



officials in not having to find support vessels and volunteers. But, they were missed by the sailors . . .

### Passage 1 Port Klang to Pangkor Saturday, 16th November 2019

FH sailed on Geoff Hill's Smith Custom 72, *Antipodes*. Hill was only joining in Penang but, with *Mandrake III* not competing, several crew including Fred Kinmonth and Warwick Downes were also onboard.

Conditions were expected to be relatively light before the land breeze kicked in later in the evening. The tide would, however, be favourable for the first hour or so after the start.

The first warning signal was sounded at 1255 for the four boats in Class 6, Classic Non IRC. These were the Royal Malaysian Armed Forces Contessa 320D, *Marikh*, the 1895-built Stow 78, *Rona*, the 108-year-old Bristol Pilot Cutter, *Eveline*, and the Westerly Storm 33, *Tofan*.

*Rona* was well-placed hoisting sail as it approached the start line, whilst *Marikh* was swept over stern-first at the pin end. *Eveline* and *Tofan* were considered over and received penalties rather than having to restart or be disqualified.

Class 5, Cruising Non IRC (10 yachts), then started at 1310. Class 3, Sports IRC, then followed.

As a result of concerns last year in determining the line honours winner, the RO opted to start Class 1 Racing IRC and Class 2 Premier IRC together so the AP postponement flag was initially raised and lowered at 1324 with racing starting at 1330.

*Antipodes* was well-placed on the line approaching on starboard at the committee boat end crossing, in close proximity, ahead of both the Welbourn 52, *Windsikher* and Ray Roberts' TP52 *Team Hollywood*.

Good progress was made hauling in the fleet that had started earlier. Onboard there was considerable debate over the merits of staying out in the sea breeze or sailing closer inshore to catch the land breeze.

Fortunately, benefiting from its code zero, *Antipodes* was still in touch with the front-runners in Class 1 but was eventually overhauled by *Windsikher* with *Team Hollywood* already ahead.

Around 1645, experimentation with the asymmetric A1 was ineffective, so the crew reverted to the code zero. By 1700 clouds were beginning to form inshore signalling the beginning of the transition. Meanwhile, the crew were kept busy switching between the code zero and the A1, but boat speed continued to fall to 2-3 knots, with lightning spotted ashore. The wind shifted behind and the land breeze kicked in building to 23 knots with others recording near 30. *Antipodes* took it in its stride with the switch to the code zero along with hoisting the staysail. Approaching the finish the crew reverted to the jib to cross the virtual finish line.

While one can understand the introduction of the virtual finish line, it was always appreciated to receive a warm welcome from the finishing vessel and to hear the boats call in from two nautical miles out announcing their approach.

With the wind building, it was the tail-enders that benefited most when the land breeze arrived.

In Class 1 Rolf Heemskerck's modified Farr 40, *The Next Factor*, clocked in at 00:31:30 to take handicap honours ahead of the Farr 40, *Ramrod*, and the Malaysian Armed Forces dk 47, *Uranus*, 3rd. Despite winning overall line honours, *Team Hollywood* finishing at 23:23:50 found itself in 5th with *Windsikher* claiming 4th.

*Antipodes* finished six minutes behind *Team Hollywood* but had managed to claw back ahead of *Windsikher*, finishing 48 seconds ahead. The Hanse 575, *Colie*, claimed handicap honours by three minutes over *Antipodes* in Class 2 despite finishing some 80 minutes later.

John Kara's Beneteau First 45, *Insanity*, was the first to finish in Class 3 but dropped to 4th on handicap behind regular campaigner Simon Piff's Lauranus L34, *Rainbow Dream*. Amir Zohri Bin Abdul's J-92S, *Nijinsky*, finished 2nd with Dominic Liddell's Farr 1104, *Farrgo Express*, 3rd.

In Cruising, Chris Mitchell's Naut 40, *Lady Bubbly*, took line and handicap honours at 00:31:43 with the Yamaha 36, *Dash*, 2nd followed by the X-342, *Minx*, 3rd. Some five and a half hours later Dato Alex Nah's Hunter 49, *Virgo*, brought up the rear.

In the Classic Class, *Marikh* was first to reach Pangkor at 01:26:35 to take both line and handicap honours with *Rona* 2nd. *Eveline* finished shortly after 0900 with *Tofan* 4th, both having incurred OCS penalties.

It came as a surprise to some on arrival at Pangkor to find that the host hotel had

been changed to the Puteri Bayu Beach Resort from the traditional base at the rustic Seaview Resort. The Seaview had its own charm but the up-grade to the neighbouring resort was positively received. An enjoyable buffet and an endless supply of satays wrapped up the first leg.

