

Task Force on Water-land Interface

For discussion
on 19 March 2013

TFWL/01/2013

An Overview of Marina Development in Hong Kong

PURPOSE

This paper briefs Members on the general background of marina development in Hong Kong and proposes a list of factors to be considered when assessing the proposals of potential marina development by geographical Task Forces in future.

BACKGROUND

2. At the fourth meeting of the Task Force on Water-land Interface on 12 November 2012, Members in general agreed on the proposed matrix of water-land interface issues to be studied within Victoria Harbour, which covered, among others, marina development in Hong Kong. As there is currently no dedicated bureau or department responsible for the policy of marina development, Harbour Unit (as Secretariat of the Task Force on Water-land Interface) has gathered information from various departments, including Marine Department (MD), Civil Engineering and Development Department (CEDD), Planning Department and Lands Department, and conducted desktop research on the subject for preparation of this paper. The information contained in this paper may not be exhaustive and should be read with the limitations in mind. It aims to provide some general references to facilitate Members' further discussion.

Definition

3. According to the Definition of Terms (DoTs) used in Statutory Plans adopted by the Town Planning Board, "**marina**" means any mooring areas and land areas for harbouring of pleasure boats such as yachts and cabin cruisers, including such facilities as landing steps, floating pontoons and lighthouse that are directly related to the normal operation of marine activities. It includes such ancillary facilities as storage area for dinghies, surfing boards, small-scale workshop for boat repair and clubhouse.

EXISTING MARINAS IN HONG KONG

4. At present, there are nine marina clubs running a total of 12 marinas in Hong Kong, details of which are at **Annex A**. Marinas in Hong Kong are mainly located in sheltered waters which are popular for yachting and boating, including Sai Kung, Aberdeen and Lantau Island (Discovery Bay). The only marina within the Victoria Harbour is the Royal Hong Kong Yacht Club (RHKYC) in Causeway Bay, being the first marina developed in Hong Kong in early 1940s.

5. These 12 marinas fall broadly into the following categories –

- (a) **Marinas under private sports clubs** – they are set up with policy support on recreational and sports grounds, and land granted through private recreational leases (PRLs) at nil or nominal premium¹. *These include Aberdeen Boat Club (2 marinas), Clearwater Bay Golf and Country Club, Hebe Haven Yacht Club and RHKYC (3 marinas).*
- (b) **Marinas as part of private developments** – they form part of the private residential and commercial developments. *These include Club Marina Cove, Discovery Bay Marina Club and Gold Coast Yacht and Marina Club.*
- (c) **Standalone private marinas** – they are developed and operated by private sector as standalone marinas with affiliated land-side club facilities. *These include Aberdeen Marina Club and Hong Kong Marina.*

6. According to the desktop research findings, the above 12 marinas in Hong Kong provide around 2,280 berthing spaces in water² for pleasure vessels, as well as a number of dry berths for storage of smaller vessels such as open cruisers or dinghies. They can accommodate pleasure vessels ranging from five to 70 metres (16 to 230 feet). In the absence of finger-piers, private moorings could be used for securing pleasure boats or yachts in wet berths.

7. In addition to the wet and dry berths, marinas in Hong Kong usually comprise a clubhouse and mostly with associated land-side

¹ Some are provided under Short-term Tenancy at nominal rent.

² The number of berthing spaces in water provided in the marinas include the berths formed by finger piers and private moorings.

facilities including -

- (a) catering facilities – restaurant, bars, banqueting venue, etc;
- (b) sports and recreational facilities – children’s playroom, sauna, beauty salons, gym, ball courts, etc.; and
- (c) car-parking facilities and storage facilities, e.g. lockers.

For marinas of a larger scale, there are boatyards providing on-site minor yacht maintenance and repair such as antifouling, coat repairs, painting etc.

Operation and Management

8. There is no law specifically governing the operations and management of marinas in Hong Kong. MD regulates pleasure vessels (major users of marinas) to ensure their compliance with safety standards under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548)³ and governs the provision and distribution of private moorings under the Shipping and Port Control Ordinance (Cap. 313).

9. For marinas under private sports clubs, they have to operate according to lease conditions as stipulated under PRLs. For example, they are required to make available specified facilities for the use of eligible outside organisations (e.g. youth organisations and schools) upon request by the Government. As for those marinas which are commercially operated, we are not aware of any standard rules or conditions that govern their operations. Irrespective of their categories, the respective clubs and private developers/operators are responsible for the management of the marina and maintenance of amenities within the marina, as well as the associated breakwaters and finger piers.

10. Marinas in Hong Kong usually allocate their berthing spaces through a membership system. The types of membership offered vary across marinas, so are the entry fees and monthly subscriptions. Some larger yacht clubs like RHKYC have overseas reciprocal and affiliated clubs, which enable their members to enjoy not only the marine facilities in Hong Kong, but also other parts of the world when they sail across the ocean.

