



RLIR 2007 Issue 5

February 9, 2007

A Regatta with the Mostest

by Richard Blair

The 5th Royal Langkawi International Regatta ended on February 9, 2007, a complete success from start to finish. Not only were competitors impressed with the scenic beauty of the island, they were jealous of the Regatta's winds and pleased with the organization of what has become a regular fixture in the Asian Racing Circuit.

"Malaysia is terrible," says **Frank Pong**, owner and skipper of **Jelik**, the biggest fastest boat, "They've got too much wind." Most skippers agreed that there was more wind in the RLIR this year than in all the other events in Southeast Asia. The wind speed, consistently out of the North East, reached over 15 knots on three of the four days of racing. If there was any complaint it was voiced by **Ray Roberts**, skipper of **Quantum Racing**, "There should have been more time to see the sights here. If there was an extra day or two for sailing around it would be much better."

The competition between the big racing class boats, Pong's **Jelik**, Roberts' **Quantum**, **Yo!2**, **Matahari** and **Zuhai** made for the more spectacular stories as **Jelik** continuously won line honours but **Quantum** won on handicap. But the sexiest things on the water were the Firefly boats, ably led by **Moto Inzi**. "We make up to 25 knots with these light but stable catamarans," said **Mark Pescott**, skipper of **Twin Sharks** and designer of the boats which are being made in Thailand. "They are great fun and are becoming very popular among racing skippers"

Another class which showed its stuff during the event were the Platus, open cock-pitted stripped-down sports boats of which there were six in the RLIR. An experienced team aboard **Sail in Asia** placed first in the Regatta but the sports boats were tightly clustered in most heats and came across the finish one after each other. Australian **Warwick Heath**, whose boat led the Under 25s teams, said the opportunity to come to

"paradise" and come up against such tough competition was a chance in a lifetime.

The IRC-1 class contained three boats so closely matched in hardware and skill that they seemed chained together. **La Samudra**, expertly skippered by **David Lindahl**, won top position in the event but **Mat Salleh** and **Mas Ayu II** competed so closely, they even had a small nose to tail collision on the third race day. And the two Multi-hulls, **X-Catriot** and **Running Cloud**, exchanged honours so regularly that they ended up with the same score at the end of the event.

But even Frank Pong pointed out that the guts of any regatta are the people aboard cruising and live-aboard boats competing and lending a hand at the marks and organization. And from top dog **Sofa So Good** to persistent **Eveline** the Cruiser classes characterized this event with panache and dogged enthusiasm throughout. The nearly all blonde bombshell team aboard **Tropicbird**, the fist pumping **Nom de Plume** folks, the damaged but determined **Image Asia** and the never say die attitude aboard **Rusalka** all exemplified Southeast Asian yachting at its best.

In the words of Principal Race Officer **Mark Pryke**, "It was a good Regatta with great support, fine winds, few disputes and spectacular awards events. It was one of the best I've been at."



Platu Sports Boats at RLIR

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PETRONAS



In Like a Lamb... Well You Know the Rest

Race Day Four By Richard Blair

It was light airs and calm waters at 1030 when the last series of races flagged off in Kuah Harbour Friday. Courses were set to windward and leeward with an extra half way loop for the Racers and a downwind start for the Cruisers. The Racers got off up course on a starboard tack; all except Quantum Racing who slipped across ahead of the rest taking the wind over her port rail. Unfortunately **Matahari** got recalled and only three of the Fireflies started as **Mamba** called in late.

The Sports Boats got clotted up on a starboard tack close to the pin and the **MYCQ** team boat had to go back. As the wind built, the IRC-1s got off and **Jelik** led the Racers on the running leg. The Cruising boats on their downwind start were raising spinnakers on the line as **Moto Inzi** skied through on her way to Mark 2. But **Eveline** had trouble clearing to windward of the starter boat and then there was that interminable wait for her to loosen sheets and gybe.

