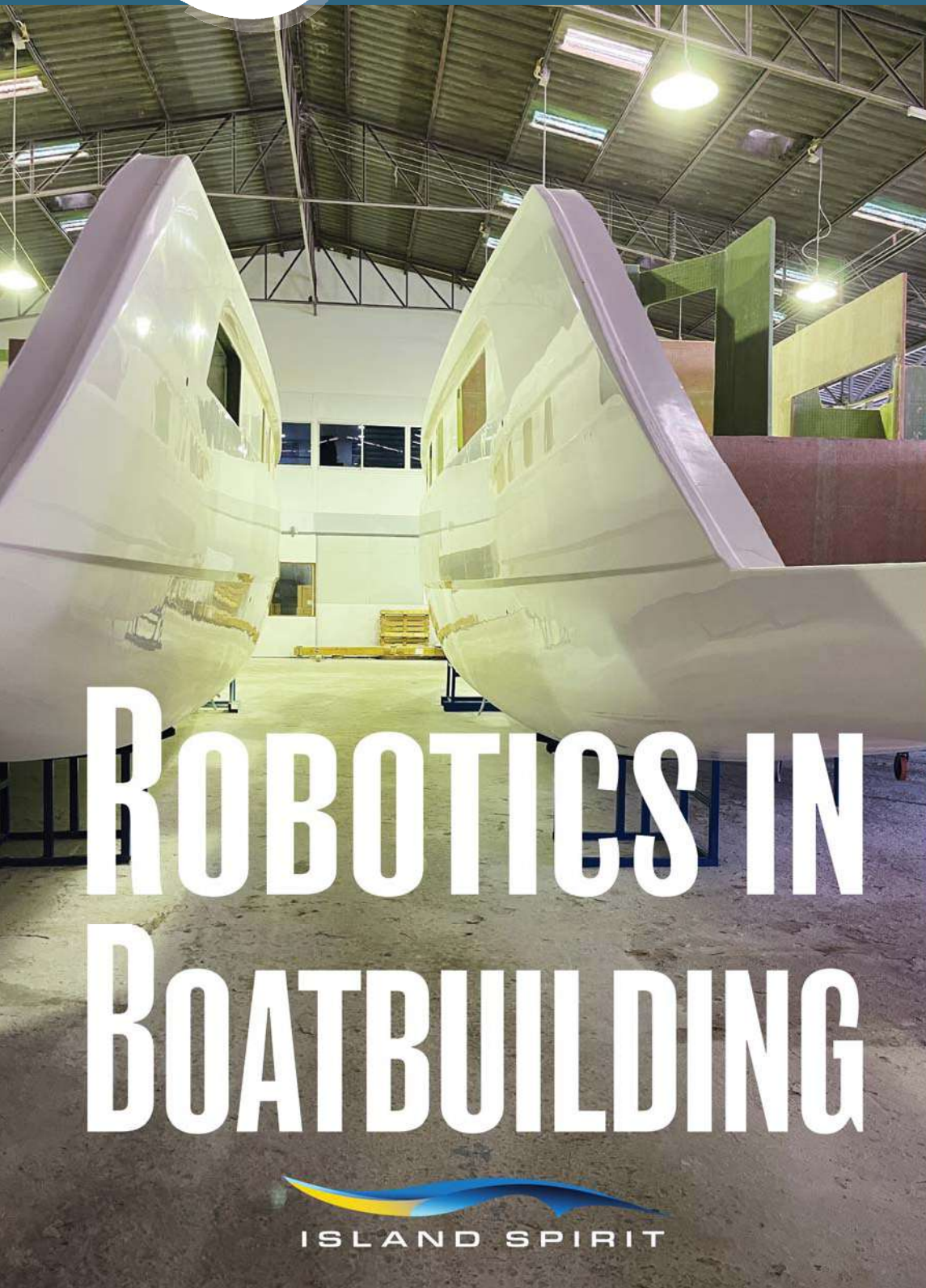


SEA Yachting

Vol. 19 No. 1

February - April 2024



ROBOTICS IN BOATBUILDING



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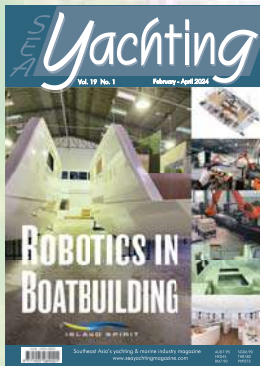
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We feature the Island Spirit Group this issue: one of the most innovative companies in the country, they do it all: boatbuilding, charter management, even a sailing school.

LOCATION & FREQUENCY

The magazine is published under contract in Thailand, with editorial, advertising and design offices in Phuket and a head office in Bangkok handling production and shipping.

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RELATED WEBSITES

For this magazine:
www.seayachtingmagazine.com



Distribution:

SEA Yachting is distributed in sufficient quantities to reach virtually all professionals in Southeast Asia's and selected tropical Australian marine industries by free distribution through all yacht clubs, marinas and other marine outlets. It is also retailed comprehensively through bookshops throughout the region, reaching all visitors with an interest in boats. Free copies are also placed in up-market rental villas in Phuket and Bali. Sufficient copies are delivered to all marinas and yacht clubs in Thailand, Malaysia, Singapore, and Indonesia for virtually all members to receive a personal free copy.



