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November - April NE trades

Whenever I find myself growing grim about the mouth, whenever it is a damp, drizzly November in my soul...then. I account it high time to get to sea as soon as I can. "Herman Melville





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Marina Distribution



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Floeth turning heads with 110ft electric-powered wave-piercing cat

The boat's designer, Albert Nazarov, is shortlisted for the 2020 Yacht Aviation Awards. Find out more about this innovative vessel, designed and built here in Thailand.

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Java Yachting Academy (JYA) is an internationally recognized IYT facility specializing in training on dinghys, all types of sailing vessels, both catamaran and mono-hulls, RIBS and power boats.

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PYC adopts Charlie Golf One initiative



PHUKET An initiative started by the San Francisco Yacht Club "Charlie Golf One" has been welcomed by the Phuket Yacht Club. The maritime code flags C over G over 1 represent the signal for "We will not abandon you." The raising of the C1 signal on the PYC flagpole demonstrates the Club's bond with fellow sailors around the world during these difficult times of the pandemic.

SFYC Staff Commodore Jim Robinson derived this concept from the 1926 story of the US liner steamship PRESIDENT ROOSEVELT, which heroically stood by the British steamship Antinoe during an Atlantic gale on January 20, 1926. According to the story, as recorded by the San Francisco Marine Exchange, the passenger ship President Roosevelt was bound for the English Channel when she answered a call to rescue the Antinoe in a torrential storm. Specifically, "one of the worst storms ever to be recorded on the North Atlantic, as far as violence and duration were concerned."

Upon arrival, the situation appeared helpless. The President Roosevelt stood by the President Roosevelt for 85 hours and 40 minutes and launched several rescue attempts, losing two of her own lives along the way. Eventually, every single life aboard the Antinoe was saved. On the Antinoe, "Their only hope and comfort during those long hours were the two little signal flags, 'A over I', whipping in the gale from the President Roosevelt's yardarm."

Although the international signal flag code has changed since 1926, the message is still the same, "We will not abandon you". The Phuket Yacht Club joined as the initial club in Asia, adding a sixth continent to the growing network of yacht clubs around the world that are participating. "We salute our new friends at the SFYC with this universal message of fellowship, friendship and support during these difficult times of the Covid 19 pandemic," said club member Matt McGrath. "It is a positive initiative that brings people together without regard to geo-political boundaries. The Phuket Yscht Club welcomes all and is open to the public at large."

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SeaStar Solutions Announces Name Change to Dometic Marine



The global leisure marine company, SeaStar Solutions® has re-branded itself as Dometic Marine and is now integrated to the Dometic Group.





The entire organization is now part of the Dometic Group structure and all assets including digital presence has started to move over to the Dometic Group website.

At this year's IBEX show, a professional marine event, Dometic will showcase the first completely rebranded booth featuring all products from Dometic, legacy SeaStar Solutions and Dometic Blinds as one family, all in one space.

Peter Kjellberg, Chief Marketing Officer, Dometic Group says, "Since the acquisition of SeaStar Solutions in November 2017, SeaStar Solutions has shown steady growth and its innovative products have been supporting our business in the leisure marine segment. Together, as Dometic Marine, we continue to serve our customers with the best solutions in the industry."

Eric Fetchko, President of Dometic Marine Americas says, "With 76 years of history and dedication to command and control for boaters, SeaStar Solutions has accumulated industry leading technologies and knowledge in the market. With the new name, Dometic Marine, we will continue this journey and intend to expand our business even further."



A LEAP INTO



he COVID-19 pandemic had taken a toll on most boatbuilding companies and Floeth was no exception. Eighty percent of the company's revenue was charter business. This forced the company to pursue the private and luxury catamaran market. The company is one of Asia's leading companies is PVC Resin Infusion enabling Floeth Yachts to build superior boats lighter and stronger than conventional fiberglass builders.

And indeed Floeth has been the only company in Asia to build a wave-piercing catamaran, previously building a 72ft wave-piercing cat, a very stable vessel, which doesn't take a lot of power to perform. With its twin 380hp engines, and a full load (certified for 110 people) it can run at 20-plus knots.

Floeth is recognized throughout the region as a premier builder of luxury commercial and private catamarans, and it is an industry leader in the use of PVC Vacuum Resin Infusion, which guarantees the flow of resin evenly to all areas of glass and core in the mould. The end result is a boat that is up to 25% stronger and 30% lighter than conventional fiberglass construction. This is a sophisticated technique for manufacturing high performance, void free composites on large complicated moulds.

THE FUTURE



But what is a wave-piercing catamaran? As Wikipedia states: "A wave-piercing boat hull has a very fine bow, with reduced buoyancy in the forward portions. When a wave is encountered, the lack of buoyancy means the hull pierces through the water rather than riding over the top, resulting in a smoother ride than traditional designs, and less mechanical stress on the vessel. It also reduces a boat's wave-making resistance." The smoother ride means the boats are ideal for passenger ferries.

Basically, two long needle-like hulls extend beyond the bow of the boat providing floatation that keeps it airborne. It's a difficult build and it isn't suited for mass production but it has specific advantages as very little power is needed to travel at higher speeds.

The boat will be 110 feet long with a 45ft beam. It will be the biggest wave-piercing catamaran ever built. There will be three bedrooms and there will be a swimming pool with a waterfall on the front deck and a hot tub on the guest deck.

The boat will be launched between the middle to end of next year. It is being built in the company's Rayong factory and it will then be transported in segments to Floeth's oceanfront property where it will be assembled. Many of the boat builders are still



around from the first wave-piercing build back in 2016, so they know what they are getting into.

There are other well-known electric boat manufacturer but what will set the Floeth boat apart is its speed, with two electric engines it will have a minimum cruising speed of 14 knots – truly unique for an electrically-powered boat. Most electric boats regenerate power through solar panels but this limits their performance. The Floeth boat will have generators so that every 10-12 hours, running time at 14 knots, it will have two options: it can either stop for the night while the generators recharge the batteries, or it can switch over to two diesel-powered engines, whose main purpose will be for docking or extended cruising. The boat's owner is a condominium developer who wants to use the boat for his own personal pleasure, as he is an avid watersports fan. But he also wants to use it for day and evening cruises to entertain his high-end tenants. The cruises will be a must-attend" event as when the boat is finished it will really look like a mansion on the water with waiters and service staff on board.

He already owns a catamaran, but the wave-piercer has a much nicer look with its low profile hulls, and rounded bow section.

The build is truly a unique event and the whole boating community on the Eastern seaboard should wish Floeth the best of luck in this once-in-a-lifetime endeavor.



The design of the boat

The designer of the boat is naval marine architect Albert Nazarov and his Thaland based Albatross Marine Design, who are known for their expertise in catamaran design, both commercial and private. The boat model is called Astrolabe 110 (for this build it's the SEASEARCHER 110).

This 110' yacht concept offers unprecedented facilities and comfort, utilizing all advantages of the catamaran platform. Being a luxury yacht of expedition style, she provides unlimited cruising opportunities for her owner or for corporate events. The design is 4-deck with large saloon and masters quarters on the main deck. Two additional guest cabins and pilothouse are on the upper deck. The Flybridge is fitted with an outdoor seating area and steering station. The crew quarters, galley and engine rooms are on the lower deck. Special attention was given to fuel efficiency, seaworthiness and a comfortable ride. With wave-piercing bows and high bridge deck clearance the yacht is capable to undertake serious voyages.

The Astrolabe 110 also carries a lot of toys on board, such as tenders and Jetskis which are essential for expedition activities and watersports.



Note from the designer

The yacht discussed here is a new breed. It will provide her owner opportunities for unlimited cruising in comfort and harmony with the environment. The yacht will have decent range, seakeeping was given a priority, and motion will be further reduced with the wave-piercing concept. Space is another strong point of multihull platforms: multihulls have accommodation areas double the size of a comparable monohull.