As the fleet approached the leeward mark with kites flying they were taking a port tack that had gunwales shipping water and **Jelik** lapped a number of cruisers doing her second rounding as the Sports Boats, and IRC-1s kited past the start boat. It was about at this point that the sad news of an injury aboard **Moto Inzi** was reported and emergency ambulance transport was arranged for owner and skipper Roger Kingdon. **Jelik** was climbing the ladder for her last turn on Mark 1 and **Image Asia Jemini Jo** was not too far behind.



Split second timing or... crunch at the Racers start

A glance down the course showed most boats had completed the leeward buoys and were tacking back up the course heeling far over in a stiffening breeze.

Jelik finished and then **Twin Sharks** roared over the finish line with a shout and a 'hee, hee'. Second Racer **Quantum Racing** kited past and then **Nom de Plume** won honours in its Cruiser Class.

And while **La Samudra** led the IRC-1 Class in and **X-Catriot** the Multis, **Moto Inzi** reluctantly retired along with **Mas Ayu II**. Then it was time to watch the Platus led by a well-oiled team on **Sail In Asia**. Meanwhile **Eveline** finished on the water.

At the end of the series, with the wind blowing a blustery 22 knots and white caps dancing, the regatta was called finished and the fleet headed home.

In fact the only thing not anxious to get out of the water was the starter boat anchor defying the efforts of a seven man hauling party.



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

EDITORIAL

Editor:

Tim Wight
eagle@langkawiregatta.com

Contributors:

Richard Blair,
Graham Castle,
Jane Clarke,
Tom Scott,
Tim Wight

Editorial Assistant:

Roberta Nesbit

PUBLISHED BY

Royal Langkawi International Regatta

Lat 6° 18.2' N, Long 99° 51.1' E
VHF Channel 69
Tel: +60 4 966-4078
Fax: +60 4 966-5078
Web: www.langkawiregatta.com

Regatta Coordinator:

Shikin Fauzi
office@langkawiregatta.com

The Royal Langkawi International Regatta is wholly owned by Langkawi Yacht Club Bhd (344822-X)

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Whoa boy... Eveline finds her heels!

BEHIND THE BUOYS

Daniil Sakaev first came to Langkawi from Russia in 2005 when invited to join a boat to explore the surrounds of Langkawi and Phuket. This was his first time in South East Asia and he liked what he saw. He returned to Russia to complete his university studies in Physical Education Training and Tourism before heading back this way in 2006 with wife Lidia and two month year old daughter Sayori.

Daniil has previously crewed and skippered in a number of regattas but decided to broaden his experience and skills by participating in the Royal Langkawi International Regatta in another capacity – that of ‘on water management team’. He has enjoyed the week and learnt a lot from being on ‘the other side’!

Daniil and family intend calling Langkawi home for at least the next few years. He likes everything about Langkawi and especially that it is an easy place to travel from to explore other parts of the region. The weather is also a lot better for the water sports and lifestyle that they enjoy. With the increase in the number of Russian tourists visiting Langkawi, Daniil hopes this may open up some future business opportunities for them.

Daniil is also an artist and conceptual designer. He paints with oils and describes his work as contemporary. His dreams are to continue with his art, to carve out a life for his family here in Langkawi and of course to have his own boat!



Daniil Sakaev

MIX‘N MATCH

This talented, upbeat five piece band describe themselves as very versatile but draw the line at including Britney Spears songs in their line up.....and for that we thank them!

Mix ‘n Match are a familiar sound to long term Rebak Marina dwellers as they were the resident band there for three years. More recently they have played at the Sunbar at Pantai Tengah and are currently performing at the Pelangi Hotel Fun Pub in Pantai Cenang (finishing there at the end of February and heading back to the Sunbar!). They have taken this week off to help liven up the evening festivities at the regatta.

Azlan & Lynn, keyboard and vocals (also husband and wife), have been in Langkawi for eight years. They love Langkawi and plan to call the island home for many years to come. The other members of the band are Zam (guitar), Shah (percussion) and Nita (vocalist).

What kind of music do they play? Retro, Latino, Top 40..... whatever it takes to get people up and having a good time.

With this year’s open bar we are sure that it won’t take people that long to match their rhythm!

