



achievement he dedicated to his team and Malaysian crew member, Finn. *Hollywood Boulevard*, Roberts' distinctive, red Farr 52, certainly cut an impressive sight among the 29 entries.

The 2003 Raja Muda was not without controversy, though. Some say it left a sour taste; others say it was just a race management issue. The problem arose in the final race for the Racing and Cruising

classes. With light winds of just 6-8 knots, only five of the 12 boats in Racing reached the finish while none of the cruisers finished within the allotted time.

Hollywood Boulevard led from start to finish. Peter Ahearn's Murray Burns Dovel 50, *Yo!*, and Neil Pryde's rebuilt Welbourne 46, *Hi Fidelity*, fought an interesting battle for 2nd place. After a spinnaker run to the leeward mark and, carried along by the tide, *Yo!* just squeezed ahead of *Hi Fidelity*. *Yo!* then headed off on starboard while

Pryde took a more central course. This paid off for *Hi Fidelity*. *Yo!* on the other

suggested it was nearer 2.8nm. Unfortunately having laid the course correctly, instructions were given to move the finishing mark. These mistakenly lengthened the course instead of just moving the mark sideways. By the time the error was realised it was too late.

In order to give the cruisers a result, efforts were made to stop the race at the leeward mark but by then part of the fleet had already rounded. The international jury (IJ), chaired by Graeme Owen of Australia, was called on to adjudicate over the results of the Racing class and decided to disregard the results of the race. However, it also ruled that for overall results in Race 6 "all boats are to be scored in the highest position they achieved in either Race 4 or 5".

This creative scoring added a somewhat fictional element to the overall results. Not surprisingly, a number of skippers suggested appealing to the International Sailing Federation. However, this was ruled out as the Sailing Instructions stated "The IJ's decision will be final . . ."

Ahearn and Pryde were among the most vocal: had the race scored, they would have finished 2nd and 3rd; or if the race was ignored completely 2nd and 4th. The major beneficiaries of the ruling were Stuart Harrison's Mumm 30, *Panic!*, which clinched 2nd place due to its 1st place finishes in both Race 4 and 5, and Fred Kinmonth's Sydney 38, *Stella Minter-Ellison*, which finished 4th. *Yo!* finished 3rd while *Hi Fidelity* placed 5th.

In Premier Cruising John Wardill's *Australian Maid* had got off to a surprisingly slow start, while amongst the classics, Liz Hallet's gaff rigged schooner 52 *Stardust* had struggled to cross the line in the light

conditions. As the race progressed it looked as if no result would be obtained. However, approaching 4pm, the wind filled in, up went the

spinnakers and the fleet was driven home. Except *Stardust* which had abandoned sailing in favour of a swim and Chardonnay. However, even Hallet and crew were back at the Royal Langkawi Yacht Club in time to watch the rugby.



race and 3rd overall. With three wins *Australian Maid* took overall.

With none of the Cruising boats finishing, the placings remained unchanged. Andrew Findlay's Gibb Sea 37, Pelangi, was crowned overall champion from Keith Brown's Young 8.8, *Muzbnuts*. Warren Ritchie's Gibb Sea 37, *Vela*, finished 3rd.

In the Classic & Others class, Lt Malik Sulaiman and his Royal Malasian Navy crew on *Dondang Sayang* captured 1st overall. Claus Karthe's immaculately kept Hans Christian 48, *Greensleeves*, finished 2nd. Jimmy Nazim's Farrier trimaran, *F31*, lost out to KP Chin's Beneteau First 38 *Chalupa*

for 3rd. In a reversal of preliminary results *Stardust* finished overall 5th with Richard Curtis' pilot cutter *Eveline* bringing up the rear.

So it was for the final day's racing. Going back to the beginning of the regatta, the fleet set off from Port Klang, headed for Pangkor, on Saturday, the 15th of November. The 90nm leg saw drama from the start, particularly amongst the Classic & Others. *Dondang Sayang* crossed early and had to restart. *Eveline* also crossed early and was later judged OCS. Meanwhile *Stardust* bumped the start boat and later retired after losing its top mast.



To level out the handicapping the 12 yachts in Racing were split into two but then consolidated for the purposes of overall results. In Racing 1A, *Hollywood*

Boulevard took an early lead finishing in 10:37:29. On corrected times *Yo!* finished 2nd with *Hi Fidelity* 3rd. In Racing 1B, Bill

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The Royal Selangor Yacht Club's 14th Raja Muda International Regatta was held from the 14th to the 22nd of November and, despite controversy in the final race, showed that it is still Malaysia's 'premier' regatta. Newer events may be attracting bigger numbers, bigger sponsorship but none (yet) has the depth of the Raja Muda and its unique combination of tactical passage and harbour racing.

The event is not just about charging around little orange marks on a patch of water that could be anywhere on the planet. Seamanship is required; so are navigational skills. And the outcome is tipped towards achievement, giving those who don't have to prove they have the biggest penis (or tits) an opportunity to experience a competitive challenge in some of the best sailing waters in Asia. Let it stay this way, otherwise it'll drown in the proliferation of other regional regattas.