Wave-piercing catamarans combine all the advantages of power catamarans, but with even higher seakeeping. Such craft possess reduced pitching motions, due to the reduced volumes of the bow and absence of the bridgedeck structure forward. The wave-piercing yacht will stand out in any marina and anchorage - the yacht will be good exposure for her owner.

In brief, the advantages of wave-piercing catamarans, in terms of performance, safety and functionality are:

 Performance – reduced hydrodynamic resistance and thus more speed or less power required;

- Soft ride reduced vertical accelerations on the seaway;
- Safety high initial stability, higher freeboard and flotation, duplicate propulsion units, etc.;
- Comfort plenty of space with excellent accommodation on the deck/saloon/ flybridge area

The structure of the new 110' is designed to Lloyd's Registers Special Service Craft, for 'Yacht' class notation. In general, the design is developed in compliance to Red Ensign Group Large Yacht Code (formerly LY Code).

Dr.Albert Nazarov is naval architect, FRI-NA, CEng(UK), MSNAME. Since 2006 he has managed 'Albatross Marine Design' in Thailand - an office involved in the design and engineering of recreational, commercial and special craft.

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B&G Navigation, Cruising, Performance and Comfort Package plus a second chart plotter* are in the special for the Hanse 458 and Hanse 508 (*H508 only). Respec-



tive savings are Sept/Oct €23,370 - Nov/Dec €15,580 and Sept/Oct €28,538 Nov/Dec €19,025.

The packages discounted for the Hanse 548 and Hanse 588 are the B&G Navigation. Upgrad to a 12" chart plotter, Cruising, Performance, Comfort and Entertainment (Saloon & Cockpit) Packages. Respective savings are Sept/Oct €37,455 & Nov/Dec €24,970 and Sept/Oct €46,380 & Nov/Dec €30,920.

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Sealine C430

ealine Boats are offering free upgrades on inboard engines with upgrades of internal timber (not with gloss finish) and floor-boards.

On the Outboard Engine models of the range; free Cruising Packages are offered with upgrades of internal timber (not with gloss finish) and floor-boards. The savings the discounts represent are included in the table below.

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		Cruising Pack	Cruising Pack						
		Timber upgrade*							
		Floorboard							
Sept/Oct Save	17,400	12,465	11,918	23,393	37,118	29,693	31,643	29,993	29,993
Nov/Dec Save	11,600	8,310	7,945	15,595	24,745	19,795	21,095	19,995	19,995

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Bluegame turning heads

Bluegame, the much talked about new brand from luxury yacht builder Sanlorenzo, is coming to Asia via Simpson Marine, which has been appointed as the boat's exclusive dealer in the region. The Bluegame brand has been making waves since it launched in 2018, when the BG42 and BG62 models were first presented, with the BGX70 following at the Cannes Yachting Festival of 2019. A hugely positive response is now expected for the brand's arrival into Asia, particularly among Sanlorenzo fans, who will recognize the same quality in the Bluegame fleet.







Concept

The BGX project is the result of a prestigious collaboration between Luca Santella, head of the Design & Style of the Bluegame, together with the Zuccon International Project design studio, which is responsible for multi-award-winning Sanlorenzo yachts.

In 2018, Bluegame joined Sanlorenzo, the leader in the high-end luxury yachting industry. This move radically changed the paradigm and opened up to Bluegame incredible opportunities for growth and development by exploring new paths. The strong boost from Sanlorenzo materialized right from the start, making available the talent and the creativity of the Studio Zuccon International Project, signatures of most of San Lorenzo's award-winning models in recent years.

Bluegame yachts are built according to the latest and advanced building techniques in composite materials. Models and moulds are machined and worked with CNC machinery to ensure maximum efficiency. The GRP stratification is made partly with the infusion method and with the vacuum bag system, using vinyl ester resin. The superstructure is carbon fibre to lower the boat's centre of gravity for a better performance at sea and greater stability at anchor.

The interiors were crafted by the expert craftsmen of the Iseo Lake area, known for their high quality boat building tradition. Thanks to this craftsmanship the Bluegame yachts can be personalized according to the tastes of the owner and guests will experience the most updated house automation, offering the best assisted living on board.

Bluegame production is made under the most attentive sustainability principles, using FSC certified woods, LED lighting, zero impact sustainable leather and formaldehyde free furniture.

BGX70 - Soon in Asia

Innovation, a common driver of the Group's DNA, has expressed itself both in the external design, unconventional and sophisticated, and in the original layout, never seen before in a 70ft yacht. While maintaining the original Bluegame design, there are large external multi-use areas, a functional and safe deck operation and a high performance hull designed by specialist naval architect Lou Codega. The new BGX line has the added value of a large enclosed livable area allowing the outside environment to gently "enter" the yacht. Large window surfaces on the main deck offer 360° visibility and direct access from the beach area into the salon and owner's cabin gives the BGX70 a revolutionary layout.

Winner of the "most avant-garde yacht" at the Cannes Yachting Festival 2019, the inspirational BGX70 is a real head-turner. Demonstrating Bluegame's unconventional design approach, the BGX70 offers an owner-centric, customized vessel built using the brand's sustainable philosophy and delivering Sanlorenzo quality. At 21.86m (71'7"), the seaworthy BGX70 sleeps six plus two crew, and reaches high speeds of 30kn. The boat will make its Asian debut in October of this year.





SPECIFICATIONS

Model - BGX70 Length -71.7ft / 21.9m Draft (m/ft) - 1.6m / 5.2ft Max Beam (m/ft) - 5.6m / 18.4ft Displacement (tons) - ¬40 tons Engines - 2 x Volvo Penta 900HP / 1000HP Fuel tank (I) - 4200 I Fresh Water Tank (I) - 1000 I Cruise Speed (kn) - 27 kn Max Speed (kn) - 30 kn Cabins - 2-3 Guests - 16 Designer - Arch. Luca Santella & Zuccon International Project

BGX60

The innovative BGX60 was conceived for those who pursue a profound closeness with the sea; this surprising power boat will make you experience the infinite blue even when inside your yacht.



SPECIFICATIONS

Model - BGX60 Length - 62.4ft / 19m Draft (m/ft) - 1.4m / 4.6ft Max Beam (m/ft) - 5.3m / 17.3ft Displacement (tons) - 35 tons Engines - 2 x Volvo Penta 800 HP / 900 HP Fuel tank (I) - 3,000 I Fresh Water Tank (I) - 780 I Cruise Speed (kn) - 27 kn Max Speed (kn) - 27 kn Max Speed (kn) - 30 kn Cabins - 2-3 Guests - 14 Designer - Arch. Luca Santella & Zuccon International Project









Simpson Marine hosts Phuket Summer Boat Show

he Simpson Marine Thailand team celebrated the start of summer with Phuket's Summer Boat Show in June. The event saw more than 20 yachts on display representing each brand Simpson represents in Asia Sanlorenzo, Fairline, Beneteau, Lagoon and Aquila. Sailing enthusiasts visited Ao Po Grand Marina to view the yachts and learn about Simpson's yacht management and charter programmes. The three-day show was the only boat show held in the region since the COVID lockdown and Simpson deserves a lot of credit for carrying it out as the island was on lockdown just a couple weeks before the event. .

Models on display included the Sanlorenzo SL78; the Fairline Squadron 50; the Beneteau Gran Turismo 46 & 49; the Beneteau Flyer 8.8; the Lagoon 40, 42, 46, & 52; the Aquila 44; the Seawind 1000 XL2; and the Capelli Tempest 1000. Simpson now has the Azimut 88 and many other brokerage yachts for sale in Phuket.

 $\label{eq:email} Email thail and @simpson marine.com for more information about these vessels.$





his issue, in our continuing series on the high-end quality products that East Marine Asia offers we focus on Donaghys ropes and lines.

