



In Like a Lion-Out Like a Lamb

Race Day Three by Richard Blair

Strong winds on the nose had boats in the Racing Class pulling frantically on short tacks at the start of the 6th series of races in the Royal Langkawi International Regatta. **Jelik** got off on a port tack with **Matahari** while the others finally settled down to a starboard tack.



The Frog amidst the Sports Boats start

The Fireflies had problems crossing into the wind but **Moto Inzi** switched over to a port tack and was first off. **Mamba** and **Twin Sharks** got stopped at the line and even dropping the foresail didn't help. Finally they edged across and headed up for a slow beat over the chop and swells. Meanwhile **The Frog** was so late she got caught up in the Sports Boats start and had to follow them out. The **Singapore** team got off first for once only to be declared OCS and destined to return to the line.

Finally the IRC-1s got off cleanly by going way out to the northerly pin before tacking to starboard across the line. Even a quickly executed recall by **La Samudra** left them in perfect arrangement as they headed up wind, but then the whole lot was called back for having crossed the wrong line. Finally the Cruising Boats got off on a port tack as **Moto Inzi** rounded the leeward buoy way ahead of the field.



A Hong Kong scrap -- Yo2 and Jelik at Racers start

On the upper deck the fact that the starter boat was dragging its anchor seemed dwarfed by complaints over racers not reading their race instructions and about 45 minutes into the race **Jelik** dumped her kite and rounded the lower mark.

A little later the **Platus** were charging the leeward mark in a tight cluster as **Moto Inzi** roared across the finish line completing the course in about one hour. **X-Catriot** led the Multi's into a clutch of media boats as the PRO was threatening local tour boat skippers with decapitation while his crew hauled and reset the anchor and I ate a sandwich.



Moto Inzi roars in

As **Sail in Asia** won honours for her Sports Boat Class and **Quantum Racing** and **Zuhul** dueled across with their spinnakers, **Yo 2** retired for the day and **La Samudra** launched a protest against the Committee

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PETRONAS





After collision, the IRC 1s start their second series

and asked for less 'beat and reach, beat and reach'. "This is not why we come here!" came an angry voice over the VHF.

2nd Series in failing winds

Winds were off to 15 knots as **Matahari** put her shrouds over at the start but dipped back and held position as the Racers were off. **Zuhal** tried **Jelik's** port tack but failed to get much higher. And the Sports Boats got off cleanly enough after **Sail in Asia** dipped back under the line but kept her position. Then the worst event of the day occurred as the three IRC-1 boats were jockeying for position and **Mas Ayu II** hit **Mat Salleh's** back stay. But the class got off without further problems and no apparent damage as **Jelik** passed the windward mark.

The big Hong Kong boat rounded the lower mark with **Quantum Racing** and **Zuhal** both bearing down on it, as the PRO headed for shore apparently taking the wind with him. Then they all came round almost in order of starting. But the slog up-wind was getting harder as the breeze reduced to 10 and then 8 knots and **Jelik** was forced to make a long run up north before gibing back down to the finish.

After that the afternoon got hot and sultry and the racers drifted in under limp spinnakers. **MYCQ**, **Sail in Asia** and the **Malaysian Navy** teams trailed across in their Platus and, one hour after **Jelik** had crossed, **Matahari** was left out on course...out of wind and out of time.

RB



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All the ducks in a row...

BEHIND THE BUOYS

‘Through endurance to the stars’ – this Royal New Zealand Air Force motto is the inspiration behind the name of Elizabeth & Ian’s boat **Ad Astra**. Ian was an air force man for thirty two years.

They bought their first boat twenty five years ago, a 39ft Beneteau. On this they taught their kids to sail, with many blue water sailing holidays to Fiji and Tonga. Both kids are still on the water. Their son Guy is a super yacht skipper in the Mediterranean while their daughter Nella prefers white water rafting and kayaking

Elizabeth and Ian bought Ad Astra, a 43ft Hans Christian ketch in 1996 in Annapolis, Maryland U.S.A. The plan was to explore the east coast of America and the Caribbean, come through the Panama Canal and continue home to New Zealand through familiar Pacific waters. They did all this but found they were hooked on the cruising life, especially the long ocean passages! Ten years on and they are still enjoying themselves.

Not big fans of coastal hopping Elizabeth and Ian prefer to settle in the harbour of a chosen destination and head off inland traveling for a few weeks at a time.

PRO:FILES

Every boat has a story and **Tropicbird**, like its fuchsia (hot pink) hull, has a colourful one!

Michele Phippen lost her own boat **Simpatico** in the tsunami (as well as her home, car and computer!). She then headed to Aceh, with the first of the Waves of Mercy volunteers, where her nursing skills, compassion (and obvious resilience) made an impact on those people in immediate need.



Both were volunteers at the very first Royal Langkawi International Regatta in 2002. They returned to Langkawi last September and readily took the chance to be involved once again. Elizabeth works in the office and Ian a member of Mark Boat D. **JC**



The lengths some owners will go to to improve their handicap

Michelle returned to Langkawi and while putting her own life and business back together, took possession of **Tropicbird**, another tsunami victim. In a ‘Herbie rides again’ like tale, **Tropicbird** has been given a new lease on life and by the look of her a very bright future!

Skipped by Anthony Gates, **Tropicbird** a 38ft Gary Mull design sloop is competing in the club class. To date they are pleased with their race performance and placings, given they have a challenging handicap. Next year they hope to be ready to take part in the IRC class.

