



2006 RLIR Comes to Close

IT'S A WRAP By Richard Blair



With the awarding by the Malaysian Prime Minister of the grand prize trip to Valencia, Spain, to the crew of **Ulumulu** at award-giving ceremonies on 16 February, the Royal Langkawi International Regatta for 2006 came to a successful end.

The celebrations were to continue through a Farewell Dinner at the Royal Langkawi Yacht Club Friday evening as the sailors packed up and made plans for heading out. The week of racing in light winds posed challenges, disappointments and some upsets as it progressed through four days of difficult and sometimes confusing course choices by a supremely professional on-water race committee.

Monday's series in Kuah Bay tested the navigational skills of crews as the eight divisions followed a long triangular course in the narrow strait coming up against each other on the windward and leeward runs. **Ericsson (V060)** led the way through her windward course way ahead of the three other racers. Then as winds failed **Moto Inzi** and **Bolero** won line honours and many competitors had to make do with a Mark Finish as the courses were shortened.

Raceday Two at Toloi Island brought stronger winds and a significant upset as **Zuhrah**, crewed by the Malaysian Navy, beat class leader **Ericsson** across the finish in the second of their windward/leeward heats. The Sports Boats hammered it out crossing the line in a photo finish in which **KDP II** won honours. And **Running Cloud** and **Isobar** completed their long triangular course with weakening winds before **La Samudra** pipped its division partner and **Minx** won honors for the IRC 1 division.

The third day, again at Toiloi, was run in flukey winds resulting in a number of starting line call backs and cat fights at the marks. But no wind by the end of the race left honours winners **Moto Inzi**, **Rusalka**, **La Samudra** and **KDP II** drifting across with limp spinnakers. Meanwhile **Ericsson**, after the embarrassment of the day earlier, took no chances of being beaten on the water and finished two races quite handily.

Final race day at the southern island, began in light breezes with a large hole just at the start line causing any number of clusters, near fender benders and floundering racers. Even off-the-start the boats were stealing wind, hogging race lines and fumbling with spinnakers. The big boats were pulling all their tricks especially in a fight for second position but the Swedes held true and **Image Asia**, **Jemini Jo**, **nom de plume**, **Moto Inzi**, and **Rusalka** got first for their divisions while others were left in-position as the wind died on the 2006 Royal Langkawi International Regatta.



Light Winds Brought Cat Crunch



BEHIND THE BOUYS



SHIKIN – Nor Ashikin Fauzi

Four regattas and still smiling! Shikin's role as Regatta Co-ordinator is not an enviable one. What comes under this umbrella would be very hard to pin down in a job description!

In between regattas, as well as being secretary to RLYC General Manager, she spends a lot of time trying to solicit entrants for the next regatta. This is increasingly challenging as the number of regattas in the region grows and sponsorship becomes a little more elusive.

'Real regatta work' starts about December as she begins firming up registrations, organizing participants, prize giving venues and fighting off the volunteers desperate to get their hands on those 'beer tickets' and a new t-shirt!

During the regatta there are registrations, coordinating results, organizing prize giving, dealing with volunteer and participant enquiries etc, etc, before donning the party apparel for each night's prizegiving dinner.

Shikin is looking forward to a night's sleep of more than a few hours... And to next years regatta of course!

JC



George & Ellen – Doctors Afloat

The proverbial builder of a backyard boat, George Latham constructed his 41-foot cutter-rigged sloop **Wind Dancer** literally beneath the kitchen window in Oregon before sweeping up Ellen McNeil for a marathon 14-year float-tour of the Pacific.

Now in Langkawi for three years, the couple pitched in and put their medical skills to work in Tsunami relief efforts, both when the wave overtook them while at Phi Phi island and later in Aceh.

George, a practicing pediatrician with expertise in tropical health, found great demand there where many of the injured were mothers and children.

Ellen who is trained in audiology has helped people with hearing problems on islands throughout the Pacific, and worked with 'Waves Of Mercy' in Langkawi.

The couple volunteered this year for the first time, George navigating marks and buoys on the start boat and Ellen handling equipment among other jobs in the RLIR office.

"It was just a lot of fun. A great opportunity to get to know the people we've been living next to by working with them" says George.

The couple will eventually continue their 'circum-visitation' of the world with plans of ending up on New Zealand's north island where they have a second home.

