



Skandia Endeavour of Whitby in Bass Harbour, Langkawi

organizations including the Selangor State Government and Tourism Malaysia.

Saturday,  
15th November 2008

**Port Klang to Pangkor**

Racing commenced in light airs which, contrary to the forecasts, got lighter. In addition, numerous fishing nets had to be dodged but after night fall the anticipated land breeze kicked in aiding the fleet to its Pangkor destination. For those who had still not finished by dawn the wind again eased, resulting in some boats reverting to engines, while others retired, including Dr Nicolson's *Intrigue*.

Amongst the first to start and last to finish was the 1935 *Sirius* after a voyage of 25 hours and 24 minutes in which it used its engine for 2 hours 51 minutes.

*Hi Fi* took line honours in 13:53:05, finishing 92 minutes ahead of *Mandrake* which in turn finished just 2 minutes ahead of *Quantum Racing*. *Jelik*,

surprisingly, brought up the rear in Class 1 (IRC 1).

Monday, 17th November 2008

**Pangkor to Penang**

Once the rain cleared the strengthening northwesterly was quite a contrast to Day 1. Unfortunately the evening rain impacted, as did the selection of the seaward or more inshore track.

*Jelik* took line honours but by an insufficient margin to topple *Hi Fi* on handicap in Class 1. Hans Rahman's *Yasooda* took line and handicap honours in Class 2 (IRC 2). Despite finishing the race, damage to *Intrigue*'s main forced it to retire from the series. The Malaysian Navy's *Farr 520*, *Zuhrah*, somewhat surprisingly racing in Class 3, took line and handicap honours for a second day to lead *Katsu*.

In the most competitive class — Class 4 (IRC 4) — with 10 entries, Jonathan

Mahony's *Happy Endings* repeated its line honours victory but, for the second day in a row, ended less than happy, relegated to 2nd on handicap behind Vincent Chan's *Mata Hari*. *Millenium* took line and handicap honours in Class 6 (Non IRC Cruising).

With *Eveline* the last to arrive at 9:28:01 the next morning, most of the fleet had plenty of time to revitalise themselves before the annual trishaw race around the courtyard of the Tanjong City Marina. It was equally as wild as past years, with once again the proceeds from sales of T-shirts required to pay off the disgruntled owners whose trishaws had sustained collision damage. Funny, therefore, that they keep coming back . . . the payouts probably sufficient to cover their annual maintenance.

A general invitation to sailors to visit the E&O's Property Development's Seri Tanjung Pinang, which includes a new marina unfortunately proved less than popular and would need to be rethought before any repetition is included.

Wednesday, 19th November 2008

**Penang Harbour Races**

Arriving at the race site in Penang Harbour, while the light breeze was expected, blowing from the southeast was certainly not. The light airs continued, so, with just 3 knots from 133 degrees at 1154 up went the AP (postponement) flag.

By 1318 there were a few more zephyrs so down came the AP flag and shortly thereafter off went Class 1 on a windward/leeward course. *Hi Fi* was off to a good start with *Fortis Mandrake* and *Quantum Racing* whilst *Jelik* powered through. The course seemed to favour *Jelik* and *Quantum Racing* on port tack with *Hi Fi* and *Mandrake* appearing almost parked at one stage. However, on the downwind leg *Hi Fi* caught and overtook *Quantum Racing*, something *Mandrake* failed in this case to do, crossing the finish line just one second behind. Before the final loop a change of course signal was given indicating the windward mark had been moved to accommodate the shifting breeze. On handicap, *Hi Fi* collected a bullet with *Quantum Racing* in 2nd place.

In Class 3, *Australian Maid* and *Katsu* fought it out at the pin end. With Classes 1 and 3 expected to complete three laps it was *Katsu* that led the pack home in Class 3 to take line and handicap honours from *Moya Hin* (ex *Jenny III*).

