

Coastal passage racing might not be to everyone's liking but it forms the basis of the annual Raja Muda Selangor International Regatta . . . and long may it be so.

The increase in entries, 44 boats from 33 last year, was a vote of confidence in the Royal Selangor Yacht Club. Chairman of the organising committee, Dato' Richard Curtis, whose Bristol cutter, *Eveline* (right), was back in the fray after its collision in the 2005 King's Cup (and sporting a new gaff rig), was a happy man — the efforts of his team had not been in vain.

Combining a mixture of passage races from Port Klang, Pangkor, Penang and Langkawi with harbour racing in Penang and Langkawi, the event is a real test of sailing skills and with double points counting for the passage races the emphasis is rightly weighed in favour of seamanship.

SATURDAY

18th November 2006

Race 1 : Port Klang-Pangkor

As always something of a lottery in determining whether to sail an



inshore or offshore course, this year's conditions favoured those who chose the inside track. Ninety nautical miles, three storms and several lightning strikes later the fleet reached the calmer waters of the Pangkor Islands.

Bill Bremner's *Foxy Lady*, with several experienced hands on board, stole 1st place in IRC Racing despite Frank Pong's *Jelik* taking line honours.

Andrew Findlay's *Impiana* likewise stole 1st place from first across the line Hans Rahmann's *Yasooda* in IRC Premier Cruising.

Neil Ankcorn's *Mat Salleh* captured IRC Club Cruising whilst Tony Roberts' *Tactical Directions* took handicap honours from Liam Nicholls' *Gone with the Wind*.

With motoring permitted in the Non IRC Cruising Class, but at quite a penalty, conditions favoured those who did not revert to engines with *Marikh* from the Royal Malaysian Navy taking the honours.

Eveline won Vintage Class from Simon Morris' *Sirius 1935*.

MONDAY

20th November 2006

Race 2 : Pangkor-Penang

The light breeze and counter current made conditions difficult for the start of Race 2. In Non IRC Cruising Bryan Levinge's *Cavalier* somewhat unnecessarily luffed up Doc Nicolson's *Intrigue*, skipped by Gary Foster, yet the skippers were still talking and played golf later in Penang.

Conditions remained fickle for much of the passage until the anticipated but delayed electric storm hit late in the evening. With winds gusting 30 knots, even *Eveline* was surfing!

Unknown to many, all was not well on the committee boat, which dragged its anchor. The Race Officer, Jerry Rollin with helpers took to the dinghy and struggled with its 2.5hp outboard back to man the finish line in the foul conditions.

Winner of last year's regatta Neil Pryde's *Hi Fi* took line and corrected time honours in IRC Racing. *Impiana* claimed a 2nd bullet in IRC Premier Cruising while Graham Lind's *Sumatra* took line honours in IRC Club Cruising but lost out to Fatimi Afendi's *Corina II* on handicap.

Tactical Directions captured honours in Multihull while John Ramsden's *Sofa So Good* and *Sirius 1935* won Non IRC Cruising and Vintage respectively.

WEDNESDAY

22nd November 2006

Race 3 & 4 : Penang Day Passage Race, Penang Windward/Leewards

With an intended noon start, the 3-4 knots breeze was a case of *deja-vu* for the RO after last year's harbour racing was abandoned. In the sweltering heat, the 12 Malaysian youths crewing the Farr 42 *Gapurna Switchblade*, skippered by Mike Downer, cooled frustrations by splashing and spraying water on their fellow competitors.



After a major makeover including a new suite of sails, Warwick Downes explained "Mandrake is much more competitive, now it's up to us to do our stuff." And so they did, capturing handicap honours in

the windward/leeward Race 3, whilst *Jelik* continued to excel in the light breeze taking line honours.

The wind had picked up to 10-12 knots when Race 4 for IRC Racing and IRC Club Cruising got underway. *Jelik* again took line honours followed by *Hi Fi* but both lost out to *Mandrake* on handicap.