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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SEA Yachting is a production of
AP PACIFIC Co., Ltd.

Suite D, 16th Floor, On Hing Building

1-9 On Hing Terrace, Central Hong Kong.

SEA Yachting is produced under contract by
Dragon Art Media Co., Ltd. of Bangkok.



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www.easybranches.com

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SEA Yachting is Southeast Asia's regional marine industry magazine. We welcome your comments. Please feel free to send comments or letters to the editor at scottm@dragonartmedia.com. Where possible your letters will be published.

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Maldives magical underwater world adds new experience

Four Seasons Resort presents amazing "Underwater" Manta Experience



Baa Atoll in the Maldives.



'Four Seasons Resort Maldives amazing Underwater'Manta Experience'.



Manta Season - Hanifaru Bay 1.



Maldives - underwater coral.

INTERNATIONAL

International visiting yachts & superyachts will find a new experience awaiting all after arriving at the Maldives. The Maldives' first Hologram Room recently opened at Four Seasons Resort Landaa Giraavaru, offering a magical "underwater" manta experience for the whole family, and no one gets wet!

Unique hologram programmes, based on real manta rays seen in the surrounding waters of the Baa Atoll UNESCO World Biosphere Reserve, offer an extraordinary opportunity to virtually "swim" with manta rays, as well as other creatures such as the humpback whale, seahorse and mimic octopus.

Two daily sessions of 30 to 45 minutes are hosted at the Resort's on-site Marine Discovery Centre, offering guests of all ages colourful interactive opportunities to explore a life-size underwater wonderland. This mesmerising, dry-land adventure – easily navigated through the state-of-the-art Hologram Room using a dedicated wand – is bound to cast a spell on young explorers, opening their eyes to an entirely new world.

The Hologram Room can be enjoyed on its own, or as an additional experience after or before heading out to see a real-life manta mass aggregation, a sensational seasonal occurrence (on a regular basis between June and November) near to the Resort. Advanced Hologram Room bookings are essential, as spaces are limited. Children should be able to wear the hologram glasses; they are suited to most children aged four years and above (children must be accompanied by an adult).

The 1,200 dazzlingly beautiful islands and 26 atolls of the Maldives in Southeast Asia is a growing magnet for superyachts. These exotic atolls stretch across the equator oozing luxury and elegance on shores dotted with exclusive resorts, where yacht visitors will also find a luxurious 'Underwater Spa' and elegant 'Underwater Restaurant'.

The Maldives is characterized by its splendidly unique underwater life and ecology, a paradise for dive & snorkelling aficionados. The warm waters are home to a diverse array of exotic marine life each creature more colorful than the next.

Visiting yachts can drop anchor and relax on one of their powder-fine white coralline shores and enjoy a meal or some pampering at one of the 170+ truly world-class island resorts, each island with its own resort. A number of resorts feature their own house reefs - easily accessible coral reefs within swimming distance.

What really sets the area apart from other dive destinations is the sheer abundance of marine life on display. The great thing is, whether an experienced diver or a casual snorkeler, there will be a dive site for you, making the Maldives one of the most exciting and accessible places to visit underwater. Even better, most of these amazing spots are most easily accessed by boat, reserving some of the most special underwater sites on the planet for yacht visitors.

Populated by large and friendly manta rays, masked banana fish, spangled emperor fish and even some approachable sharks, you will find over 2,000 species of fish lurking beneath the Indian Ocean. In fact the Maldives are one of the few places on Earth where whale sharks can be encountered all year round and home to 14 species of sharks, the largest being the whale shark. There is no need to fear these gentle giants as they live on a diet of plankton and tiny fish, cruising close to the water's surface with their mouths open to get their feed. The months of December through February offer an opportunity to snorkel at night with the giant whale shark, up to 40 feet long and weighing 20 tons.

"The most number of superyachts flock to Maldives from Nov to May", reports MAYA VP & Founding Member Mohamed Hameed, heading up Asia Pacific Superyachts Maldives, adding, "99% of the Maldives territory is made up of sea water and around 240 varieties of corals can be

found in the crystal clear waters of the archipelago. A dive and snorkelling paradise, the Maldives is home to some of the most diverse sea life on the planet."

www.asia-pacific-superyachts.com/maldives

Photo Credit: Asia Pacific Superyachts Maldives & Four Seasons Resort Landaa Giraavaru, Maldives

The Yacht Sales Co and Multihull Solutions Set Showcased Superb Range at Thailand International Boat Show

PHUKET The Yacht Sales Co and Multihull Solutions showcased an extensive range of sail and power yacht brands at the Thailand International Boat Show from 11 – 14 January 2024.

Representing the world's finest brands, including Fountaine Pajot, Maritimo, Dufour Yachts, Absolute Yachts, ILIAD Catamarans, Tesoro Yachts, and NEEL Trimarans, a team of specialists was available throughout the show to assist guests with queries on buying or selling new or pre-owned yachts. There was also an exclusive Maritimo lounge area with brand specialists on hand to provide information on the shipyard's prestigious range of motor yachts. The major event attracted more than 6,000 visitors with over 100 exhibitors showcasing a diverse range of boating and luxury lifestyle products.