### Passage 2 Pangkor to Penang Monday, 18th November 2019

There was little breeze on the beach as the crews were ferried out to their various steeds. However, somewhat unexpectedly, a light breeze began to develop as the fleet upped anchor and headed for the start area for the second leg — Pangkor to Penang, approximately 69 nautical miles.

Classics were again off first at 1300 with *Marikh* front runner, whilst *Eveline* headed out to sea. The Cruisers followed

## Raja Muda Regatta

at 1310, with much jostling for position at the start, particularly between *Minx*, *Dash* and *VG Offshore*.

Sports IRC followed and then another combined start for Racing and Premier IRC at 1330.

By then, an 8.5-knot breeze allowed a clear start. *Antipodes* approached cautiously and, as usual, then opted for an inshore track whilst *Windsikher* and *Team Hollywood* sailed further offshore. *Windsikher* started well but slowed, allowing both *Team Hollywood* and *Antipodes* to accelerate ahead. It was not to last as *Windsikher* caught and overtook *Antipodes*.

Meanwhile, on board *Antipodes*, cheese, fried egg and tomato toasted sandwiches provided sustenance whilst a rotating team of helms wove their way through the fishing fleet and its nets. Soon after 1730, up went the huge code zero with boat speed picking up to between 9 and 10 knots. By 1815, 42nm had been covered, with just 27 to go.

As the sun set, the staysail was hoisted enabling *Antipodes* to again haul in

*Windsikher*. Onshore, storm clouds were building with irregular flashes of lightning. The switch from code zero to the jib was precedent as the breeze transitioned to the north and the 72-footer accelerated away.

The lights of Penang were clearly visible as *Antipodes* approached the virtual finish line but the dark clouds overhead, light rain and disturbed seas indicated that the following fleet might be in for some fun. *Antipodes* crossed at 21:29:39, five minutes behind *Team Hollywood* and three minutes ahead of *Windsikher*.

Unfortunately for the trailing boats, the consequences of the storm shut down the breeze, leaving the fleet wallowing. There was a reversal of fortunes for the leaders from leg one with *Windsikher* claiming 1st on handicap followed by *Team Hollywood* with *The Next Factor* 3rd, whilst *Ramrod* and *Uranus* were relegated to 4th and 5th respectively.

Similarly, in Premier, *Antipodes* claimed the daily double finishing nearly five hours ahead of *Colie*.

HH the Raja Muda, skippering *Fujin*, got the better of *Nijinsky* to take line honours but was pushed back on handicap. *Rainbow Dream* finished well after sun up some five hours later in 3rd place on handicap.

*Lady Bubbly* and the Hanse 400e, *Mystic River*, crossed the finish line together after 18 hours 54 minutes and 34 seconds giving them 1st and 4th place respectively on

handicap. *Leopad Dream* slotted into 2nd place three minutes ahead of *Minx*. *Dash* was the last to finish the complete race after 22 hours and 33 minutes while *Virgo* and *Millennium 2* reverted to their engines after gates two and on respectively.

In Classics, only *Marikh* completed the whole course

— continued overleaf



Held from the 15th to the 23rd of November 2019, the Raja Muda Selangor International Regatta was this year celebrating its 30th anniversary. It was conceived in 1989 by Raja Muda (Prince) Selangor now the Sultan of Selangor, Sharafuddin Ibra Shah, a keen sailor and circumnavigator, along with the commodore of the Royal Selangor Yacht Club at the time, Dato Johan Ariff. The first event was in 1990.

The regatta is organised by the Royal Selangor Yacht Club (which was founded in 1969) in conjunction with the Royal Ocean Racing Club and supported amongst others by the Malaysian Sailing Authority, the Selangor State Government, the Royal Malaysian Navy and Royal Marine Police.

The 1990 regatta consisted of just two legs — Port Klang to Pangkor and Penang to Langkawi with 39 yachts participating. In 1991, numbers swelled to 69 yachts. In 2005, 'Selangor' was added to the title.

Although numbers have declined since those early years, the 'Raja Muda' remains a popular event on the Asian sailing calendar. It now comprises three passage legs covering

a distance of some 260 nautical miles. It starts with passage races from Port Klang to Pangkor Island and Pangkor to Penang and, finally, Penang to Langkawi. There are inshores in both Penang and Langkawi.

Given the challenging combination of passage and harbour racing on geometric courses, local knowledge pays dividends given the rain storms, variable winds and tides, fishing nets, sandbanks and even shipwrecks.

