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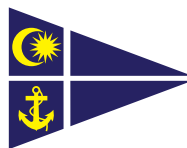
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ROYAL SELANGOR YACHT CLUB





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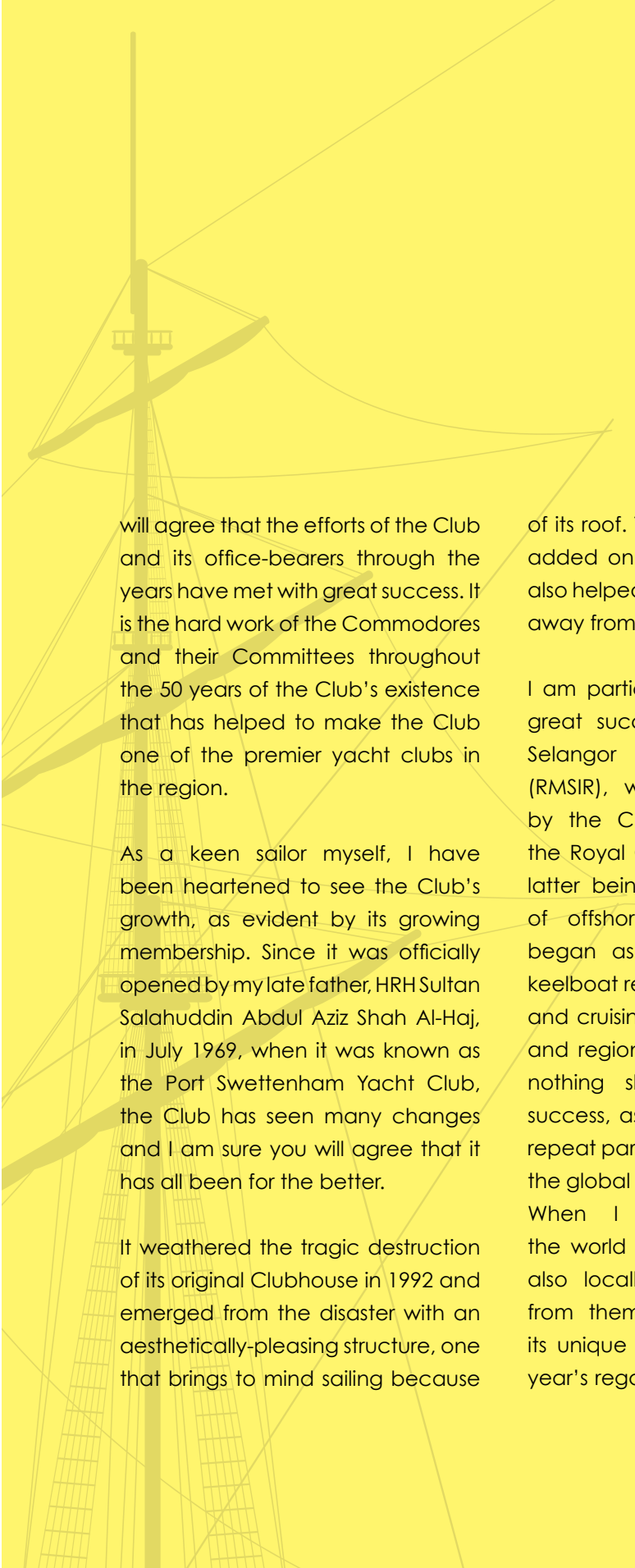


HRH Sultan Sharafuddin Idris Shah's Message Sultan of Selangor and Patron of the Royal Selangor Yacht Club



It gives me great pleasure to congratulate the Royal Selangor Yacht Club as it celebrates its 50th anniversary this year. As Patron of the Club, I am proud to note its growth through the years, including the increased participation of Malaysians from all walks of life who over the years have developed an interest in the sport of sailing. Back when the Club was first formed, the sport was enjoyed mainly by the expatriates in the country. Today, we see more and more Malaysians participating in a myriad of sailing and other water-based activities, thanks in no small measure to the efforts of the Club.

It's been a long road to get to where the Club is today, one that has been filled with many triumphs and tribulations, but I think everyone



will agree that the efforts of the Club and its office-bearers through the years have met with great success. It is the hard work of the Commodores and their Committees throughout the 50 years of the Club's existence that has helped to make the Club one of the premier yacht clubs in the region.

As a keen sailor myself, I have been heartened to see the Club's growth, as evident by its growing membership. Since it was officially opened by my late father, HRH Sultan Salahuddin Abdul Aziz Shah Al-Haj, in July 1969, when it was known as the Port Swettenham Yacht Club, the Club has seen many changes and I am sure you will agree that it has all been for the better.

It weathered the tragic destruction of its original Clubhouse in 1992 and emerged from the disaster with an aesthetically-pleasing structure, one that brings to mind sailing because

of its roof. The facilities and services added on through the years have also helped to make it a great home away from home for its members.

I am particularly proud to see the great success of the Raja Muda Selangor International Regatta (RMSIR), which is now organised by the Club in conjunction with the Royal Ocean Racing Club, the latter being the premier organiser of offshore yacht racing. What began as an idea to launch a keelboat regatta to promote racing and cruising in the country to local and regional yachtsmen has been nothing short of a tremendous success, as seen by the number of repeat participants in the event and the global recognition it now enjoys. When I was circumnavigating the world on my yacht *Jugra* and also locally, I have often heard from them how much they love its unique format and I'm sure this year's regatta, which will be its 30th

edition, will see more adventures on the high seas and fun activities on dry land.

Let me conclude by congratulating the Club as it celebrates its golden anniversary. So much has changed for its members through the years and I'm sure that the next 50 years will see even greater success for the Club and its members. Indeed, I have every confidence that the Club will continue to thrive in the years ahead and I am proud to be Patron of this wonderful community.



**HRH Sultan Sharafuddin Idris
Shah Al-Haj Ibni Almarhum
Sultan Salahuddin Abdul Aziz
Shah Al-Haj**

COMMODORE'S *Message*



It is a great privilege and honour to be the Commodore as the Club celebrates its golden anniversary. I am truly thankful to the many distinguished members and past Commodores through the years who have helped to make the Royal Selangor Yacht Club the fascinating place it is today.

I would also like to extend the Club's greatest appreciation to our Royal Patron, HRH Sultan Sharafuddin Idris Shah, who has been supportive of the Club throughout the years. In 1989, as Raja Muda then, HRH mooted the idea of creating an international regatta – the Raja Muda Selangor International Regatta (RMSIR) – that has enhanced the Club's reputation with sailors all over the world and has helped to put it on the international yachting map. We are proud to host its 30th edition next month and we look forward to the Club being the hive of activity it always is when it hosts sailboats and regatta participants from all over the world.

In addition, I would also like to extend my heartfelt appreciation to the Club's Life Commodore, HH the Raja Muda of Selangor, Tengku Amir Shah

Ibni Sultan Sharafuddin Idris Shah, for his encouragement and ardent interest in our Club events.

Sailing has always been the bedrock value and tradition of the Club. While the RMSIR is the most prominent symbol of our sailing tradition and legacy, the Club does a lot more to encourage and promote sailing. We host regular weekend club races and have developed many programmes for new sailors and youth training. The Club's emphasis on its popular "Learn to Sail" series and collaborative community programme with local schools and Westports Malaysia Sdn Bhd has nurtured quite a number of youth sailors over the years. There is now a growing need to increase the Club's fleet of dinghies and Platus to cope with the demand for sailing courses.

And, between the competitive yachtsmen and the novice sailors, we have the Club's core sailing crowd. These are the owners of the leisure crafts, speedboats, cabin cruisers and fishing boats. They are the weekend boaters out on the water to sail, fish with friends, entertain family and business associates or just relax on their vessels. They create the camaraderie, buzz and merriment in the water, in the yard and in the Clubhouse. We hope they continue to find satisfaction indulging in their favourite pastimes while instilling an air of joy and festivity here at RSYC.

I joined the then Selangor Yacht Club in 1980. Sometime later, I became a member of the Club Committee and, subsequently, the Honorary Treasurer and Vice Commodore before being elected Commodore in 2018. My objective as Commodore has been to enhance the Club's image and status by striving to be better than we had ever been before – in our facilities, services and activities. With the help of the Club's Flag Bearers and Committee, as well as countless others including Club members and our staff, I believe we have achieved this objective.

The work isn't over yet. We will continue to do our best to enhance the image of the Club in the years ahead to achieve our goal of increasing its membership base over time. To do this, Club facilities need to be well-maintained while ongoing efforts must be made to further enhance its operations and service delivery.

As we celebrate this golden landmark for the Club, allow me to thank everyone who has been instrumental in making RSYC what it is today. The Club came into being because its founding members came together 50 years ago to look for a suitable location to establish a yacht club. Indeed, they were the first of many members through the years who worked hard to make the Club the success story it is today. There is no doubt that the glorious history of

the club today is in large part due to its members' contributions as they pursued a common interest and objective to ensure that RSYC remains the country's foremost yacht club.

We also owe a debt of gratitude to our past Commodores, Flag Officers and Committee members. Their sacrifices and hard work over the years continue to be one of the Club's pillars of strength. RSYC has been through a lot and there is no doubt that we have made it to the 50-year mark because of the efforts of a large number of people. We are truly proud and happy to be celebrating this magnificent milestone and I am sure that when the Club celebrates its centenary 50 years from now, it will be filled with many more landmark successes that we can all be proud of.

Yes, we have reached 50 years and there will still be many opportunities and challenges that lie ahead for RSYC. May it continue to have "fair winds and following seas" in the years ahead.

Jeffrey Voon
Commodore

CURRENT *committee*

Commodore
Jeffrey T.F Voon

Vice Commodore
Che Wan Mohamed Azuwar

Rear Commodore
Kiran Kumar a/I C R.Balakrishnan

Hon. Secretary
Swaminathan NKVV Chettiar

Hon. Treasurer
James YS Wong

Committee Member
Yeoh Cheng Leong

Eric C. H. Law

Larry CL Ng

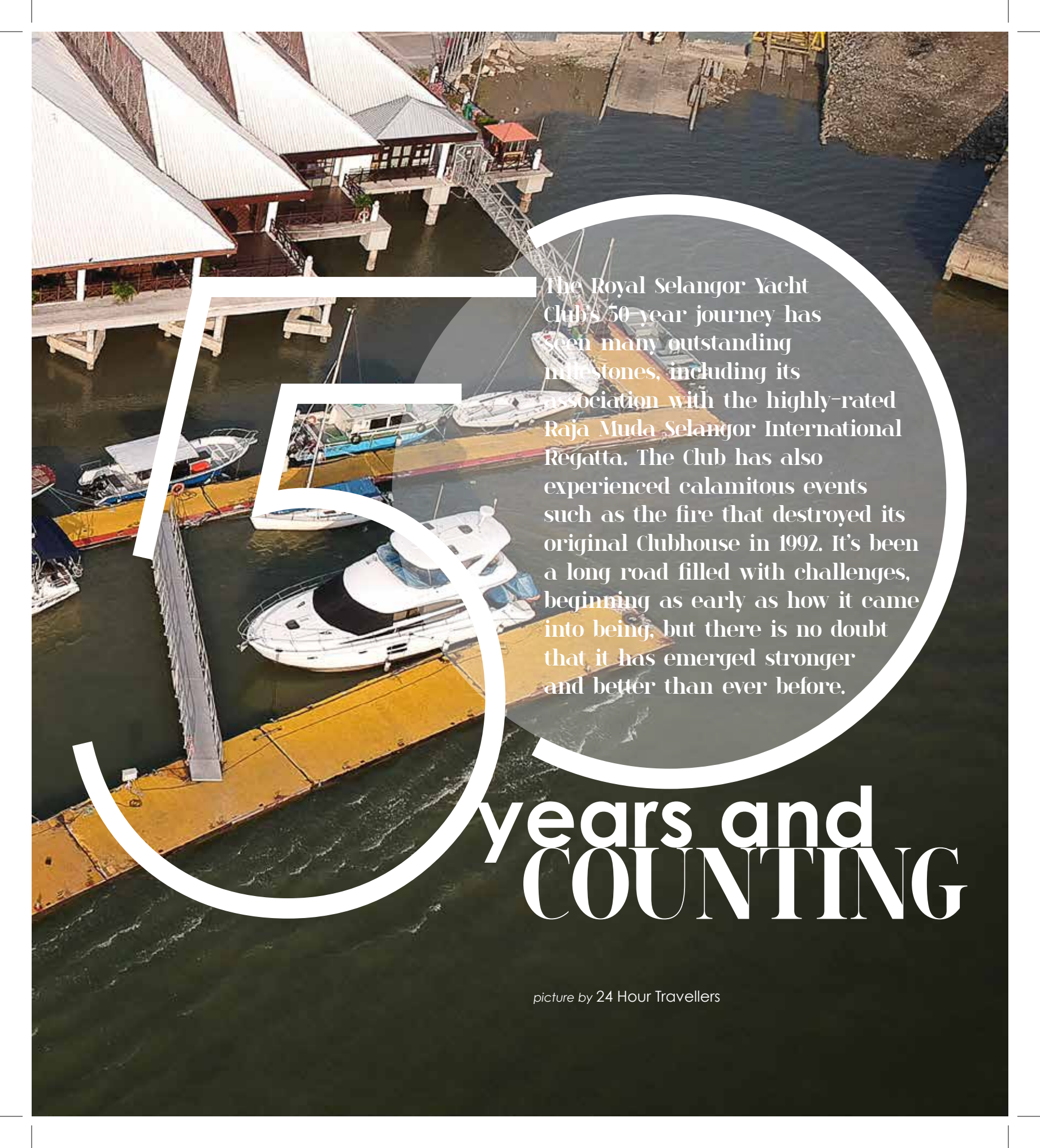
John Renga Rajoo

Mohamed Khairi Abdul Rahim







An aerial photograph of the Royal Selangor Yacht Club. The image shows a large white clubhouse with a dark roof on the left, connected by a wooden walkway to a yellow floating dock. Several sailboats and a larger white motorboat are moored at the dock. A large, semi-transparent white circle with the number '50' inside is overlaid on the image. The text is placed within the circle.

