



IRC Cruising) and Class 6 (Non-IRC Classic). The breeze built to 15 knots resulting in some damaged sails while Ken Barber's *Unity* became the first victim losing its mast, before the rain set in and continued well into the night. The breeze fortunately held up, helping *Skylax* and *Musytari* to victory in Classes 5 and 6 respectively.

After numerous modifications over the past two years, and with a competent crew, *Hi Fi* in Class 1 (IRC 1) excelled in the conditions to take line and handicap honours followed by the TP52, *Evolution Sails*, both somewhat surprised to beat *Jelik II (Boracay)* over the water. *Yasooda* outran *Intrigue* followed by *Baby Tonga* in Class 2 (IRC 2).

In Class 3 (IRC 3), *Australian Maid* took line honours and 2nd place losing out to *Windsikher* on handicap. *Piccolo* won handicap honours in Class 4 (IRC 4).

Monday 16th November 2009

For many, particularly those from Malaysia, the conditions at the start of the Pangkor to Penang race were terrifying. Even the Maritime Police had seen nothing like it in more than 20 years. But, as the

race progressed the breeze eased below 20 knots and continued to fall to single digits before the land breeze kicked



Foxy Lady IV tests the line (top left) trishaw racing (above) and Penang landmark (below)



in. *Jelik II (Boracay)* took line honours ahead of *Hi Fi* which, on elapsed time, finished just 42 seconds ahead of *Evolution Sails* to win on handicap.

Yasooda, *Australian Maid*, *Kukukerchu*, *Skylax* and *Musytari* took the honours in their respective classes.

Later the next afternoon, the traditional trishaw race was held at the Tanjung City Marina where, after quaffing an invigorating Tiger beer, two competitors from each boat raced around the courtyard in a knockout



format. The trishaws appeared to sustain less damage than in past years, but their owners, as always, left with broad smiles once damage claims and rentals had been settled.

Wednesday 18th November 2009

Wednesday started off badly for *Strewth* as it ran aground leaving the marina and only floated free half an hour later.

At 1115, the 3-knot breeze from 70 degrees was struggling to hold its own and was soon down to just 1 knot. Given the light conditions, *Evolution Sails* offloaded one of its crew onto the committee boat. The official noon start time for the first Penang windward/leeward came and



went. "Deja vu," muttered Neil Pryde before circling the committee boat (a number of times) to ask for an end to the misery. "Drinking beer would be better than this," he concluded.

Finally, with no sign of any breeze and having failed to find a virgin to sacrifice, the RO called it a day.

Despite the lack of any racing, the evening's awards function was again held at the Khoo clan house (see FH Number 246), where numerous food stalls were set up to provide a taste of Penang cuisine. Awards were presented for the Pangkor to Penang leg with entertainment by young drummers from a local school, Indian dancers, fortune readers and calligraphers.

Thursday 19th November 2009

There was time, early in the morning, for last minute victualling and sight-seeing including for FH a visit to the Pinang Peranakan Mansion**. Around 1130, boats started to leave the marina heading out for the start of the final passage race from Penang to Langkawi.

Unlike the previous day, the breeze had returned with patches of blue overhead. First away at 1300 was Class 6, the Classics, followed 10 minutes later by Class 7 OMR Multihulls. *Thor* led the multihulls across the line whilst Grenville Fordham's *Nina* contested successfully with the two Corsairs, Richard Eyre's *Zhuka* and David Liddell's *Miss Saigon*, for the inside track beside the committee boat. Initially the fleet made good progress out of Penang.

It was another 25 minutes before the next classes followed, with Class 1 the

last away at 1350. In Class 2 *Yasooda* tried to slip between *Shahtoosh* and the committee boat, but got shut out and had to go around.

It was a relatively comfortable ride onboard the Phuket-built Andaman Cabriolet 38-foot catamaran, *Nina*. "Not many boats you can take a shower on at 10 knots, during a race," said one of the crew. A decision in lighter airs to raise the kite proved unsuccessful giving the Corsairs a considerable advantage whilst *Thor* had already disappeared over the horizon.