The Langkawi Eagle is prepared and published by volunteers and printed by the Royal Langkawi International Regatta

Contributors: Richard Blair, Jane Clarke, Laura Hacker-Durbin, Inka Astrid Kachel, Tom Scott

**Layout and Publishing: Tim Wight
Email: eagle@langkawiregatta.com**

SOUTH EAST ASIAN REGATTAS

Sponsors: Getting to the Markets

By Richard Blair

For three issues the Langkawi Eagle has been attempting to find ways to secure the future for Regattas in Southeast Asia. Our first article posed the question and suggested that regattas should specialize. We talked to skippers who said it's a good idea but ultimately depends on the organizers. We quizzed the clubs to learn what their considerations are and, now as a wrap up, we present some insights from the sponsors' points of view which are many and varied.

BMW's Wolfgang Shlimme told the Eagle, "For us it has to do with positioning our brand as dynamic, competitive and challenging. But, there are two other angles as well. At the top end we support America's Cup, top Golf tournaments and, of course, auto racing with the F-1 series in Asia. But also we are into the smaller sports events like this regatta and also youth sports, etc. because this gives us the opportunity to meet our customers and communicate with them."

This seems to be the objective of even smaller sponsors as Tim Wight, owner and manager of Peninsula Yachts chandlery, says, "We'd love to be involved but with the right results. Of course we are in this because we love yachting but at the same time we are local business people and have got to reach immediate customers

as well as those who'll be coming back again."

Chris Howarth, editor of Fragrant Harbour magazine, points out that in the end most regattas rely on local sponsors. "There are just not enough internationals to go around. Look at the Chesterton Petty 4 Peaks race in Hong Kong or the King's Cup in Phuket which relies on Raimon Land a local developer. It's quite unique for Langkawi to be able to attract BMW."

But Paul Brennan, who runs Nautical Bits worries that most local retailers would not be able to meet the financial demands of regattas without support from their major suppliers. "A regatta looking to local sponsors would need to be in a port producing plenty of nautical products. Otherwise you end up with a bunch of great hotel parties and delicious restaurant dinners but no cash."

In the end it appears that while specialization seems the way to go, it needs to be done with a keen eye on which are appropriate sponsors. (Howarth suggests that charterers are prime targets since they benefit directly from the event.) And how they are handled. One potential sponsor suggested a mini-product show should accompany sponsored regattas allowing locals to show their wares and make some sales. "And then you haul up the flag and see if anyone salutes."

Royal Langkawi Yacht Club

The outlook...

The Royal Langkawi Yacht Club's facilities have been expanded since its opening in 1996. A seawall completed in 2002 offsets the problems of waves created by increased ferry traffic to the island.

The Marina has over 200 berths located in front of the unique open-plan clubhouse, which features popular Charlie's Place restaurant and bar.

The RLYC's reputation has grown by hosting the annual Royal Langkawi International Regatta, which has emerged as one of the major events on the Asian sailing calendar since its introduction in 2003 when then PM Tun Dr. Mahathir Bin Mohamad launched it.

Future expansion plans for the RLYC include converting the club into a full service luxury marina resort, with the construction of fifty upscale apartments "Naga Dua Apartments".

This project commences in mid 2006 and completion is expected in 2008. All units are sea facing and apartment owners will enjoy membership of the RLYC together with a berth ownership.

RLYC's next construction project after the apartments will be a 4-star resort hotel (72 rooms, all sea facing). The proposed hotel will sit on the waterfront; rooms will have individual balconies with an average room size of 380 square feet.

The RLIR is serving as a venue for scouting young new talent in the field of sailing. Mohd Affendy Abdullah already has trained several teams of sailors and this year there are local participants racing on Bolero, Switchblade and with the UK-team. Kedah Sailing Association has also fielded one team of 13-15 year olds, with a skipper of only thirteen!

In addition the RLIR provides a wide range of work opportunities to train Langkawi locals in marine and sailing related jobs.

FUNDAY FRIDAY FROLICS

By Jane Clarke and Laura Hacker-Durbin



Gala Fun Day saw some fiercely fought battles at the pool. Believe me these participants are a lot more civilised on top of the water and even at the buffet than in the pool! Something resembling water polo attracted a small but vocal crowd this afternoon. Volunteer Ellen McNeil acted as official scorer (and cheerleader) while “Haz” an RLYC security officer grabbed his stopwatch and whistle to officiate at the matches.