The Royal Selangor Yacht Club's 50-year journey has seen many outstanding milestones, including its association with the highly-rated Raja Muda Selangor International Regatta. The Club has also experienced calamitous events such as the fire that destroyed its original Clubhouse in 1992. It's been a long road filled with challenges, beginning as early as how it came into being, but there is no doubt that it has emerged stronger and better than ever before.

years and
COUNTING

picture by 24 Hour Travellers

The Royal Selangor Yacht Club (RSYC) began its life as the Port Swettenham Yacht Club in July 1969 when it was officially opened by the Sultan of Selangor, HRH Sultan Salahuddin Abdul Aziz Shah. It began with a membership of a mere 30 souls and for its first few years of existence, the number of members hovered at about 150. Today, this number has soared to over 2,300 members.

Throughout its history, the Club has undergone two name changes but its *raison d'être* has remained the same – that of being a place for sailors to gather and indulge in their mutual love of the sport. Indeed, its connection to sailing isn't just found in its name as the Club is also the proud organiser of the Raja Muda Selangor International Regatta, the most challenging offshore



*HRH Sultan Salahuddin Abdul Aziz Shah
on a visit to the Club in the early years*



**In 1972, the Club
was to receive its
first name change
when it became
the Selangor
Yacht Club.**





sailing event in Southeast Asia. The much-respected regatta celebrates its 30th anniversary this year and remains a firm favourite among the sailing fraternity worldwide, as evident by the number of repeat international participants in the event.

In 1972, the Club was to receive its first name change when it became the Selangor Yacht Club.

On its 20th anniversary in March 1989, the Club was given its current name when it was once again officially opened by the Sultan of Selangor, who was also the Club's Patron. His Royal Highness and his family were frequent visitors to the club, which eventually led to it being awarded a Royal Warrant.

Today, the Club's Patron is the present Sultan of Selangor, HRH Sultan Sharafuddin Idris

Shah, a keen sailor who circumnavigated the globe on his yacht, the *Jugra*, in an oft-arduous journey that took 22 months in the 1990s.

THE BEGINNING OF IT ALL

While the Club was established in 1969, the idea for it first came about six years earlier when a group of boaters and sailing enthusiasts began their hunt for a suitable location to establish a yacht club. At that point in time, sailors congregated at the railway station, which boasted a bar, restaurant and bathing facilities.

It was opportune that at that point, one of the country's leading mining companies, the Anglo Oriental Mining Corporation, had just completed construction of a large suction cutter sea dredge at the present Club site in Port Klang. The dredge that the company was building was to be used for the company's offshore leases in Phuket.



A floating self-contained excavating and treatment plant built on what could be regarded as an enormous flattop barge or pontoon, a dredge is normally built on dry land and then launched into the water in a similar manner to a ship. In what is undoubtedly an enormous stroke of luck for the group of sailors looking for a venue for their hoped-for yacht club, the jetty that had been constructed to build the dredge was no longer needed by the company once the dredge had been dispatched to Thailand. Because the site was no longer required, the company donated the whole area, complete with the jetty, to be used as the aforementioned yacht club.

And the rest, as they say, is history.





The Club in its earlier days |



THE EARLY YEARS

The original Clubhouse was designed by R.A. Davison, an architect and founder member of the club. It later saw the addition of cabins over the ridge at the entrance of the club, which were available for members to sleep in before an early start sailing or working on their boats.

In the early years, Club members invested in building a 20-ton slipway, serving hundreds of members and visitors over the years. Before the club was established, boat owners had to moor their boats at a small boat anchorage and at police moorings, which was not a safe measure because of the Indonesian boats that barged through the area and sometimes "visited" the boats moored there.



The early years were exciting ones for the Club. Not long after its second official opening in 1989, the Club hosted a reception and offered facilities to officers of two British vessels that were in Malaysian waters in conjunction with the state visit of British monarch, Queen Elizabeth II. In 1990, the Club played host to the first Malaysia Boat Show, an event which attracted over 10,000 visitors including the Sultan of Selangor, HRH Sultan Salahuddin Abdul Aziz Shah, Prime Minister Dato Seri Dr. Mahathir Mohamad and the Regent of Perak, Raja Nazrin Shah.



FIRE CONSUMES THE ORIGINAL CLUBHOUSE

Through the years, the Club has had several facelifts, the most significant of which occurred after a massive fire consumed the old Clubhouse on June 20, 1992. Undoubtedly the most calamitous of events to befall the Club in its 50-year history, the fire resulted when a chemical tanker, *MV Chong Hong III*, burst into flames and exploded while discharging xylene at the nearby Shell jetty. The ensuing flames almost engulfed the nearby village of Bagan Hailam and the jetty before spreading to destroy the Clubhouse.

The damage also incapacitated sailing and fishing activities for a period of time because the area had to be cordoned off by the Harbour Master to effect salvage work on the sunken vessel.

A survey conducted for insurance purposes after the fire revealed that the Clubhouse's supporting beams had been severely damaged by the flames. An extraordinary general meeting (EGM) held in September that year proposed a resolution to redevelop the Club at

an estimated cost of RM3.5 million. However, a subsequent decision was made to upgrade the building and provide more amenities to enhance the Club's attractiveness and marketability, which pushed the budget up to RM4.5 million. The extra RM1 million was raised by then-Commodore Dato Johan Ariff via special donations from affluent Club members.

The Club was involved in a prolonged legal tussle with Shell/Tiram Kimia Sdn Bhd, who initially denied responsibility for the losses of the Club and the



Undoubtedly the most calamitous of events to befall the Club in its 50-year history, a massive fire consumed the old Clubhouse on June 20, 1992.

damage to its Clubhouse. RSYC chose to sue the company for consequential loss of income and business projected over a period of nine months from the date of the fire and the time needed to rebuild the new Clubhouse. The legal shenanigans took many years to settle but the Club finally secured the sum of RM1 million in 1998.

Despite the destruction of the Clubhouse, quick-thinking staff members were able to save vital administrative records and worked in temporary offices



while the new Clubhouse was being constructed. Saroja Kanasan, who has worked for the Club since 1973, said that while the tanker had burst into flames the night before, it only spread to the Clubhouse the next afternoon. In the meantime, she and other members of RSYC's staff worked hard to clear the Clubhouse as best as they could. They finally gave up their efforts when an official of the Fire Department told them to leave the premises.

In his 1992 Commodore's Report, Dato Johan said the shining spirit with which members and staff tackled and overcame the Club's misfortune outshone the tragedy that had befallen it.







THE CLUB'S REBIRTH

The new and improved Clubhouse was designed by Hijjas Kasturi, renowned architect and twice-RSYC Commodore (he served from 1989 to 1990 and in his second stint, between 1996 and 1998). The multiple award-winning architect created a design inspired by Malaysian culture that also epitomised stylish simplicity. A nautical theme was also incorporated as seen in the repetitive geometrics of the roof, which brings to mind sails. This is in keeping with the club's reason for being while also helping to add dimension to the open space below.

The decision was made to build a bigger Clubhouse incorporating better facilities and it was also decided that it was important to retain a wooden structure as the Club was located by the water.

The construction of the new Clubhouse took almost a year. It was officially opened on October 28, 1995 by the Club's Patron, the Sultan of Selangor.



After the fire, the Club was to return bigger and better than before

“

The Raja Muda International Regatta could be described as a cornerstone in the development and growth of the Club.” - Dato Johan Ariff





THE REGATTA MAKES ITS DEBUT

Two years before the destruction of the original Clubhouse, the Club hosted its first Raja Muda International Regatta (RMIR), which later came to be named the Raja Muda Selangor International Regatta (RMSIR). The regatta, which celebrates its 30th anniversary this year, is undoubtedly the Club's signature event and has certainly enhanced the Club's reputation among sailors around the world while also helping to boost the country's tourism industry. The inaugural regatta, which required the installation of new pontoons at the Club's premises, was a taste of things to come in terms of the event's popularity among the sailing fraternity, with many participants extolling its virtues and describing it as one of the most challenging keelboat events in Southeast Asia. The first

RMIR drew some 42 boats from 10 countries, which is certainly no small feat for a brand-new event.

Describing the importance of the event in the 1990 Commodore's Report, then-Commodore Dato Johan said, "The Raja Muda International Regatta could be described as a cornerstone in the development and growth of the Club from two standpoints: establishing a fresh highlight in the yacht racing calendar in the international arena, thereby enhancing the name and image of RSYC, and secondly, supporting the Government's efforts in the development of marine tourism in this part of the world." His words have certainly proven to be true, especially in its enhancement of the Club's reputation and image over its 30-year history.

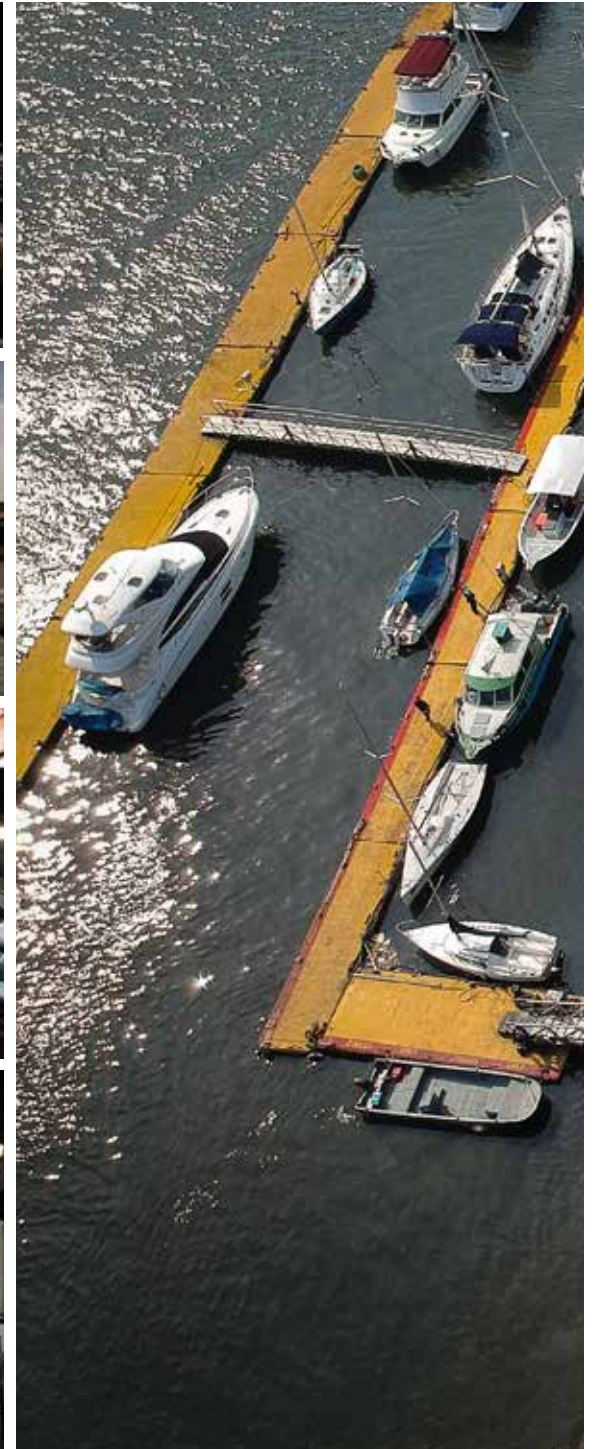
THE CLUB TODAY

RSYC's strategic location close to the mouth of the Klang River in Port Klang undoubtedly adds to its allure as the premiere venue for competitive yachting, sail training, power boating, sea fishing and water sports in Selangor and the Klang Valley.

The Clubhouse and terrace, which boasts magnificent river views as well as the sight of yachts both big and small berthed at its pontoons, is a favourite spot for private functions such as weddings, parties and corporate events, either at the terrace area or in the Kenanga Room. Open to the public, RSYC's Food & Beverage services are available for breakfast, lunch and dinner daily, with a wide range of cuisine suitable for group bookings.

The Club also boasts a bar, pool and Wi-Fi connectivity. It also has comprehensive facilities for boat storage, boat maintenance, launching and on the water pontoons.

It took some years to rebuild the Club's financial resources





picture by 24 Hour Travellers



RSYC has seen many improvements recently and has received great support from HH Tengku Amir Shah

after the hefty costs incurred in creating a new Clubhouse following the fire in 1992. Operating and upkeep costs had to be kept modest. In recent years, the Club has managed to record operational surpluses, which is indeed timely as the passage of time had taken a toll on the Club's facilities and infrastructure, some of which were in need of urgent and, sometimes, critical repairs.

