

東風隊的半數成員為中國人，
可見帆船運動正於中國逐步
發展當中

Dongfeng Race Team's half
Chinese, half international
crew is a clear indicator of
the growth of China's
competitive sailing scene

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SECOND WIND

Hainan is on its way to establishing itself as China's new capital for recreational and competitive sailing. 海南島積極發展帆船休閒運動及賽事，有望成為下一個中國帆船之都

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上主帆後，J/80級帆船乘風加速前進。雖然這是一艘運動帆船，但它大小適中，操作容易，安全穩妥，而且可離岸航行，相當適合初學者駕駛，難怪被三亞半山半島帆船港的國際帆船學校採用，讓它盡情發揮其優點。

海南島，特別是三亞，有取代青島（曾於2008年舉辦奧運帆船賽事）成為中國帆船之都的趨勢。目前當地的帆船運動規模尚小，但隨著那裡舉辦的活動陸續登場，包括殿堂級的沃爾沃環球帆船賽（三亞為今年賽事的中途站），其發展速度可見一斑。

2009年，即青島成為沃爾沃環球帆船賽中途站的那一年，賽事的高層曾到訪三亞，並於2010年初達成協議，隨後派出一支國際專家隊伍前往當地，協助設計及興建耗資約八千萬美元、設有300多個泊位的半山半島帆船港。

這項賽事每三年舉辦一次，其主辦單位選擇三亞是個明智之舉。沃爾沃環球帆船賽中國區首席代表張佳璧表示：「帆船文化已傳到中國的南方，於深圳、廣州和三亞尤其流行。」此外，中國南北兩地的氣候差異，也是主辦單位選擇三亞的關鍵，2009年青島站參賽選手最清楚箇中原因。半山半島帆船港副總經理Xavier Maurey解釋：「當年參賽者於農曆年期間抵達青島，天氣十分寒冷，氣溫在零度以下，塗在船上的（維修用）黏著劑於低溫下失去黏性。」

這項賽事的每個中途站，均為選手及遊客提供精采的體驗，2012年的賽事便吸引了約27萬人到訪三亞。到訪遊客可以欣賞帆船從前一賽段入港的壯觀情景，以及於港內進行的刺激比賽。選手們則需要為船隻進行維修工作，為下一個賽段做好準備。張佳璧解釋道：「三亞的遊艇碼頭按照我們的要求興建，氣候亦適合舉行賽事。」

此外，今年於3月20至28日舉行的環海南島國際大帆船賽，是自2010年便開始舉辦的年度賽事；參賽隊伍需要環島一周，並參加三亞與海口兩地的港內賽，賽程總計約600哩，另外還有往返三亞及萬寧的短程比賽。競賽部經理單洋洋說：「在中國，帆船賽屬於新興運動，部分隊伍缺乏經驗老到的船長及船員，但選手們還是很享受比賽過程。」

2010年的環海南島國際大帆船賽只有17支隊伍參賽，但2015年有70隊競逐各項賽事，其中約七成為中國船隊，



EVEN AS it is being hoisted, the mainsail begins to fill and the J/80 picks up speed. Although a sport boat, it's well built for its size, easy to sail, safe and certified for offshore sailing. It's an ideal boat for learning how to sail and it's put to good use at Sanya Sailing Academy, located in Sanya Serenity Marina.

Hainan, and in particular Sanya, is beginning to replace Qingdao – the site of the 2008 Olympic sailing events – as China's sailing capital. It may be a small scene at present, but thanks to a busy calendar of events including a stopover on the prestigious Volvo Ocean Race this year, it's growing rapidly.

In 2009, the same year Qingdao hosted a Volvo Ocean Race stopover, top Volvo Ocean Race officials visited Sanya and by the beginning of 2010, an agreement was reached, resulting in a team of international specialists being brought in to design and build the Serenity Marina, creating more than 300 berths at a cost of US\$80 million dollars.

Sanya is a good move for the triennial race. "The culture of sailing is in the south of China especially in Shenzhen, Guangzhou, and Sanya," says Jarby Zhang, chief representative for Volvo Ocean Race China. Just as important is the different climate in north and south China, as participants in the 2009 Qingdao stopover found out. "They arrived during Chinese New Year," says Xavier Maurey, Deputy Managing Director of Serenity Marina. "It was very cold – below zero. The epoxy used on boats [for repairs] doesn't catch at very low temperatures."