In the windward/leeward Races 3 and 4 for IRC Cruising, *Sumatra* held off *Mat Salleh* in Race 3 with positions reversed in Race 4.

The evening's prizegiving was held at the Eastern & Oriental Hotel where a variety of Malaysian culinary delights were served from numerous stalls set up in the gardens of this timeless hotel.

THURSDAY

23rd November 2006

Race 5 : Penang-Langkawi Passage Race

Somewhat short-handed, Gerry Bryant gave *FH* passage on the 55nm leg from Penang to Langkawi on his Rival 41, *Scipio of Parkstone*.*

protested and hauled up in front of the international jury under the chairmanship of Bryan Willis. Commenting afterwards, Mahoney found the experience enlightening despite his ultimate disqualification.

Both the Malaysian Navy boats, *Zuhrah* and *Zuhal*, suffered problems at the leeward mark in dropping their spinnakers and losing valuable time.

Tactical Directions earned its 3rd Multihull bullet. *Sofa So Good* made it two victories in a row in Non IRC Cruising with Gavin Welman's *Rascal* 2nd and *Scipio of Parkstone* 3rd.

The Vintage Class was away first on schedule at 1400 but again in a light breeze followed 5 minutes later by the Non IRC Cruising Class including *Scipio*. Without a spinnaker, *Scipio* was at a considerable disadvantage and chose to stick to the rhumb line rather than bearing off to starboard along with the majority of the fleet. Initially in the light breeze, little progress was made by anyone apart from the IRC Racing fleet, which, last to start, slowly moved its way through the rest of the pack.



By 1520 the wind was beginning to pick-up and some 40 minutes later was gusting 10 knots.

Over the VHF a cry of concern to the committee boat was heard from *Sirius 1935*, which felt threatened by the antics of a fleet of fishing boats which trawled their nets in close proximity.

Sans spinnaker, and weighing in at some 15 tonnes, *Scipio* by now was well to the rear having covered just 14nm in four hours. But in the 10 knots breeze progress, at close to 6 knots, was at least being made.

Meanwhile a welcome tomato pasta meal provided sustenance and revitalised spirits. On the horizon clouds were building, a warning signal of the prospects of a strengthening breeze in which the fleet was not to be disappointed. A quick tack as the front approached saw *Scipio* heel over and accelerate away.

As the rain and wind built, hitting 35 knots, thanks were given to the furling gear. For a good 30 minutes the squall continued, driving *Scipio* through the night towards its Langkawi destination at up to 9.1 knots.

Then, almost as soon as it had begun, the squall ceased and *Scipio* lay becalmed and, for an instant, pointed back towards the flickering lights of George Town. Forward momentum soon returned but, again, rather slowly.

At 2215 the predicted land breeze kicked in and with the jib unfurled *Scipio* again skipped across the waters at upwards of 6 knots.

Coming in range of the VHF on the committee boat anchored off Pulau Langkawi, it was with much interest that the skipper and crew of *Scipio* listened to the courteous acknowledgements of the RO as participants radioed in from some 1-2nm out. The big unknown at the time was how long the Non IRC Cruising Class had motored, if at all.

After earlier experience Bryant had decided the penalty of motoring was too great but best estimates indicated that, finishing at 0152, we might have taken at least three or four scalps.

Arriving at the Royal Langkawi Yacht Club, all available moorings had been taken. After dropping anchor off Kuah a boat was summoned from the club where Charlie's Bar was still heaving . . . even at 0300.

Jelik took line honours in 5:53:04, with enough margin to take handicap honours as well. Some 54 minutes later, *Hi Fi* finished but it had been unable to shake off *Mandrake*, which finished just 97 seconds behind.

Despite getting tangled with a fishing net, *Yasooda* took line honours in IRC Premier Cruising but lost to *Australian Maid* on handicap.

Mat Salleh took line and handicap honours in IRC Club Cruising ahead of *Corina II* while *Gone with the Wind* took revenge on *Tactical Directions* to win Multihull.