³ Pleasure vessels are Class IV vessels under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548). There are three sub-categories of pleasure vessels, namely auxiliary powered yachts, cruisers and open cruisers.

11. Apart from regular members, it is common that marinas reserve certain berths for visiting yachts or vessels that need to take temporary shelter during inclement weather.

Cost of renting a mooring/berth

12. From the public information available online, the cost of renting a mooring berth (wet or dry) span a wide spectrum across marinas. For instance, monthly rental for berthing space in water (12 metres) ranges from \$1,100 to \$5,940. Renting a dry berth is generally less costly, usually several hundred dollars per month.

DEMAND FOR MARINAS IN HONG KONG

13. According to MD, a steady rising trend is observed in the number of licensed pleasure vessels in Hong Kong over the last decade, from 4,719 in 2003 to 7,920 in 2012 with an average increase of around 6% per annum. 60% of the licensed pleasure vessels in Hong Kong are open cruisers. The number of licensed auxiliary powered yachts has demonstrated the largest leap across the three classes of pleasure vessels. The number of visiting pleasure vessels to Hong Kong has also shown a similar trend, from just around 60 pleasure vessels visiting the city in 2003 to around 140 in 2012. Details of the above trends are depicted in **Annex B**.

14. We note from the websites of the marinas in Hong Kong that they are generally fully occupied with a waiting list. Apart from marinas, owners of pleasure vessels may berth their vessels at typhoon shelters, designated private mooring areas⁴ or sheltered anchorages⁵ that are administered by MD. For private moorings, owners are required to pay a prescribed fee to MD for laying the mooring for their vessels as designated place, and lay and maintain the private moorings at their own expenses. Currently, there are 1,875 private moorings in Hong Kong (with 1,593 dedicated for pleasure vessels), and some of these moorings are located within the marinas. For smaller pleasure vessels like open cruisers and auxiliary powered yachts, they could also be accommodated at hard racks

⁴ There are 22 designated private mooring areas for pleasure vessels in Hong Kong.

⁵ There are 8 sheltered anchorages for pleasure vessels, namely Middle Island, Hebe Haven, Sai Kung, St Stephen's Bay, Tai Mei Tuk, Tai Tam Harbour, Ting Kau and Tsam Chuk Wan.

(i.e. dry berths). There is, however, no readily available information on the total number of dry berths in Hong Kong.

Recent Planning Applications Related to Marina Development

15. Over the last five years, there was only one planning application related to marina use submitted to the Town Planning Board. It was an application for amendment of plan under section 12A of the Town Planning Ordinance (Cap. 131) for rezoning an area at Lamma for an international yachting base with comprehensive residential and hotel developments (Application No. Y/I-LI/1), and was rejected by the Rural and New Town Planning Committee of the Board in December 2011⁶.

16. The idea of developing a potential yacht centre within the Yau Tong Bay Comprehensive Development Area was also discussed at the Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing in March and October 2011 respectively. Nonetheless, the developer explained to the Task Force in November 2012 that the proposed yacht centre with breakwater concept could hardly be pursued due to technical and environmental issues, including the implications of the Protection of the Harbour Ordinance (PHO), as well as CEDD's requirement on wave attenuation within marinas as found in the technical feasibility study undertaken by the developer.

FACTORS TO BE CONSIDERED WHEN CONTEMPLATING THE POTENTIAL DEVELOPMENT OF MARINAS IN VICTORIA HARBOUR

17. To identify crucial factors for contemplating the potential development of marinas in Hong Kong, particularly within Victoria Harbour, it is essential to understand the key water-side structures of a marina. The core marine facilities of a marina comprise (i) wave protection structure such as breakwaters; and (ii) berthing and mooring facilities for vessels, for example finger piers and guide piles for wet berths.

⁶ The application was rejected as it was not compatible with the conservation-related uses designated on the Outline Zoning Plan, and that it would involve a reclamation of about nine hectares, which would result in a direct loss of fishing ground, fisheries habitat and important spawning and nursery grounds for commercial species in south Lamma area.

Key Water-side Structures of a Marina

Breakwaters

18. Two types of breakwaters are commonly used to reflect and dissipate the energy of water waves and prevent or reduce wave action in a water area, namely (a) rubble mound breakwater and (b) floating breakwater with structural piles -

(a) Rubble mound breakwater - it is a frequently used type of breakwater structure in Hong Kong and worldwide. It is typically constructed with a core of quarry-run stone that is protected from wave action by one or more rock underlayers and an outer layer composed of massive rocks or specially shaped concrete armour units. A concrete crest structure is constructed on the mound to provide access or, with the incorporation of a wave wall, to prevent or reduce wave overtopping⁷. Since the construction of rubble mound breakwater involves forming land from the seabed, if adopted in Victoria Harbour, it is likely to be considered as reclamation, and is not permissible under the PHO unless an overriding public need could be established for this construction; and

(b) Floating breakwater with structural piles - it retains the position of the breakwater using the anchorage piles. It causes lesser disturbance to the seabed compared to the rubble mound breakwater, but its effectiveness of attenuating waves is much weaker. This type of breakwater may also not be permissible under the PHO unless an overriding public need could be established for this construction.

