178

♣ Saturday 31st December 2011

New Year Eve's Ball

Join us to celebrate the Countdown to 2012.

7:30pm Welcome Reception,

8:15pm Dinner at The Garden

Theme: Red, White & Blue

\$1,118 per person

\$388 Late Night Tickets

Ladies Bubbly Lunch

Friday 9th December 2011

12:30 pm

In The Restaurant

\$198 per person

Including a glass of Welcome Bubbly

Christmas Kids Party
Come and meet Santa Claus
Happy Holiday

Sunday 18th December 2011
1pm - 5pm at The Garden

\$188 Adult, \$122 child

(8-11 years old)



HK Welsh Male Voice Choir

Friday 16th December 2011
7:30pm - 8:30pm at The Garden

Join us for an evening of carols, Mulled Wine & Mince Pies

International Dinner Buffet
7pm - 10pm in The Restaurant
Adult \$228 Child \$138 (5-15 years old)

Light Buffet
8:30pm - 10pm at The Garden
Adult \$128 Child \$78 (5-15 years old)



25 December 2011 (Saturday) Christmas Day

Set Lunch
From 12:30pm
Restaurant
\$258 Adult \$158 Child

Lunch Buffet
12:30pm to 3 pm
The Garden
\$268 Adult \$158 Child

Set Dinner
From 6pm
Restaurant
\$298 Adult \$178 Child

Dinner Buffet
6pm to 10pm
The Garden
\$298 Adult \$178 Child



Merry Christmas & Happy Holidays

Christmas Set Dinner
Friday to Sunday
23-25 December 2011
6:00pm onwards
The Restaurant
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Child \$178**



Seafood Brunch with Jazz Band

Sunday 27th November
12noon - 3pm
in The Garden
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中文翻譯

會長的話

極為繁忙的兩個月，在十月初有我們每年一次的24小時慈善小艇賽。我們還憂慮及期待著我們是否能夠在兩個極接近香港的颱風之間舉行這項盛事。幸運地賽事最後也能夠預期進行與及一貫的成功，能讓競爭對手在深夜和清晨的微風中努力。當然，明年將會是這項盛事的第十個年頭，我們會更努力希望能帶來一些新鮮和特別的元素。我們感謝Benoy建築師連續第二年成為我們的冠名贊助商支持這項慈善活動。

在賽事上，十月是相對比較平靜的一個月，讓帆船嗜好者有時間放鬆下來和準備冬季星期六系列。第一個冬季週六系列賽恰逢中國海岸帆船賽和中國杯國際帆船賽，我希望在餘下的週末將看到更多的船隻參與。

會所決定應該派代表參加這次的中國杯國際帆船賽，因此我們與其餘三個俱樂部的水手，組成了J80, Jive。我們是第一次參加這項極具競爭力的比賽。我們面對四個中國內地最好的船員代表和一隊來自香港遊艇會J80s的帆船。

我們設法贏得從這裡到大亞灣的競賽，通過近6個小時的航行，然後以僅有八秒的差距贏得了第二場比賽。這種刻苦的競賽真的非常艱巨，內地的頭號船隊在教練和水船支持下完成。我們保持著狀態直到最後一天，在賽事結束前中國內地船隊領先了，並且把我們擊到第二位。這是一個非常龐大的國際帆船賽，香港有大量帆船隊也參與其中。白沙灣遊艇會擁有不錯的成績，在整體上我們錄得第三；Windseeker和Bits and Pieces在HKPN上取得第二。Outrageous在IRC得到第二；我們Jive在J80組別同樣地獲得第二。從大亞灣辦理出境手續後和經過一個不幸的延遲，我們終於在星期三上午0015hrs抵達會所。

至於會所的外觀而言，我們一直不斷聯繫Projex Asia安排安裝在陽台和花園的複合甲板。複合板製造商已確認甲板並沒有按要求進行，他們將在十一月提供了一個全面的更換維修保養工程。我們正努力，以確保這項

工程不會干擾聖誕佳節的活動和氣氛，感謝您們的包容。

總經理和我出席了民政事務部的討論會，有關我們的娛樂設施契約，儘管仍舊等待著新的租約條款。從中，我們似乎已經符合並超過他們的要求。該條款主要是會所設施和外觀與公眾地方。這正好地符合我們的帆船訓練中心與本地學校的互動關係和會所協助Sailability的方案承諾。在未來幾個月我會為你們帶來最新的進展和消息。

最後，十一月五日晚上我們舉行了24小時的慈善拍賣晚宴和支票遞交儀式，剛好正遇上USRCs百週年紀念晚宴，有可能減少了拍賣的數字。但我相信，我們所有的成員將會以任何方式繼續協助和支持這個活動並成為我們最好的慈善活動系列。