Four hotly contested matches were played. The **Volunteers** were victors over **Chameleon** 6-2 in a very competitive match. The ‘substitution’ of Man Mountain in front of goals by **Chameleon** was too little too late. Randy’s use of ‘the hug’ was most effective in assuring plenty of ball for his team **The Volunteers**.

La Samudra survived the underwater tactics of the **KSA Youth Team** with a convincing 9-2 win. The only real losers being an eye, a tooth and a set of family jewels!



The closest and most ‘titilating’ physical battle was between **Running Cloud** and **Bolero**. Beauty reigned over brute as **Running Cloud** managed to keep their swimming apparel and win the match 5-4.

Competitive kayak racing followed in the waters in front of the club, with Ellen and Haz once again officiating. The Wilderness Centre donated the kayaks. In Race 1 Taka and Toshi of **Chameleon** went overboard before the start and capsized a second time off the breakwater. Canadian **Volunteers**, Michael and Randy won gold. The bikini clad girls from **Running Cloud** were not far behind. **Volunteers** George and Janet came a respectable third, with **Chameleon** bringing up the rear.



Gavin & Mandy from **nom de plume** dominated Race 2. **Volunteers** Katie and Mark nearly caught up finishing second in front of the **KSA Youth Team**.

Race 3, a fierce contest raged between **Bolero** and **Ericsson**. ‘The Vikings’ gained the lead at Dock D, at the finish only one metre separated the two. **Haffiman** were not far behind. Strong cheers from the crowd brought home the second **KSA Youth Team**.



To all who organized, participated and supported the Gala Day - a big THANK YOU.

PARTY PARTY PARTY



What a great sport! Prime Minister Dato'Seri Abdullah Haji Ahmad Badawi last night showed that he wasn't to be put off his official duties by the weather gods. He and the other dignitaries graciously sat through a rain soaked final day prizegiving ceremony. Regatta organizers decided to not push their luck and so the after dinner presentations of the 'Big Four'* took place in Charlie's Place.

Highlights of the night included the video recap of the last couple of regattas, an impressive fireworks display and for one tiny 'regattaite' (Samantha Wight) a request for a kiss from the Prime Minister!

Through out the week we have not only enjoyed the hospitality of the RLYC but good nights were had at The City Bayview Hotel and The Bella Vista's Nautilus Bar -- two more Langkawi venues for the regular RLIR goes to cross off their 'been there - done that' lists.

In comparison to past years there has been very little dancing or serious partying done this week but the buffets have still been well picked, bar traffic as high and stories being regaled just as fanciful -- so this must mean people are saving themselves for the live band at Gala Farewell Party! Time to shake that booty!

*The Prime Minister's Challenge Trophy
The Commodores's Challenge Cup
The Langkawi Sports Trophy
The Malaysian Multihull Challenge Cup

JC

PROFILES



Ericsson (V060) What's a "Code O"?

What happens when you fill your boat with 2,500 ltrs. of sea water? It goes faster, doesn't it? Well at least that's what happens with Ericsson's showboat in Asia which won line honours in all but one top division heat at the Royal Langkawi International Regatta.

The trick is to fill three windward side ballast tanks with water during a beat or reach. "It sinks the boat, makes it wider and stiffens it up. It's really like sailing a different boat," says skipper Thomas Blixt, who is racing the 19.5 meter hi-tech racer around Asia to Singapore, Hua Hin and China to promote racing (not to mention the boat) before returning to Europe. Ericsson's latest design is currently completing a circumnavigation of the world.

Another reason she's fast is her 210 sq.mtr. "Code O" Spinnaker which was not used this time because of the light winds. Instead Skipper Blixt used a 300 sq.mtr. Jenniker "which gave us our fastest legs downwind." Her main is a 120 sq. mtr. high aspect ratio (HAR) sail, 6.8 mtrs. at the boom.

The team, consisting of several permanent crew and others from Ericsson headquarters in Sweden, came together with three days of training before the Langkawi regatta. "It worked really well" says Blixt, "and we all had really big fun. It's a good regatta."