Finger piers for wet berths

19. Finger piers are finger-link floating structure that are typically attached perpendicular to a main walkway, that together define the length and width of a berth, provide direct pedestrian access to and from a boat in the berth and provide for the secure mooring for a boat in the berth. It may also support the provision of various utility services⁸.

⁷ Reference to CEDD's Port Works Design Manual, Part 4 - "Guide to Design of Seawalls and Breakwaters".

⁸ Definition from "Layout & Design Guidelines for Marina Berthing Facilities", July 2005 by California Department of Boating and Waterways

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20. Finger piers comprise two parts – pontoons which provide the flotation capacity to support all loads, and decking which forms the surface of the walkway. Beneath the decking are utility cables such as potable water, electrical power, telephone, cable TV, internet, lighting, natural gas etc. for delivery of utilities to pleasure boats berthed within the marina.

Guide Piles

21. Marina guide piles must be provided at appropriate locations and in sufficient numbers to reliably retain a floating dock system in place under all circumstances. They should be placed at the ends of all finger piers adjacent to channels, with a view to guarding against accidental impact damage to docks and berthed boats. The marine guide piles are typically concrete, steel, composites or wood, and are available in square, round and / or octagonal cross sections⁹.

Key Factors for Consideration

22. Having regard to the key structures required for developing a marina as explained above, apart from the established Harbour Planning Principles and Guidelines, it is crucial to also consider the following factors when assessing the merits and feasibility of proposals of marina development, particularly those within Victoria Harbour –

I. Location and PHO Implications

23. The key elements identified in a marina, in particular the breakwaters and finger piers, are likely to have PHO implications, if it has to be built within Victoria Harbour. An overriding public need for reclamation has to be established for reclamation.

Issue for consideration:

- Having regard to the marine traffic and legal/technical constraints in the Victoria Harbour, is it necessary to build a marina within the Harbour? Could “overriding public need” be established for the proposed marina development?

⁹ Reference to “Layout & Design Guidelines for Marina Berthing Facilities”, July 2005 by California Department of Boating and Waterways

II. Technical factors

24. An appropriate location for the proposed marinas is of utmost importance as it determines the feasibility of the marina development, with respect to the wave and associated land conditions. According to section 2.5 of the Port Works Designs Manuals produced by CEDD, a significant wave height¹⁰ of 0.15m¹¹ is to be considered as acceptable wave conditions for vessels moored at jetties or quay walls in a marina.

25. With reference to the British Standard 6349 (Part 1), for marinas in exposed locations, it is necessary to build a system of overlapping breakwaters, in order to achieve acceptable wave conditions, and it is frequently necessary to provide inner harbours or basins where pleasure craft could be accommodated safely.¹²

Issue for consideration:

- Could the proposed location of marina meet the required wave conditions? Are breakwaters required to achieve the required wave height?

III. Business viability

26. Developing a new marina involves significant initial capital cost, in particular the construction of new breakwaters if necessary. The operation and day-to-day maintenance costs could be substantial, for instance, the costs of hiring suitable personnel with the relevant marine expertise to operate the marinas.

Issue for consideration:

- Could the proposed new marina be financially sustainable in the long-run? Does the proponent have the necessary funding and expertise in developing and operating the marina?

¹⁰ “Significant wave height” is a statistical parameter commonly used for marine works design. It represents the average of the highest one-third of wave heights at a particular location.

¹¹ According to section 2.5 of CEDD’s Port Works Designs Manuals, which further refer to sections 30 and 31 of British Standard 6349-1:2000 on acceptable wave heights. Similar acceptable wave heights are specified in the Australian standard AS3962-1991.

¹² Reference to sections 30 and 31 of British Standard 6349-1:2000.

IV. Accessibility and land-side support

27. In addition to the key water-side structures in a marina, there are other ancillary facilities attached in a marina development, particularly an ensured land access to the marina development, and related car parking facilities and storage facilities etc. to incentivise boat users to make use of the marina facilities.

Issue for consideration:

- Is there sufficient land area adjacent to the proposed marina site to develop the ancillary facilities (such as clubhouse and carparks) that complement the marina development and ensure proper access to the marina?

CONCLUSION

28. Members are invited to note the background information of marina development in Hong Kong as set out in this paper, and comment on the factors that should be considered for the potential development of marinas in Hong Kong.