RSYC's present Commodore, Jeffrey Voon, recognised this need and set out to rectify the Club's various problems. One of his grave concerns was the piles under the Clubhouse that had been displaced and damaged, which gave rise to fears that the waterfront section of the Clubhouse was in danger of collapsing despite the piles having been replaced in late 2014. In 2017, he sought the advice of professional technical experts who recommended a solution which required a substantial repair bill of more than RM1 million and a consequential reduction in the size of the Clubhouse. Because design, procurement and execution

would require six months – a luxury the Club could not afford because the affected section of the Clubhouse was in danger of collapsing – an innovative and daring technical solution was devised by a senior Club member, Y.K. Cheou. This provided an immediate, affordable and sensible rescue method for which the decision to proceed was inevitably crucial. Ultimately, it saved the Clubhouse which we continue to see today.

Other recent improvements include the Club's revamped landscaping, the outdoor and yard facilities and amenities, and additional Member's facilities in the Clubhouse. The Raja Muda Lounge was refurbished and extended prior to HH Tengku Amir Shah's visit for a Royal Maritime Environmental Awareness official launch on 8th September 2018. The Club was doubly honoured when HH Tengku Amir Shah returned on 4th May 2019 to officiate the opening of the new Sunset Cabin and Members' Deck.

Indeed, the Club has a lot to be grateful for as it celebrates

its 50th year of existence. This extends to not just the impressive Clubhouse we see today but also to the many members who have offered invaluable service to it, among them the late Goh Thiam Hee. Goh was a pioneer of the Club and a dedicated member who served many memorable years in the Club Committee, including stints as Honorary Secretary. Continuing his tradition of giving his all to RSYC, Goh's family recently donated his boat, *Seri Tenggara*, to the Club. Once restoration and refurbishment works have been completed, *Seri Tenggara* will act as the mascot and flagship of the Club and will be used in all official Club functions held on the water. Plans are afoot to make it available for evening dinner, short harbour and charter cruises.





The Club boldly purchased 23 acres of land in Pulau Indah in June 2007. The land is zoned for industrial use. In 2016, Central Spectrum Sdn Bhd, the master developer for Pulau Indah, offered RSYC an option to participate as the area's designated yacht club. Discussions are ongoing on the matter.

Today, with over 2,300 members, a moored fleet of 90 (30 keelboats and 60 powerboats), and a further 130 boats on the Club's handstand, RSYC is the largest and most active yacht club in the country.

Indeed, as it celebrates its 50th anniversary, it is safe to say that the best is yet to come for the Royal Selangor Yacht Club.

Anchors away!







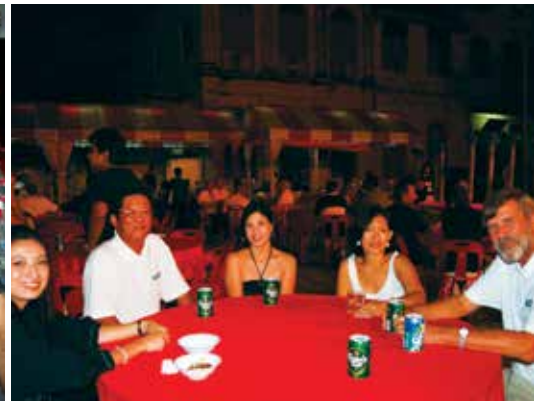


*HRH Sultan Salahuddin Abdul Aziz Shah
visited the Club regularly and officiated
at many functions*













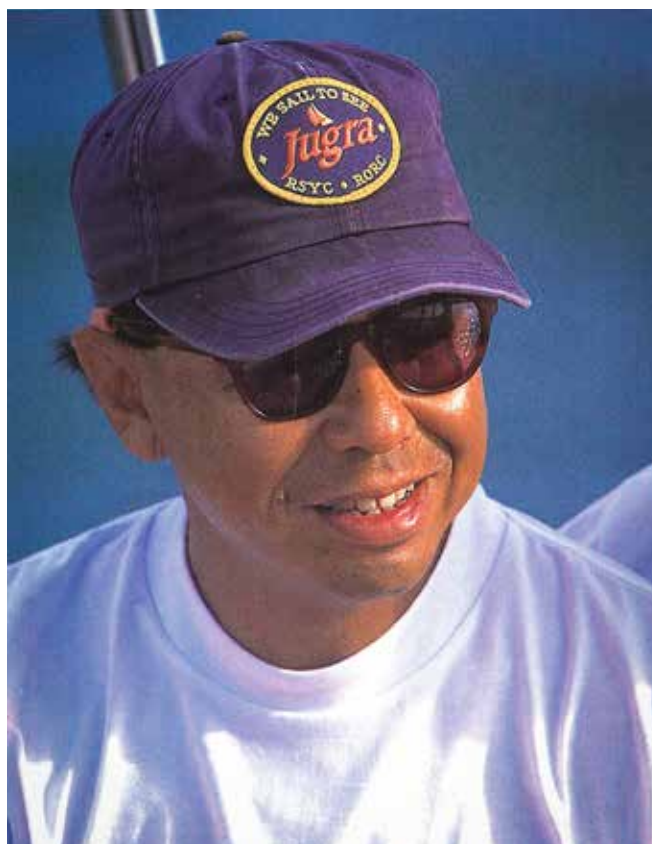


A love for the ocean seems to resonate within a large proportion

of the human race. John F. Kennedy, the 35th President of the United States, tried to explain this connection to the sea when he said, "We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch, we are going back from whence we came."

This love for the sea and all it entails is shared by the Sultan of Selangor, HRH Sultan Sharafuddin Idris Shah, who is also the Patron of the Royal Selangor Yacht Club (RSYC). A keen sportsman and adventurer who has scaled mountains and taken part in grueling car rallies, Sultan Sharafuddin has said that the sport he loves the most is sailing.

“ I love the
sound of the
waves and wind,
the fresh air
and I feel
at peace,”



He fulfilled a lifelong dream when he sailed through three oceans, 14 seas and three canals from 1995 to 1996. His love for sailing is undoubtedly the reason he, together with two sailing friends Dato Johan Ariff and Jonathan Muhiudeen, conceptualised the annual Raja Muda Selangor International Regatta, which is named after him and for which he is also the

Patron. Today, 30 years after its inception, his idea for a regatta has done a lot to enhance the Club's image while also offering sailors the chance to participate in one of the most challenging keelboat events in Southeast Asia.

Sultan Sharafuddin has said that his passion for sailing was ignited after reading about the



Sultan Sharafuddin fulfilled a lifelong dream when he circumnavigated the globe from 1995 to 1996

adventures of Captain James Cook, a naval captain and explorer who discovered New Zealand and Australia's Great Barrier Reef, and Christopher Columbus, who made four trips across the Atlantic Ocean from 1492 to 1502 in an effort to find a direct water route west from Europe to Asia and accidentally discovered the Americas in the process.

On February 4th, 1995, while still Raja Muda of Selangor, he set off on his voyage from the Royal Selangor Yacht Club with three crew to circumnavigate the world on his yacht, *Jugra*, which was named after the former royal capital of the Selangor Sultanate.

"I was not out to prove anything to anybody. My main reason for sailing was merely to fulfil my childhood dream," he said while giving a dinner talk a few years after his return.

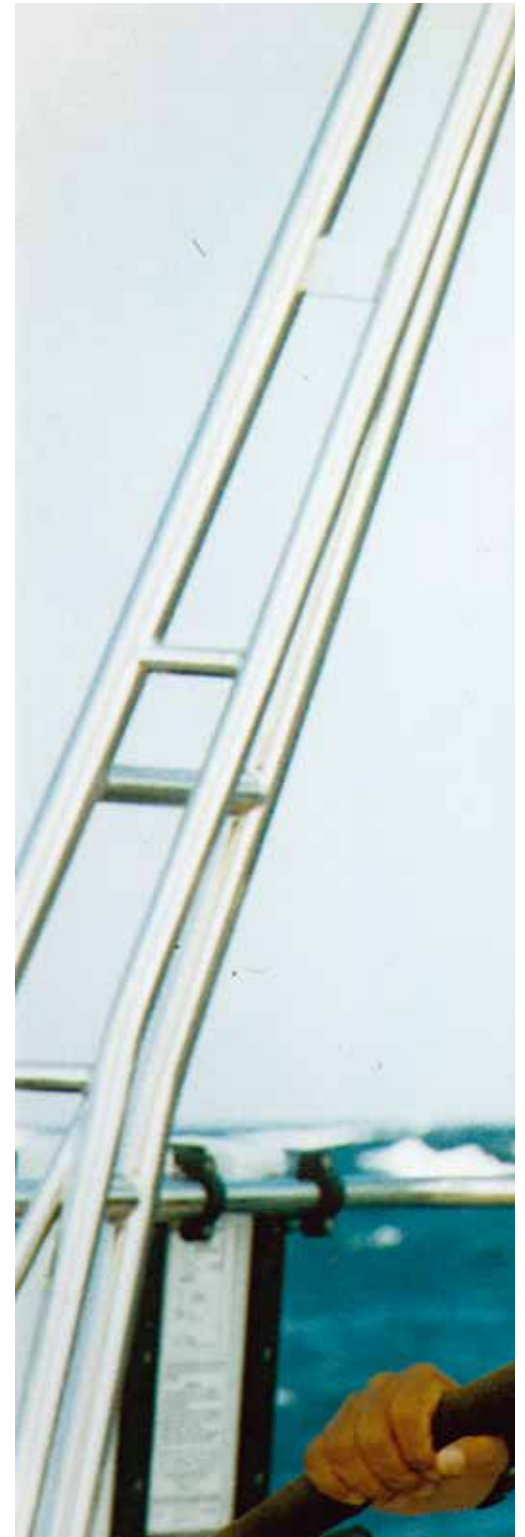
It was a long and oftentimes arduous journey, one that took 22 months. In that time, he sailed approximately 31,000 nautical miles around the world and stopped at over

150 places. While he was concerned about whether the voyage would lead to a dereliction of his duties as Crown Prince of the state at that point, its character-building aspects, which he felt would put him in good stead later in life, prompted him to make the life-altering decision.

"I met many different people and learnt about many different cultures as we stopped at various ports. At the same time, I became an ambassador by responding to growing worldwide interest in Malaysia and its achievements," he said in the course of the dinner talk.

Sultan Sharafuddin also said that he hoped he had inspired Malaysians to do what they could to achieve their dreams. In an interview published in *Asian Boating* a short time after his return, he said, "I hope by example to encourage Malaysia's youth to get out and grab everything that life has to offer. It's no good sitting back. If I have boats and bikes, I like to use them. I don't leave them sitting on moorings or in garages."

As is inevitable when duty calls, Sultan Sharafuddin is now unable to pursue his great passion for sailing. He sold the *Jugra* before ascending to the throne as Sultan on November 22nd, 2001.







“

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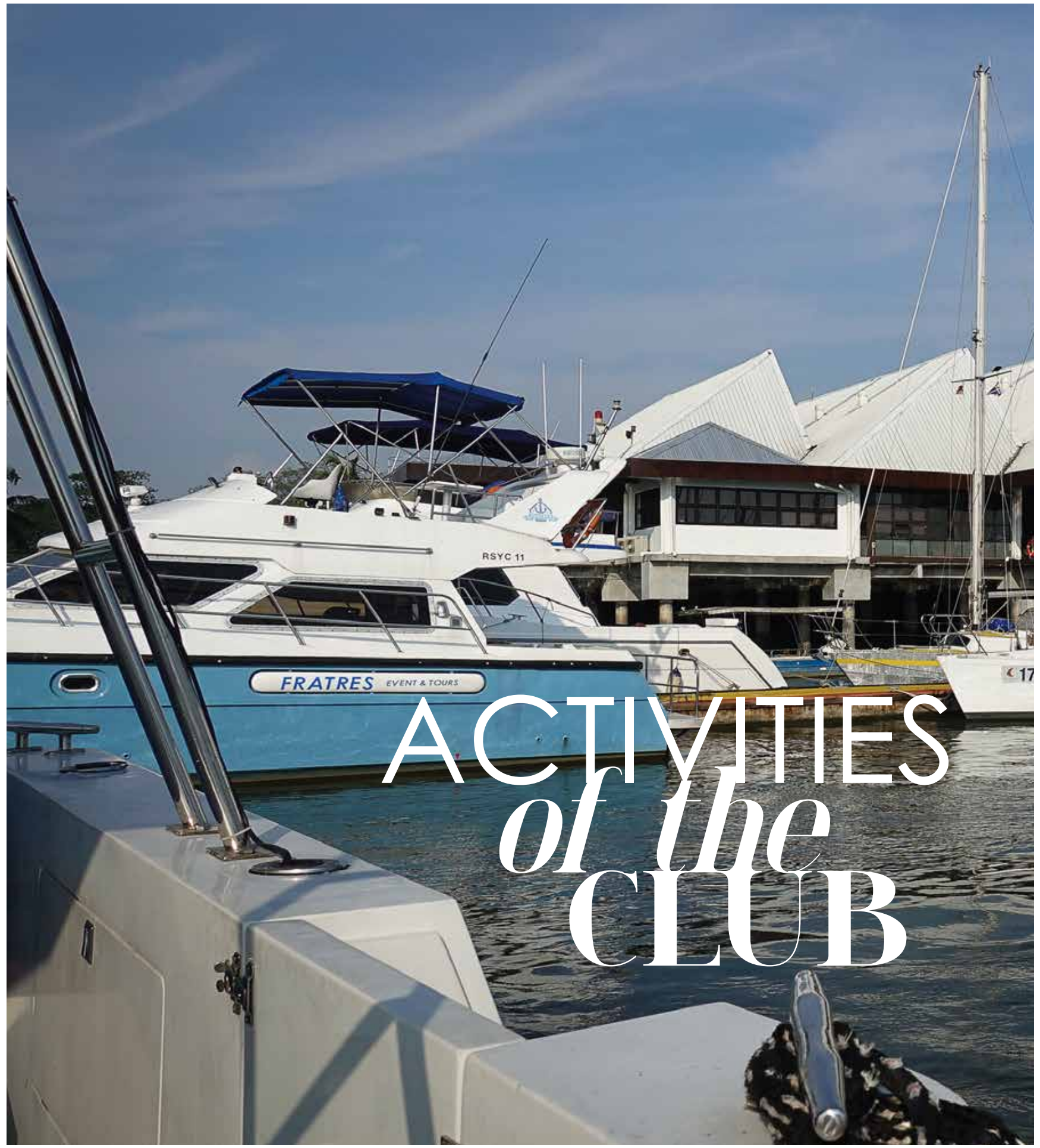


In an interview with the *New Straits Times*, which was published in conjunction with his 57th birthday the following year, Sultan Sharafuddin talked about how much he missed sailing and the sea. "I miss the sea. I love the sea. The sea gives me freedom, it makes me think and inspires me."