Each stopover provides plenty of excitement for sailors and visitors – some 270,000 came to Sanya during the 2012 event. There's the spectacle of the boats arriving from the leg of the race and in-port racing. There's also maintenance to be done for the next leg. "Sanya's marina is based on our requirements and the weather is fit for our race," explains Zhang.

Hainan also hosts the annual Round Hainan Regatta, begun in 2010 and taking place this year on 20-28 March. The main race covers 600 nautical miles around the island with in-port racing in Sanya and Haikou, and a shorter race between Sanya and Wanning and back. "China is new to sailing, so some teams don't have experienced skippers and sailors, but they still enjoy the race," says Event Manager, Daniel Shan.

Back in 2010 just 17 teams took part, but the 2015 edition will see a total of 70 teams. About 70 percent are Chinese and since 2011 increasing numbers have come from Hainan. This year sees the debut of the

三亞半山半島帆船港曾主辦多個與帆船相關的活動及賽事（左下圖），包括世界遊艇盛典（右圖）及環海南島國際大帆船賽（右下圖），還吸引前法國帆船賽冠軍 Laurence Nicolas（最右圖）前來執教

Sanya Serenity Marina has hosted a number of sailing events and races (below left), such as the International Boat Show and Festival (right), the Round Hainan Regatta (below right), and has also brought on former French sailing champion Laurence Nicolas (far right) as an instructor

✈ 航程 FLIGHTS

港龍航程
三亞：
每周有五班航機
海口：
每周有七班航機

DRAGONAIR
Sanya:
5 x Weekly
Haikou:
7 x Weekly



Photo: International Boat Show and Festival: imaginechina. Round Hainan Regatta: Guo Cheng - Xinhua Press/Corbis/IC

而且自2011年起，來自海南島的隊伍亦愈來愈多。今年，賽事更首次採用由英國著名遊艇設計師Ed Dubois設計，於中國建造的RHN-Dubois-50型號為官方比賽帆船。單洋洋指出：「我們希望舉辦專業的帆船賽。若要其他國家的隊伍將船隻帶來中國較為不便，而且從競賽的角度來看，每個隊伍都使用同一型號的船隻會比較公平。」

去年10月舉行的奧迪香港至海南島帆船賽，同樣以三亞半山半島帆船港為終點站。這項兩年一度的賽事由香港遊艇會主辦，是目前唯一一項以中國為終點的一級離岸賽。

海南島上興建中的遊艇碼頭愈來愈多，海口、清水灣、亞龍灣、石梅灣及三亞等地均有。根據估計，全中國約有100個遊艇碼頭，但Maurey認為大部分只能算是「附設遊艇碼頭的物業」，是發展商為了銷售物業而堆砌出來的一種生活方式。Maurey表示：「三亞半山半島帆船港的設計和建造卻能滿足專業的要求。」

於傳授駕船技術方面，三亞半山半島帆船港的培訓同樣專業。前法國帆船賽冠軍Laurence Nicolas獲禮聘主理三亞半山半島帆船港的國際帆船學校。她自2002年起投身中國帆船界，擔任國家隊教練。2005年，她移居海南。

談到中國人對學習帆船的興趣，她說：「目前正在發展當中。雖然我們會舉辦兒童訓練營，但現時學生主要是中年人。學有所成的學生中，以女士為主，約佔四成。」

雖然機動遊艇的銷量依然遠超於帆船，但過去兩年來，帆船的銷量有上升的趨勢。專門銷售進口豪華遊艇的飛馳遊艇公司三亞辦事處銷售代理周露表示，40至60呎長的Jeanneau帆船最受歡迎。

Nicholas說：「這類買家希望參與航海運動，帆船是需要動手動腳來操控船隻。一些後來覺得機動遊艇無趣的人會改玩帆船，他們開始時會選購操作較容易的雙體船。」

由中國東風汽車贊助的東風隊，是今屆沃爾沃環球帆船賽的參賽隊伍之一。雖然隊伍中半數船員來自中國，但船長是法國人。要成為一名船長，船員必需累積大量航海時數及經驗，只須假以時日，中國船員最終都能獲得這些寶貴的經驗。張佳璧表示：「我們希望看到更多中國選手參賽，尤其是中國船長。」

隨著帆船運動在海南島，尤其是三亞迅速發展，再加上各項專業設施的配合，相信這個願望不久之後將可實現。



三亞是環海南島國際大帆船賽(上圖)及沃爾沃環球帆船賽(下圖)的重要一站

Sanya is a key fixture for the Round Hainan Regatta (above) and the Volvo Ocean Race (below)

RHN-Dubois-50, a boat built in China and created for the event by British designer Ed Dubois. "We want to have a professional regatta" says Shan. "International teams may find it difficult to bring their own boats to China and from the point of view of racing it is better if everyone is sailing the same boat."