**Secretariat
Task Force on Water-land Interface
March 2013**

Overview of Marina Development in Hong Kong

Annex A

Details of marinas in Hong Kong¹

(as at 13.3.2013)

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
1.Aberdeen Boat Club									
(a)	Aberdeen	<ul style="list-style-type: none"> • Under private sports clubs via Private Recreational Lease (PRL) or or Short Term Tenancy (STT) • Managed by Aberdeen Boat Club Limited 	0.23 ha (whole lot)	<u>Moorings:</u> Aberdeen: 84 <u>Rent:</u> \$1,300-\$2,800	No, but it is inside Aberdeen Typhoon shelter with breakwaters	<ul style="list-style-type: none"> • pubs, restaurants, conference room • gym, squash, snooker, table tennis, library, playgrounds, pools, club shop • car parking 	<u>No. of Members:</u> N/A from the club's website <u>Types of Membership:</u> <ul style="list-style-type: none"> ➤ Debenture ➤ Nominee ➤ Ordinary ➤ Associate ➤ Short Term ➤ Weekday ➤ Junior ➤ Cadet 	<u>Corporate:</u> Entrance Fee: \$120,000-\$400,000 Monthly Fee: \$1,150 <u>Individual:</u> Entrance Fee: \$2,000-\$27,500 Monthly Fee: \$250-\$1,150	http://www.abclubhk.com/

¹ The information provided in this Annex is based on desktop online research and reference data provided by respective departments. The information contained may not be exhaustive but serves to provide some reference for Task Force to facilitate discussion only.

² The information provided is based on desktop online research and reference data provided by the Marine Department (MD). The actual number of wet berths, moorings or dry berths within a particular marina and the associated rental cost may vary across different circumstances. The moorings in the marinas are largely private moorings administered by the MD. Members of the respective marina clubs may apply for the moorings through the club, and thus the mooring costs will be different from private moorings applied to MD directly.

³ The information on membership fee is compiled from the public available information from the marina clubs' website.

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
							➤ Legacy		
(b)	Middle Island		0.3 ha (whole tenancy area)	<u>Moorings: 18</u> <i>Rent: \$800-\$1,100</i> <u>Dry berths: available</u> <i>Rent: \$50-\$150</i>	No				

2. Aberdeen Marina Club

	Aberdeen	<ul style="list-style-type: none"> As a standalone private marina Managed by: Shangri-La International 	4.42 hectare (ha) (lot area for Marina) 0.71 ha (lot area for Land)	<u>Wet Berths: 170</u> (30' to 100') <u>Dry Berths: 157</u> (16' to 36') <i>Rent: N/A from the club's website</i>	No, but it is inside Aberdeen typhoon shelter	<ul style="list-style-type: none"> restaurant, banqueting venue swimming pool, tennis courts, ice skating rink, gym, squash court, badminton court, bowling alley, basketball court, golf centre, salon, nail bar, video club, IT centre boatyard 	<u>No. of Members:</u> N/A from the club's website, but exclusively by invitation only <u>Types of Membership:</u> ➤ Individual ➤ Corporate Class A	N/A from the club's website	http://www.aberdeenmarinaclub.com/
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3. Clearwater Bay Golf and Country Club - Marina Club

	Clearwater Bay	<ul style="list-style-type: none"> Under private sports clubs 	129.02 ha (whole lot)	<u>Wet Berths: 300</u> <i>Rent: N/A from the</i>	One	<ul style="list-style-type: none"> restaurant, coffee shop 	<u>No. of Members:</u> over 3,000	N/A from the club's website	http://www.cwb.com/
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	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
		<ul style="list-style-type: none"> Managed by: Clearwater Bay Golf & Country Club Hong Kong 	area for golf and country club and marina)	<i>club's website</i> <u>Boatyard/Dry Berths:</u> 120 <i>Rent: \$155 per foot</i>		<ul style="list-style-type: none"> football-pitch, spa, golf course, swimming pool, gym, tennis court, squash court, badminton court, table tennis room, kids zone helicopter pad boat maintenance yard, boat accessories organic farm 	members <u>Types of Membership:</u> <ul style="list-style-type: none"> ➤ Company Golf ➤ Individual Golf ➤ Company Country Club ➤ Individual Country Club ➤ Company Marina ➤ Individual Marina 		golf.org/public/index.aspx

4.Club Marina Cove

	Sai Kung	<ul style="list-style-type: none"> As part of private developments Managed by: Marina Cove Limited 	24.8 ha (whole lot area for commercial, yacht club, residential and lagoon)	<u>Wet Berths: 360</u> (up to 100') <u>Dry Berths:</u> available <i>Rent: N/A from the club's website</i>	Two	<ul style="list-style-type: none"> dining facilities, banqueting swimming pool, tennis, squash, gym, sauna, billiard / snooker, table tennis, air hockey car parking 	<u>No. of Members:</u> N/A from the club's website <u>Types of Membership:</u> N/A from the club's website	N/A from the club's website	http://www.clubmarinacove.com/
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5.Discovery Bay Marina Club

