



OVERALL WINNER IN RACING, *Hi Fidelity* (ABOVE) AND THE SHANGHAI-BUILT BRISTOL CUTTER *Eveline* (BELOW)

Downes, skippering the Mills IRM 51, *Mandrake*, reached Pangkor first to take line honours in 12:37:13, but could only finish 4th on corrected time, whilst Jonathan Mahony's Mumm 30, *Happy Endings*, had just that by

In Cruising, Keith Brown's Maxi Mixer 35, *Mixxia*, took line and corrected honours. Andrew Findlay's GibSea 372, *Pelangi*, finished just 2 seconds ahead of Glenn McFarlane's *Simba*. Fatima Affendi finished 4th in *Janji* — sadly the remaining four boats retired.

In Classic, *Backchat* took line honours but lost out to *Greensleeves*, *Chinook* and *Memestra* respectively on corrected time. *Marikh* took both honours in Class 5 whilst *Eveline* finished 2nd despite motoring for much of the voyage. *Musytari* retired.

Classic and Class 5 off first. The latter included two Royal Thai Navy Contessa 32s, *Marikh* and *Musytari*, and the 1910 Shanghai-built Bristol cutter *Eveline*, skippered by Richard Curtis, rear commodore of the Royal Selangor Yacht Club (RSYC).

Class 4 included the only multihull, a Crowther called *Backchat*, along with Claus Karthe's, *Greensleeves*, an Ocean Adventure 47, *Chinook of Hamble*, and Christian Rannou's, *Memestra*.



Chua put in a gutsy performance but will have to

Race 2 (22 Nov. 04) Starting on Monday, the second stage of the regatta took the fleet 65nm from Pangkor to Penang. Known as the Pearl of the Orient, Penang was formerly ceded to Britain in 1786 and was renamed Prince of Wales Island (its capital remains Georgetown).

The 8-10 knot southwesterly facilitated a spinnaker run for the first part of the race, followed by a close reach as the breeze shifted more onshore. As evening approached the breeze succumbed, with a light offshore in the small hours.

Mandrake took line and corrected time honours with *Ulumulu* 2nd on corrected after *Hi Fidelity* became entangled with fishing nets and lost out by 1 minute and 47 seconds.

The three principal contenders in Premier Cruising fought a close battle for line honours with *Irmiren* taking victory in 10:13:35. *Shahtoosh* finished 2nd, 2 minutes 28 seconds behind, with *Valtair* trailing by just 19 seconds. On corrected

Shahtoosh, on corrected. Former RSYC commodore Hijjas Kasturi finished 3rd in his Lyons 66, *Valtair*, while Lavaros 47, *Ain't Misbehavin'*, brought up the rear.

The eight boats in Class 3 Cruising (sub-divided into A and B) set sail next followed by the four Class 2 Premier Cruising yachts. The six Class 1 Racing boats brought up the rear but not for long, well at least not for most of them.

The Racing fleet included Elaine Chua's new 6.5m Zero, *Feng*, from Spain, in which she plans to enter the solo Mini-Transat 2005. Chua was accompanied by Steven Corrigan and was including the Raja Muda in the requisite number of sea miles (1,000nm) for the France to Brazil crossing.

Race 1 (20 Nov. 04) The 15th Raja Muda started in Port Klang on Saturday, the 20th of November 2004, with a 90nm passage to the islands of Pangkor.

Race 1 got underway in reverse order with the Class 4

After variable conditions and wind shifts Warwick

time *Shahtoosh* took the day over *Irmiren*.

In the A fleet of Cruising, *Simba* easily took both honours ahead of Alex Nah's Hunter, *El Sea*, while Gunnar Berg Leknes' *Chant de Lune* took 3rd. *Pelangi* captured both honours in the B fleet, followed by *Mixxia* with *Janji* 3rd. Unfortunately some 20 minutes after finishing the race in 4th place, Tony Sobey's *Blue Royale*, was dismasted when a deck fitting came apart. The Royal Marine Police, who were accompanying the fleet, sped to the Tasker 32's assistance taking it under tow.

In Classic, *Backchat* took line honours while *Chinook*, with former Sunsail stalwart George McCready onboard providing guidance, demonstrated its downwind superiority to outpace *Greensleeves*.



In Class 5 *Musytari* won the day followed by *Marikh* and *Eveline*. Reflecting a bygone age, the evening's celebrations were held at the Eastern & Oriental (E&O) Hotel, hosted by the Penang Tourism Action Committee.

Race 3 (24 Nov. 04) The final 60nm passage race from Penang to Langkawi got underway on Wednesday with a relatively light southerly before filling out to Force 3-4. After again departing in reverse sequence *Mandrake*, now with co-owner Nick Burns onboard, again took line honours finishing just before midnight but lost out on corrected time to *Hi Fidelity*. *Ulumulu* finished 3rd.

Irmiren finished 4 minutes ahead of *Valtair* but both lost out on corrected time by 1 minute 29 seconds to *Shahtoosh*.

In Cruising's A fleet, *Simba* again took both victories

but it was *Chant de Lune*'s turn to outpace *El Sea* to the line for 2nd. *Pelangi* finished ahead of *Janji* with *Mixxia* 3rd in the B fleet. *Chinook* again took 1st place from *Greensleeves* with *Memestra* 3rd, while line honours winner *Backchat* was relegated to 4th. In Class 5, *Musytari* again beat *Marikh* with *Eveline* 3rd.