The companies displayed the flagship Dufour 61 and Fountaine Pajot Alegria 67 sailing yachts with both models open to explore during the show at Royal Phuket Marina. The Dufour 61 was an event showstopper, distinguished by its elegant lines, luxurious finish and exhilarating performance. Fountaine Pajot's majestic Alegria 67 impressed the most discerning cruising enthusiasts with its remarkable living spaces, breathtaking interior and technological innovation.

Further information can be obtained by contacting The Yacht Sales Co at info@yachtsalesco.com or calling +66 (0) 76 238 117.

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In Loving Memory Of Kazuki Otsuka



Kazuki Otsuka, founder of Hull Co., Ltd., was born on March 26, 1950, in Tokyo, Japan. He was the second son of Toshio Otsuka (the father) and Katsuko Otsuka (the mother).

In his early days, life was difficult for Otsuka. As one can imagine, he was born 5 years after World War II when Japan was almost devastated. However, he made it through all those years, proving how strong he was to strive to survive.

Education-wise, Otsuka went to Tokai University, Tokyo, Japan, for a bachelor degree in Electrical/Communication Engineering.

In his private life, Otsuka found his true love and honestly got married, in Minato City, Tokyo Metropolitan, to Kazuko Otsuka, who has always been by his side till the very last day of his life.

In his early 30s, Kazuki Otsuka traveled to Thailand, without knowing that he would spend the rest of his lives in this beautiful country.

In 1987, Otsuka started his career in Thailand at Dynastic Thailand Co., Ltd./Sumitomo-Exce Co., Ltd., as a developer of Personal Watercraft (PWC) with Tohatsu engines.

In 1992, he took a new start with SEAT Boat Co., Ltd., in the capacity of Project Manager for a jetboat project with Suzuki Jetdrive engine PJ650, in association with International Marine Co., Ltd.

Kazuki Otsuka strongly grew up in the organization of SEAT Boat and its affiliates till he made a strong decision to pursue his own course in 2004. The last masterpiece he did for SEAT was the General Arrangement Design of a 25.5m motor yacht, "MY Shangri-La".

In August 2004, having left SEAT Boat, Otsuka bravely took the biggest challenge of his life by setting

up "Hull Co., Ltd.". He proudly described his intention to name his company "Hull" as follows;

"Hull is an old English word, meaning body of ship/boat. I named the company "HULL" because the company is like a ship and the staff are like the "Crews" for the company's operations with good teamwork towards the right direction. A boat can never be run only by the captain. All crews onboard share hard times, happiness, and benefits together."

At Hull, two of the greatest achievements and pride of Otsuka are the full refits of MY Long





Ranger, a 27m Trimaran Motor-Sailor, this boat was repowered by Yanmar Engines at first time, also auxiliary Suzuki Outboard Motor, flooring & sealing by Sikaflex marine products and steering by Teleflex marine products which all system complete for HULL's main business.

And MY Bingo, a 24m Sail Catamaran.

Hull Co., Ltd., the company Otsuka built with his 2 hands, has substantially grown from an annual sales of 30 million in 2004 to over 200 million in 2023. The company is now the sole distributor of pleasure, high-speed, and light-duty commercial Yanmar marine engines in Thailand. It is also an authorized premier dealer of Suzuki marine outboards, Sikaflex marine products, and Dometic marine products for the Thai market.

Kazuki Otsuka was a warm-hearted person, and an honest husband, with full compassion for all employees. He was sincerely loved and respected by all surrounding people.

He continued to fight disease almost 2 years, two kind of blood cancer, Myelodysplastic Syndromes (MDS) and Leukemia. He tried treatment "hematopoietic stem cell transplantation". Unfortunately Graft-versus-host disease (GvHD) and complications from infection took away his life at the age of 73 on December 12, 2023.

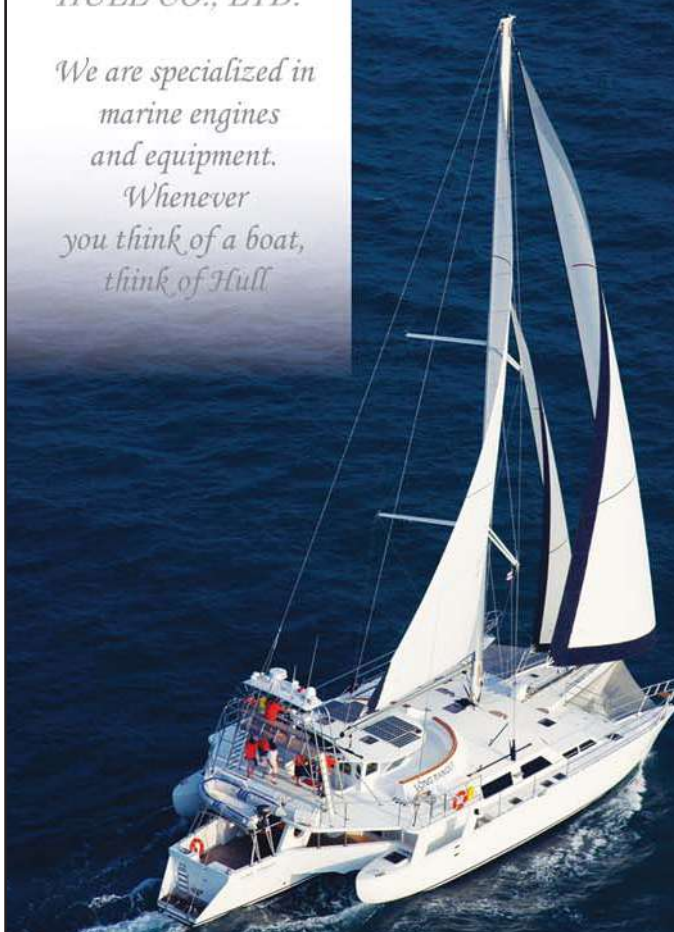
Fate is beyond our control. Though Kazuki Otsuka is not with us anymore but we will always keep him alive in our talks, in our memories, in our hearts, and in everything we shared.