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
	Discovery Bay	<ul style="list-style-type: none"> As part of private developments Managed by: Hong Kong Resort Company Limited 	<p>672.8 ha (whole lot area) (Gross site area of Marina Club as shown on the prevailing Master Plan: 8.5 ha (marina) 18.9 ha (land))</p>	<p><u>Wet Berths: 218</u> (30' - 120') <i>Rent: \$99-\$274 per foot</i></p> <p><u>Dry Berths: 42</u> (24') <i>Rent: \$106-\$132 per foot</i></p>	One	<ul style="list-style-type: none"> restaurant, chart room, children's play room, pro-shop, golf cart parking boat maintenance yard, sewage boat pump-out service 	<p><u>No. of Members:</u> N/A from the club's website_</p> <p><u>Types of Membership:</u> Corporate (Class A-C), Individual (Class A-C)</p>	<p>Entrance Fee: N/A from the club's website</p> <p>Monthly Fee: \$900</p>	<p>http://www.dbm.arinaclub.com/ics/late?series=36</p>
6. Gold Coast Yacht and Country Club									
	Tuen Mun	<ul style="list-style-type: none"> As part of private developments Managed by Sino Group 	<p>40.977 ha (whole lot area)</p> <p>19.80 ha (marina)</p>	<p><u>Wet Berths: 300</u> (up to 230')</p> <p><i>Rent: N/A from the club's website</i></p>	One	<ul style="list-style-type: none"> restaurant, banquet hall and function rooms, floating pontoon, mahjong rooms, swimming pool, arcade game room, children's fun pool, family shower 	<p><u>No. of Members:</u> N/A from the club's website</p> <p><u>Types of Membership:</u> Corporate (Class A-C), Individual (Class A-C)</p>	N/A from the club's website	<p>http://www.goldcoast.com.hk/yacht/en/index.html</p>

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
						house, squash court, gym, dancing room, changing room, TV games room, Lego room, tennis courts, satellite TV, Jacuzzi, steam room, sauna, massage room <ul style="list-style-type: none"> • car parking, commander's deck, boardroom, billiard room, resting room • holding tank pump-out service, fuel berth 	Yacht Club Membership, Country Club Membership		
7.Hebe Haven Yacht Club									
	Pak Sha Wan, Sai Kung	<ul style="list-style-type: none"> • Under private sports clubs via PRL 	1.98 ha (whole lot area)	<u>Wet Berths: 53</u> (40' - 60') <i>Rent: \$5,940 - \$10,296</i>	No, but it is inside Hebe Haven, a sheltered	<ul style="list-style-type: none"> • restaurant • sail training centre, shop • car parking 	<u>No. of Members:</u> 1168 <u>Types of</u>	<u>Corporate:</u> Entrance Fee: \$100,000 Monthly Fee:	http://www.hhyc.org.hk/

⁴ According to MD, the moorings in Hebe Haven Yacht Club are also private moorings registered under MD. Members of the Hebe Haven Yacht Club may apply for the moorings within the club area through the Yacht Club, and thus the mooring costs will be different from other private moorings applied to MD directly.

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
		<ul style="list-style-type: none"> Managed by the Hebe Haven Yacht Club Limited 		<u>Moorings in the Pak Sha Wan Bay area:</u> 212⁴ (16' - 60') <i>Rent: \$880-\$1,800</i> <u>Dry Berths: 200</u> <i>Rent: \$150-\$3,150</i>	area	<ul style="list-style-type: none"> boat maintenance yard, locker facilities 	<u>Membership:</u> ➤ Senior Associate ➤ Associate ➤ Term Associate ➤ Corporate, Junior ➤ Cadet ➤ Temporary	\$1,000 <u>Individual:</u> Entrance Fee: \$2,500- \$50,000 Monthly Fee: \$0-\$880	

8.Hong Kong Marina

	Sai Kung	<ul style="list-style-type: none"> As a standalone private marina Managed by Hong Kong Marina Limited 	0.245ha (whole lot area)	<u>Wet Berths: 200</u> <i>Rent: N/A from the club's website</i>	No	<ul style="list-style-type: none"> restaurant golf cart service petrol and diesel fuelling facility 	<u>No. of Members:</u> N/A from the club's website <u>Types of Membership:</u> N/A from the club's website	N/A from the club's website	http://www.hkmarina.com.hk/index.php
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9.Royal Hong Kong Yacht Club