It was a long night for the staff and barmen at the Royal Langkawi Yacht Club with the first arrivals shortly before midnight and the last RSYC commodore Aziz Kadir's newly acquired Beneteau First 27.7, *Julita*, skippered by Liz Hallet, arrived at 1046. It was fortunate for all that Thursday 25th was a lay day!

Race 4 (26 Nov. 04) Sailing resumed on Friday, with the customary, civilized noon start. With the passage races carrying double points, *Hi Fidelity* held a slight lead over *Mandrake* but taking into account that one result would be ignored they were on equal points with everything to shoot for in the inshore harbour races off Kuah, Langkawi.

Mandrake again got off to a good start and held a 15 seconds lead over *Hi Fidelity* for line honours. It was not enough on corrected time. *Ulumulu* finished 3rd.

In Premier Cruising, *Shahtoosh* won the start followed by *Irmiren* but a jammed main halyard and the

use of a storm jib meant the Swan failed to finish. *Valtair* took 2nd.

In Class 3 Cruising, in the A fleet *Simba*

held off *El Sea* and *Chant de Lune* while *Mixxia* finished ahead of both *Pelangi* and *Janji* in B. In their harbour race, *Backchat* came into its own taking both line and corrected time honours, *Chinook* again held off *Greensleeves*. *Musytari* finished just 2 minutes ahead of *Marikh* to win Class 5 while *Eveline* failed to finish.

Meanwhile, trying for a closer position for the photographers on board, one of the police launches became entangled (left) with the

honours by just 8 seconds, also giving Pryde corrected time honours over *Mandrake*.

In Cruising A, *Simba* continued its dominance over *Chant de Lune* and *El Sea*. *Janji* finished 2nd across the line behind *Mixxia* beating *Pelangi* by just 3 seconds but lost out on corrected time.

The evening's celebrations were held at the Sheraton Perdana Resort where hurriedly the planned poolside buffet was brought

indoors when a downpour threatened.

Race 6 (27 Nov. 04) The fine weather and breeze held for the final race day. *Mandrake* and *Hi Fidelity* led Racing over the start line. *Mandrake* again eased ahead finishing 1 minute 10 seconds in front of *Hi Fidelity*, but an insufficient lead to hang on to corrected time honours, which went to *Hi Fidelity* by 36 seconds.

Chant de Lune and *Simba* led Cruising — continued



CLASS 2 PREMIER CRUISING WINNER, PETER CREMER'S *SHAHTOOSH*

windward mark but by then, fortunately, most of the vessels had already rounded it.

Race 5 Classes 1 and 3 both sailed a second windward/leeward race. In a closely fought tussle *Hi Fidelity* took line

A ahead of *Pelangi* and *Mixxia* in B over the start line, *Janji* failed to make it to the start with mechanical problems. *Simba* and *Mixxia* won A and B respectively.



Greensleeves, with Herbert Jess, German ambassador to Malaysia, onboard and *Chinook* continued their friendly rivalry in

Classic with the former off to a great start until they had to be recalled after the start boat had displayed the wrong course. Next time round *Greensleeves* did not fare so well being last over the line. At one stage, with kites raised, *Chinook's* spinnaker tangled allowing *Greensleeves* to overtake, but with its kite unravelled and again full soon regained a lead. Despite *Backchat* easily taking line honours there was much celebration later that afternoon when *Chinook* learnt they had won on corrected by 31 seconds . . . and confirmed overall victory.

In Class 5, *Musytari* led *Marikh* at the start but fell behind giving *Musytari* its second bullet of the regatta.

In Premier Cruising, *Shahtoosh*, *Irmiren* and *Valtair* made quite a spectacle

sailing neck and neck down the channel with their colourful spinnakers full. *Irmiren* took line honours by 45 seconds from *Shahtoosh*. Unfortunately the finish line was also the start line for the final Class 3 race where, just prior to the finish line, *Mixxia* on starboard tack was preparing to start collided with and holed the finishing *Valtair*. *Valtair* was forced to retire while *Mixxia* was out of the final race with a buckled bow.

Race 7 The fleet got off to a quick start in the final challenge for Racing Class honours. The story pretty well repeated itself with *Mandrake* again easing ahead of *Hi Fidelity* and crossing 1st but by an insufficient margin to take corrected time honours. *Ulumulu* finished in 3rd but lost out to *Happy Ending* for 3rd on corrected time. Both *Sumatra* and *Feng* failed to improve on their habitual 5th and 6th places.

In the final Class 3 races, *Simba* earned its final bullet in A while without *Mixxia*, *Pelangi* finished ahead of *Janji* after making it out for the final start having recharged its batteries.



The regatta concluded with a prizegiving and closing party at the Royal Langkawi Yacht Club. Neil Pryde (below) collected the Raja Muda Cup (above) and, commenting on *Hi Fidelity's* victory said, "The thing that



made it was the fantastic crew who made it easy for me." Peter Cremers, owner of *Shahtoosh*, collected the Jugra Cup presented this year for the first time, and on loan from the Sultan of Selangor, for the winner of the Premier Cruising Class.

In closing Richard Curtis paid tribute to his organising committee, then went on to say that they never all actually met. So, apart from wind, that's the secret to organising a successful regatta!