RB

PROFILES



Roger Kingdon – owner of Firefly ‘Moto Inzi’

Roger Kingdon was born in England and grew up in South Africa. He has worked as a ship surveyor and as a land surveyor in Africa, Middle East and China. Then Roger moved to Ao Chalong, Phuket, where he met Mark Pescott, famous for his fast catamaran designs, especially his new Firefly 850. He was so impressed that he ordered one! Launched only two days before the 19th Kings Cup Regatta, she almost literally flew through the regatta. She sailed in winds around 20 knots and won the Multihull class overall.

Subsequently, during the Phang Nga Bay Regatta, Moto Inzi left the fleet behind. She was clearly the fastest boat on the water.

During the Royal Langkawi International Regatta the super-fast Firefly Moto Inzi flew through all races and gave a spectacular performance by taking out both the Performance Handicap Class and the Ocean Multihull Racing Class.

Inka Kachel



Malaysian Navy

Once again the Malaysian Navy participated in the Royal Langkawi International Regatta, with some ambitious cadets seeking to take home a few trophies as a testimony to their motivation and sailing skills under the command of Lieutenant Cdr. Malik Suleimann.

Lt Cdr Malik Suleiman is responsible for sail training in the Malaysian Navy. He started his Navy career in 1986 and holds a degree in micro engineering.

Navy cadets are trained on Lasers and 470's. The size of the Malaysian Navy sailing program has been increased steadily in recent years. They now have a Farr 520, 57 Lasers, and 45 new 470s. In these classes they performed excellently.

In the 2003 and 2004 Regattas they were first in the sports class and in 2005 took second place sailing Platus. This year they had only three months in which to train with their new boat, a Farr 520, before competing in the racing class.

Their performance in the regatta is tribute to their dedication and skill. It is a great accomplishment for this young team to compete successfully alongside world-class sailors.

Inka Kachel

SPIDEY'S ALOFT

He's up in the rigging, he's climbing the bulwarks, he's mauling the crew, he's everywhere. Wherever we look there's Spidey, the mascot of Sports Boat **Sail In Asia**.

Much like the crew itself; it's a wonder how they could find their way to the start each day.



Knotty Notes From The Start Boat...

The Committee is calling an investigation into how Mark Pryke's smoked salmon got diverted to one of the mark boats on Day Four. It might have been done as he was so attentively officiating the race in our picture on Wednesday.

And the PRO is wondering how the entire supply of Champagne got aboard La Samudra. There seemed so much in fact that the crew elected to take a last place so that they could get an early start on the bubbly.

Start Boat Chant (recited to PRO as he boarded the start boat)

"Good Morning, Good Morning'
the little bird sang with such haste.
Good Morning, Good Morning,
Get out and let's race!"

(No commentary should be necessary in this case except to say that the aspiring poet should not give up his day job.)

A surprise visit by Tun Dr. Mahathir Mohammad to the start Thursday required the transit of the PRO on a courtesy call during which the rest of the committee made plans for mutiny. It was quelled, however, with threats of being reassigned to the pin boat.

Use of the famous 'bat phone', which proved so useful in avoiding constant and invasive incursions by the media, was suspended on the final raceday when it was discovered that the Langkawi Eagle had managed to tap the frequency. The Eagle staff doing the eavesdropping were found late on Day Three...all dead from boredom.

Anon

LIDS for LIMBS



Thanks to those who recycled their ring tabs during the regatta. A Thai doctor, Dr Thedchai Jivicate, has developed limbs which are made from these recycled materials. Half a kilo will make one limb for a child; one kilo will produce two limbs for an adult.

These limbs are provided for Thais living in 'impoverished, rural areas who have been victims of landmines.' The tabs collected here will be delivered to Phuket by Michael and Doreen, regatta volunteers off St. Leger.

Please take a moment to think about collecting your tabs all the time—even if you do not live in Thailand. The "Lids for Limbs" campaign has the potential to be a global one. Donations of kilos of lids have been sent to Thailand from Australia, New Zealand and Malaysia. Tim and Terry of Peninsular Yachts have kindly offered to put collection boxes in their shop and next door at The Pier, a popular yachting watering hole.

Anybody can offer to deliver the collected tabs to Phuket: the easiest drop off point is at the taxi stand adjacent to the Ao Chalong pier.

Forgive me for stepping on to my soapbox for a moment. Recycling should be a part of our lives. Separate your drink cans from the rest of your rubbish. You might not recycle them but others can recycle the cans for some needed cash.