"I love the sound of the waves and wind, the fresh air and I feel at peace," the Sultan, who at that point had had to put duty above passion, was quoted as saying.



While HRH the Sultan of Selangor may no longer be able to set sail on long voyages around the world, he still actively supports the regatta he co-founded. He meets the competing sailors most years and presents the magnificent Raja Muda Cup to the victor at the end of each year's edition of the challenging race.



ACTIVITIES *of the* CLUB



The Royal Selangor Yacht Club's nautical nature is evident in the myriad of activities related to the sea that it has introduced for

its members' enjoyment and benefit through the years. These include swimming lessons, sailing lessons, dinghy and keelboat sailing events, as well as fishing activities and competitions that angling fans thoroughly enjoy.

An event that has undoubtedly enhanced the club's image is the annual Raja Muda Selangor International Regatta (RMSIR), which RSYC hosts in conjunction with the Royal Ocean Racing Club, the latter being the premier organiser of offshore yacht racing.

The Club also regularly hosts social events, including dances and celebratory dinners, and in recent years, it has embraced a Corporate Social Responsibility (CSR) programme that is geared in large part towards instilling a love for the sea and sailing among the young.

picture by 24 Hour Travellers



SWIMMING LESSONS

Swimming lessons are available for adults and children at the Club. Four hour-long lessons are scheduled a month to give learners the basic swimming skills, which in turn is essential to moving on to the other water-related activities at RSYC.

SAILING PROGRAMMES

RSYC offers a number of courses for those who want to learn how to sail, whether they are beginners or children with a penchant for water sports. The dinghy sailing programme continues to recruit and train young children for Optimist and Laser sailing classes.

THE “LEARN TO SAIL” COURSE

Based on the International Yacht Training (IYT) sail coaching system, this two-day programme is designed with beginners in mind. It aims to give participants an understanding of how boats sail, and the basic skills and manoeuvres required to control them. Conducted by experienced and highly-skilled instructors, the course is a combination of practical instruction and theoretical teaching. Participants are taught to sail with one of RSYC's Farr Platu-25 yachts. On completion of the course, a certificate is presented to successful students. The sailing programme continues to recruit and train children and adults for all classes.



THE RSYC YOUTH SAILING PROGRAMME

The RSYC Youth Sailing Programme was introduced in 1991 to help promote and popularise the sport of sailing among the young in the Klang Valley. The primary objective of the programme is to produce skilful sailors who can then go on to represent the state and country in sailing competitions.

The programme has produced a number of winners, most notably Tiffany Koo, dubbed RSYC's Golden Girl for her achievements. She first started sailing at the age of eight and went on to take the Gold medal at her maiden participation in the SEA Games in 2001. In the same year, Jeremy Koo and Looi Sing Yew were the first pair to return triumphant after a successful outing at the Asian Sailing Championship.







The Youth Team has also participated in the Monsoon Cup Challenge (Match Racing) held in Terengganu. The team had to go through a qualifying challenge amongst Malaysian teams from the various States, with the selected team taking part in the final race in Terengganu. Tiffany Koo was the Malaysian Match Racing Champion in 2006 and 2007 while her brother Jeremy was part of her crew for both events.

In 2010, after winning a 3-0 clean sweep in the Malaysian Match Racing Championship, Jeremy and his team secured one of the three coveted invitations to the prestigious Monsoon Cup, the final round of the 2010 ISAF World Match Racing Tour in Pulau Duyong, Terengganu.

Jeremy and Tiffany continue to make their careers in sailing and have made RSYC proud.

THE OPTIMIST DINGHY SAILING PROGRAMME

The Optimist Dinghy Sailing Programme was first introduced in the country in 1986, and was officially launched by Prime Minister Dato Seri Dr. Mahathir Mohamad on December 14th that year. The sport has brought to attention many young sailors trained by the Club who have gone on to demonstrate their fortitude at various championships in the ASEAN and ASIAN region. After it was introduced at the Club in 1986, RSYC's Optimist teams went on to become the strongest in the country for many years, thanks to the many training programmes that were introduced by the Club to enhance the youngsters' skills.

Indeed, what began with six dinghies given to the Club by the Malaysian Yachting Association went on to become success stories for many of the young sailors trained by the Club as they went on to win medals at a number of championships throughout the world. Among the talented youngsters trained by the Club were Lai Jimin, who came in second at the Tioman



After it was introduced at the Club in 1986, RSYC's Optimist teams went on to become the strongest in the country for many years





International Regatta in 1987. Dax Lee and Lai Jihoen, together with three other Malaysian sailors (Reeyadi Yusof, Elya Moriff and Ryan Tan) won the team event at the Asian Optimist Championship in Qingdao, China in 1991. Similarly, Hazarita Aman and Hafizi Roslee did RSYC proud when they brought home the top two prizes at the 2001 Asian Optimist Challenge in Western Australia.



In late 2007, Rolls Royce Malaysia funded the Club's Rolls Royce Community Sailing Programme, which was open to participation from underprivileged children from foster homes who otherwise would not have had the opportunity to sail. The course was run with the support of RSYC's sailing staff, who helped to train 20 children from the Chow Kit Children's Shelter, among others.



In 1991, RSYC hosted the 2nd National Optimist Championship, which attracted the impressive participation of 80 sailors from throughout Malaysia. Great efforts were

made to ensure a superb championship was conducted. An organising sub-committee was formed with Lau Choo Seng as Chairman to run the event just outside of Port Klang's river mouth.





Comments on the *Optimist sailing* programme

– **JONATHAN MUHIUDEEN**,
avid sailor and one of the
people behind the introduction
of dinghy sailing at RSYC



It wasn't me alone who got the dinghy training programme started in 1986. I was sitting at the club after a Sunday keelboat race with several others and we watched a bunch of kids running around the pool. We all thought that those kids should be sailing. Then and there, we decided to throw a day's worth of beer per person into a hat every month to get that going. At the same time, we had a club manager (K.K. Aw) who was a superb dinghy sailor, so we gave him the money and the job to do that. (It helps if you are the Rear Commodore and the sailing secretary.) Once the programme started, I just acted and helped to push it. Take note though that the club – and its full power – was behind the programme. It raised money, bought boats, sponsored classes for free for children and opened these classes to non-members' children. This wasn't just a club endeavour – it was a push for the sport."

“

– **K.K. AW**,
former Club General
Manager (1986-1988),
instrumental in the early
development and success
of the Optimist Dinghy
Programme

The Malaysian Yachting Association (MYA) gave the Club six locally-made Optimist sailing dinghies in 1987. We started sail training for the children on Saturdays as Sundays were usually too busy with other activities. We covered both the theory of sailing and practice on the boats. The children had to take turns on the dinghies as we had insufficient boats. One of the highlights of the programme occurred when Gunnar Broberg, an Olympic medalist from Sweden, took the class one Saturday. Soon after, MYA informed us that there would be a SEA Games selection (for the Jakarta Games) for Optimist sailors at the Tioman International Regatta. Although the children had not participated in any regattas at that point, we went to Pulau Tioman after I taught them some basic racing techniques and arranged a number of practice races. We did well there against the children from the Royal Malaysian Navy despite the fact that they had been sailing for 18 months while our kids had only four months of practice on the donated Optimist dinghies. One of our sailors, Lai Jimin, actually came in second to a Singaporean with his brand-new imported Optimist dinghy. The level of commitment the children possessed was instrumental in the Club doing well in those days.”



– **JIMMY KOO,**
*person in charge of the Optimist
Dinghy Sailing Programme at
RSYC in the 1990s*



I first became involved in the Optimist Dinghy Sailing Programme after I saw children from the Port Klang area being trained at the Club. At that point, I would bring my children to the Club to swim and when I saw the kids sailing on the little boats, I asked my children if they would like to learn how to sail. That's when my three children – Emily, Jeremy and Tiffany – became involved in the sport, and Jeremy and Tiffany soon developed a love for it. At that point in time, there was no proper coaching so I decided to enrol in a coaching clinic in Pattaya. Soon after, I took over the programme to bring up the team. In those days, the Club's team would win nine out of 10 events that we participated in. We didn't miss a regatta in those days, which is why we often won. Things were very interesting in this area at that time. It was the Club members themselves who supported the programme and we received our funding from donations etc. Aman Tulos was then hired by the club to coach the children. Thanks to the Club, the young sailors were able to travel to places like Australia to participate in regattas. In fact, the kids loved the programme so much that they would call me even during public holidays to find out if they were training that day! They really loved what they were doing and wanted to win. I encouraged them by offering them incentives such as going for regattas abroad and they were greatly motivated by this. While I did my part to bring up the sport, the support given by RSYC was a great factor in our success. I'm proud that so many people that I helped to train, including my children, are still involved in sailing."

– **LAI JIMIN**,
champion sailor
active in the late
'80s to mid '90s



I started sailing in 1986 at 13 when my mum (Lilian) enrolled my brothers and I in a sailing lessons programme run by K.K. Aw, who was teaching children how to sail at RSYC then. A few months later, I participated in my first ever regatta where I beat all the other Malaysian sailors to finish in second place at the Tioman International Regatta. Being part of the Malaysian Optimist sailing team, we travelled to many places to compete in regattas and I was part of the top 3 in both the solo and group events at many of these events. One of the best things about sailing is that feeling of independence and adventure you get as you're all alone out on the open sea trying to control a boat. It gives you a feeling of freedom and unlimited possibilities to be

able to go anywhere you want just by pointing the boat in the direction you wish. Sailing in a group is also fun. Trying to be the best and fastest sailor was the main reason we went out on the water. When the wind is strong, the boats go faster and it is fun to ride the waves at high speeds while trying to balance the boat and prevent it from capsizing. I think the Club's training programme for young sailors is great because it helps the children to develop independence and confidence while teaching them to conquer their fears. They learn to be adventurous while also developing motor skills, mind-body coordination and a high level of physical fitness."

– **LAI JIHOEN**,
champion Optimist
sailor from the late
1980s to the 1990s

My mother (Lilian) encouraged me to take up sailing and signed me up for the sailing programme at RSYC. It was the start of my great love for the sport and I am thankful to the Club for this. The two most important elements in dinghy sailing are the sailor and nature – one has to pit one's skills against the wind and if you are skilled at maneuvering the boat, you emerge as the winner. It's a great feeling to come out on top in that battle."



KEELBOAT RACING

RSYC has the oldest and most active sailboat racing programme in the country. The racing programme, which runs from February to October each year, includes a variety of race types and courses. Undoubtedly the most prestigious of these events is the Raja Muda Selangor International Regatta, which celebrates its 30th anniversary this year.

The club also organises harbour racing competitions for keelboats of various sizes and performances every other Sunday while offshore racing events to Port Dickson and Pangkor, among others, are held annually.

In 2018, for instance, sailing activities for the year were kicked off with an opening regatta that included novices and new sailors being invited to sail on participating yachts to experience the fun of racing in Port Klang for a few hours.

A team from RSYC also participates in regattas both locally and internationally.

Team RSYC, consisting of three RSYC Staff (Tom, Syafiq and Mizze) and other regular sailors, participated in the Royal Langkawi International Regatta for three consecutive years from 2015 to 2017 winning first place overall for the Langkawi Sports Trophy. In 2018, the RSYC team were placed third in the 17th Royal Langkawi International Regatta. In 2007, Team RSYC won the qualifying race for entry into the SEA Games for the "Sport Boat" event in Langkawi.

A team from the Club also participated in the Festival of Sails in Australia last year, an event which saw a whopping 300 entrants.









The Raja Muda Selangor International Regatta

The country's first and longest running regatta (and the second-oldest such event in Asia), the Raja Muda Selangor International Regatta (RMSIR) was an idea first conceived in 1989 by HRH the Sultan of Selangor, Sultan Sharafuddin Idris Shah, who was then the Raja Muda, Dato Johan Ariff and Jonathan Muhiudeen, then RSYC's Commodore and Vice-Commodore respectively.

It didn't take long for the first group of participants to set sail for the big event as the inaugural Raja Muda International Regatta (RMIR), as it was called then, was launched in 1990 as a sequel to the Malaysian Offshore series hosted by RSYC. The regatta was to become the RMSIR in 2006.

