



Windsikher in fine form

The Raja Muda Selangor International Regatta remains, in *Fragrant Harbour's* opinion, amongst the most challenging regattas on the Asian circuit. The sheer logistics for the organisers, the Royal Selangor Yacht Club, and race management of relocating between four locations — Port Klang, Pangkor, Penang and Langkawi — involving three passage races and harbour racing in both Penang and Langkawi, deserves praise and admiration.

The regatta, however, is especially challenging for the competitors faced with such variable conditions, from becalmed seas to 30-knot plus storms, with thunder and lightning thrown in for good measure. Shallow shifting sandbanks and fishing nets add to the hazards faced, where local knowledge pays dividends, particularly with onshore and offshore breezes. In addition to the passage races, windward / leeward and / or geometric harbour races prove a real test of seamanship.

Sadly the 2018 event lost a participant who suffered a heart attack during the Penang Harbour Race.

As always there was a warm welcome at the Royal Selangor Yacht Club for the skippers and crews of the 23 boats starting from Port Klang, to be joined by three more in Penang for the 29th edition of the Regatta.

The event's main sponsor was the Selangor State Government under the patronage of his Royal Highness the Sultan of Selangor. The skippers' briefing on the 16th of November.

**SATURDAY 17th November 2018**  
*Port Klang to Pangkor* 90nm

There was considerable activity around the pontoons at the Royal Selangor Yacht

Club as last minute repairs and provisioning were undertaken. FH again join the Dehler 38, *VG Offshore*, for the passage races. The sun was out and the breeze building . . .

Race Officer, Jerry Rollin, got racing underway on schedule for Class 6, Classic Cruising, at 1255, followed at 10 minutes intervals for the next two starts to allow the slower boats to clear the start line.

With *Eveline* joining the Regatta in Penang, it was the Royal Malaysian Navy's Contessa 32, *Marikh*, that led over the

## Raja Muda REGATTA

line followed by the William Garden, *Seal Esperanza*. Meanwhile, approaching the start on port tack with about three minutes to go, the ketch *Rona* unfurled its jib and



Zhuhai sheeted in tight

headed for the pin end. But, *SHK Scallywag Fuku Bld*, which shouldn't have been there, was stalled on the line, also at the pin end. Unable to dip down along the line, *Rona* had no alternative but to sail its course and was over the line and opted not to restart.

Next off were the Cruising fleet in Class 5 with the *Lady Bubbly* leading the fleet on starboard tack followed by *VG Offshore*. The remaining two, *Millennium 2* and the *Nafi*, tacked early on to port. Missing from the start was *Iseulta*, which suffered engine problems and returned for repairs. Provision had been built in to the sailing instructions

for such eventualities and although arriving late for its start it was awarded a time penalty rather than disqualification.

*VG Offshore* heading for the power station at the end of the headland, closing on the Classic Cruisers.

The four boats in Class 4, IRC 4, were shortly followed by the four boats in Class 2, Premier Cruising, followed by the five boats starting in Class 1, IRC 1, with Kevin and Tom Whitcraft's TP52, *THA72*, scheduled to join the regatta in Penang. The sole multihull *Scallywag* then followed on its own.

First to catch *VG Offshore* was the A40, *Red Rum*, in IRC 4, followed by the First 45, *Insanity*, while *VG Offshore* overhauled *Rona*. *Antipodes* was the first of the Premier Cruising fleet to overtake *VG Offshore*, followed by Peter Cremers' Warwick 75 Custom, *Shahtoosh*.

*Windsikher* was the first of the IRC 1 fleet to overtake, followed by Troy Yaw's *Ulumulu*, the Farr 40, *Ramrod*.

The MC 31, *Kannu*, initially headed well offshore but came in at speed under kite to, likewise, overtake *VG Offshore*.

*VG Offshore* made the first gate around 1824, making 6 knots in the 8-10 knot breeze, with still some 40nm to go. By 1900 the sun slipped below the horizon when sustenance was provided with bread and curry. Conditions eased thereafter.

In the early hours of the morning sky cleared revealing Orion directly overhead. The breeze fluctuated so experiments with the spinnaker, headsail and asymmetric were tested but *VG Offshore* lost ground to both *Iseulta* and *Lady Bubbly*. Approaching the finish line the wind strengthened as did the rain, a gybe into the finish turned into a serious broach with everyone hanging on for dear life. Closing on the finish line was also dramatic with a final gybe into the pin end in torrential rain crossing at 0359.