Serenity Marina is also the finishing point for the biennial Audi Hong Kong to Hainan Race, last held in October 2014. Organised by the Royal Hong Kong Yacht Club, it is the only Category 1 offshore event to finish in China.

More marinas are being constructed across Hainan, including ones in Haikou, Clearwater Bay, Yalong Bay and Shimei Bay and another in Sanya. It's estimated there are 100 or more marinas throughout China, but Maurey dismisses most of these as "real-estate marinas" where developers sell apartments based around a lifestyle. "Serenity was built and designed to be a professional marina," he says.

Instruction is also professional. Laurence Nicolas, a former French sailing champion, heads the Sanya Sailing Academy at Serenity. She's been involved in

Photos: Round Hainan Regatta: Guo Cheng - Xinhua Press/Corbis/IC; Volvo Ocean Race: Sam Greenfield - Dongfeng Race Team/Volvo Ocean Race via Getty Images



流連忘返 Stay the course

三亞半山半島帆船港設有海濱長廊、遊艇會會所，並設有主打海南菜、馬來西亞菜及西餐的餐廳、咖啡室、多間零售商店等，當中還有一家航海用品專門店；另外，深獲船員喜愛的三亞半山半島帆船港酒店亦坐落於此。想選購帆船的話，Sunseeker、Simpson Marine及飛馳遊艇等豪華遊艇經銷商更可隨時為你效勞。

帆船港附近還有多家酒店，包括三亞半山半島洲際度假酒店及三亞香格里拉度假酒店。同樣位於附近的鴻洲國際遊艇酒店每年都會舉辦「海南海天盛筵」的奢華展覽會，於鴻洲國際遊艇會展出一系列超級遊艇及商務客機。歷年的展覽曾展出合共近百艘遊艇及超級遊艇，均停泊於河岸，場面極為壯觀。

三亞半山半島帆船港坐落於鹿回頭公園的東南方。公園內聳立著五座山峰，最高的一座海拔181米，登高者於此可俯瞰三亞日出日落的醉人景致。

Sanya Serenity Marina has a promenade, a membership yacht club, restaurants serving Hainanese, Malaysian and Western fare, cafés and boutiques – including one specialising in nautical merchandise. It also has its own resort, Sanya Serenity Marina Hotel, a favourite with many crews. Should you feel inspired to buy a boat of your own, luxury yacht dealers such as Sunseeker, Simpson Marine and Speedo Marine are on hand to assist you.

A number of other hotels are located nearby, including the InterContinental Sanya Resort and Shangri-La's Sanya Resort and Spa. Every year, the Sanya Visun Royal Yacht Hotel hosts Hainan Rendez-Vous, a luxury showcase of super yachts and business jets at the Visun Royal Yacht Club. In past years, visitors have been treated to the sight of nearly

100 yachts and super-yachts docked along the riverbank.

Sanya Serenity Marina is located to the southeast of Luhuitou Park, which is home to five major peaks; the highest at 181 metres above sea level offers stunning views of Sanya at sunrise and sunset.

三亞香格里拉度假酒店設有一個戶外水上樂園

Shangri-La's Sanya Resort and Spa features an outdoor water park



Chinese sailing since 2002 when she coached the national team and moved to Hainan in 2005.

"At the moment it is still developing," she says of the interest in learning to sail. "While we do sailing camps for children, most students are middle-aged adults. Women make up a comparatively large number – about 40 percent – of the successful students."

Sales of motor yachts still outnumber those of sailing boats, but in the past two years there's been an increasing interest in buying the latter. Zhou Lu, a sales agent at the Speedo Marine Sanya office, claims 40- to 60-foot Jeanneau boats are the most popular.

"They want to do sport" says Nicholas. "You have to do things on a sailing boat. A lot of people end up getting bored on motor yachts. Many of them start off by buying catamarans as they are easier to handle."

The 2014-2015 Volvo Ocean Race features the Dongfeng Team and although half the crew are from China, the skipper is French. Becoming a skipper means hours of logged time and experience, which eventually Chinese sailors will acquire. "We hope to see more Chinese sailors join the race, especially a Chinese skipper," says Zhang.

With Hainan's growing sailing scene and increasingly professional facilities, this may not take long. ■