Forever rest in peace ...

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Simpson Marine's *Lagoon*



Escapade
Showcases
Grandeur of
Phang Nga Bay





Simpson Marine's 2023 Thailand Lagoon Escapade departed from Ao Po Grand Marina, on the morning of Friday November 3rd, on a three-day, two-night event, a testament to camaraderie, adventure, and the shared love for the open seas that binds the ever-growing Lagoon family.

It started off with a skipper's briefing from Simpson Marine's Thailand Manager Howard Prime, & Sten Van Aardt, the company's Charter Base Manager, at D' Deck at Ao Po Grand Marina.

In this Escapade there were thirteen Lagoons in all, eight operated by their individual owners: two Lagoon 42s (*Cloud Dance & Paw*), two Lagoon 450s (*Brave & Dablu*), two Lagoon 620s (*Primetime & Six Degrees*), a Lagoon 52S (*Cataleya*), and a Lagoon 560 (00SEVEN).

The remaining five Lagoons were in Simpson Marine's care: a Lagoon 42 (*Cloud*

Dancer), as well as a Lagoon 46 (Maverick), a Lagoon 52F (*Blue Moon*), a Lagoon 52 (*Eclipse*), and a Lagoon 400S2 (*EOS*). Along for the ride was a WAVE 24 Pro, which served as the camera boat.

As the flotilla glided across the azure waters, the picturesque beauty of Phang Nga Bay unfolded. The sunshine illuminated the stunning sights of limestone cliffs and emerald waters in Phang Nga Bay. Many have claimed, and rightly so, that this area is home to some of the world's most spectacular cruising grounds.

Upon reaching Koh Roi, some people jumped on other Lagoons to see what they were like while others made the most of their chance to swim, snorkel, kayak, SUP and banana boat.

After lunch, the Escapade had a leisurely motorsail to the southern end of Koh Yao Noi where the cats moored for the night. The Lagoons sailed through the area made

If you want to charter a Lagoon, Simpson Marine has many options, including numerous 7-day itineraries, all guaranteed to produce lifetime memories.



famous by the Bay Regatta, which was started by the founder of this magazine, John Everingham.

The evening anchorage at Koh Yao Noi was a tranquil interlude, with a convivial beachside BBQ dinner. Here, Lagoon owners had the opportunity to wind down, relishing the serenity of the beach while bonding over delectable cuisine. Dinner and dancing beneath the starlit sky created moments of shared joy, fostering connections among the Lagoon family.

The next morning saw a leisurely sail to Koh Hong in Krabi. The following morning, the journey continued to the enchanting Hong Island in Krabi, where Lagoon owners enjoyed another day of leisurely activities under the sun. From kayaking to water scooters, every moment was captured by a professional photography team, ensuring these treasured memories endure.

The second evening was a celebration of unity and elegance, with a turquoise and white-

themed buffet dinner and beachside activities at Ao Tonsai. The vibrant dinner was a visual delight, with everyone dressed in white, complemented by music and a surprise fire show. Lagoon owners reveled in the festivities, and the escapade was wrapped up with the presenting of awards recognising outstanding contributions to the event's spirit, before Escapade's participants dinghied back to their cats for a sound night's sleep.

VIPs on the Escapade included Simpson Marine General Manager Richard Allen and Guillaume Andrebe, Lagoon Director for the Asia-Pacific. Andrebe said that Escapades have been held in this part of the world in the Philippines and the Whitsundays in Australia as well as Singapore and Hong Kong. There have also been Lagoon Escapades held in Croatia, France, Greece, Italy, Spain, and Turkey.

He says what makes owning a Lagoon special is that it retains a high resale value and

the Lagoon community is so tight-knit that even if you but a Lagoon in the Med but then charter it a world away in the Caribbean you still get the same great after-service and care. The support network is just phenomenal.

Phang Nga Bay is the perfect place to experience a Lagoon. It has many secluded and sheltered bays and beaches, which are great places to drop anchor and use all the water sports toys that a catamaran makes so easy to transport.

And what a better way to get youngsters hooked on a nautical lifestyle than to take them out on an Escapade? It's almost impossible for them not to have fun. And it's not just the kids who have fun — a Lagoon with its spacious galley/deck is the perfect spot to enjoy Sundowners, listen to music and soak in the stunning karst topography that Phang Nga Bay is world famous for.