It was still a couple of hours motoring into the bay in front of the Seaview Resort, the traditional mooring location, followed by a short nap before going ashore.

A leisurely day followed before the awards party at the Seaview Resort that evening. There was some debate over who

had taken line honours. *Antipodes* in Premier Cruising had crossed first at 21:18:41 but *Windsikher*, which started five minutes later, finished at 21:21:15, ie. in an elapsed time one minute and 50 seconds less, which ultimately gave it line honours.

In IRC 1 *Mandrake III* won on handicap ahead of *Windsikher* and *Ramrod*.

In Premier Cruising, much to the annoyance of both Geoff Hill on *Antipodes* and Peter Cremers on *Shahtoosh* the dk46, *Janda Baik*, which they both felt was in the wrong class, claimed handicap honours.

The double-handed Farr 40, *Prime Factor*, took handicap honours in IRC 4 followed by *Red Rum* and the J-92S, *Nijinsky*.

*Lady Bubbly* finished comfortably clear in Cruising, while *Iseulta* was given a one-hour and 10 minute time penalty for its late start, elevating *VG Offshore* into 2nd place with *Iseulta* 3rd.

*Marikh* took line and handicap honours ahead of *Esperanza* in Classic Cruising.

**MONDAY 19th November 2018**  
*Pangkor to Penang* 65nm

It was a relatively dismal and sodden morning as crews assembled at the Seaview Resort. The overnight rain continued through most of the morning but eased by noon.

Attempting to get the boats away on schedule, despite the light airs and current, the RO started the Classic Cruisers at 1300 and had sounded the warning signal for the Cruising Class when he suddenly abandoned both races and opted instead to move up the course in search of more wind.

The AP was lowered at 1444, with a new start time of 1450 for the Classic Cruisers, followed by rolling start at five minute intervals for the rest.

Approaching the line slightly ahead of *VG Offshore*, *Iseulta* and *Lady Bubbly* almost collided. The sky was clearing but the breeze caused some difficulties for the rest of the starts. Not so for *Scallywag*, which within 15 minutes of its start, had overtaken all.

Although more wind would have been welcomed, at least the breeze stayed in making for a pleasant sail, which saw *VG Offshore* clear the first gate around 1820, with a further still to go.

The wind didn't last very long although there were lifts now and then. By noon on Tuesday morning approaching Penang in steady drizzle, it was looking less and less likely that *VG Offshore* would make the cut-off. With still at least three hours of motoring to Straits Quay Marina, the skipper, after consulting the crew, opted to retire.



Concentration on VG Offshore

*Lady Bubbly* had finished at 1232 followed 11 minutes later by *Iseulta*. *VG Offshore* still earned 3rd place based on its time at the second gate.

In IRC 1, *Windsikher* took line honours at 0326 but was beaten on handicap by both *Ramrod* and *Mandrake III* with only 52 seconds separating the two. *Kannu* retired.

*Antipodes* took line honours in Premier Cruising but again lost out to *Janda Baik* and the *Zuhai* on handicap.

*Red Rum* took line honours in IRC 4 but was beaten on handicap by *Nijinsky* with *Prime Factor* 3rd.

In Classic Cruising, only *Marikh* made the finish line in 22:36:26 seconds, while *Esperanza* finished 2nd, based on its Gate 2 time, with *Rona* 3rd on its time at Gate 1.

With no moorings available in Straits Quay Marina it was necessary to drop anchor outside along with the rest of the fleet. There was just time to catch the final rounds of the rickshaw race, overseen again by marina manager John Fergusson, which saw *Scallywag* victorious.

**WEDNESDAY 21st November 2018**  
*Penang Harbour Races*

It was a bright morning with an unusual southeasterly while storm clouds offshore with a couple of water spouts looked ominous.

First off at 1215 were Premier Cruising sent on a 13nm geometric, followed by Cruising on an 11nm geometric, including one sausage between marks C and D. Classic Cruising followed on an 8nm course. *Marikh* was closest to the start line along with *Esperanza*, meanwhile the Bristol Cutter, *Eveline*, joined the regatta but was well back at the start and, with the wind easing, made slow progress.

Thereafter, the wind swung to 260 degrees causing the RO to relocate the committee boat to allow for a longer 2nm windward / leeward leg for the racing fleet.

Joining the IRC 1 fleet was *THA72*, which also saw the opening of the IRC 0 Class, comprising the two TP52s, *THA72* and *Ulumulu* and the Welbourn 52 Custom, *Windsikher*. The rain clouds brought steady drizzle as IRC 0 and IRC 1 got underway.