The regatta's format, which links Peninsular Malaysia's three best known west coast islands – Pangkor, Penang and Langkawi – via a series of passage races commencing from the club's locale in Port Klang, has acted

not only as an effective tourism tool but is also a one-of-a-kind event.

The regatta today consists of three overnight passage races, 260 miles in total, as well as three days of harbour/ inshore racing in Penang and Langkawi. With regatta dinners almost every night, a rickshaw race at Straits Quay, Penang, and lots of opportunities to socialise, participants not only enjoy the opportunity of testing their seafaring skills but also the chance to enjoy themselves while on dry land.

The event attracts a large variety of yachts, from top class racers to slower classic cruisers dating back over 100 years, all of whom have to cope with unpredictable weather and changing tactics during the nine-day event.

Indeed, the idea to launch a Malaysian keelboat regatta to promote racing and cruising in the country to regional and international yachtsmen has been nothing short of a tremendous success. In 2014, as the yearly yachting event celebrated its 25th anniversary, RMSIR had





attracted approximately 1,000 yachts and 8,000 sailors and participants from 25 countries. Even more astonishingly, the sailors travelled approximately 1.92 million nautical miles – a number that is equivalent to 83 circumnavigations of the earth – during that period.

RSYC's Patron, HRH the Sultan of Selangor, who is also RMSIR's Patron, continues to support the event both on and off the water. He meets the competing sailors most years and presents the magnificent Raja Muda Cup to the victor at the end of each year's edition of the challenging race.

The RMSIR has been nothing short of a tremendous success and has enhanced the Club's image





Interesting facts *about the* RMSIR

1990

The inaugural RMSIR (then the RMIR) encompassed only two passage races, first from Port Klang to Pulau Pangkor, and then from Penang to Langkawi. By the following year, two triangle races were introduced in Penang and Langkawi.

A total of 182 sailors from eight countries participated in 39 yachts in the first regatta. The services of a *bomoh* were engaged to help ensure wind, which seemed to work – at the start of race one in Port Klang, black clouds appeared 20 minutes after the first gun and delivered 30-knot winds in the harbour.

1991

The celebration of the 500th anniversary of Christopher Columbus's trans-Atlantic voyage in the 1991-92 Europa Round the World rally saw a substantial increase in participation, with 310 sailors on 69 yachts taking part.

1993

HRH the Sultan of Selangor, then the Raja Muda, participated in the regatta in his Beneteau 52 *Nurlisa*.

1994

The new trophy for the racing class, known as the Raja Muda Cup, made its debut. Commissioned by HRH the Sultan of Selangor from British royal jewelers Garrard & Co, it cost an estimated RM135,000.



1999

Amir Zohri Abdul Rahim and his crew on board the Perth-built Farr 36 *Gotcha* became the first Malaysian crew to win the prestigious RMSIR trophy.



2002

The RMSIR welcomed its first all-woman entry, the *Dewi Bayu*, on a Sunsail-sponsored Oceanis 44.



The regatta was incorporated into the newly-created Asian Yachting Grand Prix, which ranks a skipper's abilities over the annual racing season.

2003

The premier cruising class was introduced to the competition. The following year, the Jugra Cup, created to commemorate HRH Sultan Sharafuddin Idris Shah's circumnavigation around the world on his yacht, *Jugra*, was presented to the overall winner of the category, *Shahtoosh*.



2005

The RMIR officially became the RMSIR following the Selangor State Government's confirmation of a long-term pledge to support the regatta financially.

2006

The regatta obtained its prestigious Royal Ocean Racing Club affiliation, which saw it being included in the UK-based club's annual calendar of regattas around the world, making it one of just two in Southeast Asia to enjoy that recognition.

An RSYC youth squad, comprising 10 boys and two girls, became the first all-youth, all-Malaysian crew to enter the racing class category on board the sponsored Farr 42 *Gapurna Switchblade*.



2009

HH Tengku Amir Shah, the Raja Muda of Selangor, participated as crew for the first time on *Baby Tonga*, which went on to win the Jugra Cup for the second consecutive year.



2014

RMSIR celebrated its 25th anniversary. A coffee table book was produced to commemorate the milestone. The regatta saw 35 participating boats with approximately 370 crew members.



2017

All participating yachts were issued a tracker that sent an electronic signal every 20 seconds via satellite in order to keep track of their positions. It proved to be helpful for safety reasons and to ease the burden of race officers.



2018

Life Commodore, HH Tengku Amir Shah, competed again in the regatta on board team Scallywag's ORMA 60 Trimaran. The Club also sponsored a youth team aboard *Nafi*, a member's yacht generously lent to the team.



Comments *about the* RMSIR

“

– JONATHAN MUHIUDEEN,
RMSIR co-founder and
frequent participant

My view is that we had an incredible team of unpaid volunteers, and none at any stage said 'we can't do this' when we came up with the idea for a regatta. Totally focused on their role under Dato Johan Ariff's leadership, each volunteer did more than just help, they went overboard. Thanks to the support of HRH the Sultan of Selangor, Sultan Sharafuddin Idris Shah, (he was Raja Muda then,) we had the credibility to seek funding to buy the capital goods we still use today. Believe it or not, but we did not have the right docks, no race buoys, no radio...no nothing. I drew a spreadsheet of what we needed for sailing, with no regard for costs, and Dato Johan and Tuanku went out and got us the money. The Navy threw their support to escort us as many international teams were concerned about security. Datin Lala's vision of the layovers were world-class, bringing the best of Malaysia. The back office team of Tom Scarff and Saroja forged a solid admin, where there were no mistakes and every step was fully under control. I was the person who kept the unruly sailors in check, and many times I had to be so direct that it was on the verge of *kurang ajar*. But it worked. I had discipline sessions and had direct talks with the captains....daily. LOL. The first regatta was so successful that it formed its own 'life' and still runs on that format today."



– **DATO JOHAN ARIFF**,
RMSIR co-founder and
first Chairman, and past
RSYC Commodore



The greatest challenge I faced as Commodore was the creation of the Raja Muda Selangor International Regatta. Being the Founder, with Vice Commodore Jonathan Muhiudeen as its Co-Founder, I also served as its Chairman and a participant for six years running. It was momentous because it was the Club's first attempt at putting sailing on the world map for Malaysia, while establishing a niche in the time-honoured RORC's Calendar of World Sailing Events. I attribute that initiative to Dato Richard Curtis, also a past Commodore. The strong dedication of the Regatta Committees, Members and especially my dear wife, lovingly referred to as Lady Commodore for her tireless organisational efforts on land, needs a special mention."

– **DATO RICHARD CURTIS**,
RSYC past Commodore and
frequent participant



The RMSIR is special because it presents participants with every sort of sailing conditions over an entire week, and indeed often over each overnight race as the weather changes. I also love how it presents so many challenges by virtue of its moving locations for the passage races and then upsets the leads that the strong offshore racers may have built up in a series of tricky harbour races."

“

– **MARTIN RIJKURIS**
(Capt Marty),
frequent participant

I was skipper of Jon Wardill's globetrotting *Australian Maid* when we were invited by Hijjas Kasturi and Martin Axe to come to Malaysia to compete in the second RMIR in 1991. I've been involved in the regatta since! I've skippered various boats, coached the winning Malaysian team on Amir Zohri Abdul Rahim's Farr 36 *Gotcha* in 1999 and I now generate the all-important media coverage and daily Race Reports on the AsianYachting.com website. What started as a competitive island-hopping cruise along the country's west coast, with social activities in every port, now caters to serious racers who love the challenges that offshore racing involves. It's also great for the adventurous lot who wants to enjoy sunrises, sunsets, breathtaking scenery and different weather systems while offshore. I've had so many memorable moments but perhaps the most exciting would be winning the 10th edition of the RMSIR with a mainly Malaysian crew on *Gotcha*. Overnight racing may not be everyone's cup of tea but there is definitely something very rewarding about putting a good crew together and sharing an exciting learning experience. That camaraderie tends to lead to lifelong friendships."



– **TAN SWEE IM,**
participated in
11 RMSIRs, in part or in
full, former committee
member and RMSIR
organising committee
member



“

If you are sailing in Asia, how can you not participate in the RMSIR? It's iconic and there is no other regatta that rivals its unique spirit. Larger, more well-established regattas may attract more boats and more competitive entries but the rolling up the coast regatta that is the RMSIR is without comparison. There is so much to love about participating in a regatta – the camaraderie of the crew in a small yacht with five to seven people practically living together for a week in a small space is definitely one of it. You tend to be reliant on each other and generally have enormous fun together on and off the water! I joined the RMSIR organising committee in 2005 at the persuasion of Dato Richard Curtis. The camaraderie of the organising committee in those days was simply amazing, with many committee meetings being more of a dinner party than any serious meeting. The home-grown, muddle-through-it years were certainly less professional, but extremely personal and fun, and we got things done! The regatta has become more professional in its outlook as it has become more established. I'd like to congratulate the Club as it celebrates its 50th anniversary. Keep the great sport of sailing alive in Malaysia and continue to ensure that the RMSIR goes from strength to strength.”

– **VINCENT CHAN,**
participated in
16 RMSIRs



– **BILL BREMNER,**
2013 winner on
Foxy Lady



I would say that the RMSIR is one of the most challenging regattas I have ever sailed tactically. The tricky and unpredictable weather conditions – such as sudden 180-degree wind shifts, unexpected violent Sumatran rain storms, strong tide flows of 3 to 5 knots and tide variances of 4 to 5m as well as fisherman nets to dodge and sandbanks to avoid along the way etc. – make it all much more difficult and exciting! It is a must-do regatta for racing and cruising yachtsmen alike! I would also like to share with racing sailors my own mantra on yacht racing and life – if you go to a regatta convinced you will only have a good time if you win, you will miss out a lot in life. The most valuable thing to have in life is to be able to appreciate what you have at the moment, and not to keep wishing for something you don't have."

"Some regattas are near perfect and the RMSIR is one of them. It's a delightfully balanced package of challenges that rewards you if you get it right and bites your backside hard if you get it even a little bit wrong."

“

– **FRED KINMOUTH,**
multiple RMSIR winner

It's the combination of great yachting with camaraderie and the fact that there's slightly less pressure than some of the other regattas that makes the RMSIR so special."



“

– **SAM HUNT,**
crew on *Neil Pryde*

Back when I first started sailing in the late 80s, many big regattas around the world had a format of overnight races mixed with short day races. It's challenging and tests all of your skills as a sailor and team. The RMSIR has outlasted such historic regattas as the Admiral's Cup, Southern Cross Cup and Kenwood Cup, and it's something the RSYC and organisers should be very proud of."



“

– **DAVID FULLER,**
multiple RMSIR winner

I love the RMSIR and prefer it to the King's Cup. It's pretty delightful and I especially adore Penang and the day racing, and the bar at the RLYC, which is a yachtie's paradise and a fantastic end to an amazing event. It's the camaraderie that really stands out to me, and it's what makes the RMSIR so special and unique."





FISHING

There is a large community of avid and some occasional fishing enthusiasts who partake in the activity when the tides and their personal schedules permit. For some, it may be several times a month while for others, it may be less frequent. The fishing *kakis* are the ones most active at the Club early in the morning and late in the day, unlike the sailing crowd who maintain more central hours. They certainly make their presence felt, especially since it is a less complicated activity where friends and family of all ages can join in quite easily.

The Club regularly organises fishing competitions that offer attractive prizes. A competition held on an annual basis for many years is the RSYC Pengail Fishing Competition. It has two categories, the Open Category and the Inshore Category, and is one of the most popular fishing events in Port Klang.

Among the popular fishing competitions of the past is the "Biggest Catch of the Year", which saw bumps in its participation rate as speedboat ownership increased.

In the past, fishing competitions were also held with a Challenge Trophy being presented to the winning team. In 1985, for instance, the trophy was donated by long-time Club member Goh Thiam Hee in an effort to further encourage other fishing competitions and the sport generally. In 1987, the trophy for the winning team was donated by then-Commodore Dato Johan Ariff.

Aside from fishing competitions, the Club has also held fishing expeditions and workshops for avid anglers.





The Club's avid anglers often take part in fishing competitions





SOCIAL EVENTS

Throughout its 50-year history, the Club has hosted a number of interesting and significant social events, with perhaps the most popular being its yearly New Year's Eve party and a string of events held in conjunction with the annual Raja Muda Selangor International Regatta, including the Welcome Cocktail for skippers and Welcome Dinners. It has also hosted a number of Commodore's Balls through the years, the first in 2002. The Commodore's Ball marked an important milestone in the Club's traditions as it gave the Club the opportunity to display itself in all its glory.

The Commodore's Ball held in 2008 (Dato Alex Nah was the Commodore then) was filled with friends and acquaintances, of which most had a common interest in boats be it large, small, sail or power, racing/ cruising/fishing. The event was graced by the Club's Royal Patron, the Sultan of Selangor, HRH Sultan Sharafuddin Idris Shah. HRH presented a plaque to Rolls-Royce International's Regional Director Olof Rapp for the company's sponsorship



reality cooking series, with a special appearance by Hong Kong artistes Edwin Siu and Stefan Wong. Invitations were extended to the Club Committee, staff and members

for food tasting comments and giving points for the stars' culinary skills. The duo were delighted by the high scores they received.

of the sailing programme for local children. In memory of the late Dato Aziz Ismail, a Past Commodore, a plaque was also presented to his wife and eldest son for his achievements for the club.