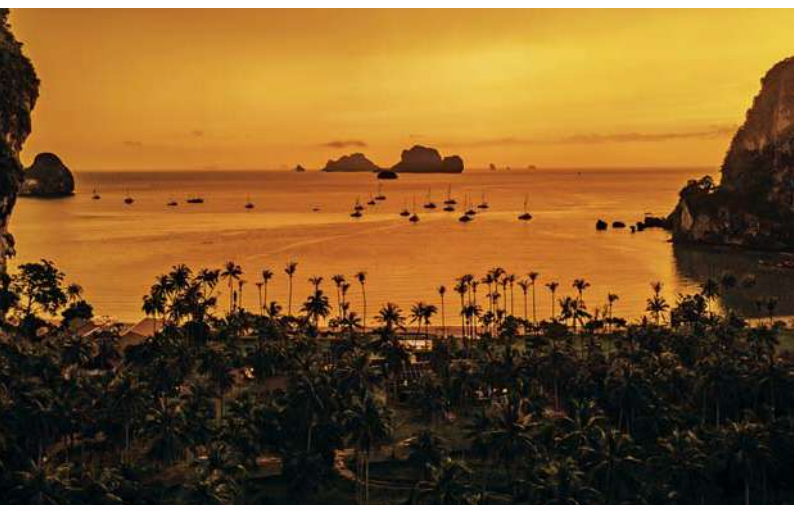
The purpose of the Escapade was three-fold: first, to showcase Simpson Marine and Lagoon Catamarans; second, to recognize the support of Simpson's clients and those that are active in its Yacht Management Program; and third, to introduce Phang Nga Bay and the Lagoon Catamaran to new and prospective buyers.

Or if you simply want to charter a Lagoon, Simpson has many and varied options, including multiple 7-day itineraries during high season, all guaranteed to produce lifetime memories. As the Simpson brochure says, "Turquoise waters with abundant sea life, clear blue skies and stable weather, rich cultural background, delicious food and friendly locals." Life doesn't get much better than that.

Experienced yachtsmen can charter the vessels bareboat, but for the less experienced, or those who want to be pampered, Simpson

can provide a captain, deckhands, a chef and a stewardess. Simpson also has a Charter Management Program whereby you can buy a yacht and place it in the Simpson Yacht Charter fleet for five years. You keep 65% of the net income while Simpson gets 35% and you get the yacht for your own use for three months of the year. Simpson can also help you with the registration process and recommend the most suitable insurance coverage.

I can't say enough about the organization and attention to detail that went into Simpson Marine putting this Escapade together. Everyone did a superb job. No one felt left out or excluded. It was truly an inclusionary Escapade. It took a massive amount of effort to organize the event and Office Manager Bee Cummins and her team deserve a lot of credit for putting it all together. For enquiries on the Lagoon Escapade, or any Lagoon models in Asia, please get in touch with our dedicated team at lagoon@simpson-marine.com.



Phang Nga Bay is the perfect place to experience a Lagoon with its many secluded bays and beaches and stunning karst topography.

It couldn't have been any closer

Raja Muda Selangor International Regatta

Photos by Scott Murray



In what was the closest Raja Muda Cup final in history as Nick Burns's *Witchcraft* (a Mills King 40) defeated Rolf Heemskerk's *The Next Factor* (a Farr 40) by two seconds on corrected time in the final race and one second on corrected time in the penultimate race, winning the cherished chalice by one point overall and giving Burns his fourth Raja Muda title.

PRO Simon James staged two races on the final day of the Raja Muda Selangor International Regatta, held in Langkawi's Kuah Harbour. With the wind blowing 12 knots, he set two rolling starts; the first, heading out at 11:25, for classes 1-3 (nine boats) on course 2, and the second for classes 4-6 (nine boats) on course 5. The second race, held at 12:35, had everyone doing course 11.

The Malaysian Navy's *Uranus*, skippered by Hanif Husain, finished third in class one with 24 points, though it did take line honours in the first two races. Steve McConaghy's *Aftershock* (a Davidson 55) ended up in fourth spot, with 31 points.

In the two-boat class two (Premier IRC Cruising) Hans Rahmann's custom-built *Yasooda* had a terrific regatta claiming line honours twice but when handicaps were applied only beat Peter Cremers' *Shatoosh* (a Warwick 75) once by default in the last race.

Lee Yi Min's *Silhouette* (a First 40.7) certainly was in no one's shadow in this regatta winning all but one race in the three-boat class three (Sports IRC), finishing with 10 points. Steve Manning's *Red Rum One* (an Archambault A4ORC) was second with 17 points and Max Palleschi's *Prime Factor* (a Farr 40) in third with 21 points. After the regatta, Max announced that he will be taking his boat back to Australia to do some work on her, but will be competing in the Nongsa Neptune Regatta along the way.

The three-boat class four (Sports non-IRC) was won by Chris Mitchell's *Lady Bubbly* (a Naut 40) as it captured six of the eight races in its class, finishing with 10 points overall. Karan Khara's *Sitka* (a Sun Odyssey 429) was second with 15 points. Sonny Soh's *Lady Elluane* (a Jeanneau 54) finished third with 26 points, as it was unable to compete in three of the races.

If there was a "determination award" in the regatta *Lady Bubbly* certainly would have won it overcoming a number of difficulties, including a torn spinnaker and a bout of dehydration to its skipper.