祝大家有一個快樂聖誕。

David Campbell
會長

天神再次對著我們微笑，在兩個非常接近香港的颶風下我們仍舊為2011年24小時慈善小艇賽作準備。今年所有準備工作擠進一天內，颶風信號在比賽的前一天九月三十一日星期五除下和緊接十月二日週日的一號颶風信號，在比賽結束前HHYC團隊需要將一切都回到颶風前的模式。

我本人萬分感謝HHYC所有的同事，特別是海事部Alan Reid和他的團隊，他們千辛萬苦地工作以確保24小時慈善小艇賽成功舉辦和所有颶風的事前和事後的準備工作。

哦！如果我在較早前沒有提及，我很高興地宣布Alan Reid為新任海事部經理。我稱Alan的任命為“火的洗禮”，其正式任職於九月二十七日，立即接受他的第一個“颶風”挑戰又緊接24小時的慈善活動，然後第二個“颶風”。他的簽字合同墨水還是濕的！Alan在香港的航海事業上擁有豐富的經驗，而且獲得會員和航海業的內行成員尊重。

2011年24小時慈善小艇賽

除了前面提及的挑戰，儘管天氣和今年世界杯橄欖球賽的影響，第九屆的24小時慈善小艇賽再次證明了會所又一次成功的慈善活動。由主席宣布初步統計80萬港元，一百萬將再次實現。我不會多說了，在今期的Hebe Jebes會有更詳細的24小時文章。再次衷心感謝24小時的組委會成員和主席，Richard Mortimer，還有眾多的志願者們奉獻出他們的時間和援助以確保活動的成功。最後，我們要感謝冠名贊助商Benoy建築師和所有其他贊助商，禮頓建築，怡安，中電，辛普森海洋多年來的支持和參與。

會所活動及聖誕慶祝活動

傳統上，十一月和十二月也是十分繁忙的月份，各類的聖誕慶祝活動。實在太多了，會員可以在網站或電子郵件上得到所有的詳情。如果有疑問，您可以隨時聯絡我們餐飲部Isaac或Michael，他們十分樂意為你們提供更詳細的資料。

我必須提在十二月三十一日週六晚上的“新年舞會”。今年，會議的主題是“紅白藍”。你或會問為什麼我們會通過這個主題？還記得“皇家婚禮”花園派對，他們苦心經營這個主題，許多會員花了相當的時間和金錢在服飾上。我答應給他們另一個機會穿他們的“國旗”外套和其他有關的服裝。請，穿紅色，白色，藍色或所有的組合，或者傳統(老式)的蝴蝶領結和晚餐外套來參加，誰在乎！但你一定不能錯過在西貢最熱鬧的“新年bash”。哦，晚宴將在花園中，舞池和現場樂隊在餐館上。請確保您預留好您的座位。

提醒更新會所會員卡

會員和他們的伴侶/配偶還沒有更新他們的會員卡，應盡快完成。請與Anna Cheng小姐聯絡。

有關狗在會所的問題

提醒各狗主對他們的寵物在會所內的行為盡職，告示已在十一月發送出給各會員。總務委員會已要求會所工作人員和管理層在未來幾個月內作監控。

祝大家有一個快樂聖誕及健康繁榮的新年！在會所見。

會員日記

星期五咖啡夜	地點：遊艇會餐廳	11月4日(五)
24小時拍賣和支票遞交儀式晚宴	地點：花園餐廳	11月5日(六)
土耳其夜	地點：花園餐廳	11月11日(五)
亞洲美食自助餐	地點：遊艇會餐廳	11月18日(五)
週日爵士樂海鮮早午餐	地點：花園餐廳	11月27日(日)
會員特別大會2011年	地點：遊艇會餐廳	11月28日(一)
星期五咖啡夜	地點：遊艇會餐廳	12月2日(五)
聖誕義賣週末	地點：花園餐廳	12月3/4日(六/日)
Hebe Hackers聖誕爭奪賽	地點：潛洲洲	12月9日(五)
聖誕女士香檳午餐	地點：花園餐廳	12月9日(五)
香港威爾男聲聖樂團	地點：花園餐廳	12月16日(五)
國際美食自助餐	地點：遊艇會餐廳	12月16日(五)
聖誕節小孩派對日	地點：花園餐廳	12月18日(日)
聖誕日自助餐	地點：花園餐廳 / 遊艇會餐廳	12月25日(日)
Boxing Day尋寶日	地點：遊艇會餐廳	12月26日(一)
除夕倒數派對	地點：花園餐廳 / 遊艇會餐廳	12月31日(六)

Michael Franco
總經理

海事與會所運作新聞消息

親愛的會員及其家人，

首先，我好想多謝各會員及朋友再次為24小時小艇賽事作無比付出令活動順利舉辦！特別感謝今屆籌委會主席Richard Mortimer及其委員組織活動及給各會員正確指導。