And remember, the Raja Muda is not a feeder to the King's Cup. It's the Raja Muda International Regatta. Period. The idea that it's a shake down for something bigger and better is not only demeaning, it's ludicrous. Perhaps this idea has been promulgated by the bigger names who use it as an excuse when they don't win . . .

Anyway, who did win the 2003 Raja Muda? Veteran campaigner, Ray Roberts, with eight years of trying behind him! Said Roberts: "Having competed in the Raja Muda eight times, and having come 2nd twice, I'm delighted to finally win." An

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hand, was overhauled by Andreas Bienz's Farr 40, *Pasaya*, and finished just 29secs ahead of Keith Moore's dk43, *Pla Loma*, 19mins 13secs adrift of *Hollywood Boulevard*! On corrected they finished in the following order: 1st *Hollywood Boulevard* 2:06:17, 2nd *Pasaya* 2:08:08, 3rd *Hi Fidelity* 2:10:45, 4th *Pla Loma* and 5th *Yo!* 2:22:27.

A protest was subsequently lodged indicating that the course distance had failed to meet the race instructions and was 3.5 nautical

miles rather than the 2nm intended. "This improper action had deprived some boats of a finishing position through no fault of their own" read the protest. Race officer Jimmy Farquhar agreed the course was too long, estimating it at about 2.5nm. Others



Yo! trails *Hollywood Boulevard* (top), crew of *Gotcha Lagi!* (above), *Pasaya* (opposite top) and *Eveline* (opposite middle)

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Bremner's Sydney 36, *Foxy Lady*, narrowly beat Juanita Spencer's women's team on the Farr 36, *Gotcha Lagi!*. In Premier Cruising *Australian Maid* beat *Shahtoosh*. In Cruising, *Pelangi* finished ahead of *Muzbnuts*. *Greensleeves* won the Classic race ahead of *Chalupa*.

Race 2 began on Monday, the 17th, in Pangkor, with the finish in Penang 65nm away. Sporting its new rig *Hi Fidelity* took line honours ahead of *Hollywood*

Boulevard but on corrected time finished 2nd and 4th respectively. *Pla Loma* won the day with *Yo!* 3rd. The Malaysian youth on *Panic!* gave their seniors a run for the money taking both line and corrected time honours in Class 1B. In Premier Cruising *Australian Maid* captured its 2nd victory, whilst Norwegian Hans Hvide's *Swan 68*, *Irvmiren*, took 2nd. In Cruising only *Pelangi* finished before the 24 hours cut-off.

Greensleeves placed 2nd in the Classics behind *Dondang Sayang*.

On Wednesday, the 19th, Race 3 covered 60nm from Penang to Langkawi. Two storms hit the fleet with varying consequences. In the Classics, all boats finished for the first and only time in the

regatta. *F31* finished ahead of both *Chalupa* and *Greensleeves*. In Premier Cruising, *Yendys* beat off *Australian Maid* while Ian Nicolson's 60-foot *Intrigue of Stornoway*, which took line honours, finished 3rd. In Cruising, *Pelangi* made it a hatrick ahead of *Muzbnuts*. In Racing 1B, the women beat off

Scallywag. In Racing 1A, *Yo!*, although crossing the line behind *Hollywood Boulevard*, took corrected time honours.

On Friday, there were two windward/leewards (Races 4 & 5) for Racing and Cruising. In the first, *Hollywood Boulevard* took line and corrected time honours ahead of *Stella*. In Racing 1B, *Foxy Lady* crossed behind *Panic!* but was outfoxed on

corrected by *Scallywag*. The women finished 3rd. *Panic!*, which had crossed the line in 6th place, captured 1st place overall. In Cruising, victory went to *Muzbnuts* with *Pelangi* relegated to 2nd. *Bintang*, a Sun Odessey 40, skippered by Lt Mohamid Hamdan, brought up the rear.

In the day's island race for Premier Cruising, *Australian Maid* beat *Intrigue* for line and corrected time honours while in the latter *Intrigue* lost out to *Shahtoosh* for 2nd place. In Classics, *F31* was among the first away, while the stately *Stardust* brought up the rear. *Chalupa* apparently sailed a shortened course and was ruled DNF. *Dondang Sayang* took 1st place on corrected time ahead of *F31*.

In the second windward/leeward for Racing Class 1A, *Hollywood Boulevard* continued its domination outpacing both *Hi Fidelity* and *Pla Loma*, but could only manage 4th on corrected time. Honours went to *Stella* with *Pla Loma* 2nd while *Hi Fidelity* sneaked in for 3rd. *Panic!* again won Racing 1B with *Foxy Lady* crossing the line 2nd, only again to lose out on handicap to *Scallywag*, *Gotcha Lagi!* and *Sumatra*. *Panic!*'s victory gave it another 1st place in overall Racing, a factor that was to prove critical in the final outcome of the regatta.



Ray Roberts and crew celebrate