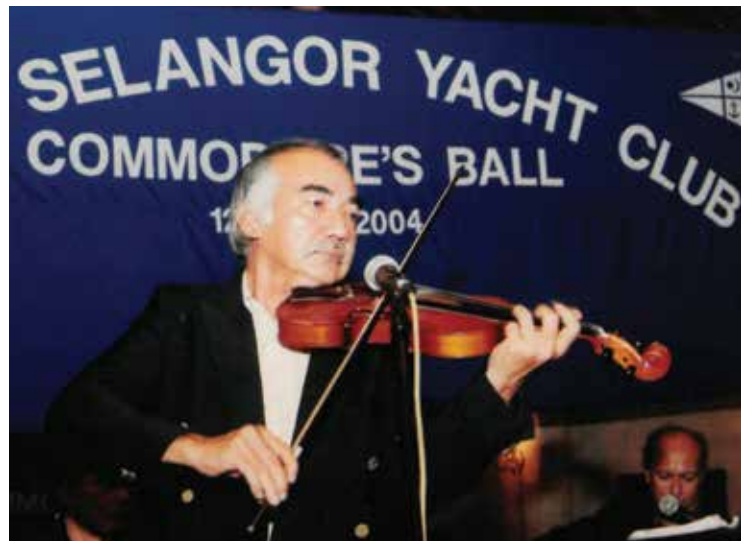
Following the success of the Commodore's Ball, the Club was invited to host the Coronation Ball, one of the official functions that had been organised in conjunction with the coronation of HRH Sultan Sharafuddin Idris Shah.

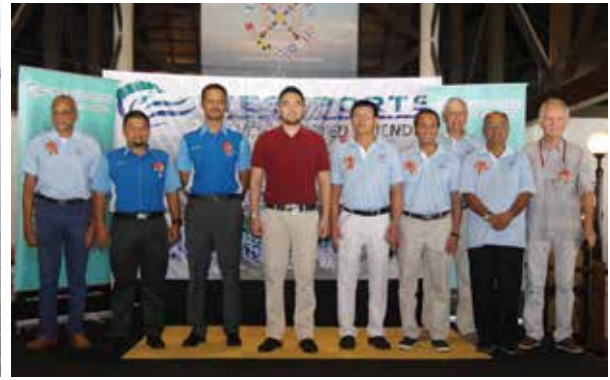
The Club hosted its first Oktoberfest celebration in 2015. It was a resounding success that featured a 7-piece live band, dancers, games and lucky draws.

On April 25th this year, the Club was chosen as a venue for a video shooting by Asia Tropical Sdn Bhd for a



Hong Kong stars Edwin Siu and Stefan Wong demonstrated their cooking skills at the Club this year





CORPORATE SOCIAL RESPONSIBILITY ENDEAVOURS



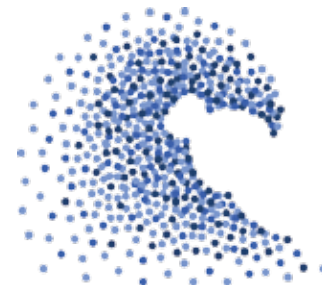
RSYC's most significant Corporate Social Responsibility (CSR) measure is the RSYC/ Westports Community Sailing Training Programme, which was introduced in 2015 to give local children the opportunity to learn the basics of sailing on the Club's fleet of Optimist dinghies. The initiative, which fulfils the Club's goal of working towards helping to shape the younger generation, is designed to offer children with an interest in sailing a chance to participate in the sport which they, otherwise, may not be able to afford. RSYC provides the boats, equipment and the relevant coaching and support personnel to conduct the training both in the classroom for the theory portion and on the water for practical sailing.

After the first year of the programme, the RSYC/ Westports team went on to win two gold, one silver and one bronze medal at the Kejohanan Perahu Layar Majlis Sukan Sekolah Selangor 2016. This was

a great achievement for the project supported by the Club.

Other "Give to Society" endeavours have included field trips by children to the Club where they were introduced to sail boats and power boats.

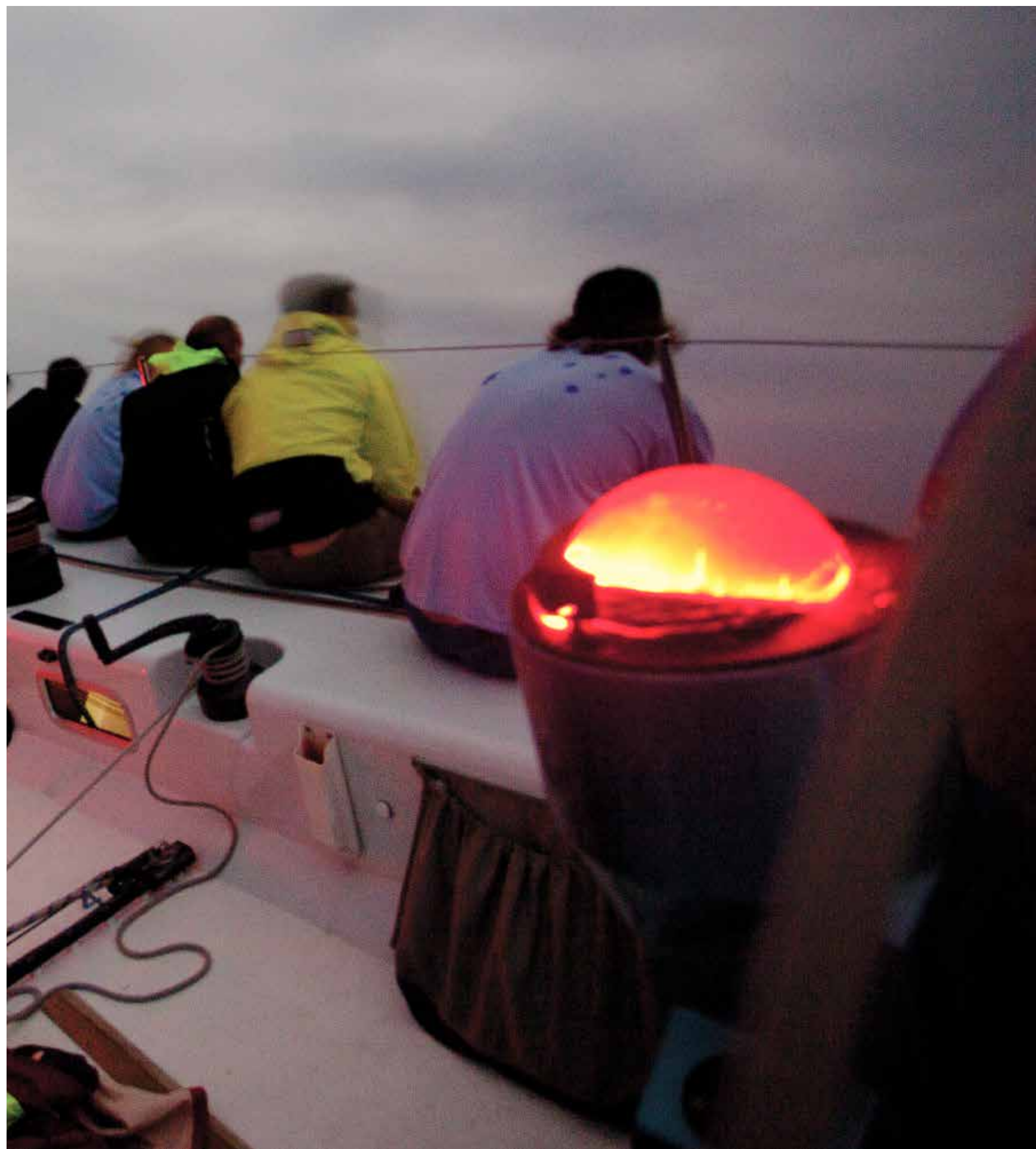
Inspired by the Clean Seas campaign, a UN Environment project that aims to engage governments, the general public and the private sector in the fight against marine plastic pollution, RSYC has also adopted a "Go Green" philosophy, as seen by the use of recycling bins at the Clubhouse and a "No Plastic Straws" policy.



**clean
seas**

**turn the tide
on plastic**





PAST *commodores* 1969-2018





Capt. Harry R. Walker



HRH Sultan Salahuddin Abdul Aziz Shah (in sunglasses) on a visit to the Club. Beside him is G.H. Lang, the Club's first Commodore

YEAR	NAME	YEAR	NAME
1969-1970	MR. G.H. LANG	1983-1986	DATO ABDUL AZIZ BIN ISMAIL
1970-1971	MR. G.H. LANG	1986-1989	DATO JOHAN ARIFF
1971-1972	MR. G.H. LANG	1989-1990	ENCIK HIJJAS BIN KASTURI
1972-1973	DR. LIM SIAN LOK	1990-1996	DATO JOHAN ARIFF
1973-1974	MR. O.B. WOLSTENHOLM	1996-1998	ENCIK HIJJAS BIN KASTURI
1974-1975	MR. O.B. WOLSTENHOLM	1998-2000	DATO ABDUL AZIZ BIN ISMAIL
1975-1976	MR. O.B. WOLSTENHOLM	2000-2002	MR. GEE BOON KEE
1976-1977	MR. JOHN W.HILL	2002-2006	ENCIK. ABDUL AZIZ BIN KADIR
1977-1978	MR. JOHN W.HILL	2006-2008	DATO RICHARD CURTIS
1978-1979	CAPT. H.R. WALKER	2008-2012	DATO ALEX NAH SWEE HUA
1979-1980	MR. CEDRIC A.WADE	2012-2016	MR. TAN IT BENG
1980-1983	MR. BRIAN ROGERS	2016-2018	MR. JEFF. B. HARRIS



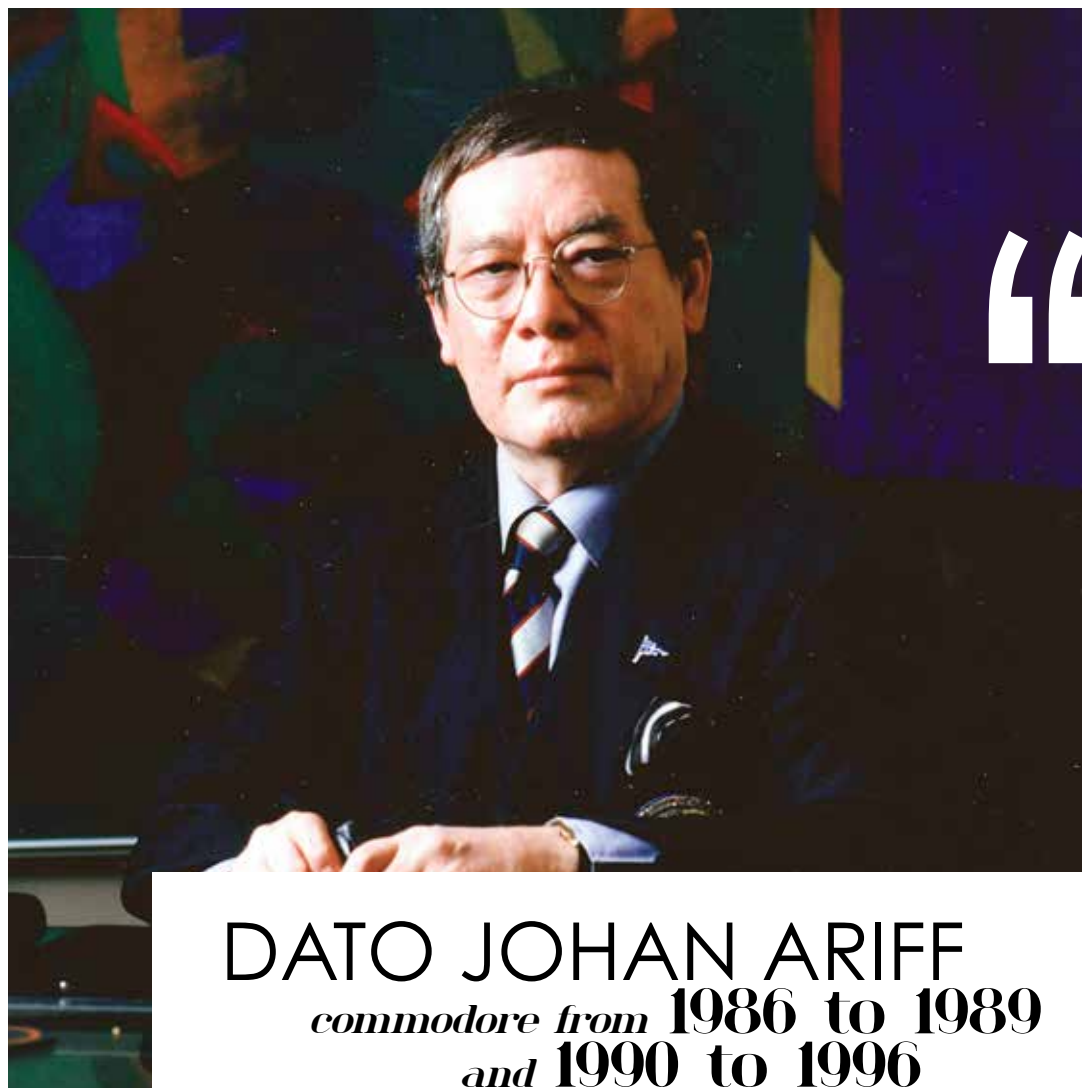
Seated (from left to right) Tan It Beng, Dato Johan Ariff, Dato Richard Curtis and Dato Alex Nah
 Standing (left) Abdul Aziz Kadir and Jeff Harris

Dato Abdul Aziz Bin Ismail joined the Club in 1970 when it was still called the Port Swettenham Yacht Club. A keen sportsman, he took up sailing after he retired from the Malaysian Rugby XV. He loved sailing and was the proud owner of several boats during his lifetime. Dato Abdul Aziz was instrumental in the development

of competitive sailing in the country. He excelled at the sport as well, as apparent by the fact that he won the inaugural King's Cup in Phuket in 1987. In recognition of his service to the Club throughout the years, he was elected a Life Member in 2001. He passed away in 2006.