Mix n Match, contact Lan: 019 521 0479

Jane Clarke



Lynn and Azlan, Mix‘N Match

QUANTUM LEVEL

“Sailing with such strong competition in the regatta was a supreme challenge.” says Ray Roberts (media conference today, referring to the daily duel between Quantum and Jelik

Quantum Racing’s owner/skipper Ray Roberts will once again take home the Royal Langkawi International Regatta’s ‘Prime Minister’s Challenge Trophy’ - the number one prize in the Racing Class. This will be a back to back win for Roberts who won in 2006 on Ulumulu-Quantum Racing.

Roberts has sailed extensively in Asia over the past ten years and competed in regattas such as the Phuket Kings Cup, Malaysian Raja Muda and in Singapore.



When asked what he looks for in a crew he says, without hesitation, experience. This current crew has plenty of that with at least two former Australian Olympians and a well-known single hander in the line up. There is no shortage of crew putting themselves forward to race with Ray. He runs a highly respected professional sailing program based in Sydney and his racing reputation speaks for itself. Ray won Ocean Racer of the year for 2006/2007 in Australia.

Roberts describes this year’s Royal Langkawi International Regatta as, ‘one of the best’ and he intends being back here again next year.

NOM DE PLUME

Nom de Plume have been given a mention before, but Eagle staff felt it was very note worthy to mention their attempt to yet again take out the Oldest Accumulated Crew Age prize in this year’s regatta. Latest results show that Nom de Plume have been pipped for ‘The Prize’ by the Committee Boat!

‘Nom-de -plume’ which (I am reliably told by a man in the pub) is French for ‘chicken with no feathers’ is owned by a very good friend of mine, Phil Giles. Phil, who is no spring chicken himself and also without feathers, enjoys the company of other geriatrics. It is for this reason (and the glory of the above mentioned title) that he has once again recruited as part of his team some of the oldest people in the marina.

The boat has undergone a few modifications to enable the crew to pull ropes and put up sails in the same manner as a younger crew. Some of the more obvious modifications are the two Zimmer frames bolted to the deck at each side of the mast. An additional Zimmer frame is stowed aft to enable the spinnaker handler to reach the foredeck as quickly as possible. Cleats have been raised to waist high for easy access, along with soft padded seats near the hot soup dispenser.

High tech lightning deflectors on the mast enable Nom-de-Plumes to energise its heart recovery machine. Phil has gained a high degree of skill with this machine and during thunderstorms can be seen working through the night recovering ‘the dead.’ After a seemingly near perfect recovery these people are gainfully employed as race committee members.

GC

SENSES

‘Senses’, a 59 meter Schweers, is a credit to her crew who keep her in a super condition while lying here at RLYC.



No - it’s not the Start Boat

The big hole in the middle of the stern has been the cause of many a conversation. I googled it and found that what goes in the hole is a 42 foot Nelson with an 800 Hp engine no less. A member of the crew was keen to point out that ‘Senses’ is not a conversion as many people seem to think. She was designed with the 42 foot Nelson very much in mind from her design stage. The stern of ‘Senses’ literally lowers into the water and the Nelson which is presently in Phuket is hauled up into the hull by an impressive track and roller system.

A 6 ton crane easily handles the 27 foot Hereshoff and the 16 foot hobie from way up on the top deck. A little more grunt is needed for getting the 28 foot Helmatic, and the 27 foot Grady white fishing boat from the lower deck, whilst making rather light work of the 4 jet ski’s. Not to mention the crew’s everyday runabout RIB.

The Koala helicopter, sits on the landing pad ‘upstairs at the back’. Not normaly a permanent member of the crew is the pilot, who is flown in when required.

‘Senses’ fully tanked up with 140 tons of fuel will take you half way round the world before needing a top up.

GC

ARTS SUPPLEMENT



Only in retirement, six years ago, did artist Shirley Faure begin painting. Now she rarely finds herself without a pencil in hand. Shirley's sketches and paintings are her 'camera'.



Shirley Faure

Her water colours reflect scenes and details from Shirley's life, whether it be the canals of Holland where they have a Dutch Steel Motor yacht or the flora of the tropics – they have a home in Phuket to which they escape from the English winters.