In their eye catching team T-shirts and with personalities just as colourful as their boat and attire, the all Aussie + one crew, Anthony, Michele, Rachel (Michele’s daughter), Nicola, Adam, James and Erja are sure to be noticed on and off the water.

Malaysia Has Plans as International Yachting Destination

By Richard Blair

For some time now Malaysia has aspired to become Southeast Asia's marine sports destination stealing thunder as well as tourism from other boating centres such as Phuket and Hong Kong. As a place to park your boat and enjoy the tropical weather and sun-swept beaches Malaysia has much going for it.

When it comes to welcoming sailors, the enthusiasm of Malaysian government authorities to provide convenient clearance attracts many yachtsmen to these shores. As soon as new anchorage or mooring facilities are installed, it seems, there is a port authority or immigration window opening nearby. Malaysian authorities are usually very welcoming to visiting yachts which are allowed to drop anchor for any length of time almost anywhere along its 3,000 kilometre coastline.

Langkawi, a duty free port with dramatic sailing venues, offers about anything a sailor could want. But, the island may need more than its three marinas, fledgling boat show and even the RLIR if it is to compete with other states out to bag the marine sports Oscar. For the past half decade Johore state has been planning a significant plunge into the sea of marine sports and yachting. Among the various projects being overseen by its state development corporation, it's contemplating the spending of billions of Ringgit on projects resulting in as many as 1,000 modern boat berths and three new yacht clubs.

The first to be completed is an integrated Yacht Club and marina at Danga Bay, an extensive residential, commercial, nightlife, shopping, golfing and parkland development. The 1,380-acre site with 25 kilometres of water frontage is being built on an exclusive island, each residence with its own jetty. A cruise terminal and full-service yacht club and marina for upwards to 200 yachts is to be completed the first quarter of 2008.

Further down the strait, an even larger development named Nusajaya, will encompass another yachting facility. Putri Harbour would be an integrated 686 square-kilometer waterfront transportation hub, with private villas with their own jetties, residences, shopping and restaurants. A membership yacht club will have berthing for 300 boats in the ten-to-thirty-meter range, dry standing and stacking for 100 small boats. It is to begin operations as early as the end of 2008 and will provide full services for visiting boats, immigration facilities and a clubhouse with accommodations, pool, spa and, in Phase II, berthing for mega yachts.

Meanwhile other facilities include Seban Cove some 5 miles up the river to the northeast of Singapore which offers 100 berths for yachts, and five for mega yachts as well as accommodation for 20 boats on the hard and an adjacent 18-hole golf course.



Mersing is beginning on a massive US\$800 million waterfront project involving the developing of its coastline across from which are the popular resort islands of Sibul and Tinggi and diving islands of Aur and Permangil. This Laguna development, the first phase of which will be completed sometime in 2007, will contain commercial, residential and marine facilities including a large marina and yacht club with more than 100 berths.

But Johore is not the only state that is building for the mariner. Terengganu has nearly completed construction of a new boating facility on Pulau Duyong promising as many as 200 berths, hauling facilities, a club house and storage. With the annual Monsoon Cup match races in their second year, the state is well on its way to international recognition for its devotion to marine sports.

And Sabah state in East Malaysia is in the process of actually moving its container port to accommodate a huge multi-million square kilometer marine sports hub including a regional ferry terminal, hotels, residences and marinas. No plans are yet public but the project is underway.



Reports from the **POOP DECK**

Sign Of The Times

Some race participants have proposed a change to the signals used on the racecourse. The race Signals Advisory Committee is currently considering the suggestion. At issue is the method for properly and unambiguously acknowledging that a protest has been lodged by another participant.

It has been suggested that the following signal be hoisted by the offending vessel. Your comments, either verbal or nonverbal, are solicited and may be provided to the Principal Race Officer.



Previously, the Signals Advisory Committee rejected a proposal that certain hand and arm signals of Anglo-Saxon or southern European origin be approved for the same purpose. The committee chairman stated that while the proposed hand and arm signals were certainly unambiguous, they were unlikely to be sufficiently visible, due to the distances on the racecourse.

Also, he said that such signals could too easily be mistaken for personal communications initiated by individual crew members without approval of the skipper.

Mine's A Milk

After nearly 10 years, I still don't understand why the English have been having such problems with Mad Cow Disease. Maybe they don't take the problem seriously enough, such as it was with discontent in the colonies many years ago.

Sometimes you just have to take the bull by the tail and look the situation straight in the face. I think there is a very simple solution to the mad cow disease problem, and many people are going to feel foolish for not having thought of it themselves.

When you find a mad cow, you just walk right up to her and say something like, "My you really are a pretty cow, and ever so clever too." And then you pet her and scratch her ears and say lots of warm and endearing things. Pretty soon she won't be mad anymore, especially if you are truly sincere. It's a shame the English aren't nicer to their cows..

People have suggested all sorts of solutions for the mad cow disease problem. For example, there was this fellow on the radio who said that the number of cattle with the disease was similar to the number of unexploded land mines in Cambodia. Breathtaking, simply breathtaking.

In a Pickle

I was told once that pickle juice was great for cleaning ports. One day while cleaning out one of the food lockers I found an old jar of dill pickles. Having carefully decanted the liquid I proceeded to wipe the miracle juice over the ports.

However, when it dried it left large white streaks over the surfaces which nothing except industrial floor cleaner could remove. I was not pleased with the results of the advice I had received. But, waxing philosophical over the episode, I guess that is why they say, "*the glass is always cleaner on the other side of the dill.*" —TS



Derek Nesbit demonstrates his trusty anchor hitch to the volunteers on Mark Boat E

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