*Windsikher* was well placed at the pin end of the start line whilst *Ulumulu* left room for *Mandrake III* to squeeze through at the committee boat end. They were followed by IRC 4 and Ocean Multihulls. *Scallywag* was joined by the Antrim 40 trimaran, *Angela*.

As the day progressed the rain increased and visibility decreased. The ROs original plan was to try and get two races in for the racing fleet, but fortunately in view of the conditions, pulled the plug on a second race.

*Windsikher* took line and handicap honours in IRC 0 ahead of *Ulumulu*. *THA72* was 3rd. However, in IRC 1 *Windsikher's* result on handicap was only good enough for 3rd, behind *Mandrake III* and *Ramrod*.

*Red Rum* took the honours in IRC 4, ahead of the *Prime Factor* and *Insanity*.

*Marikh* claimed line and handicap honours in Classic Cruising with *Eveline* initially given 2nd in the belief that *Esperanza* had failed to finish. The results were amended after a protest revealed that *Esperanza* had finished 2nd with *Eveline* 3rd. *Rona* failed to start.

*Scallywag* won Ocean Multihulls whilst *Angela* retired.

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**Continued from previous page —** *Nafi*, with its seven young 15-year olds on-board, undergoing sail training at the RSYC, took handicap honours in Cruising Class, with *Iseulta* 2nd and *VG Offshore* 3rd.

Their race was marred by an emergency call from *Lady Bubbly* advising they needed medical assistance. A crew member had sustained a heart attack and, despite CPR, later passed away.

Despite having an 'Incident Management Plan', it was, with hindsight, surprising that it was only for the passage races that the Trackers installed on each boat were required to be switched on and not also for the harbour races. Had they been on it would have been easier to locate *Lady Bubbly* in the poor visibility, only spotted by its orange flare. Conditions also prevented

any transfer to the safety boat. One further lesson is to ensure that an English speaker is onboard the safety boats to communicate with the primarily international participants.

The awards function was held at the Straits Quay attended by HRH the Raja Muda, who had joined *Scallywag*. Entertainment included a band of drummers, a fire dancer and a blow-pipe artist.

#### **THURSDAY** 22nd November 2018 *Penang to Langkawi* 52nm

FH was back on-board *VG Offshore* for the final passage race to Langkawi. Again, the wind was lighter than required so the RO did not delay, instead motoring up the course in search of a steadier breeze.

*Evelyn*, *Marikh*, *Esperanza* and *Rona* were all, for once, close to the line for the first start for Classic Cruising at 1350. Cruising followed at 1355 with *VG Offshore* slightly trailing *Iseulta* and *Nafi*. *Lady Bubbly* and crew remained in Penang to assist with their deceased colleague's arrangements.

Making good progress initially, *VG Offshore* overhauled the Northwind 60DS

*Barbas* and *Rona* before catching *Nafi*, whose young sailors took much amusement in teasing *VG Offshore*. It did not take long before the first of the racing classes overtook, the majority of whom headed inshore, in the hope of catching the land breeze first.

Meanwhile, *VG Offshore* followed the rhumb line but headed further offshore than intended as the light sea breeze prevailed. As dusk and then nightfall fell the wind died while the moon rose. Ahead, ominous storm clouds were threatening to engulf . . . and soon did.

It was necessary to tack back into the heavy rain with thunder cracking overhead along with almost blinding flashes of lightning. Fortunately conditions eased, providing a pleasant 45-minute sail into the finish at 01:42:44.

Again, the faster boats and those that went inshore benefited most. *THA72* took line honours in IRC 0 but lost out to *Windsikher* on handicap, which also took line and handicap honours in IRC 1 ahead of *Ulumulu*. A considerable time difference separated the rest of the class.

*Antipodes* claimed line and handicap honours ahead of *Shahtoosh*, and was

relieved to be in before the storm hit. *Janda Baik* finished 3rd just three seconds ahead of *Zuhal* at the line in Premier Cruising.

It was closing on midnight when the IRC 4 fleet finished with *Insanity* taking line honours and 2nd on handicap behind *Nijnsky*.

After midnight, the Cruising Class arrived with *Iseulta* taking line and handicap honours followed by *Nafi* and *VG Offshore*.

*Marikh* took line honours in Classic Cruising with *Eveline* 2nd and *Esperanza* 3rd. *Rona* made good progress initially, but as conditions eased, opted for its engine, and finished 4th based on its time at Gate 1.