It seemed to take longer than expected for the IRC 1 boats to overtake but when they did it didn't take long for them to become specks on the horizon. On *Nina*, once the kite had been stowed and the headsail unfurled, steady progress was made towards the island of Pulau Payar.



At 1730, in between 6 and 9 knots, the wind swung to the northeast and built to 16 knots with boat speed increasing to over 9 knots. A dark cloud overhead was soon lost into darkness as the sun sank beyond the clouds.

From then it was an exhilarating ride towards the lights of Langkawi, with the wind gusting over 25 knots and boat speed touching 13 knots plus. *Nina* crossed at 2100 to take 3rd on corrected, relegating the mighty *Thor* to 4th.

Frank Pong's *Jelik II (Boracay)* took line honours. Ray Robert's *Evolution Sails* beat Neil Pryde's *Hi Fi* to the line by 1 minute 17 seconds but both lost out on handicap to *Hi Fi*.

Hans Rahmann's *Yasooda* crossed the line five minutes ahead of Dr Ian Nicolson's *Intrigue* but lost out to 1st-placed Anthony Hasting's *Baby Tonga*, RSYC's commodore Alex Nah's *Virgo* and *Intrigue* for the handicap awards.

Regular competitor John Wardill's *Australian Maid* took the handicap honours ahead of *Tantrum* and *Beaux Esprits* in Class 3.

Kukukerchu took 1st place on handicap in Class 4 with *Skandia Endeavour of Whitby* and *AC Law Mata Hari* placing 2nd and 3rd respectively.

Meanwhile, the crew in the finish boat, recording times, buffeted by heavy seas and passing ferries, noticed they were

taking on water and had to be relieved by the support boat carrying luggage from Penang (it wasn't until the following day that belongings could be retrieved).

With the relatively early finish (other than the Classics) there was much activity around the Royal Langkawi Yacht Club bar where, as always, a warm welcome awaited.

Friday 20th November 2009

Originally, harbour racing in Langkawi was only intended for the Multihulls which joined the regatta in Penang. However, with the postponement of the windward/leeward racing in Penang, all were back on the water the next day.

With 52 competing boats (2008: 28), the organizers sensibly split the fleet between two race officers and start boats, Jerry Rollin handling Classes 1, 3, 4 and Multihulls and John Fergusson (GM of the Royal Selangor Yacht Club) overseeing the rest onboard a Diesel Duck.

With the wind shifting, the RO briefly raised the AP flag but got Class 1 away at 1208, with *EFG Bank Mandrake* very close to being recalled OCS. Tactics varied greatly with *Foxy Lady IV* and *Evolution Sails* the first to switch on to port for the 1.6nm beat to the windward mark, the rest either taking a more central or left track.

Meanwhile, *Rapsallion* in Class 4 and *Tantrum* and *Windsikher* in Class 3 were all caught OCS and obliged to restart.

While *Jelik II (Boracay)* continued to lead, positions changed amongst the rest of the fleet with *Hi Fi* finally gaining an advantage over both *Evolution Sails* and *Foxy Lady IV* to take handicap honours.

Prior to the start of the second race, with the wind swinging between 60 and 75 degrees, the AP flag was again raised as the committee boat dragged anchor.

It was a highly competitive start when Class 1 did finally cross the line, only for the RO to sound a general recall with *Jelik II (Boracay)* and *Foxy Lady IV* amongst the culprits. After a clear

restart, the wind again shifted and windward mark was repositioned.

However, with the sun having broken through and the breeze holding, it was a colourful spectacle as boats, with their kites full, bore down on the leeward mark and finish line.



During the day, there were several incidents of gear failure with *Skybird* retiring from Race 3 in Class 4. *Foxy Lady IV* likewise ran into trouble with its spinnaker, losing its commanding position.