Donaghys innovation is the outcome of combining people, state of the art manufacturing and passion to provide the highest standard and commitment. Rope is their business, they know it, and they live it and Donaghys keeps coming up with new and exciting applications.

Donaghys ropes are built to last, are performance based and have extensive ranges to deliver the best and most appropriate and economic solution for your rope requirements. The company has been in the rope business since 1876 when it was founded by John Donaghy in Dunedin, New Zealand. Initially famous for ropes, the company has now also made a name for itself in the agricultural sector and is continuing a tradition of innovation and service with a large range of products aimed at the farming sector.

There's no substitute for expertise, experience, and achievement. Qualities not lost on skippers, riggers, boat builders and designers the world over when looking for the best in marine braids for their vessels. Donaghys has respect as a key developer and manufacturer of some of



the most technically advanced marine braids available. The acquisition of Southern Ocean Ropes in 2006, creating the brand Donaghys Southern Ocean, ensured their market would always benefit by having the best in research and development available to them. With a dogged commitment and focus to providing new levels of service in a very competitive environment, Donaghys production personnel understand what "quality" is demanded of them and their products – reliability.

Carefully blended yarns within leading edge constructions, take rope performance to a new level making Donaghys the first choice for many leading racing teams. Choosing Donaghys could make the difference between winning and losing. Donaghys high performance range, including the Ocean 12, offers the ultimate in performance running rigging.

Core and cover combinations are carefully selected to work in unison producing elite sailing solutions for all racing and super yachts. Donaghys extensive yacht braid range covers the family cruiser through to the serious racer. High-tech durable products provide both performance and cost effective ropes along with a brand you can depend on whatever your situation.



Donaghys continue to support Olympic sailors with high performance braids for their international class boats. And with the advancements in performance rope fibres and technology, Donaghys has expanded its range to include new braids for dinghy racers and sailors.

To secure your most valued asset, you want a mooring system you can trust – Donaghys Docklines and Flexline. Constructed to offer high strength and good elasticity, Donaghys mooring systems provide good looking rope that will not fade or discolour, and offer long service life with excellent abrasion characteristics.

Donaghys complete range of general braids round off a comprehensive product offering. From tying down to water ski braid to rope cutters, Donaghys has a product that will meet your requirements. Donaghys also supplies some of the world's largest sailmakers.

East Marine Asia stresses the importance of having a good set of ropes for your boat; you don't want a line failing you if you are competing in a local regatta; or heaven forbid, if you are caught in a storm on the open seas. And even having your vessel poorly moored in a marina can have disastrous consequences if it's not tied down properly.

If you know your ropes, you can go online and order from East Marine Asia's extensive inventory at: https://eastmarineasia.com/collections/vendors?q=donaghys. There's free shipping in Thailand for orders over Bt5,000. If you need some help in deciding what rope is best for you contact East Marine's Sales Manager Ian Lok at +66-95-041-7789 (ianlok@eastmarineasia. com), or just walk into Southeast Asia's largest chandlery, located in Boat Lagoon, and speak with any of the Scott Bradley-trained team. They will be glad to assist you and help make sure you select the Donaghys rope that works best for you.

Yacht Rigging Services

While you are looking at ropes, take a gander at East Marine Asia's sister company Precision Shipwright Service, which is located right next door. Precision's rigging department services over a 100 rigs per year. An experienced team of specialists are on hand to take care of all your standing or running rigging needs and the department is well stocked with a large range of wires, terminals and ropes.

Precision's rigging specialists will ensure your vessel is professionally rigged :

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- Stainless rigging wire (in stock)
- Swage fittings (in stock)
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- Installation of Sta-Lok terminals
- Mast steps
- Radar brackets
- Mast wiring, lights & electronics
- Davit & crane lines

Running rigging:

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- Cleats, blocks, etc. (in stock)
- Lifelines: parts, assembly & installation

Precision uses high quality rigging hardware from STA-LOK, Ronstan, Profurl, Wichard, Selden, Antal and Searig.

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In the Marine and Lusury Lifestyle Connector, to can bearch quickly for gachting businesses and lusury brands from any location.







Photo by Phil Greig of PhilmHaus

omanza (Rapido 60) has just triumphed in the Royal Akarana Yacht Club's Yates Cup 2020, which was held from 17-18 July. The 230nm Yates Cup is an annual mid winter race around some of the islands in New Zealand's Hauraki Gulf, commencing and finishing in Auckland.

The Yates Cup is known for being a tough race, either because it's inevitably blowing too hard or has no wind at all! The record of 21 ½ hours was set by the ORMA 60, Vodafone, back in 2014 and, given the forecast was for "fresh" easterlies for the whole race, we thought we might be in with a chance of beating that.

The forecast started at 40 + knotsone week out, but, that front moved through. For the actual race, the wind settled at 15–20 knots. This put off a lot of entries and so we were the only multihull in the fleet at the start, which was at 4 pm on the 17^{th} of July, 2020.

IstLeg

The first leg was a long windward beat of around 50 miles which became increasingly rough as we left the shelter of the Gulf. This proved the undoing for 9 of the Race's 26 starters (36 per cent of the fleet) with broken gear or seasick crews. Withdrawals included two of the top TP52s, which regularly race here, with damage. At the first turning point, we lead by 1½ hours. Although it was "bouncy" on Romanza, we broke absolutely nothing, stayed completely dry and still managed a hot dinner straight out of the oven for our eight crew.

2nd Leg

Next leg was a long reach of over 70 miles through the night in largish seas. We ran with the furling gennaker and the staysail inside it. Although the breeze lightened off, we still managed to average high 13's to 15 knots, with surfs way up on that.

At the next turning mark, we had $2\frac{1}{2}$ hours on the next boat and we increased our lead to $3\frac{1}{2}$ hours on the way home.

The ORMA 60 Vodafone record looked beatable 35 miles out as we were tight reaching at 15-19 knots with either a full main or one reef, plus the jib.

The wind shut down

However, 10 miles from home, the wind shut down and it took us four hours to cover those 10 miles and literally drift across the line with the incoming tide!! So, no record, but still an hour and a half ahead of the next boat which had breeze all the way in. Just over 24 hours for the race.

Assessing Romanza's performance

Romanza performed beautifully and although some of the upwind bouncing was quite "impressive", we didn't feel at risk at any time. She is extremely strong and stiff and can be pressed hard without feeling anywhere near an edge.

Reaching in the big seas had its moments when the swell tried to control us, but a quick easing of the sheets and a bit of helm down turned that straight into fast surfing. Exhilarating, even when it's pitch black! Being dry when it's intermittently raining (the nearest land actually had severe flooding) and there's spray going everywhere except into the boat, is wonderful too.

We shared a not very sympathetic thought for all the soaking wet and cold crews perched on monohull rails while we were dry and warm!

Overall

So, a great race in a great boat with a top crew. It was nice to be able to handle the difficulties that broke so many boats without a hiccup, and to arrive home tired but warm and dry. Coming in first by so far was a bonus and the tracker looks impressive as we gap-off from everyone else.

STATS CHECK

- 26 starters
- 9 (35%) withdrawals (broken gear (incl. two TP52s) / seasick)
- 1st turning point: Romanza leads by 1.5 hours
- 2nd turning point: Romanza leads by 2.5 hours
- Romanza's Greatest Lead: 3.5 hours
- Romanza's Slowest Speed: Last 10 miles of race (4 hours (no wind)) to drift across the finish line with the support of the currents
- Finishing Time (24h 16m 45s)
- 2nd boat: 1.5 hours behind Romanza

(By Dougall Love, Romanza's co-owner & skipper)



Photo by Deb Williams from SSANZ.



Photo by Deb Williams from SSANZ.