DATO ABDUL AZIZ BIN ISMAIL
commodore from 1983 to 1986
and 1998 to 2000



DATO JOHAN ARIFF

*commodore from 1986 to 1989
and 1990 to 1996*

The old Clubhouse was gutted by fire while Dato Johan Ariff was Commodore. It became his priority to bring it back to life through two separate stages of rebuilding. Because this took time, Club by-laws were amended to allow him to stay on as Commodore to pursue its complete rehabilitation.

Dato Johan worked closely with Hijjas Kasturi, who had

been appointed to design the new Clubhouse, to create the unique and culturally-inspired building we see today. He sought donations from more affluent members and their companies in order to provide amenities that were more modern and practical, and this led to the creation of a Clubhouse that compares favourably and even surpasses many in the region in terms of its unique architecture and style.

My greatest admiration goes to all Commodores, before and after me, as well as past and present Committees, for their dedication to serve, and to put the Club in the forefront of sailing and fishing activities. I hope that the Club will continue to be a friendly place for all—sailors, fishing enthusiasts, family and social members alike. Let's all work together for its continued betterment, and above all, to keep RSYC's spirit alive."



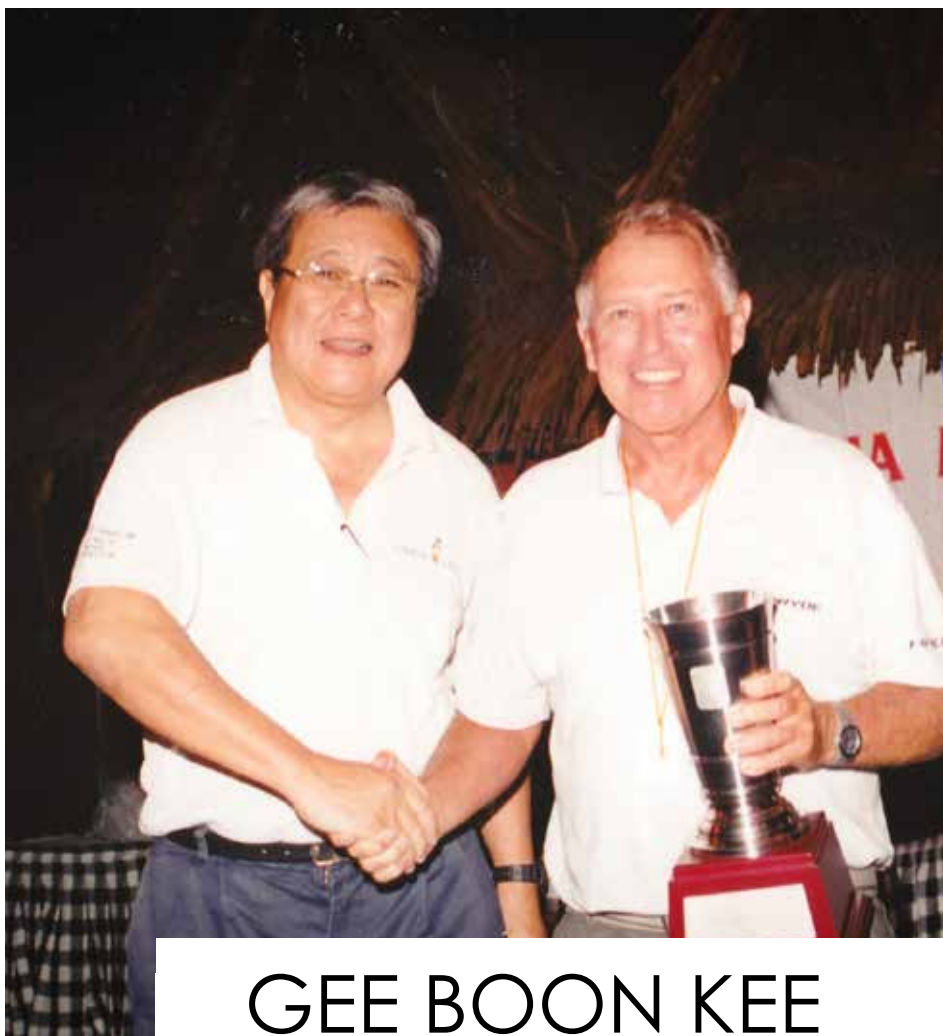
In his first term as Commodore, Hijjas Kasturi worked on strengthening the finances of the Club and preparing it for the next planned phase of its development. To coincide with Visit Malaysia Year 1990, the Club prepared a set of documents for visiting keelboats and cruisers defining port procedures and facilities available in the Club and general area.

In his second stint as Commodore, the new Clubhouse he designed focused on organising sports and social activities that the old Clubhouse was ill-equipped to handle. Once again, Hijjas opted to put the focus on consolidation within the fields of finance and management.



HIJJAS KASTURI
*commodore from 1989 to 1990
and 1996 to 1998*





GEE BOON KEE
commodore from 2000 to 2002

Commodore Gee Boon Kee focused on ensuring that the Club continued to make improvements to the facilities that members enjoyed. He also worked on repairs and maintenance of the Club's facilities, including those that fell under the Harbour Master's purview as well as flood mitigation measures.

A noteworthy highlight of his tenure was the amicable settlement of a longstanding claim from Shell for damages to the Club's facilities and members' yachts as a result of the fire that took place in 1992. This was accomplished with the help of a member's law firm that provided pro bono advice to the Club. As a result of the settlement, the Club's reserves saw a significant addition.



The Club held its first Commodore's Ball in the year that Abdul Aziz Kadir took up the mantle of Commodore. It marked a new milestone in the Club's traditions and gave it the opportunity to display itself in all its glory. In his second year as Commodore, he led the Club's Committee in efforts to attract boat owners and increase the usage of Club facilities. He also focused on maintaining the property and hosting social events. This included the Coronation Ball, which RSYC was given the honour to host to celebrate the coronation of its Royal Patron, HRH the Sultan of Selangor, Sultan Sharafuddin Idris Shah.

In his second term, Abdul Aziz focused on giving the Club's sailing, fishing and social programmes greater vitality, which led to increased participation from members. The Club also held the second edition of the Commodore's Ball in 2004, which was graced by the presence of the Royal Patron.



ABDUL AZIZ KADIR

commodore from 2002 to 2006



“

The Club's growth in its first 50 years to a regionally renowned yacht club has been thanks to the ideas, hard work and passion of so many. All this hard-won success must never be lost. Instead, it must be built upon to make our Club even more than it is today, one of the region's most admired yacht clubs that runs one of the world's most interesting regattas. We are all custodians of our Club's great heritage and of its future.”



DATO RICHARD CURTIS

commodore from 2006 to 2008

Upon becoming the Commodore, Dato Richard Curtis set out to secure the club's reputation as one of the region's premier sailing clubs. He did this by, among others, making the Club an active centre for all types of sailing and bringing the Raja Muda Selangor International Regatta to a higher level through better organisation, long-term funding and greater participation. He was responsible for securing long-term sponsorship from the

Selangor State Government for the RMSIR and can also take credit for securing the Royal Ocean Racing Club's endorsement of the regatta. RORC is the world's most prestigious organiser and endorser of regattas and RMSIR was the second regatta in Asia to be accredited by it. Dato Richard was also the leader of the team that negotiated with the Selangor State Government for the acquisition of 23 acres of land in Pulau Indah.



Due to his business experience and background, Dato Alex Nah chose to run the Club with all his passion 'as if he owned it', and, as a priority, he wanted to make sure that it achieved a healthy Balance Sheet. When he took over as Commodore in 2008, he found that the Club had been running at a deficit for many years. He opted to change this by shaking up the

Club's F&B operations. Under his watch, an independent F&B operator/subcontractor was brought in on a profit-sharing basis and this successfully stopped the several years of bleeding. This privatised F&B operation he initiated continues until today because it has proven to be successful. He also opted to make the Club's F&B operations available to non-members.

DATO ALEX NAH

commodore from 2008 to 2012



“ One of our greatest success stories is the Raja Muda Selangor International Regatta, which is now in its 30th year. It is well-known throughout the world and has helped to beef up tourism for the country. The regatta is without a doubt the highlight of the Club's annual calendar. Another great success is our training of many young children to sail. I am proud to say that some of our young sailors have grown up to become professional sailors in other countries while others have gone on to win medals at the SEA Games. We must continue to nurture young talent in this field to ensure the continuity of yachting in the years ahead.”

Tan It Beng became a member of RSYC in 1991 because he was an avid angler who was also interested in learning how to sail. As Commodore, he took measures to improve RSYC's financial and commercial standing, physical infrastructure, social facilities as well as its status, long-term sustainability and growth. He also oversaw the successful organisation and celebration of the 25th anniversary of the Raja

Muda Selangor International Regatta, which included the publication of a coffee table book. It was during Tan's tenure as Commodore that RSYC became one of the founding members of the Aseanarean Blue Water Alliance (ABA), a group of select premier yacht clubs in the region that agreed to share marina-related information, intelligence, fellowship and affiliation benefits.



TAN IT BENG
commodore from 2012 to 2016



“RSYC has overcome a great deal of adversity over the years and has grown to become the premier members' yacht club in Malaysia, famed for its Raja Muda Selangor International Regatta, now in its 30th year, fishing competitions/trips and other sailing and leisure boating activities. It has also become an increasingly popular F&B destination within the Klang Valley where members and guests can wine and dine in beautiful surroundings while looking out at the marina and enjoying the sunset.”

“

I am delighted to be an active member of a Club that is now 50 years old and has the Sultan of Selangor, HRH Sultan Sharafuddin Idris Shah, as its Patron. We are in the unique position of being the oldest yacht club in the country and it is my hope that members will utilise the Club's facilities to the fullest and will do their part to promote sailing, fishing and boating to their friends and families.”

JEFF B. HARRIS

commodore from 2016 to 2018



During his time at the helm, Jeff B. Harris set out to enhance and improve watersport activities for members, including fishing and sailing, as well as the Club's social activities. As a lifelong sailor, he was determined to promote the Club's active sailing programme to encourage new sailors to take up the sport. In 2015, alongside long-term member

Martin Axe, he negotiated with Westports Sdn Bhd to obtain sponsorship for a jointly-operated Community Sailing Programme that enabled youngsters from schools in Pulau Indah to learn to sail on the Club's fleet of Optimist dinghies. The programme, which is in its fifth year of operation, has seen many of its trainees go on to participate and win medals at state and school regattas.







SOME of
THE
CLUB'S
NOTEWORTHY
personalities

“ I’ve visited hundreds of yacht clubs and sailed around the world. RSYC is still my club. This is where I learnt to sail, met my ex-wife and made many close friends.”



Jonathan MUHIUDEEN

“ I joined RSYC in 1983 when it was just Selangor Yacht Club – not Royal at all! Back then, it was just a shack over a muddy river. The toilets were a hole in the floor. However, the comradeship was unmatched, the beer cold

and the food fantastic. Mr. Lim ran the bar/restaurant and acted like my favorite uncle. If I ran aground during a sailing race and had to wait several hours for the tide, he would send my crew dinner on a fisherman club member’s speed

boat. It was a tightly-knit club. Since then, I've visited hundreds of yacht clubs and sailed around the world. RSYC is still my club. This is where I learnt to sail, met my ex-wife and made many close friends.

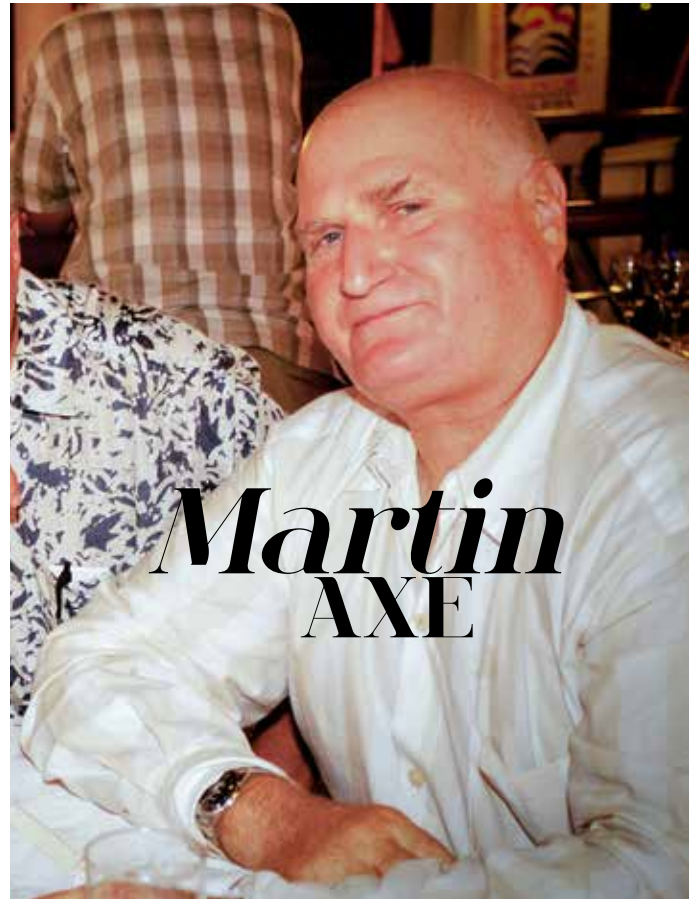
"My role at the club was mostly about sailing. I was the Sailing Secretary, Vice Commodore, Chairman of the RMSIR and Chairman of the Optimist regatta. I started navigation classes – this was a time before GPS so we had to navigate through charts. I started racing master classes to teach others the finer parts of keelboat racing. This sounds like I was the backbone of the Club but I wasn't – I just picked up from where others had left off and added more to it. This is the reason why any club is successful – it is the members' contribution to the other members. Without that, there is no reason to join a club.