Scallywag took just 3 hours and 49 minutes to complete the course while *Angela* followed over five hours later.

#### **FRIDAY** 23rd November 2018 *Langkawi Harbour Races*

After Thursday night exertions, Friday has traditionally been a lay day for the cruising classes whilst the racing classes have recently held a Friday afternoon race. IRC 4 and Cruising did not venture out but, at the last minute, at the request of *Eveline*, a race for the Classic Cruisers was announced. With the rest of the fleet having already made alternative plans, only *Marikh* was at the start line whilst *Eveline* was still way off and motoring.

The course board had already been removed when *Eveline* reached the committee vessel . . .

Meanwhile, Premier Cruising had got away first on an island course with a downwind start. *Antipodes* and *Zuhal* led, followed by *Shahtoosh*, whilst *Janda Baik* struggled to untwist its wine- glass kite.

The breeze died the following starts for IRC 0, IRC 1 and Ocean Multihulls were all abandoned with the boats sent home.

Meanwhile, both *Zuhal* and *Shahtoosh* failed to make the cut off in Premier Cruising, in a race that should have been shortened at an earlier mark. Only *Janda Baik* and *Antipodes* made it.

The race was shortened for *Marikh* and *Eveline* with *Marikh* taking line honours and *Eveline* handicap honours. With only the two entries, the result was ignored for overall.

That evening a casual awards function was held at Charlie's Place at the Royal Langkawi Yacht Club (RLYC), where awards for the Penang to Langkawi passage race were also presented.

#### **SATURDAY** 24th November 2018 *Langkawi Harbour Races*

FH joining the ketch *Rona*, built in 1895 and restored by owner David McKeown, for the final race of the regatta.

Despite the planned early start, the light breeze delayed proceedings for an hour. First off were the Ocean Multihulls, with HRH the Raja Muda again onboard *SHK Scallywag Fuku Bld*, sent on a scenic island race followed by IRC 4, Cruising and finally Classic Cruising all with downwind starts.

Prakash Reddy, helming *Rona*, had strayed too far from the start line allowing *Marikh*, *Eveline* and *Esperanza* to get a head start. However, taking a more central course down Bass Harbour seemed to pay dividends but it did not last with the breeze benefitting those inshore.

Hoisting its massive kite allowed *Rona* to close the gap but a relatively slow rounding of the first mark saw the gap widen. Again, the gap seemed to be closing as *Rona* approached the next mark but *Eveline* overhauled *Esperanza* and accelerate away to the next mark and the finish.

Meanwhile, the RO moved the start for the racing fleet up into Kuah harbour where, finally, at 1310 he got IRC 0 and 1 away on a windward / leeward followed by Premier Cruising. The planned second race never materialised due to the dying breeze.

*Windsikher* took line honours in IRC 0 and IRC 1 with *THA72* 2nd in IRC 0, and *Mandrake III* 2nd in IRC 1. This left the third-time defending IRC 1 champion *Windsikher* winning IRC 0 ahead of *THA72* but losing out to *Mandrake III*, by 1 point, for the Raja Muda Cup for IRC 1, which was presented at the closing dinner to Nick Burns and Fred Kinmonth by His Royal Highness, the Raja Muda of Selangor.

*Janda Baik* won the last race for Premier Cruising with *Zuhal* 2nd and *Shahtoosh* 3rd. As a result *Janda Baik* claimed the overall prize for IRC 2, the Jugra Challenge Cup, ahead of *Antipodes* and *Shahtoosh*.

In IRC 4, going in to the final race *Prime Factor* was tied on 9 points with *Red Rum*. *Prime Factor* managed to beat *Insanity* across the line by 15 seconds to claim both line and handicap honours, relegating *Red Rum* to 3rd and making *Prime Factor* the overall series winner.

*Lady Bubbly* motored overnight to join the final day's race and won both line and handicap honours. *Iseulta* won the series overall with *VG Offshore* 2nd and *Nafi* 3rd.

*Marikh* continued its domination of Classic Cruising adding a fifth bullet and a clean sweep, but only just, winning by 16 seconds in the last race, to claim the overall Eveline Trophy. *Rona*, for once, actually finished the race, much to the delight of the owner and crew.

The closing party, attended by HRH the Raja Muda, brought closure to the 29th Raja Muda International Regatta, tinged with sadness at the loss of Steve Lonie. RIP. Dates for next year are 15th to the 23rd of November 2019.