Rapido Trimarans

While Covid-19 causes massive disruption throughout the world in 2020, Rapido Trimarans' underlying momentum has been building steadily as people reassess life's priorities.

The Rapido 60 recently claimed victory in New Zealand's 230nm Yates Cup in a touch over 24 hours (and, 30 miles from the finish line, *Romanza* was challenging the record set by the 60' Orma, *Vodafone* in 2014... until the wind disappeared).

Designed by world-renowned naval architects, Morrelli & Melvin (M&M) of America's Cup fame, the Rapido 60 ensures podium performances with its advanced design, technology and engineering. Even though Rapido can travel at speed, the levels of comfort and stability are extraordinary. Midway through winning the Yates Cup (in very challenging conditions which saw 35 per cent of the fleet withdraw due to damage and/ or sea sickness), Romanza's crew were rewarded with superb Kiwi lamb shanks prepared onboard in the galley designed for serious chefs who sail hard!

The Rapido 60 has also been designed to excel with smaller crews, as evidenced by Romanza taking line honours, just a week after the Yates Cup, in a 100nm two-handed race. Together with the built in amenities, Rapido very easily morphs into the ideal boat for cruising couples with a passion for sailing.

The flexibility of the Rapido and the range of experiences it delivers has prompted some to comment on it offering "a new concept". They refer to a new normal where fast passage-making and winning performances are bundled with the ability to cruise in comfort. All this is underpinned by an uncompromising level of safety that is backed by the best design and engineering in the world.

Back in the factory

Building on the DNA of the Rapido 60, two new models will join the fleet in 2020: the Rapido 50 and Rapido 40, both designed by M&M.

These two high-tech trimarans, importantly, can fold and slip into single berths making almost any marina, anywhere in the world, accessible. This folding capability substantially reduces marina, hard stand and shipping costs.

The folding mechanism for the floats has been patented because of its state of the art design. The floats fold into the centre hull keeping their upright position (protecting the side of the floats from barnacle and algae growth) and maintaining the stability of the boat at all stages during the folding process.

Another innovation on the Rapido 40 is the "C" foil daggerboards in the floats which significantly increase off wind and even up wind performance. Additionally, with the foils replacing the traditional daggerboard in the centre hull, the cabin interior becomes far more functional and offers amazing 360 degree visibility.

The first Rapido 50 is due to leave the factory for Europe in September. The first Rapido 40 will be delivered in South East Asia by December.







Yacht Charter's Great Escapes

rom your home or office in Bangkok, if you have easy access to the Pattaya motorway, you can be in Ocean Marina, on *Freya*, a cozy catamaran, cruising out to enjoy the wonders of the Gulf of Thailand in just two hours – yes, two hours!! Imagine that; what a wonderful way to escape the stress of this pandemic-stricken world for either a day, or overnight cruise.

MC Yacht Charter's owner/captain John Stubbs and his crew take half-day cruises from 8am-noon, or 1-5pm, where you can visit nearby Monkey Island (Koh Ped) or stop in and have a sumptuous meal at one of the many fine seafood restaurants on Koh Larn, frolicking beachside while waiting for your meal.

John has been in Ocean Marina for over a decade now, starting out as a sailing instructor and then running a boat maintenance company, where he oversaw the care of close to 50 boats. He turned to the charter business a few years back when he purchased *Freya*.

Freya has a kayak, snorkeling and fishing gear so you can stop in a nearby secluded anchorage to enjoy a few hours of leisurely marine activities before heading back to the Big Mango. And if you have time, you can sail or motor on over to Koh Si Chang where John will anchor while you stay in a boutique hotel overnight. Koh Si Chang overlooks the hectic Laem Chabang shipping lane, one of the busiest in Asia, and the outlooks and promontories on the island make for great vantage points to see all the shipping action go by.




John can stage a wedding or wedding party on board and a catamaran is a great place to hold a birthday bash, a reunion with buddies or even a teambuilding/networking event with work colleagues. John has set menus passengers can choose from before going on board. He also plans to do a fine dining cruise in the future so you can take in glorious sunsets while nibbling on gourmet cuisine.

With the boat's Bluetooth-enabled sound system you can dance to your favourite tunes while observing the Pattaya skyline go by in the distance. And there's plenty of space, the boat is as wide (30ft beam) as some vessels are long, so there is lots of room to move around, and party.

John also charters a smaller locally-boat cat called *Island Breeze*, which can cater to a slightly smaller groups

John's crew pays strict attention to safety; as the boat is a cat it's naturally more stable than a monohull and John's crew knows how to handle adverse weather conditions. In a recent trip, a squall came through suddenly with 40 knot winds and John's crew was able to expertly steer the vessel through it as the partygoers on board hardly missed a beat as the storm swept through.

Before you enter Ocean Marina, passengers' temperatures are checked and John's crew thoroughly washes down and disinfects their yachts after each trip. They take their sanitation and cleanliness seriously.

Need a reason to get away from it all? What are you waiting for? Call John and arrange a great trip on the ocean.

Website:	https://mcpattaya.com/

- E-mail: fern@marine-certification.com John@marine-certification.com
- Facebook: https://www.facebook.comMCYachtCharters/

Phone no: English/Thai (Fern) 0957727035 💬, 🧟 English (John) 0810036930 💽, 🧕





Phuket Water Sports Centre



www.phuketwatersportscentre.com

The Phuket Water Sports Centre is open to all. The aim is to provide a range of low cost water sports at the weekend. The water sports centre is at Ao Yon Bay, close by Cape Panwa. Our water activity centre is easy to find – just follow the signs!

Water Sports for All

Sail in Asia have pivoted to the internal tourist market in Thailand and its major cities. SIA recognises that the Covid 19 pandemic may be a long term feature rather than a short term one. We believe adjustments are required to service the internal tourist and expatriate market in Thailand. This broadly follows the Thai govts "Happy Trip Project", which is aimed at helping the hotel and tourist sector and enabling an internal tourism market.



Join the Dragonboat Club (Free)

Choose your activity

- Weekend Sailing Trips to the Islands of Phang Nga Bay. (Join In)
- Keelboat Courses (2 Day)
- Sunset Cruises
- Dragonboating Activity
- Canoes and SUPs
- Learn to Race
- Day Charter and Half Day Charter

Weekend trips to Phang Nga Bay or plan your own?

Join in the weekend trips to Phang Nga Bay.

PWSC run a Members Only Island Trip once a month in all seasons. The trips are between 1 and 3 days in duration. We use our ocean going vessels and our trimaran for these popular weekend trips. One day trips usually go to Ko Rang Yai, Ko Racha Yai or Nui Beach near Nai Harn.

If you want to do it with your own group that's fine. Call us and explain what you'd like to do and we will help you to realise your ambition.

Join in - Learn to Sail a Keelboat over a weekend!

The Keelboat Course runs once a month and you can book a place with us subject to availability. It's a superb weekend course and after this you are able to crew yachts with other members of the centre or perhaps with new friends from your course? Join in and sail as comfortably as the people in this photo.

Rent a boat for a day with your family or friends. We have skippers who can join you if you have no experience or limited experience. If you are a Bareboat Skipper with other experienced crew it's all yours.



Spectacular Sunsets in the islands







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Silolona completes refit

Silolona & Si Datu Bua.



ilolona Sojourns CEO Tresno Seery and his crew have just completed a threemonth refit of the magnificent ship Silolona. Nasir, Silolona's boat builder from Sulawesi, and Goris, the boat's PADI dive instructor, both participated in the refit, and shared many stories about the building of Silolona, when back in 2001 they traveled to Kalimantan with owner/founder Patti Seery, to find the best ironwood available.

Silolona was launched in 2004; a powerful hand-crafted traditional wooden sailing vessel newly built from the finest tropical hardwoods to German Lloyds specifications, by the Master Konjo boat builders of Sulawesi. This magnificent boat melds the best of the traditional Spice Island sailing vessels with all of the modern amenities and safety features one would expect in a vessel of her quality.