(a)	Kellett Island, Causeway Bay	<ul style="list-style-type: none"> Under private sports clubs via PRL or (STT) 	1.87ha (for whole lot)	<u>Moorings in Kellett Island: 132</u> <i>Rent: \$1,659- \$4,190</i>	One	<ul style="list-style-type: none"> restaurant boat maintenance yard, ship shop, locker room 	<u>No. of Members:</u> 12,000 members <u>Types of</u>	<u>Corporate:</u> Entrance Fee: \$1,888,000 Monthly Fee:	http://www.rhky.org.hk/
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	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
(b)	Middle Island, Repulse Bay	<ul style="list-style-type: none"> Managed by: The Royal Hong Kong Yacht Club Limited 	<p>0.294ha (whole lot area)</p> <p>0.645ha (whole tenancy area)</p>	<p>Aberdeen: 15⁵ <i>Rent: \$1,470- \$2,365</i></p> <p><u>Dry Berths:</u> available <i>Rent: \$95-\$1,334</i></p> <p><u>Moorings: 40</u> <i>Rent: \$1,020- \$1,252</i></p> <p><u>Dry Berths:</u> available <i>Rent: \$95-\$1,334</i></p>	No	<ul style="list-style-type: none"> showering facilities, ship shop bar, BBQ terrace fully equipped function and meeting rooms, private beach locker and changing facilities 	<p><u>Membership:</u></p> <ul style="list-style-type: none"> ➤ Individual (Personal) ➤ Individual (Debenture) ➤ Corporate Nominee ➤ Absent Membership 	<p>\$135-\$1,130</p> <p><u>Individual:</u> Entrance Fee: \$1,800-\$1,250,000 Monthly Fee: \$135-\$1,700</p>	
(c)	Shelter Cove, Sai Kung		1.182 ha (whole lot area)	<p><u>Wet Berths: 46</u> (33' – 89') <i>Rent: \$1,087- \$1,604</i></p>	Three	<ul style="list-style-type: none"> bar, restaurant and BBQ terrace car parking 			

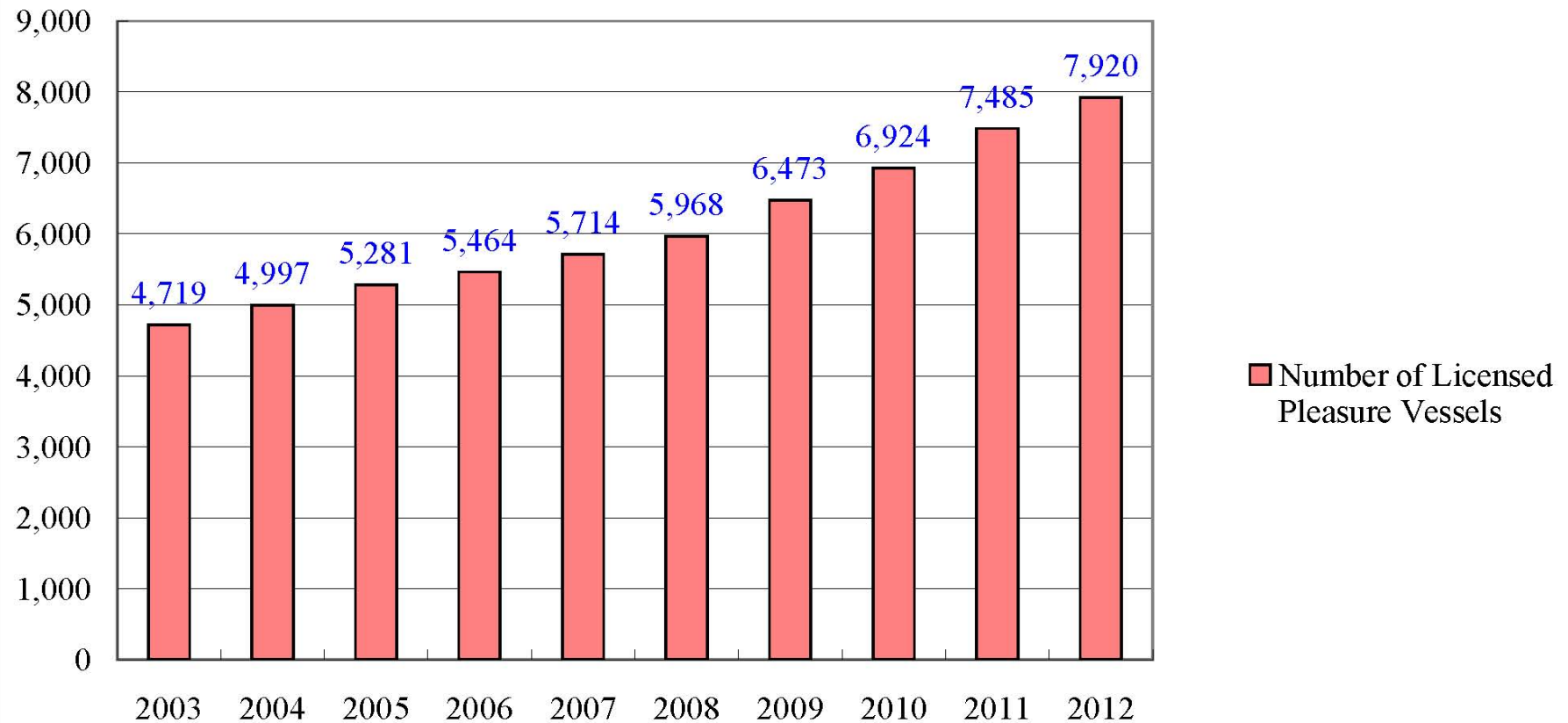
⁵ In addition to the berthing spaces provided in its three clubhouses, Royal Hong Kong Yacht Club also provides 10 private moorings for its Club Members in the Aberdeen Typhoon Shelter. The arrangement is similar to that of the moorings provided in Hebe Haven Yacht Club.