Shirley is a member of the Chichester Art Society (www.chichesterweb.co.uk) and her paintings are much sought after. They can be found in many private collections throughout the U.S.A, Europe and Australia. Shirley also produces reproduction cards of her paintings. Shirley is currently working on a book called, 'A Floating Sketch Book.'

Shirley and husband Jimmy are no strangers to this part of the world; they lived in Singapore for 24 years and Jimmy was squadron leader of the Singapore Keel Boats. They have participated in many regattas over the years. At seventy something years young they are still being invited to crew. At this year's Royal Langkawi International Regatta they are enjoying crewing for friends, Kevan and Shirley Perrins on **Rusalka**.

JC

Recipe Of The Day

RLYC Vanilla Milkshake

Take one cow.

Feed it 7 tons of vanilla beans over 6 months.

Shake vigorously for 10 min.

Milk the cow.

Good Luck.

TS



Reports from the **POOP DECK**

Superstitions

Nautical superstitions are legion. Most of us are familiar with many of them, and a surprising number of people observe some of the various prohibitions. Folks generally do believe in luck, be it good or bad. After all, what sailor in their right mind would hesitate to do anything they could to insure good luck and the avoidance of bad luck when confronting the awesome power of the sea. For anyone planning a sea voyage, it will bring you good luck to read this page thoroughly (and praise it lavishly in the presence of my editor):

- It is considered bad luck to hear church bells while at sea. The louder the bells, the more unlucky it is.
- It is considered bad luck to look back as you leave port. This is especially true for the helmsman.
- It is considered bad luck to lose a bucket overboard. It is *extremely* bad luck if the Captain should witness the event.
- Handing a flag through the rungs of a ladder is bad luck, especially when the behemoth bosun is descending or ascending the same ladder.
- It is considered bad luck to change the name of a boat UNLESS the vessel is named *Daddy's Toy*, *Wet Dream*, *Monkey Business*, etc. In these cases, not only will the name change bring you good luck, but I will buy you a beer.
- It is considered bad luck to see rats leaving a ship. I wonder how one could convince the rats to leave at night or, alternatively, convince the crew to wear blindfolds.
- Cats are often kept on board ships to bring good luck. If a sailor is approached by the ship's cat it means good luck, but if the cat only comes halfway, it means bad luck will befall the sailor. This is especially true if the vessel is low on food.

It is also considered good luck for a child to be born aboard, arguably for the same reason.

- Long ago, placing a gold coin beneath the mast of a ship was believed to bring good luck. One nationality, famous for their frugality and alcoholism, has substituted a penny for the gold coin. The money saved is often spent at the alehouse, thus bringing good luck ashore as well.
- It has long been held that pouring a little wine or spirits on the deck before a passage will bring good luck. One sailor believed this to be true and kept bottle of awful wine reserved for the purpose. He sank on his first offshore passage. The gods prefer good spirits.

Navygation

One of our sailing colleagues just bought a new GPS from Tate Electronics of Ireland. I went over to see the unit and found the skipper sitting in the cockpit looking glum. "The bloody thing doesn't work," he growled. "4000 Ringgit and the bloody thing tells me I am off the coast of Brazil. Junk. I am going to post a note on the internet. Want to know what I am going to say? I am going to say that *He who has a Tate's is lost.*"

Superstition too

It is a matter of superstition, I suppose, that leads John to store his drink overboard. It seemed to me a good way to lose a perfectly good bottle of spirits. A few evenings back I rowed over to chat.

"Come aboard," he said. "Care to take a glass of rum?" "Sure," I replied and watched as he walked to the bow and began to pull his auxiliary anchor line. Shortly the neck of the bottle appeared over the bow roller. He deftly removed the string securing the bottle to the line and returned to the cockpit.

"Why on earth do you store your liquor like that?" I asked. He smiled and said, "*On this vessel at least, all rodes lead to rum.*"

Last Thought

Cruising is nostalgic. The basics haven't changed. All the important things are governed by the wind and the sea. Yes, sailing gives you a feel for the past, or if fuel prices keep rising, for the future.

TS

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