Silolona's story started with Tresno's mother, Patti Seery, an American architect who moved to Indonesia in the early 1980s following her husband's work with the oil company Pertamina. Patti settled in Jakarta, and early on explored the Sunda Kelapa





Offering to the gods.

Silolona was launched in 2004; a powerful handcrafted traditional wooden sailing vessel newly built from the finest tropical hardwoods to German Lloyds specifications, by the Master Konjo boat builders of Sulawesi.

Refurbished Silolona





Since her launch in 2004, Patti has lead cultural trips on this extraordinary vessel, building bridges between indigenous communities and visitors with the aim of cultural preservation and understanding.



harbour where she discovered the phinisis, traditional wooden sailing ships with black sails, originally employed as cargo ships of sandalwood, spices and ceremonial textiles along the legendary Spice routes.

Patti then started her own travel company called Indonesian Insights, which collected art for major museums; arranged cultural exchange programs; took doctors and medical aid trips to remote islands to provide free medical care; and also guided American travellers on several trips to remote islands.

In 2001, convinced that the vessels of the Spice Island trade routes were ideally suited for cruising in those waters Patti decided to build her own traditional phinisi. Having worked at the Smithsonian Folklife Festival, an exposition of living cultural heritage in Washington, DC, she befriended a group of traditional Konjo boat builders from the tiny village of Ara, on the island of Sulawesi.

These talented men built the majority of large wooden cargo boats in Indonesia without plans, plumb lines or mould frames. They knew how to build ironwood boats with basic tools, in a mangrove swamp, by a river with a six-knot tide running down it. Together and with the participation of US naval architect Michael Kasten, they drafted a hull shape primarily designed for stability but maintaining



the traditional profile of the older phinisis and a basic sketch for the interior, they undertook construction. To accomplish this endeavor, Patti would also rely on two project managers, Nasir, from Sulawesi and Goris Atawuwur, from Flores, both who still crew on board Silolona.

Patti, Nasir and Goris spent years in the shipyard under the supervision on the Konjo head builder, Pak Nurka. They were particularly careful about the keel, eventually finding an extraordinary tree in Kalimantan that gave up a piece of ironwood 25 metres long, with a rare twisted grain, and without a single knot or crack. All the boat builders came to see this magical piece of wood that contributed to *Silolona*'s charisma among them. They then had to dig the boat out of the swamp, align the propeller shaft and put the prop on. So while the keel was laid on the 11 September 2001, they didn't leave Kalimantan for Bali until 2004. It took another five months to finish the boat in Bali in a woven palm-leaf encampment.

Since her launch in 2004, Patti has lead cultural trips on this extraordinary vessel, building bridges between indigenous communities and visitors with the aim of cultural preservation and understanding.



Silolona Sojourns CEO Tresno Seery.



Goris, Silolona's PADI dive instructor.



Nasir, Silolona boatbuilder.

Patti became involved with the Asmat and Dani Tribes of West Papua, thirty years ago, acting as a liaison between these fascinating yet vanishing cultures and some of the world's leading institutions of cultural preservation including The Smithsonian, and The Field Museum and The Art Institute of Chicago.

Patti considers her most successful cultural bridges to be her two traditional Indonesian phinisi ships, the 50-metre, 5-cabin *Silolona*, designed specifically for safe cruising, and the 40-metre, three-cabin Si Datu Bua, designed by Tresno Seery.

Under Patti's experienced guiding, guests of *Silolona* Sojourns have gained unsurpassed access and insights to natural and cultural treasures from the Andaman Islands through to the Mergui Archipelago, Komodo, the Suva Sea, Banda and Raja Ampat and the remote communities of Papua while enjoying exceptional accommodation, fine cuisine and the memorable hospitality of her English-speaking Indonesian crew.

Silolona's tastefully appointed décor, spacious decks, delightful Asian fusion cuisine, full range of aquatic activities and the smiles of her dedicated professional fully Indonesian crew provide the perfect setting for the Silolona Sojourns of discovery. They became the most successful and sought after travel experiences in Southeast Asia.

Nasir, Goris and most of the crew onboard *Silolona* and Si Datu Bua, are still on board. The office team has been working with the Seery Family for over a decade: they ensure that the *Silolona* style and philosophy are respected.



Patti's son Tresno graduated in mechanical engineering and engineering management, and did a postgraduate degree in yacht design. He designed and managed the construction of Si Datu Bua, and after Patti's retirement, took over the general management of Silolona Sojourns.

Every five years there is a refit on Silolona, under Tresno's supervision. On the last refit, generators and air-conditioning as well as the deck, were changed and improved.

Silolona's 2020 refit work was mainly on the wood and included the following work:

1) Guest cabin electrical upgrades to meet new ABYC Standards H-11, including Arc Fault Circuit Interrupter (AFCI) and Ground Fault Circuit Interrupters (GFCI).

2) Guest cabin wood refit. All cabin wood removed to the faming and installed with epoxy laminate construction.

3) Replace or chrome all fittings.4) All air-conditioning cleaned and

inspected. 5) Installed wifi access in all Cabins.

6) Engine Room wiring inspected and tested.

7) Entire kitchen renovated with stainless steel with new chest freezer to conform to more stringent hygienic standards.

8) Crew mess refit along with crew bathrooms

9) Deck toilet refit.

10) Entire exterior of the boat stripped, repainted and re-varnished.



Caroline Payen - Yacht Charter Manager SILOLONA SOJOURNS JI. Pengembak 29, Sanur Bali Indonesia 80227 P. +62 361 286682 |M. +62 8123 882 014 www.silolona.com



48 £Yachting











sweet shiny and spanking new sail training yacht emerges from the Chao Phraya River slipway of Marsun Shipyard at the mouth of the river after launching on July 2nd, 2020.

STVVELA, named after the "sail" of the constellation Argo Naves in the Southern Hemisphere, will soon sail from Thailand to Cape Town to start her first around the world voyage with student trainees from Sea | mester Programs based in the USA www.seamester. com. The University of South Florida is the school of record for the college-level academic courses taught aboard during the typical 90-day voyages Sea | mester offers to students from around the world. A typical voyage will see VELA sail routes such as Cape Town to Antigua via Brazil and the Southern Caribbean - or The Caribbean to Tahiti via Panama and the Galapagos-or Tahiti to Australia with all the islands in between.

VELA will follow in the wake of her Sister-ship ARGO which, was also built by Marsun Public Company Limited and launched in 2006. ARGO is now on her sixth voyage around the world. VELA is anticipated to follow half a world behind her as they will typically sail on opposite sides of the earth as they circumnavigate with students seeking adventure and college credits.

Marsun truly outdid themselves with this yacht as she is as fine a yacht as could be found coming off the ways at the world's finest



yacht yards. Project Manager and Engineer Travis Yates says, "Marsun has been like family for us over all the years, and we were thrilled they were willing to build VELA when we needed another yacht to carry more students on our worldwide adventure programs."

Marsun's steel and aluminum construction is second to none, as witnessed and expressed by well-known sailing superyacht captain Christopher Callahan. Bureau Veritas' Bangkok Marine office provided the Classification Society services. Like her sister ship ARGO, VELA is rated Category Zero for commercial service on all Oceans around the world. VELA sails under the United Kingdom The ancient Greeks know VELA as the sail in the constellation of the ship ARGO NAVES.





Red Ensign as a part of the British Virgin Islands Registry and his homeported in Gorda Sound.

Marsun installed a Caterpillar C7 main engine to power a five-blade feathering Max-prop for top sailing performance. Two Northern Lights generators keep the high tech lithium-ion battery system charged so that most of the shipboard systems can run on 24VDC power. The 19,000-liter per day reverse osmosis water making system and SCUBA compressor, along with the large gas/electric oven are the lone appliances that require a generator power supply. The oven has to make the meals for the typical crew of 31, which includes 24 student trainees when on passage.