At the end of the day *Hi Fi* finished with a 1st and 2nd place, *Evolution Sails* a 3rd and 1st, *Foxy Lady IV* finished 2nd in Race 3, with *Mandrake* 3rd in Race 4.

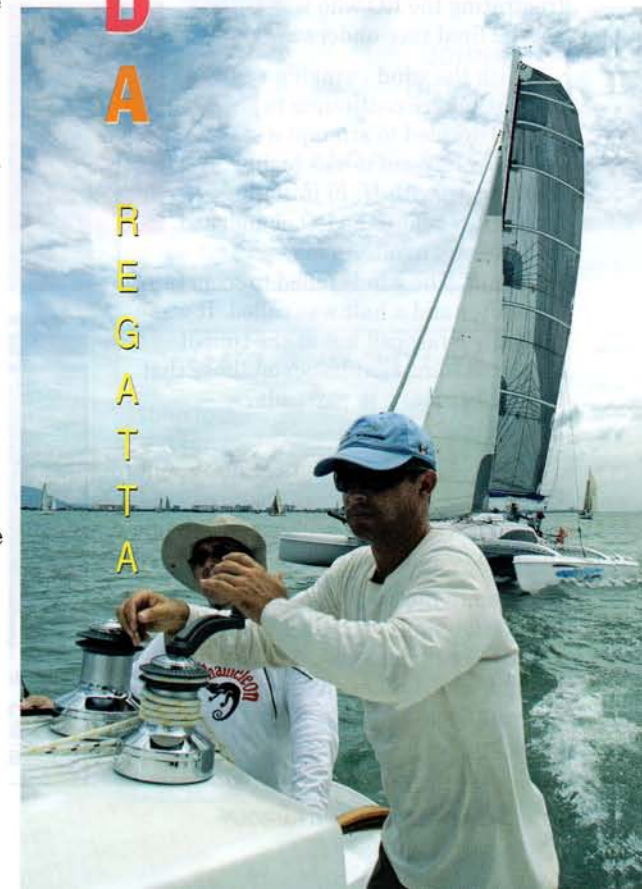
Australian Maid and *Windsikher* shared the honours in Class 3 with a 1st and 2nd place each, while *Tantrum* finished with two 3rds.

David Ross' newly-launched Kerr 32, *Kukukerchu*, won both races in Class 4 from *Endeavour of Whitby* with two 2nds. *Mata Hari* finished 3rd in Race 3 and *Rapsallion* 3rd in Race 4.

Thor took the first race in Multihulls with *Zhuka* winning the second after a change in handicap. Meanwhile *Nina* relished its one-second victory over *Thor* to secure 3rd place in the day's final race.

Meanwhile Classes 2, 5 and the Classics were sent on a day passage race around the islands of Bass Harbour, with — continued overleaf

R
A
J
A
M
U
D
A
R
E
G
A
T
T
A



Starting in Port Klang, the Raja Muda Selangor International Regatta includes passage racing along the western coast of Peninsular Malaysia and round-the-cans action in Penang Harbour and Langkawi. The 2009 event was special, being the 20th anniversary of what is surely Asia's most challenging big boat regatta.

This year's event was also extra special as the guest of honour at the closing party was HRH the Sultan Sharafuddin Idris Shah, the former Raja Muda* of Selangor when the event started in 1990.

The current Raja Muda, Tengku Amir Shah (below), joined *Baby Tonga* for part of the regatta. "I loved it and hope to do the full trip next time," he said during the crew's celebrations on winning Class 2 (IRC 2).



According to Henry Kaye, who has participated in 15 (including the first), the Raja Muda has maintained its appeal over the years largely due to the tremendous amount of organization by the Royal Selangor Yacht Club (RSYC) handling the logistics at all ports of call.

It was also memorable for the conditions during the second leg from Pangkor — three-metre seas and winds over 30 knots, the most severe ever experienced for most local sailors.

Saturday 14th November 2009

A 6-8 knot southwesterly saw the fleet depart Port Klang for its first port of call, Pangkor. First away were Class 5 (Non-