	Location	Category and Operator	Site area of the lot /allocation/ tenancy agreement	No. of berthing space and monthly rental ²	Associated breakwater	Land-side facilities	No. of Members and Types of Membership ³	Membership fee ³	Website of the marina club
				<p><u>Moorings in Hebe Haven: 132</u> <i>Rent: N/A from the club's website</i></p> <p><u>Moorings in Junk Bay: 6</u> <i>Rent: N/A from the club's website</i></p> <p><u>Dry Berths: available</u> <i>Rent: \$95-\$1,334</i></p>					

**Secretariat
Task Force on Water-land Interface
March 2013**

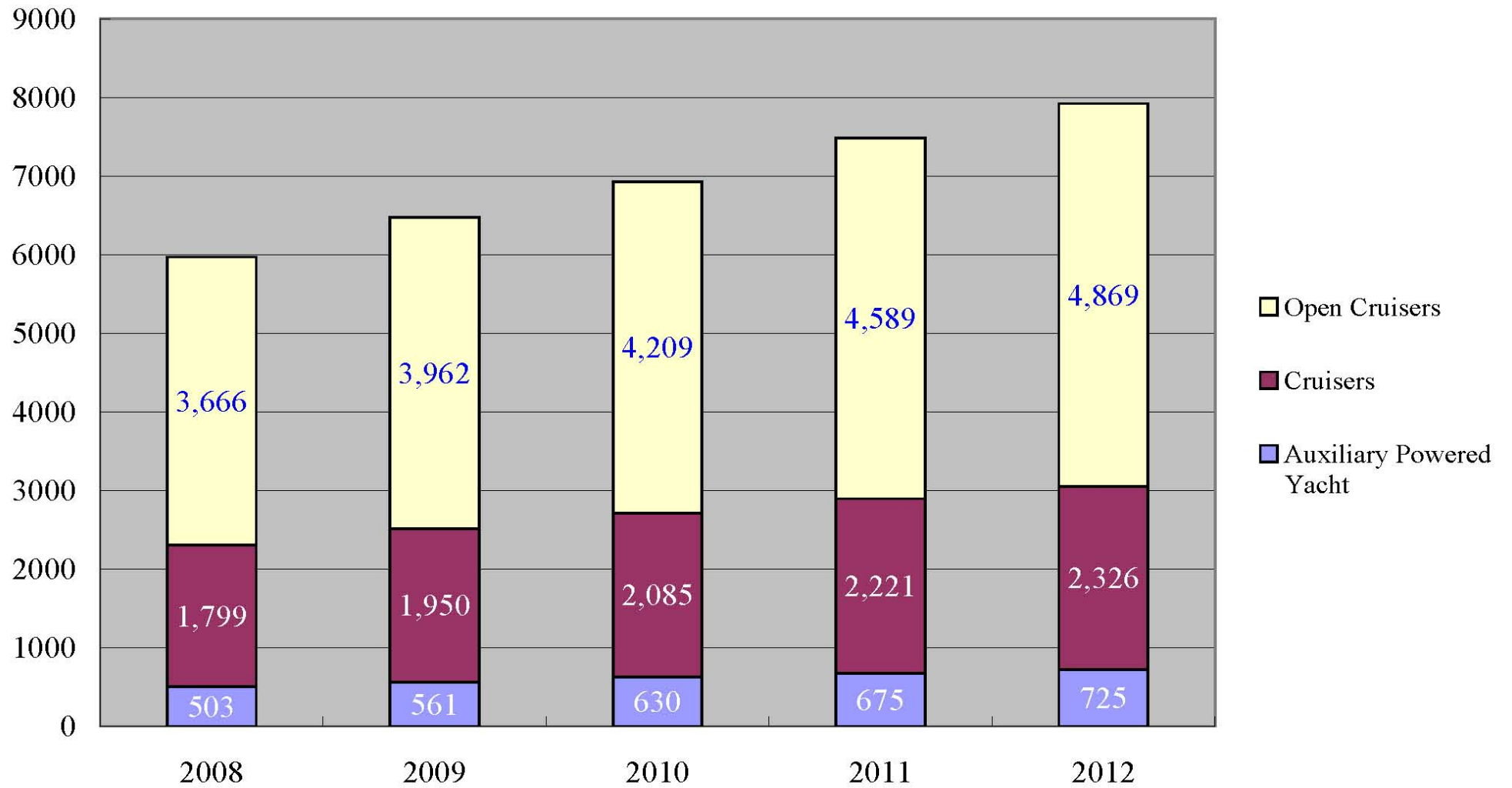
Trends of licensed and visiting pleasure vessels in Hong Kong