In Class 4, having missed leaving Mark buoy 2 to port before crossing the finish line *Skandia Endeavour of Whitby* went back and had a close encounter with *Mata Hari*. A protest resulted but it came to nought. The

Mumm 30, *Happy Endings*, took line honours but again slipped to 2nd behind *Sumatra* on handicap with *Phoenix* 3rd.

However the RO, Jerry Rollin, didn't get off so lightly in Class 6 when two protests by competitors against other boats were lodged for not sailing the course. Seemingly the course as set did not necessitate the rounding of the first mark and, while one boat *Rascal* realized this, the others did not and proceeded to loop the mark. The RO was initially hauled over the coals by the international jury, which considered the race result should be abandoned. Further information was provided and the race in the end was reinstated, much to the relief of the RO.

Meanwhile, whilst waiting for the last boats to finish the windward/leeward course, before restarting a second race, dense grey clouds started to form on the horizon giving an ominous indication of what was likely in store. The RO was, therefore, left in something of a quandary whether to risk keeping the fleet out for another race or calling it a day on the assumption that after the storm has passed the breeze was likely to peter out altogether.

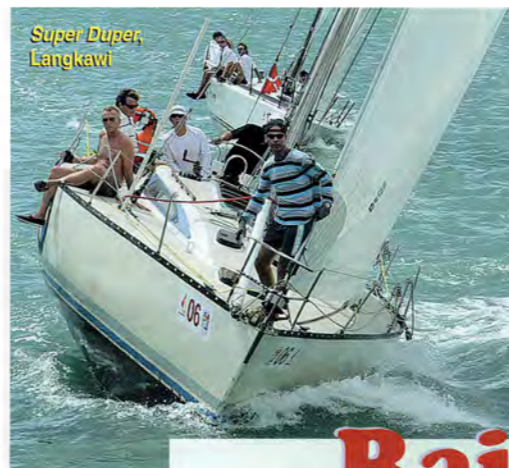
The Class 2 and 6 yachts were not so lucky sailing through the storm where the wind hit over 30 knots (*Sirius* tore its main). It was, though, quite a spectacle seeing the fleet emerging from the dark, purple grey background, contrasting with the aquamarine-coloured sea. However, as the storm approached the RO called an end to racing for the day for Classes 1, 3 and 4.

Thereafter the storm seemed to skirt the race area and with winds gusting 18 knots conditions would, in the end, have proved ideal to get another race in. But given the circumstances and the concern for safety, there was only one correct decision at the time, and that was to call it a day. With no dropped races this year it was proposed to try and reschedule the Race 4 in Langkawi.

In Class 2, *Yasooda* was the first to reappear out of the storm whilst *Baby Tonga*, considered 'an unknown quantity' before the race, put in a spirited

performance to overhaul it on handicap with *Virgo* 3rd. Unfortunately, *Intrigue* did not sail after the damage sustained to its main.

In Class 6, after the inquiry, *Rascal*, which had not looped the mark, took the honours from *Sirius* while *Eveline* retired.



# Raja Muda REGATTA

The evening's party was held at the Khoo Kongs, the magnificent clan house of the Khoo family. An amazing setting in which to enjoy the delights of Malaysia's 'street cuisines' and Penang's warm hospitality. The spectacular acrobatics of the lion dancers on pillars left everyone in awe.

Thursday, 20th November 2008

**Penang to Langkawi**

Heavy cloud hung over Penang Harbour as the fleet assembled, some prematurely, for the 1400 start of the passage race to Langkawi. On Jon Wardill's *Australian Maid* it was expected that the AP flag would be raised so it came as something of a surprise when start procedures commenced on schedule. Both Classes 6 and 4 got away with



Little India (above) and Town Hall (left), Penang

only the over exuberant *Phoenix* receiving an individual recall.

*Australian Maid* was well positioned on its Class 3 start

line in close proximity with *Katsu* and *Zuhrah*.