As always, the regatta kicked off with the skippers' briefing and opening dinner party at the RSYC. Presentations were made to the 28 participating skippers. Entertainment was provided by a traditional dance group along with routines by the Sea Scouts and Girl Guides who were joining the event on the catamaran *Out of the Blue II*.

With regular race officer, Jerry Rollin, unavailable, Simon James (right) of Regattas Asia was drafted in.

A major change was introduced this year with the elimination of manned finish lines and the introduction of virtual finish lines for the passage races. This made it easier for the race





*Continued from previous page* — while *Rona*, *Tofan* and *Eveline* only made it to gate one.

It was an early morning arrival at the Straits Quays in Penang for *Antipodes* having had to motor around via the northern entrance of the harbour, where all boats anchored off the marina and from where crews were ferried in.

The annual rickshaw race was again organised by Dominic Liddell under the watchful eye of marina manager, John Fergusson. It caused much amusement (except for those who got run over).

**Fay Koo Penang Harbour Races**  
Wednesday, 20th November 2019

A 10-knot southeasterly was blowing as the fleet assembled for the Fay Koo Penang Harbour Races in memory of long-time supporter Fay Koo. Would it last and when would the sea breeze kick in?

Making the most of the conditions the RO sent the Premier boats off on a 13nm geometric at noon followed by the Sports IRC and Cruising Classes on a 11nm race and the Classics on an eight-miler.

At 1235, Racing were off on a planned two-lap windward / leeward followed by the two multihulls — *Java* from Phuket and the Sea Scouts and Guides on *Out of the Blue II*. Unfortunately the youngsters struggled and could not cross the line against the strong current and dying breeze.

Further up the course, the Racing boats were also affected. At 1315 the race was shortened at the top mark . . . whereupon a sea breeze began to build. *Team Hollywood*, leading the fleet, hoisted its asymmetric followed by the others and slowly the boats

began to move. Despite taking line honours *Team Hollywood* found itself in 5th on



handicap, affecting its chance to win overall, again beaten by the Farr 40s with *The Next Factor* 1st and *Ramrod* 2nd.

Racing made their way back to the start area where, at 1435, with the wind having stabilised, a second three-lap race began heading for a 1.25nm windward mark. The Multihulls followed.

Again, *Team Hollywood* led the fleet around the course closely followed by *Windsikher* with new co-owner Nick Burns onboard. Yet again it was *The Next Factor* that finished ahead on corrected time ahead of the two TP52s. Originally hoping that another TP52 would join in Penang, as it did last year, another sub class IRC 0 was opened in addition to Class 1, finally just contested by *Team Hollywood* and *Windsikher*. *Windsikher* took the honours in the first race and *Team Hollywood* the 2nd.

In the Multihulls, daily honours went to *Java* ahead of *Out of the Blue II*.

Meanwhile, the other classes had continued on their various geometric courses similarly impacted by the wind transition.

In Premier, *Antipodes* scored the daily double over *Colie* but only by 3 minutes on handicap.

*Fujin*, with HH The Raja Muda helming, comfortably took line and handicap honours in Class 3, relegating *Nijinsky* and *Rainbow Dream* to 2nd and 3rd respectively.

After the tragic loss of Steve Lonie on last year's RMSIR, his wife and two daughters joined the team of *Lady Bubbly* in Penang with a memorial tankard presented to the winner of the Cruising Class.

*Minx* claimed the honour ahead of *Lady Bubbly* and Rama's Dehler 38, *VG Offshore*, while illness prevented *Iseulta* from starting and taking further part in the regatta.

With *Rona* taking a lay day, it was *Marikh* that again claimed line and handicap honours ahead of *Tofan* and *Eveline* in Classics.

The evening's prize-giving returned this year to the venerable Khoo Kongsi, the memorial hall of the Khoo family. Fortunately transparent tenting had been erected over most of the area which was needed early in the proceedings. Luckily the drizzle stopped before the lion dancers began jumping from column to column in front of the sailors, local dignitaries and HH The Raja Muda.

**Passage 3 Penang to Langkawi**  
Thursday, 21st November 2019

Mirror conditions prevailed as the fleet assembled for the 1300 hour start of the final passage race to Langkawi. Outside the harbour the RO found some breeze and, finally, Racing got away at 1420 with Premier, then Class 3 and Cruising in a combined start, and Multihull and Classic Classes at 1430.

Most boats favoured the inshore tract where they were first to benefit from the northeasterly transition.