亦多謝海事部各職員，全力以赴為此次賽事，進行裝置工程及賽後迅速地將船區回復日常運作。

藉此，我歡迎新任海事經理Alan Reid及助理經理Ale Shek，亦特別感謝Sarah在過去幾星期裡的付出，令其部門工作量減輕不少。許多人都不知道Alan從事海事工作多年，有豐富經驗，將對本會有莫大幫助。你亦會發現船區有明顯或不明顯改革，歡迎各位進來噓寒問暖或查詢疑難雜症。此外，我們認識多年

的Ale已由航行訓練中心調往海事部，協助Alan負責其部門行政職務。

其中的改動是完成會員名錄及其船隻資料，懇請各會員聯絡海事部，提交有關船隻保險及執照文件副本。另，可能由於記錄錯誤或看漏，系統內顯示出有150船隻沒有正式登記，Alan及其成員正努力更新有關資料。

有關互聯網幾個問題：目前還沒有任何計劃在海濱碼頭安裝網絡系統但不久將來，舊有無線網絡系統“Hebe BOB”將會提升級數。與及會員咭進出系統正進行最後招標，更新後保安設備將加強十倍功效。由於11月份海堤進行調查，過程中對泊位帶來某此干擾及製造不少噪音。另一方面，希望Marine Bull叉架起貨機可以安排運送到此。

讓我發表幾個請求：第一，由於我們每位執事未能時常在會所內維持法則，如發現有會員或非會員故意蔑視本會細則，請通知我們。第二，請將垃圾棄置在垃圾桶內。第三，近日多處發現不少遺棄狗糞，請各狗主教導你的狗隻及事後清理。

最後，想通知各會員：海事部尚有少量貯物櫃，如有需要請聯絡海事經理租用。另，各執事不斷邀請華籍會員參與委員會事項，如有興趣參與，請聯絡本會經理Mike Franco先生。

謝謝

Paul Brownless
助理會長—海事執行

帆船賽事委員會報告

各位好！

時光飛逝，炎夏已過，喜愛航海的朋友們，想必不用再在烈日下等候“風”的到來，享受航海的樂趣。

今年Port Shelter Regatta第二天賽事，在惡劣的海上環境下進行，雖然風並非很大，海浪卻高達2.5米，因此許多船隻在半途已放棄參賽，而參賽的隊伍中，也有一半能完成賽事，其中絕大部份都是屬於白沙灣遊艇會的船隻，該批船員以果斷、勇敢、聰明、機智、堅持的精神，去挑戰大自然的威力，結果成功了！在參觀者和評判員的欣賞下成功了！在熱烈的掌聲中，正好反映了本會的精神與形象，我們衷心地、熱切地向你們致敬！甚至渴

望能與你們在逆境中前航，分享你們的經歷。我們遊艇會的執行委員會英明地批准派出我們白沙灣一艘J80帆船去參加「第五屆中國帆船盃賽」由我們會長David Campbell率領，船員包括Alan Mackay，我(C.K.)，又邀請了嘉賓到中國比賽四天，比賽期間天氣相當理想，風速大約只有8-10海哩，在其中一個環島賽中只有少許白頭浪出現。在這次比賽中我們體會到不少中國水手在帆船比賽技術中已有明顯的進步。

在2011年中國盃帆船賽中，我們奪得香港至深圳拉力賽冠軍、又獲得J80船種全場亞軍，此項成績已引起中國帆船界的注意。擴大了將來共同合作的機會，這個訊息很明確顯

示出白沙灣遊艇會的水手們不只能夠航海，而且技術了得！

我非常多謝Chris Austin為未來賽事中的“賽事公告”和“航行細則”所作的預備工夫，好讓賽事委員會可以及時批核並公佈，更多謝所有賽事委員會的各位委員。他們慷慨地撥出時間和精神，為遊艇會同人策劃及提供既安全又富享受性的航海的機會，也很多謝白沙灣遊艇會的水手們付出的精神、時間和努力。最後，衷心祝福白沙灣遊艇會同人健康，快樂與幸福，讓我們的遊艇會更趨光明與燦爛！

C.K. Chan
助理會長—海事運動



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

Marco 9667 7186



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**Highly Privacy House
高私隱度**

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2100' Sale \$12.8M

**Big Lawn House
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New Renovated Village House, Designer Deco, house with 4 bedrooms
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Joe 9853 4054



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**Seaview Villa House
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Detached house with full sea view, management
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2100' Sale \$18.5M

**Prestigious Villa
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Corner house with nice garden, Communal Pool
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Benny 5190 8515



1400' Sale \$6.5M

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Duplex with G/F, Competitive price at prime location
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Joe 9853 4054



1348' Sale \$19.8M

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7:30pm Welcome Drinks & Dinner at The Garden
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Theme: **Red, White and Blue**
or Black Tie



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HEBE HAVEN YACHT CLUB LTD.

白沙灣遊艇會