Donate your tabs to "Lids for Limbs".

Do your bit and make a difference!

Laura Hacker Durbin

ARTS SECTION

Urchin

While a along our shore I was lurchin'
I stumbled and sat upon a spiny urchin.
What I once looked upon in wonderment
Has become a great pain in the fundament.

Squid

By my anchor chain live some squid
Whom I sometimes swim around amid.
Shyly they hover through the tropical days
Until they are ready for my bouillabaisse.

Fishing

Of those dedicated to the art of fishing,
Many spend their time simply wishing.
But of the elusive fish it should be said:
Schools rush in where anglers fear to tread.



Reports from the **POOP DECK**

Learning The Lingo

A few of us are strangers to Malaysia and Langkawi. That is a common situation for sailors, who move from country to country with regularity. Upon arrival at unfamiliar places, we usually try to learn something of the culture and perhaps a few words of the language.

When I got to Langkawi, I got some local money and headed for the grocery store. I'd had enough of sailing rations for a long while. It was thus not totally surprising that I learned my first Malay word in the aisle of the grocery store. It was Ubi Kentang, meaning potato. While this word is hardly sufficient for deep philosophical conversations, it can elicit some amusing facial expressions.

Try it. Walk up to someone and say 'potato' and nothing more. Then just wait and watch what happens. I had never realized what confusion a simple word like potato that could cause.

In Memorium — From the Log of the Passing Wind.

Old Blue is missing, lost at sea. He was in the cockpit last night and was gone this morning. We are sailing off shore, so the alternative possibilities are few. I am very sad at the loss. Thoughts of the fragilities of existence flicker through my consciousness.

Old Blue was always trustworthy, always ready for whatever task was at hand, never complaining no matter how unpleasant the task or how adverse the conditions. Without his ready assistance many of the chores aboard would have been a lot harder. He helped with a great many things ranging from laundry to engine repair. In all the many times Old Blue has helped me fix things, he has never misplaced so much as a single bolt or washer. Well done, Blue.

Many of my fellow sailors knew Old Blue well. Often they would rub his sides with their feet while sitting in the cockpit. He liked that. Sometimes this would cause him to

roll around the cockpit while I looked on with an almost paternal affection.

So Old Blue is gone. I will just have to get used to the fact. The cockpit seems awfully empty now, without Old Blue in his accustomed place. I can almost see him resting there in his corner.

It did occur to me to wonder whether Old Blue's fate was entirely natural. I don't mean to imply anything sinister. After all only the two of us were aboard, and you must believe that I would never cause him harm. We have sailed many thousands of miles together. We were shipmates through good times and bad, in fair weather and foul.

I relied on his consistency and support. But in recent times Old Blue had developed some infirmities. These must have stemmed from a lifetime of hard work, and from the hazards of a life at sea. Did they cause him pain? Were they enough to precipitate a depression? To lead him to dark thoughts, or even darker actions? Could he have gone over to preempt the inevitabilities of old age?

Could he have decided to take such drastic action while he was still able to do so on his own, before he became embarrassingly dependent upon others? But no I shall put away such thoughts. They are not true and not worthy of his memory. Old Blue was simply not that kind. That's all there is to it.

So my friends, Old Blue is gone, lost at sea. And I suppose it is somehow fitting to end it all at sea where he spent so much of his life. Let us pour out a glass of rum now. And let us all drink to Old Blue. There is not a doubt in my mind he was one of the best. He was certainly the very best blue bucket I ever had.

The Mooring

North of the Langkawi Jetty, there are some private moorings. During a strong southwesterly a few months back one of the moorings came loose, and the vessel on it was cast adrift. It was an unpleasant affair. But recently the mooring was refloated thanks in part to the donation of new chain, line and some cork floats.

Soon the vessel that had been cast loose was happily back at her customary place. Your reporter found the owner of the mooring having a beer at Charlie's Place and just had to ask him "How is the mooring of our discontent made glorious umber by the sums of cork?"

Royal Langkawi Yacht Club

Tel: +60 4 966-4078; Fax: +60 4 966-5078; Email: office@langkawiregatta.com; Web: www.langkawiregatta.com

Lat 6° 18.2' N, Long 99° 51.1' E, VHF Channel 69