In Non IRC Cruising, several boats had reverted to engines

including *Intrigue*. *Scipio*, which sailed all the way, was elevated to 6th also beating off the Sunsail fleet of *Paprica II*, *Tomba* and *Carrioca*.

A lay day on Friday gave participants a chance to recover from the exertions of the previous races, to explore the island and to attend the opening of the Langkawi International Boat Exhibition.

SATURDAY

25th November 2006

Races 6 & 7 : Langkawi Harbour Races

In bright sunshine the fleet assembled at the sensible hour of noon for the start of the final windward/leeward races for IRC Racing and IRC Cruising, and a final day passage race for the rest within the confines of Bass Harbour.

Having set the windward mark at 70 degrees, the 5-6 knots wind, having a mind of its own, swung to 90 degrees causing some consternation for RO Rollin. However, with little room within the harbour to



Gone with the Wind received an individual recall . . . one of several offenders during the day.

In Non IRC Cruising, *Scipio* along with *Rascal*, were dicing along the line with *Rascal* ultimately transgressing. *Scipio* held its course and, for a short while, led the fleet aided by the running tide. It was not to last, as the wind died and *Intrigue* inched ahead.

In Premier Cruising, *Strewth* and Jon Wardill's *Australian Maid*, back on the circuit after a year or two's absence, had good starts whilst *Shahtoosh* brought up the rear.

One of the better starts for the Vintage Class saw the fleet cross close together despite the sound of *Eveline*'s engine during the final countdown, a point not unnoticed by *Willow II*'s Lindsey Stewart and Bruce Issel of Hebe Haven Yacht Club. Their later protest, however, was rejected on procedural grounds.

With the wind not co-operating, hovering around 4-5 knots, the course was shortened for IRC Club Cruising at the windward mark with Heinz Heyer's *Super Duper* taking the honours.

In IRC Racing, *Jelik* continued to lead the fleet around the track but lost out to *Happy Endings* for handicap honours. *Mandrake*'s 7th place finish left the door ajar for *Foxy Lady* 2nd and *Hi Fi* 4th.

Meanwhile courses were shortened for — *continued overleaf*

17th Raja Muda Selangor International Regatta

Continued from previous page — the rest of the fleet at various points around the harbour, except for Multihulls.

In Premier Cruising, *Shahtoosh* finally returned to winning ways and came from behind to take both line and handicap honours

Intrigue hung on to its lead to take line honours in Non IRC Cruising but was relegated to 6th on handicap, honours going to *Sofa So Good*. Paul Hopkins' *Chinook 1* of Hamble gave the crew something to celebrate that evening by finishing 3rd.

Sirius 1935 took line honours but again lost out on handicap to *Eveline*. *Tactical Directions* took advantage of *Gone with the Wind's* start to take line and handicap honours.

The final, Race 7, for IRC Racing got underway at 1425. Attacking starts by both *Mandrake* and *Foxy Lady* saw the former recalled and the latter, which was hidden from the committee boat, also return giving *Hi Fi* an all important head start. Hard pressed by *Mandrake*, *Hi Fi* was unable to take advantage of its lead. *Happy Endings* took its 2nd bullet of the day whilst *Hi Fi's* 2nd place and *Foxy Lady's* 3rd was insufficient to topple *Mandrake* for the overall title despite its 5th place finish.

Finally Ariffin Abdul Aziz and crew in their new *Miri Magic 1*, based on the Buzz 8 design, came good to capture line honours but were relegated to 3rd on handicap behind *Mat Salleh* and *Sumatra*.

The closing celebrations and prizegiving were held at the Royal Langkawi Yacht Club bringing the curtain down on another memorable Raja Muda..

**Publius Cornelius Scipio Africanus: Roman, born in 236BC, Scipio distinguished himself militarily in the battles of Ticinus and Cannae. Fought the Carthaginians in Spain. In 205BC he invaded and conquered Africa.*

Parkstone: between Poole and Bournemouth, Dorset, England