VELA's lines were born on the drafting screens of Langan Design Associates, who once again provided their naval architectural expertise. Marsun built the masts with plans developed by SDK Structures, and with aluminum extrusions produced at Nedal Aluminium in Holland. With an air draft of 34 meters, she is rigged with 25mm stainless wire to stand up to any weather the gods may send her way. Doyle Sails of the British Virgin Islands, along with the Doyle Barbados production loft sewed VELA'S "wings." And as sister-ship ARGO has already proven with a pile of trophies over the years from The Phuket King's Cup events and Antigua Classic Yacht Regattas, she will be quick and powerful under sail.

Shipmates aboard will share all the crew functions from cooking to standing watch as all are active crew members without exception. By the end of the voyage, they can navigate, bake, wash down, hoist or furl the sails as required -- as all functions are manual – time tested and reliable. Modern sail furling systems can break down, yet old fashioned "ironman power" has lasted over the centuries.

Marsun built her to last. Just notice all the stainless fixtures and fittings all over the deck, including her chainplates! Even the painted dorade top box plates and flanges are stainless to avoid oxidation and last forever. Truly a yacht built to stand the test of time, and be just as lovely tomorrow as today. Travis added, "Marsun has always gone the extra mile working together with our team to produce a vessel of true and lasting beauty that is, at the same time, a robust and safe vessel so that we can confidently sail the world's oceans for years to come."



atrawin O of MARSUN Travis anaging Director

WHO IS MARSUN?

MARSUN has been one of Thailand's leading shipbuilders since 1980. From it base in Samutprakarn, it is located in a strategic location at the mouth of the Chao Phraya River. The yard area is 51,000 square meters in total with a deep basin measuring 17 by 80 meters, which is equipped with 02 NOS 200 Ton Gantry Crane.

Over 319 various types of vessels have been delivered to customers worldwide, including naval and commercial vessels, patrol gun boats, crew transfer vessels and yachts. With an experienced in-house engineering team, MARSUN can custom-build yachts from 30-200 feet long. Moreover, MARSUN can make boats out of steel, aluminum or fiberglass reinforced plastic.

MARSUN engineering knowhow allows it to systematically organize repair work finding the root cause of





VELA has been passed down in all the romantic languages of the Mediterranean and so it is still the name of the sail in both Spanish and Italian languages.

problems so they can be properly analyzed and solved, offering up true solutions.

The MARSUN Shipyard is accredited ISO 9001:2015 certification for the provision of Design, building and repairing of ship and boats by Lloyd's Register Quality Assurance (LRQA). It is also accredited under the ISO14001:2015 standard of JAS-ANZ and ISO14001:2015 standard of NAC for systematizing a shipyard's environmental management system as well as the ISO 45001:2018 standard for occupational health and safety by SGS Thailand. This offers a high standard environment to deliver quality control for ship building repair work.

Under the conscientious eye of MARSUN, be rest assured that your precious yacht will be built, maintained and repaired under good quality management systems.

Fugazi, Voodoo & Sho, Vel win honors at MSR 2020

Photography by Scott Murray





ugazi, Voodoo & Sho, Vel won the OMR, Firefly and Cruising Multi divisions respectively at the Multihull Solutions Regatta (MSR) 2020, but it was Sho, Vel who took home the MSR trophy as they won the division with the most boats, seven.

Fourteen boats and 75 sailors competed in the event, which was remarkable as the Club only received the green light to officially hold the regatta on July 1st. Multihull Solutions deserves tremendous credit for remaining as the anchor sponsor throughout the whole COVID crisis. As PYC Commodore Scott Duncanson said, "They never backed down, never wavered in their commitment to us. As long as the government would allow us to stage the regatta, they were going to be there for us."

It had only been four months since the Phuket Yacht Club staged the Sailor's Regatta, one of Thailand's last regattas before strict COVID-19 restrictions were implemented. Yet it seems like years ago since yachts raced around Phuket's scenic shores and the sailors who have been biding their time waiting to unfurl their jibs and let out their mains are rarin' to go.



Entries for the regatta were surprisingly high given the pandemic says Phuket Yacht Club Commodore, Scott Duncanson, "This is the eleventh running of the event and on the back of a surge in multihull popularity globally, the MSR has grown to become Asia's largest multihull-only regatta," Held in Chalong Bay on Phuket's protected east coast, this regatta has become many a sailor's "green season" favourite due to the more consistent southwesterly monsoon winds and rain, which make for cooler racing temperatures.

Phuket's best sailors are known to participate in this regatta and it's their skill and tactical sense that makes a difference in navigating the short windward-leeward courses that tend to make up most of the regatta's races.

PRO Matt McGrath gave all three classes two races each on the final day, and then wrapped up the incredibly successful event as another squall seemed ready to hit the course.

The OMR battle saw Dan Fidock's *Fugazi* take six of the eight races over Mark Thornburrow's *Bonza*, but it was *Bonza*, helmed by Warwick Downes, who won the "awe factor" due to its flying hull wizardry.







Hans Rahmann's Voodoo won the five-boat Firefly 850 Sports class by one point over John Newnham's Twin Sharks. Oddsmakers had Twin Sharks winning the division if a third race had taken place, but it was an exceptional performance by Ian Coulson and his Filipino crew on Voodoo, absent owner Hans Rahmann (back in Germany), who sailed very well in the rough weather. Over the last five years, John Newnham's crew has consistently been on the top of the podium in this class, but not this time around as *Voodoo* beat its fierce rival for the second time in seven months having upstaged them at the last King's Cup as well.

Mamba, helmed by John Priestley, finished third overall in the division with Peter Taylor's *Ballerina* in fourth-place and Marc Chapus' *Moto Inzi* brought up the rear.

Another close finish saw Zam Bevan's *Sho,vel* edge out Paul "Flatty" Baker's *Blue Pulse* (owned by John Coffin) by one point for the Cruising Multi *title*. Peter Dyer's *DaVinci* was actually tied with the





Blue Pulse but dropped to third on countback. Regatta sponsor Andrew DeBruin's MHS Neel 51 came fourth, followed by The Sting, Klook Star Trek and finally Rendezvous who had to exit the regatta on the second day after hitting a channel marker.

A number of couples are competing in the regatta including Anthony and Ali Gates racing on *Ballerina*; Bill Kane and Khun Toon on *The Sting*; Andrew and Donna De Bruin on the MHS Neel 51; Warwick (Bonza) and Suzanne Downes (Ballerina); and Muzza (Bonza) and Chantal (MHS Neel 51).

A huge round of applause must go out to the PYC staff and kitchen crew led by Khun Jib for keeping everyone fed. And not only did Matt McGrath do a super job as PRO but it also lent the committee the photography boat as well, which Phil Bender did an exceptional job of navigating throughout the regatta. Coach Garfield deserves a lot of credit for helping with the logistics of the regatta. And Chandran, that super marksman, did a bang-up of laying and collecting the marks throughout the event as he always does.

The race-day sponsors were Phuket Boat Lagoon, East Marine Asia, and Octopus Electrical and SEA Yachting was the media partner.



Java Yachting grows from strength to strength



ava Yachting Academy (JYA) is a TAT and Thai-registered well-established company with offices in Krabi and Phuket.

The company is an internationally recognized IYT facility specializing in training on dinghies, all types of sailing vessels, both catamaran and mono-hulls, RIBS and power boats.

JYA has a substantial client base in China, Europe and Asia and is owned and operated by John Coffin, a Master Mariner with over 50 years' experience in the marine industry. In addition to sailing as a Master on commercial vessels of all types John also spent over 20 years in China and Vietnam building merchant vessels and opened his own boatyard near Shanghai. Not satisfied in sitting still he became one of the founding members of the Shanghai Boat and Yacht Club (SBYC) later becoming the Shanghai Meifan Yacht Club. John held the rank of Commodore for eight years and under his guidance developed the club into one of the leading sailing venues in China.