Number of pleasure vessels licensed in Hong Kong from 2003 to 2012



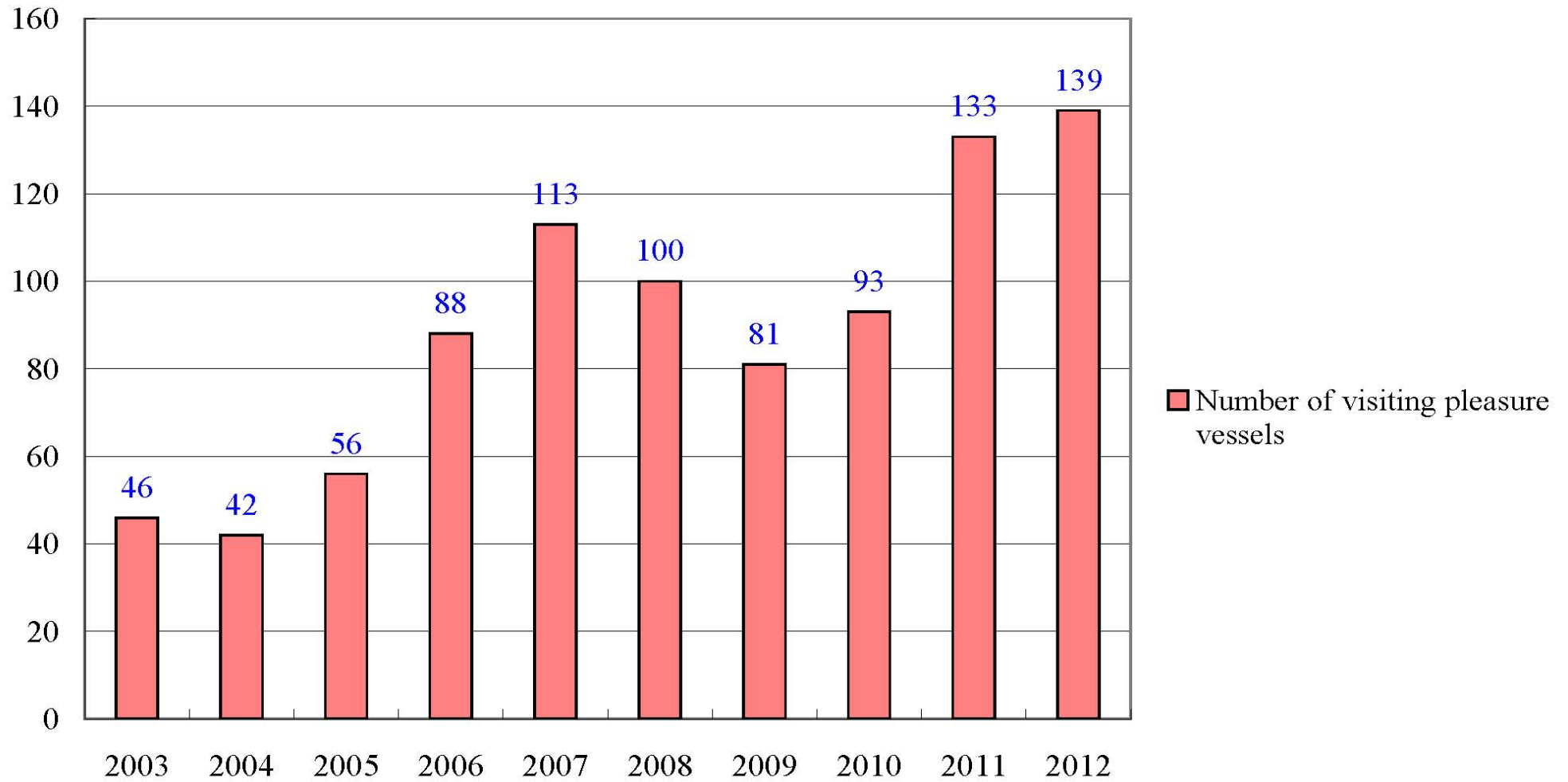
Graph 1: Number of pleasure vessels licensed in Hong Kong from 2003 to 2012

Breakdown of licensed pleasure vessels from 2008 to 2012



Graph 2: Breakdown of licensed pleasure vessels from 2008 to 2012

Number of visiting pleasure vessels to Hong Kong from 2003 to 2012



Graph 3: Number of visiting please vessels to Hong Kong from 2003 to 2012