The three-boat class five (Cruising non-IRC) saw Ramasamay Menon's, *VG Offshore* (a Dehler 38) claim victory winning half of its races and finishing second in the other half for a total of 12 points. Amir Zohri's *Dash* (a Yamaha 36) was second with 19 points; *Dash* had trouble with its shrouds, which made it unable to finish or compete in the last three races. Ken Yap's *Millennium 2* (a Hunter 326), dogged by engine trouble throughout the regatta, finished third with 16 points. As the regatta's technical savant Malcolm Elliot said, "Ken is always the first to register, the first to pay and the last over the line."

Jamil Urayah's s Malaysian Navy *Marikh* (a Contesa 32) won six of the eight races in its division to capture the three-boat class six with 11 points. Muhd Izarn's Royal Malaysian Police's Team Sham on *Penarik* (a Catalina 30) was second with four points behind claiming two class victories along the way. Shah Azlan Ramli's *Tofan* (a Westerly Storm 33) finished third with 22 points. Dato Richard Curtis' *Eveline* did not end up racing due to engine trouble but Richard was present at both the opening and closing parties.



The regatta's technical guru Malcolm Elliot installed a YB3 tracker on each boat. This utilizes the Iridium satellite network, so the committee knows where each boat is during the passage races and what time they finish.



A huge shout-out must go to RMSIR chairman Irsyad Ismail, & regatta coordinator Norhamizah Amirudddin. Moving this regatta, all its participants, their belongings, and all the equipment needed is no easy task, their team do a fabulous job with the logistics of this event.



Competitors in this regatta proved that age is not a hindrance to competing in the Raja Muda regatta. Rama, the well-loved Vice Commodore of the Royal Selangor Yacht Club, and the indefatigable Chris Mitchell, are in their mid-70s and time-and-time again proved their mettle.

History was made in the regatta when by sailing on *Witchcraft* Zack Izham became the first Malay to win the Raja Muda Cup twice, capturing it first in 2009 as a 23-year-old crewmate on Amir Zuhri Rahim's *Gotcha*. In the 2009 regatta, Zack also sailed with his father in 2009, making further history by being the first Malay father-son combination to win the regatta.

Terrence Ho of the Singapore Sailing Federation was on hand at the closing party to

announce the continuation of the prestigious Lipton Cup with the IRC boat with the winner being the yacht with best combined scores in the Raja Muda, Langkawi (replacing the King's Cup) and Singapore Regattas.

No matter what the weather conditions, the overnight bases of Pangkor, Penang and Langkawi of this regatta offer a tropical island experience for all who take part, including warm, clear water, exotic birds and coral reefs. Malaysian cuisine is world-renowned, so for many crew members the chance to try out spicy local delicacies like Roti Canai, Curry Laksa, Satay and Char Kway Teow is as important as the time spent on the water. In Penang, an intermediate prize giving ceremony and dinner is organized at the magnificent Koo Kongsai, a Chinese Clan Temple, where the audience is treated to a colourful cultural show.

Each of the three passage races (Port Klang to Pangkor, and then on to Penang and finally Langkawi) invariably end up giving all crews a very testing work-out both in terms of weather conditions encountered – anything from light-and-shifty to quick and dirty tropical squalls. Endurance wise each race is long enough to keep all the boats sailing through the night, but not long enough to drop into a rotating watch system. Three very long sprints, in effect. And then there are the tactical and navigational challenges to cope with, from the notorious rounding of the Kra Bank on the



way into Penang to the ever-taxing decision to “stay in” towards the coast or “go out” looking for offshore breeze – neither option carries any guarantees. Not for nothing has the event long billed itself as “Asia’s most challenging regatta”.

The regatta has been hailed as a “tactician’s regatta” as the strong currents, tides, sea and land breezes demand the utmost concentration and planning. Years past, pirates made the Straits of Malacca one of the most dangerous passages on earth. But today, it’s not pirates that sailors fear, but container vessels, fishing trawlers, and floating debris. The regatta’s night passages can be particularly hazardous as many of the fishing vessels use the “Bic” system for illumination (flicking their lighter on just before a yacht’s bow is set to cut them into two). However, the very visible presence of both the Malaysian Maritime Police and the Malaysian Coast Guard this year has made maneuverability much easier for the regatta’s participants.

At night in the Straits of Malacca, in the darkness, you get a sense of what the sailors of yore had to endure during their expeditions. Imagine being out there without any form of

electronic gadgetry, caught in a raging thunderstorm without any visible landmarks, not knowing what was lurking in wait for you.