John is supported in Krabi by Jess, an

experienced Chinese sailor, who has also completed extensive training with Clipper Ventures in UK, and Paul – a well-known Phuket based sailor. Thai support staff and dinghy instructors consist of Thai nationals.

From its bases in Krabi and Phuket Java offers recreational courses to suit all comers. Courses are tailored to a client's requirements and all skipper and competent crew training include at least five days liveaboard along with sessions involving docking and undocking in marinas. Weekend training programs (theory and practical) are also run out of the Krabi marina with accommodation available on site. These programs include practical boat handling skills, advanced navigation and pilotage techniques along with solar and celestial navigation and position fixing.

JYA has established programs with schools and universities in Thailand and China and is involved in the Duke of Edinburgh award scheme. A repeat customer base with US Navy (Approved Contractor), Cathay Pacific Pilots Association, the Shanghai Meifan Yacht club, together with a number of locally based hotels,











makes for an interesting and vibrant business. Boats currently used for training

include:

- Monohulls: Isabella, a Bavaria 46, Jade Princess, a Hans Christian 43, Mas Alegre, a Standfast 40 and the very lively Judy, a Mumm 30
- Catamarans: Java, a Stealth 11.8, and Compass Rose, a Seawind 1160
- Trimarans: four Corsair Pulse 600
- Various smaller day boats and din ghies are also available for training, team building and regattas out of Krabi and Phuket.

All boats are available for charter with special rates given to clients who have previously trained and received accreditation from the helpful staff at Java Yachting Academy.

"Covid 19 has obviously had a serious impact for our business especially as a number of our customers for training and chartering come from outside of Thailand," John Coffin says, "To partially overcome this we have further developed our base in Krabi to cater to weekend and short-term visitors from within Thailand and can offer attractive accommodation and day sailing in and around the mangroves close to the Krabi River system."

This can also involve skippered and bare boat day sailing to the local islands returning to the Krabi Marina for dinner and overnight accommodation. Krabi airport and Picasai Golf club are only 20 minutes away from the marina so sailing and golf becomes an interesting and attractive option. A swimming pool and gym are located at the marina for families along with restaurant and bar.

In addition to the development in Krabi, Java has placed three Corsair Pulse 600 trimarans on moorings outside of the Phuket Yacht Club in Ao Chalong. These boats will be made available for day charters, club regattas and training and should prove an exciting addition to the local sailing scene. Day sailing to adjacent islands proves an easy option for a break on the weekend along with exciting sailing when the winds are up.

Feel free to contact our friendly staff at any time or visit their extensive website at www.javayachting.com. \clubsuit



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About Easy Branches

Easy Branches Network managed by a Dutch native with 11 years experience in that field and has a influential place into Global Social Media Networking.

He and his motivated team combines everything with a strategic plan which successful work on the Worldwide Internet with total commitment for his Customers success and Easy Branches.

We strive to be the best global service provider with our Easy Branches Network. Easy Branches wants to advance to number one as the best Software and Web Developer that offers our costumers multimedia about News and Entertainment, Video, Games, Blog, Forum, etc.



SEA Yachting Q & A with An Hewett



an was born and raised in Pembrokeshire, which is the western most county of Wales in the UK. He had his first plywood dinghy and Seagull outboard when he was about 6 years old and learned to sail in the chilly waters of the Milford Haven estuary.

Favourite Sailing Film? Master and Commander: The Far Side of the World.

Favourite Sailing Book? Sailing to the Moon: The Biography of Rolly Tasker.

Favourite Fictional Sailing Hero? Captain Pugwash.

Biggest Sailing Inspiration? Robin Blacksell, the man who taught me how to sail.

Favourite Marina? Puerto de Mogan, Gran Canaria.

Favourite Regatta? Cowes Week.

Favourite Anchorage? Southeast Racha Noi in the southwest season.

Favourite Chandlery? Marine Super Store in Portsmouth, UK.

Favourite Boat Show? Southampton, UK.

Favourite Sailing Bar? Neyland Yacht Club, Pembrokeshire, Wales, UK.

Favourite type of sailing boat? 12-metre-class America's Cup yacht, specifically Australia II.

Favourite motor yacht? Sirena 88.



Boat you'd most like to design/build?

An affordable 2 to 3-man plywood sailing dinghy that a family could build at home and learn to sail together.

Sailing race you'd most like to compete in?

Anything that is sailed in warm waters, competitive but still fun and finished in time to share a laugh over a beer in the bar before sunset.

Sailing destination you most want to get to?

I am already there.

What brought you to Southeast Asia originally?

I left Wales when I was 25 and spent two years backpacking around Southeast Asia and Australia and returned to Phuket in 1996 and spent another year as a PADI diving instructor.

Why did you stay?

I arrived in Langkawi with Sunsail in 2002 and moved to Phuket in 2004, met my wife and settled here for good, we have two sons.

Please tell us a little about the Go Boating networking program you spearhead. Grow Boating is a monthly get together of people in the boating industry, boaters and people who are interested in getting into boating. It was started by Royal Phuket Marina in 2016 and in 2017 it was decided to move the venue around each month. It is held on the first Friday of the month alternately in the Royal Phuket Marina, Boat Lagoon Marina and Ao Po Grand Marina.

And what about the TYBA, what are its goals and what's your role with that organization?

The Thai Yachting Business Association is a non-profit marine leisure industry association serving yacht builders, yacht charter operators and brokers, yacht sales brokerage and dealerships, marinas, yacht repairs and refit, yacht management and other yachting-related companies throughout Thailand. I am a volunteer on the board and take care of events and membership.

Please tell us a little about the scope of your job with Derani Yachts?

I am the brokerage manager and also take care of one of our new yacht brands, Sirena Yachts.

What are the latest happenings in Derani?

Derani recently became the regional dealer for Horizon Yachts, the largest Asia based shipyard in Kaohsiung, Taiwan.

If you weren't in the leisure marine business, you would be...? Retired!

Asia Supervacht Development to market Vision Systems window dimming solutions in Asia



e are delighted to announce that Asia Superyacht Development (ASD), the Singapore-based superyacht equipment and services specialist, was appointed as Asia Pacific agent in the yachting industry by Vision Systems (www.vision-systems.fr), a leading tier-one system supplier for the aeronautic, land transport and marine markets for dimmable window solutions.

Vision Systems' dimmable windows were already one of the key features of the much-acclaimed Silver Arrows Marine 460-Granturismo, designed with Mercedes-Benz Style. The strikingly elegant yacht is equipped with complete Vision Systems dimmable windows including composite frames, opening mechanisms and electronics.

Through this new partnership, ASD will be representing Vision System's in Asia to help expand Vision Systems engagement to meet the requirements of a forever more sophisticated yachting market, providing the latest Nuance Eco-Smart – "The Smart Glass for Leisure Marine". Nuance Eco-Smart Adds value to the yacht owners and guests by enabling them to make the best of their yachting experience while enjoying the comfort of privacy with the touch of a button. With ASD's integrated services offering superyacht maintenance, installation and servicing of high-end equipment brands, it is the perfect pairing for the companies' prestigious clients throughout the region.

"We believe that that Vision Systems will benefit from our strong an"We believe d valued relationships with our existing clients, partners. This new agreement further strengthens the establishment's and marketing presence and demonstrates our ongoing commitment to bringing practical and exciting solutions to the yachting industry in the region", said Mr. Alexander Plent, ASD's Chief Operations Officer. "We certainly see Asia-based builders as embracers of new technologies and there is significant interest in smart solutions that makes yacht ownership more attractive to new customers in the region" adds Jean-Jacques (JJ) Lavigne, CEO.