*Team Hollywood* again took line honours but yet again it was *The Next Factor* that cleaned up on handicap. In Premier,

*Antipodes* took line honours but lost out on handicap to *Colie*.

Competition remained particularly close in Sports IRC with *Insanity* coming to the fore to claim line honours ahead of *Fujin*. Both lost out on handicap to *Rainbow Dream*.

In Cruising, *Mystic River* took line honours but dropped to 4th on handicap overhauled by *Lady Bubbly*, *Minx* and *Dash*.

In Classics it was a strong performance by *Rona* finishing before midnight to claim both line and handicap honours, relegating *Marikh* to 3rd and *Eveline* to 2nd.

Problems with *Java*'s main didn't prevent them from taking line and handicap honours ahead of *Out of the Blue II*.

**Langkawi Harbour Races**  
Friday, 22nd November 2019

With the boats all arriving in Langkawi by the early hours of Friday morning most, but not all, were up to venturing out for the afternoon's Bass Harbour racing. Classics, excluding *Rona*, were first off at 1400 in overcast conditions. As usual the wind oscillated from northeasterly to easterly resulting in becalmed patches amongst the sheltered islands.

Despite finishing 3rd in the Penang to Langkawi passage race, there was little chance that *Marikh* would lose its commanding series lead and another victory cemented the deal with one day to go. *Tofan* finished 2nd and *Eveline* 3rd.

The Cruisers were sent around the picturesque islands. *Lady Bubbly* held a commanding lead in the series but, with 10 boats in the fleet, anything was possible. Consistent sailing led them to their fourth daily double. *VG Offshore* raised its hopes placing 2nd ahead of both *Dash* and *Leopad*.



In Sports IRC, both *Rainbow Dream* and *Nijinsky* were on eight points leading the series. However, aided by its asymmetric, they managed to claim victory on handicap with line honours winner *Fujin* finishing 2nd. This gave *Rainbow Dream* the lead going into the final day. A damaged spinnaker for *Nijinsky* resulted in a 5th place but with hope for a place on the podium with *Fujin*.

All square after four races, the fluctuating breeze prevented *Antipodes* opening a sufficient lead over *Colie* and, despite taking line honours, *Colie* led on handicap by 1 point going into the final day.

Finally, it was the turn of Racing and Multihulls both given two windward / leewards.

With no dropped races *The Next Factor* already had one hand on the Raja Muda Cup with *Windsikher* leading *Team Hollywood* by 1 point in 2nd and 3rd. Winning line honours in both and winning handicap honours in the 2nd race, *Team Hollywood* took advantage of *Windsikher*'s 4th place in Race 2 of the day to lie 2nd in the series.



Two short windward / leewards for the Multihulls saw *Java* add two more bullets to its tally.

**Langkawi Harbour Races**  
Saturday, 23rd November 2019

Blue skies and a light northerly enabled racing to start on schedule on island courses for all bar the IRC racing classes given a windward / leeward. Once again the fluctuating breeze disrupted proceedings.

After the first race the course was re-set, but a lack of breeze meant all racing abandoned.

*Team Hollywood* again scored the daily double with *Windsikher* 2nd. 3rd place for Rolf Heemskerk's Farr 40, *The Next Factor*, won them the 30th RMSIR Racing Class and the Raja Muda

Cup. *Team Hollywood* finished 2nd with *Windsikher* 3rd.

*Antipodes* got the better of *Colie* in their windward / leeward race and, tied on equal points, earned the Jugra Cup in Premier by winning the last.

*Fujin* claimed line and handicap honours in their final race but HH The Raja Muda and crew had to content themselves with 2nd place in the series. *Rainbow Dream* claimed the JCC RE Challenge Trophy, while *Nijinsky* managed to hang on to 3rd.

*VG Offshore* finally got their act together to take line and handicap honours but it was too little too late to stop *Lady Bubbly* collecting the RLYC Trophy. The X-342, *Minx*, finished 2nd with *VG Offshore* 3rd.

*Marikh* added a further bullet, making five out of six in the Classic Class and earned The Eveline Cup. *Rona* and *Eveline* were awarded =3rd at the 1700 cut-off. *Tofan* finished 2nd in the series with *Rona* 3rd.

Once again, *Out of the Blue II* struggled to get started giving *Java* an early advantage which it exploited to complete the series unbeaten and secure The Westsports Cup.

As usual the prize-giving and closing dinner was a splendid affair with everyone keen to celebrate after a gruelling regatta. The logistics involved in moving the event from one location to another along the coast of peninsular Malaysia are challenging to say the least and the RSYC team again deserves much credit for delivering another memorable event in its 30th year.