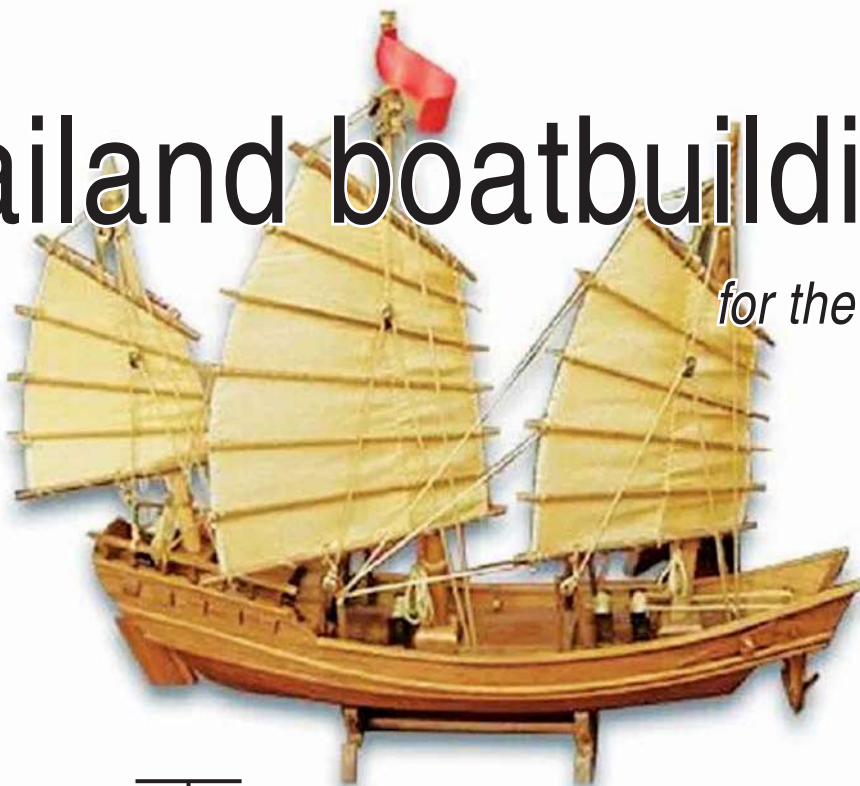
The late great Captain Marty summed it up best when asked what it took to win a Raja Muda regatta, “The long-standing format is the most challenging event on the Asian calendar. Ask any skipper how they fared and each one will have a different story to tell. Then ask the winning skipper of the racing class what it takes to win this endurance event and the picture becomes clearer. A good boat, fantastic sails and an exceptional crew work will get you most of the way there but it also helps if luck is on your side and the Gods working in your favour. Bring all that together and peak at the right time then perhaps you can win a Raja Muda Regatta.”

Congratulations to Irsyad Ismail, who chaired his first RMSIR, succeeding Jeff Harris and doing a wonderful job in doing so.

In a world gone mad, it is so refreshing to see how everyone can come together regardless of race, creed or religion to make this regatta a great success. 

Thailand boatbuilding

for the 21st century



Thailand's boatbuilding heritage dates back centuries, intertwined with the country's rich maritime history. From ancient dugout canoes to modern-day catamarans, the craftsmanship and ingenuity of Thai boatbuilders have been instrumental in shaping the nation's maritime landscape.

Ancient Origins

The earliest evidence of boatbuilding in Thailand emerged during the prehistoric era, with the discovery of dugout canoes dating back over 7,000 years. These simple yet ingenious vessels, carved from massive logs, enabled early inhabitants to navigate Thailand's vast waterways and establish trade routes.

The Ayutthaya Era

During the golden age of Ayutthaya, from the 14th to the 18th centuries, boatbuilding flourished. Skilled artisans crafted a variety of vessels, including longboats, barges, and warships, to support the kingdom's growing trade and military power. These vessels were characterized by their intricate designs, efficient hulls, and powerful sails, reflecting the high level of nautical expertise in Thailand.

Royal Patronage

The Thai monarchy has long recognized the importance of boatbuilding, providing royal patronage to skilled artisans and promoting the development of advanced techniques. King Rama II, a renowned patron of the arts, commissioned the construction of the Phra Borom Ratcha Nakhon, a magnificent royal barge that remains a symbol of Thai maritime heritage.

Adaptation and Innovation

Over time, Thai boatbuilders have adapted their skills to meet the changing needs of the nation. During the early 20th century, the introduction of steam engines and other modern technologies revolutionized the industry, leading to the development of larger, more powerful vessels for commercial and military purposes.

Present-Day Excellence

Today, Thailand's boatbuilding industry continues to thrive, producing a wide range of vessels, from traditional wooden fishing boats to sleek, modern catamarans. The country's skilled artisans are renowned for their craftsmanship, utilizing traditional techniques alongside advanced technologies to create high-quality boats that meet international standards.

Thailand's rich boatbuilding heritage is a testament to the nation's ingenuity and deep connection to the sea. From ancient dugout canoes to modern-day catamarans, Thai boatbuilders have played a crucial role in shaping Thailand's maritime history and continue to contribute to the global shipbuilding industry.

Island Spirit Thailand: A Journey of Innovation and Quality

Emerging from the rich maritime heritage of Thailand, Island Spirit Thailand has established itself as a leading provider of high-performance catamarans, embodying a legacy of innovation and craftsmanship. With a commitment to delivering exceptional sailing experiences, the company has consistently refined its designs and production processes, earning a reputation for producing exceptional vessels that cater to discerning cruisers and charter operators worldwide.

Roots in Innovation

The story of Island Spirit Thailand traces back to the late 1990s, when a group of passionate sailors and marine industry professionals

envisioned creating a catamaran that would redefine the boundaries of comfort and performance. Inspired by the growing demand for spacious, yet agile sailing vessels, they set out to design a catamaran that would seamlessly blend both attributes.

Pioneering Design

In 1998, their vision materialized with the introduction of the Island Spirit 37, a catamaran that marked a pivotal moment in the company's history. This groundbreaking design shattered conventional expectations, offering an unprecedented level of space and comfort without compromising on sailing performance. Its spacious saloon, multiple cabins, and ample deck areas set a new standard for catamaran living, while its efficient hull and sail plan ensured exhilarating sailing experiences under a variety of conditions.