Mr. Francois Bazin, Managing Director of Vision Systems for Asia stated: "We are delighted to partner with Asia Superyacht Development to further promote Vision Systems' dimmable windows and ambiance management systems. Both our companies are driven by high customer centric approach and we are convinced that ASD's expertise will enable us to further develop and install tailor made solutions for the yachting industry"

ASD will be operating on behalf and with Vision Systems to provide consultation, logistic planning, installation support in refitting projects opting for Vision Systems solutions in key markets such as Malaysia, Thailand, HK, China, Indonesia, Macau and Australia.



For more information:

ask@asiasuperyachtdevelopment.

Whatsapp: English: + 6597461202, Chinese: + 6590118490

About Asia Superyacht Development:

Asia Superyacht Development (ASD), established in Singapore, has been rendering management consulting and technical services to yachts/yacht owners and industrial players in the yachting scene throughout the region since 2013 (www. asiasuperyachtdevelopment.com).

About Vision Systems:

Headquartered near Lyon, France, with a production and sales unit in Florida, USA, and trade offices in Singapore, Dubai and Montreal, Vision Systems is a tier-one system supplier that designs, produces and markets bespoke solutions for the aeronautic, land transport and marine industries.

The company's genuine expertise in shading systems including dimmable solutions places it today as the world leader in this area, and the development of customized IFE & CMS solutions allows it to rank as a competitive challenger in embedded systems.

Vision Systems combines complementary skills in electronics, mechanics and composite to provide ever more innovative solutions for cost reduction, heightened safety and improved comfort. Press contact: Alexandra Martin-Devaud, Marketing & Communication Manager, amartindevaud@vision-systems.fr. **‡**





MALAYSIA PORT KLANG (08 July 2020) - The Royal Selangor Yacht Club has announced that it will be proceeding with the 31st edition of the Raja Muda Selangor International Regatta which is set to run from 13 to 21 November 2020.

The COVID-19 pandemic has made a significant impact across the world with government restrictions being put in place in numerous countries to stem the spread of the virus. This has led to the cancellation of several international sailing races and regattas, leaving organisers of similar events the difficult task of how to proceed with activities amidst all this uncertainty.

Malaysia is now in the Recovery Movement Control Order (RMCO) phase where the sports and recreation sector has reopened and members of the public are allowed to perform non-contact sports in indoor or outdoor facilities. Based on feedback RSYC has received from a discussion with local sailors, the regatta will be scaled down to a simplified format.

The 31st RMSIR is planned to have friendly passage and harbour races but will have limited social gatherings, to comply with government standard operating procedure (SOP). This year's regatta will be open to sailing enthusiasts who are unlikely to be hampered by travel constraints – yachts from other countries are welcome if conditions permit.

"While the final details have yet to be decided, the RMSIR committee can confirm that there will not be any international race officer and jury due to travel restrictions. We will be working with an experienced Malaysia-based race officer and team for on-the-water organisation while RSYC staff will attend to land-based events," said RMSIR Chairman Jeff Harris.

"The Notice of Race will be issued soon. We understand that these are uncertain times and are looking at reducing the entry fees for this simplified event. Since we have the flexibility to modify the procedure and format, we will adjust accordingly to any lifting or tightening of restrictions," he added.

The RMSIR celebrated its 30th anniversary last year. It is organised annually by the RSYC, usually in association with the Royal Ocean Racing Club (RORC) and the Malaysia Sailing Association; assisted by the Royal Malaysia Police (RMP) and Royal Malaysian Navy (RMN).

Traditionally, the RMSIR takes a regular course along Malaysia's west coast where participating boats push onwards from the start point at Port Klang and make their way – via the Straits of Malacca – to various anchorages and moorings at the islands of Pangkor, Penang and Langkawi in an attempt to win the prestigious Raja Muda Cup, among other prizes.

The RMSIR was established in 1990 by the RSYC's Royal Patron, the Sultan of Selangor HRH Sultan Sharafuddin Idris Shah (who was then Raja Muda Selangor) together with Dato' Johan Ariff and Jonathon Muhiudeen.

Yachts competing in the regatta range from top class IRC1 racers to beautiful classic cruisers with long overhangs dating back over 100 years. Skippers and crew will have to cope with the unpredictable weather, changing tactics and heavy shipping traffic in the Straits of Malacca, all of which make the regatta a matchless experience.

Known for its unpredictable winds, weather and tide, the RMSIR provides excitement for even the most experienced of sailors, along with an interesting challenge. Add to that a little bit of sightseeing and fun social events and you have a regatta with everything.

The month of November typically marks the height of the northeast monsoon on Peninsular Malaysia where sailors can expect anything from glassy waters and light breeze to a sea heaving with two metres of swell or higher and 30 knot squalls blowing off the coast. In other words, these northeast monsoon months bring conditions that are challenging enough even for seasoned sailors.

For more information, visit www.rmsir.com or www.face-book.com/rmsir.

About the Royal Selangor Yacht Club (RSYC)

The Royal Selangor Yacht Club (RSYC) is the oldest and most active members' yacht club in Malaysia. Established in July 1963, it was first registered as the "Port Swettenham Yacht Club", before changing its name to the "Selangor Yacht Club" in 1972. In March 1989 a new name was given, where it was officially opened and named the "Royal Selangor Yacht Club" by the Patron, His Royal Highness the Sultan of Selangor. Today, the RSYC has more than 600 members and caters for sailors, anglers and powerboat owners.



FOUNTAINE PAJOT ANNOUNCES NEW 40FT SAILING CATAMARAN

AUSTRALIA Fountaine Pajot has just

announced the release of a new entry-level sailing catamaran setting a new benchmark for innovation and productivity during the industry's Covid-19 lockdown conditions.

The shipyard has announced the new Isla 40 will replace the successful Lucia 40 sailing catamaran and will be available from early 2021.

This compact sailing catamaran reflects the hallmarks of the shipyard's prestigious Flagship range and is the new reference for multihulls in this size range.

The 12m Isla 40 perfectly embodies the spirit and innovative design of Fountaine Pajot and is distinguished by elegant and invigorating lines that are recognisable the world over.

The exceptional catamaran features inverted bows and an innovative saloon where the chart table is accessible from the entrance and gives way to a relaxing daybed. Her outstanding performance is complemented by optimal liveability with the option of three or four double cabins plus the possibility of a skipper's cabin if required.

Fountaine Pajot has also revealed the name of its new 59-foot sailing catamaran that will be launched at the 2020 Cannes Yachting Festival in September. The new Samana 59 has already captured worldwide attention with its unprecedented living spaces, including a 30m2 flybridge which is the largest in its class.

The Samana 59 also features a 27.5m2 cockpit, decadent foredeck with modular sunbathing stations, expansive cabins and an epicurean galley that opens onto the saloon.

Multihull Solutions is the exclusive Asia Pacific importer and distributor of Fountaine Pajot catamarans, and further information can be obtained by contacting tollfree (within Australia) 1800 855 338 or +61 (0) 7 5452 5164, emailing info@multihullsolutions.com.au or visiting www. multihullsolutions.com.au.

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EUROPE - ASIA Aug: Rauma - Gdynia - Southampton - La Rochelle - Genoa - Tivat* -Maldives - Singapore - Hong Kong All year: frequent options Europe to Asia

EUROPE - ASIA - AUSTRALIA - NZ Sep: Genoa - Palma - Cagliari - Fethiye - Singapore - Brisbane -Newcastle - Auckland Sep: Hamburg - La Rochelle - Genoa - Fethiye - Singapore -Gladstone - Newcastle - Auckland Oct: Genoa - Singapore - Newcastle/Brisbane

ASIA - EUROPE Aug/Sep: Hong Kong - Singapore - Phuket * - Genoa - IJmuiden All year: frequent options Asia to Europe

* Port call on demand

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