Having initially proposed to tack onto port, both boats were initially blocking

*Australian Maid*'s move so it was decided to continue on until space became available. Keeping a close eye on what was going on around the course, and making reasonable progress at 4 knots, the skipper Wardill and tactician Guinness continued on a more central line than originally intended. Watching for wind lines and dodging holes the *Cassidy 55* came into its element when, all of a sudden, after hitting a wind line and surprising everyone, it heeled over, hit six knots and accelerated away.

The 1430 start for Class 1 saw that fleet mostly take the inshore route. Without its owner Frank Pong on board, it appeared

initially to take *Jelik* considerable time to clear the harbour. Once it did, though, it left all in its wake, soon disappearing over the horizon at over 12 knots.

Meanwhile back on *Australian Maid*, the conditions necessitated a change from the light No.1 jib to a medium No.1 that was competently effected.

By 1710 the breeze had picked up to 15 knots and *Australian Maid* was continuing to accelerate like a true thoroughbred at over 8 knots . . . and climbing. A good call by Guinness to bear away to avoid a fishing net prevented an almost certain disaster.

By 1850, with just 22nm to go, cruising at over 9 knots, out came the evening's sustenance — a selection of sandwiches which, naturally included a 'vegemite' variety. It couldn't have tasted better!

Needing to skirt Pulau Payar (an island popular for its snorkeling and diving), the No.1 was again changed to a JT and it was not long before the outline of Pulau Langkawi was discernable on the horizon.

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As darkness fell, the lights of Langkawi flickered ahead whilst numerous fishing boats crossed paths, keeping everyone onboard alert deciphering their nightlights.

Approaching Langkawi, the breeze strengthened as *Australian Maid* again heeled further and, with constant trimming, galloped to the finish at over 10 knots, crossing the line at 2117 in an elapsed time of 7:07:51.

While *Zuhrah* took line honours in the class, *Australia Maid* was awarded handicap honours after an initial hiccup with the scores had given the skipper a few anxious moments.

With one of the speediest crossings to Langkawi, the bar at the Royal Langkawi Yacht Club did a roaring trade as customers were regaled with stories of the last leg.

*Baby Tonga* in Class 2 and *Super Duper*, which finished just five seconds behind *Endeavour of Whitby*, in Class 4, took handicap honours.

Even the Class 6 boats managed to avoid their engines. Last to arrive, *Eveline* at 0416 secured 4th out of five places with handicap honours going to *Rascal*.



*Jelik*, which sped across the 55nm passage in 5:17:18, took line and handicap honours ahead of *Hi Fi* and *Mandrake*.

The lay day was spent chilling out and recovering from earlier excesses before racing started again on Saturday morning.

*Saturday, 22nd November 2008*

### **Bass Harbour Races**

The concluding day saw racing confined to Bass Harbour, whose surrounding hills form a splendid backdrop and help funnel the breeze down the channel.

Racing got underway at the civilized hour of noon, first off Class 1. At times, in the shifting breeze, the windward mark seemed out of place but with the constant shifts it was sensible to leave it where it was, even if this did mean that the yachts had to gybe into the leeward mark.

In the second start, *Australian Maid*, normally charging the line, seemed slow off the mark, trailing the others by some 25 seconds.

In Class 6, *Coup de Soleil* led the fleet over the line followed by *Millenium*, Ray Roberts former King's Cup winner, whilst *Rascal*, *Sirius* and *Eveline* brought up the rear.

In Class 3, *Zuhrah* was the first to round the leeward mark, followed by *Katsu* and *Australian Maid*.

*Jelik*, still without Frank Pong, by this time was completing its second lap (under 30 minutes per lap). *Mandrake* had a less than elegant rounding, dropping its kite in the wash and allowing *Quantum Racing* through.

For a then unknown reason, *Super Duper* was spotted doing a 720-degree pirouette near the leeward mark, which was a bit late for an apparent incident occurring at the top mark. Further, an injured crew on *Mandrake* before the start of racing had to be casevaced as Race 6 was being concluded and before the second race got underway.

The second race saw winds of 12 knots but easing at times to 5. There was a close finish between — *continued on page 28*