"The Club has changed over time but the underlying friendly place and smiles haven't. RSYC is now the largest yacht club in Malaysia and is known across



the region but there is still a smiling barman and the food is good. If you sit at the bar alone, there is a good chance you will make lifelong friends that day. I fly an RSYC burgee off my 36' sailboat in San Francisco when I sail. My next trip is in two years and I plan to buy a boat somewhere in Europe or the Caribbean and sail back to Southeast Asia. I will fly a RSYC burgee on that boat too. I am an offshore member, not an ex-member. RSYC is my first love."





“ The Club has always been a home away from home for me, thanks in large part to the friendliness of the members and staff.”

“I joined RSYC in late 1988 and while the Club has changed physically, the general atmosphere has remained welcoming and fun. I remember an incident that took place in the late '80s or early '90s that illustrates this point exactly. I was part of a group of people who set off on a few boats for Pulau Sembilan and Pangkor for a long weekend. This was a particularly memorable trip because I almost stomped on

former Commodore Abdul Aziz Kadir! After a night in which the assembled group built a fire on the beach and barbequed whatever had been brought along while consuming an above average quantity of beverages while trying to solve the troubles of the world, we eventually bed down around the dying embers of the fire. I was snoozing on a large tarp while Aziz was asleep on the ground a few feet away. Here's where it gets fuzzy... in my semi-somnambulistic state, I felt something "addressing" one of my feet. Believing it to be a small rodent, I leapt to my feet, drumming both legs into the sand in a mad tattoo. In my mind, this seemed to continue for a good 20 seconds before I was awakened by Aziz's screaming protestation because I had been running in place pretty much just next to his prone form!

"The Club has always been a home away from home for me, thanks in large part to the friendliness of the members and staff. I was on the first Raja Muda International Regatta (as it was known then) organising



committee and remained actively involved for the next 22 years. It has always been a great event for the club and for sailing in Malaysia in general, so once the ball got rolling, we all wanted to ensure it continued to remain as such. The atmosphere on the organising committees – especially in the

early days – was fun, exciting and trailblazing with great camaraderie amongst the members. It's wonderful to see the Club and the RMSIR flourish over the years and I'm sure RSYC will grow even more as it expands community involvement and activities."

“ During my time with the Club,
I helped to get the Optimist
programme going after the
Malaysian Yachting Association
donated six locally-made Optimist
dinghies to the Club.”



“ I joined the Club as
General Manager in
1986 on a two-year contract
because it was felt that my
engineering background would
help with the renovation and
refurbishment work that was

needed at that point. Those
were difficult years for me. I
had lost my job as an engineer
because of the recession and
I was thankful that the Club
had given me the chance to
work there.

"During my time with the Club, I helped to get the Optimist programme going after the Malaysian Yachting Association donated six locally-made Optimist dinghies to the Club. I had been sailing Laser dinghies since 1975 and was familiar with the marine environment, so this seemed like a natural fit. I was also involved in organising the Club's offshore racing series for sailboats.

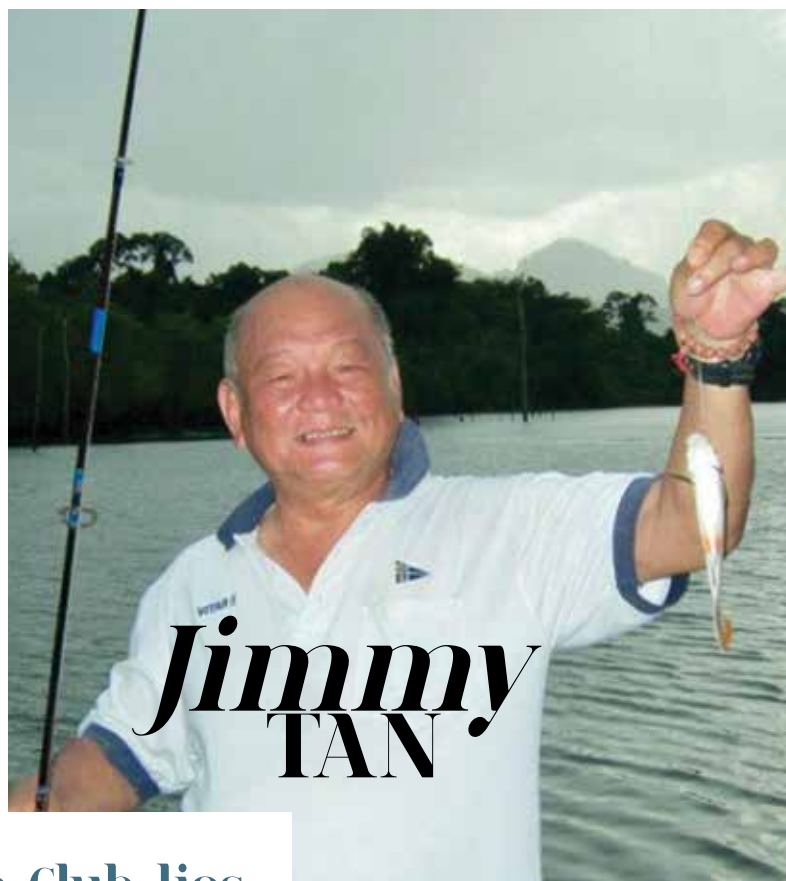
"The 1980s were the early days of using computers at work, and at that point, I found that the club membership accounting

system included some irregularities. Realising that a custom-made system would be the answer, I took it upon myself to develop a rudimentary PC-based system for the Club and learn database management. With input from Saroja, who also tested it for various scenarios, the system was developed. I understand they used this system for many years after I left the club.

"My time at the Club was short and I am grateful for the support and cooperation that I received from the Commodore,

Committee Members and members. It gives me great pleasure to offer my congratulations to RSYC as it celebrates its 50th anniversary. Having perused the Club's website, I am glad to see that it has grown from strength to strength. Keep up the good work."





“The future of the Club lies with the young ones. Old members will just fade away, sooner rather than later! My message to members is to come to the Club regularly to be part of what is going on.”

“My contribution to RSYC was to serve a number of terms on the Club's Committee, first as a Committee Member and in my last term, as the Rear Commodore. We were fortunate to have Dato Johan Ariff as the Commodore then to take the Club from a sleepy watering hole for its denizens to



what has become the leading sailing Club in Malaysia, if not Southeast Asia. Under his leadership, the Committee worked well together as a whole. There were many disagreements over policies and direction, but after due discussion (sometimes very heated), differences were set aside and life went on, very often as how Dato Johan, or more precisely Datin Zahara, saw it. I say this with great affection as, seeing how things turned out later, they were right. In any case, when decisions were reached, everyone worked hard to ensure the success of the Club, not the least of which were the Commodore and his dear wife.

"The greatest satisfaction of those years came from the restarting of the children's sailing programme at the Club. It was supported by Club members, whether or not they had children who participated in it. People like Jimmy Koo, his wife Janet and many others (not forgetting our dedicated staff members, both office and yard,) contributed hugely not only money but their TIME to raising the Club's position to *numero uno* in the sport of Optimist sailing in Malaysia.

"The future of the Club lies with the young ones. Old members will just fade away, sooner rather than later! My message to members is to come to the Club

regularly to be part of what is going on.

"In the early '70s, when I began coming regularly (weekends) to RSYC, the Club was a modest affair with a rickety Clubhouse. Membership was dominated by a coterie of erstwhile regulars who always took over the bar after (and sometimes before) sundown till the wee hours. We called them "Members of the Bar". Looking back, it was people like the "Members of the Bar", the staff and many others I have not mentioned, but most of all Dato Johan and Datin Zahara, who had the passion and dedication to bring us to our 50th Anniversary. The Club was small then, with a membership of between 300 and 400, but this helped it to seal its reputation as a "friendly" sailing Club.

"I would like to extend my heartfelt thanks to everyone that helped to bring the Club to what it is today. May RSYC continue to flourish for the next 50 years."

“My late father became actively involved in the Club sometime in the early 1970s. He loved the sea, fishing and the good company of those who shared similar interests as him, which is why he joined RSYC. I remember going to the Club or going out to sea with my dad almost every weekend while I was still at school.

“My dad was involved in many aspects of the club. I recall that he was the Honorary Secretary of the Club at a time when it was fairly new and small, and he was actively involved in many operational matters. He also looked after the people who worked at the club then and helped them whenever he could.

“We decided to donate his boat, *Seri Tenggara*, to the Club recently instead of selling it because we wanted to continue my father's legacy of giving to the Club. At the same time, the boat would be used in a meaningful and productive way because it would be an



official boat of the Club. We also knew that it would be cared for in terms of repair, operations and maintenance. We know it has found a good home at the Club.”

– Goh Aik Meng



“

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– Goh Aik Meng



Colin RAWLINS



Colin Rawlins was a founder member of the Club, having joined the Port Swettenham Yacht Club after it was officially registered and formed in 1969. In a published interview, he talked about how the idea for forming a yacht club was originally mooted. "From 1963, a group of prominent expatriate yacht owners would meet to discuss such common problems as keeping their yachts at the public jetty in Port Swettenham. Two key boat owners were Gordon Lang, who had a teak ketch named *Dianthis*, and Nobby Clarke, who then owned *Eveline*. When a jetty that had been constructed for Nobby's company – Anglo Oriental – next to the Shell depot became redundant, it was arranged with the relevant authorities to use the jetty and start a yacht club," he said.

He went on to say that those were simpler times for the Club. "The amenities were simple back then; a hut with a toilet, bar and a small kitchen on the jetty. Volunteers and donations got most of the work done. My company, Industrial Dryers, built the flagpole, the first pontoons and, very importantly, the bar rail!"

Reminiscing about the old times, he said, "We used to have great times, such as the annual ritual of motoring Brent Sorensen's yacht to the plantation in Banting via the inland waterways; the trips on *Magic Castle* with the owner, magician John Galvin; the very liquid and memorable visit of the *Royal Yacht Britannia*, among others. Mainly though it was the characters – Mike Hatcher, Frank Greenshields

and Bunny Cox – who lived opposite the Club and used to *sampan* across the river who made it special. The racing fraternity – with members like Gunther Lienau, Sorensen and Hijjas Kasturi – were keen and racing started to gain an enthusiastic following."

Rawlins, who passed away several years ago, also had some words of wisdom for the Club. "Looking to the future, it must be remembered that the greatness of a club rests not only upon its current members, but also on its history as that is what gives it its heart and soul."



Affiliated Event

ASEANAREAN BLUEWATER ALLIANCE

The brainchild of Francis Lee, then President of Singapore's Raffles Marina, the Aseanarean Bluewater Alliance (ABA) was formed in 2012 to serve as a strategic alliance between the region's premier cruising clubs and marinas. Its purpose is to promote a nautical lifestyle and seamless marine tourism by offering premier destinations and sharing local knowledge as well as offering special privileges to cruising yachtsmen while supporting cruising yachts.

The Aseanarean region is defined as the seas encompassing the 10 ASEAN nations of Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam. Selected premier yacht clubs or marinas in the region that possessed the necessary attributes, and were

able and willing to forge such an alliance, were included, by invitation only, to co-found ABA.

The Royal Selangor Yacht Club, together with Phuket Boat Lagoon and Ocean Marina Yacht Club in Pattaya, were co-founders of the alliance. The inaugural meeting in 2012 of the participating clubs' representatives was held at the Ocean Marina Yacht Club with RSYC recording the greatest participation. Representing the Club at the first meeting were then Commodore Tan It Beng, Vice-Commodore Gerhard Poel, then Committee Member Jeffrey Voon and past Commodore Dato Alex Nah. It was undoubtedly a labour of love for the Malaysian contingent as all expenses for the trip were borne by the individual attendees while the hotel rooms were courtesy of the host club.

ABA's members:

Admiral Marina & Leisure Club, Port Dickson, Malaysia

Bali Marina, Bali, Indonesia

Batavia Sunda Kelapa Marina, Jakarta, Indonesia

Krabi Boat Lagoon, Krabi, Thailand

Nongsa Point Marina & Resort, Batam, Indonesia

Ocean Marina Yacht Club, Pattaya, Thailand

Pangkor Marina Sdn Bhd, Pangkor, Malaysia

Phuket Boat Lagoon, Phuket, Thailand

Raffles Marina, Singapore

Royal Langkawi Yacht Club, Langkawi, Malaysia

Royal Selangor Yacht Club, Port Klang, Malaysia

Senibong Cove Marina, Johor, Malaysia

Straits Quay Marina, Penang, Malaysia

Sutera Harbour Marina, Sabah, Malaysia







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