Expanding Horizons and Enhancing Performance

Building upon the success of the Island Spirit 37, the company continued to push the boundaries of catamaran design. In 2001, they introduced the Island Spirit 400, a larger model that further enhanced the brand's reputation for comfort and performance. With even more interior space, a wider range of accommodation options, and a refined sailing character, the Island Spirit 400 solidified its position as a leading choice for experienced sailors seeking a truly immersive cruising experience.

Thai built Island Spirit 380, 410 and 525

Seeking to further elevate its offerings after the South African financial crisis, Island Spirit relocated its design and manufacturing to Thailand in 2010. With their extensive expertise and unwavering commitment to innovation, Island Spirit meticulously refined the design of the Island Spirit 400, giving birth to the Island Spirit 380. This incorporated a number of enhancements, including a redesigned hull for improved stability and seaworthiness, an upgraded sail plan for enhanced performance, and improved ergonomics for enhanced comfort and usability.

New design new technology

Vacuum infusion, also known as vacuum-assisted resin infusion (VARI) or resin transfer molding (RTM), is a composite manufacturing technique that uses vacuum pressure to force resin into a mold, surrounding a fibrous reinforcement. This process is used to produce high-quality composite parts with excellent mechanical properties.



His-Majesty-King-Bhumibol-Adulyadej-of-Thailand-624



The origins of vacuum infusion can be traced back to the 1960s, when it was developed by the aerospace industry for manufacturing aircraft components. The technique quickly gained popularity in other industries, including automotive, marine, and wind energy.

In Thailand, vacuum infusion was first introduced in the early 1990s by a few pioneering companies. These companies recognized the potential of this technology to produce high-quality composite parts at a competitive cost. Island Spirit was the first to adopt this technology for fiberglass boat building in Thailand in 2010.

The use of vacuum infusion in Thailand has grown steadily over the years, driven by the demand for lightweight, durable, and corrosion-resistant composite materials. The country now has a thriving vacuum infusion industry, with a number of leading companies producing composite parts for a variety of applications and numerous boat builders using the technology for the fabrication of fiberglass boats.



Benefits of Vacuum Infusion

Vacuum infusion offers a number of benefits over traditional composite manufacturing techniques, such as:

- **Uniform resin distribution:** Vacuum pressure ensures that resin is distributed evenly throughout the reinforcement, resulting in high-quality parts with consistent mechanical properties.
- **Reduced void content:** Vacuum infusion helps to eliminate voids in the composite material, which can weaken the part and reduce its durability.
- **Reduced labor costs:** Automation of the vacuum infusion process can significantly reduce labor costs.
- **Environmentally friendly:** Vacuum infusion is a relatively clean manufacturing process, with minimal environmental impact.



Thai-built Electric Sailing Cats

Island Spirit Thailand has embarked on a pioneering endeavor to revolutionize the boating industry with the introduction of electric sailing catamarans. This innovative initiative marks a significant step forward in sustainability and environmental consciousness, aligning with the growing demand for eco-friendly alternatives in the marine sector.

The company's foray into electric sailing catamarans began

with the development of the Island Spirit 380. The first electric Island Spirit 380 was launched in 2014. Since that first electric sailing cat Island Spirit has offered electric propulsion options on every model introduced since.

Electric Cat in 2014

The company's expansion in electric sailing catamarans has now progressed to the development of the Island Spirit 525e, a sleek and sophisticated vessel that seamlessly integrates electric propulsion technology with traditional sailing principles. This groundbreaking catamaran showcases Island Spirit Thailand's unwavering commitment to innovation and its dedication to providing discerning sailors with

a cruising experience that is both environmentally responsible and exhilarating.

The Island Spirit 525e boasts a range of impressive features that make it a frontrunner in the electric sailing catamaran market. Its advanced electric propulsion system delivers whisper-quiet operation and zero emissions, ensuring a harmonious coexistence with the marine environment. Additionally, the catamaran's efficient sail plan ensures that it can harness the power of the wind, further enhancing its environmental credentials.

Beyond its eco-friendly aspects, the Island Spirit 525e delivers an unparalleled sailing experience. Its spacious cabins, elegant saloon, and expansive deck areas provide ample space for relaxation and enjoyment, while its responsive handling and exceptional stability make it a pleasure to sail.

Island Spirit Thailand's decision to embrace electric propulsion underscores the company's commitment to sustainability and its understanding of the evolving needs of the marine industry. By pioneering the development of electric sailing catamarans, the company is paving the way for a future where sailing can be enjoyed while minimizing environmental impact.

The Island Spirit 525e represents a paradigm shift in the boating industry, demonstrating that sustainability and performance are not mutually exclusive. This innovative catamaran sets a new standard for eco-friendly cruising, offering a truly captivating and environmentally-conscious sailing experience. As Island Spirit Thailand continues to refine and expand its electric sailing catamaran offerings, it is poised to revolutionize the way we experience the world's waterways, fostering a more sustainable and harmonious relationship between humans and the ocean.

Thailand boatbuilding for the 21st century

Robotics is playing an increasingly important role in fiberglass boatbuilding, revolutionizing the industry by automating tasks, improving precision, and enhancing efficiency. Robotics is transforming fiberglass boatbuilding in a number of areas.

Robots are adept at performing repetitive tasks with high precision and consistency, tasks that can be physically demanding or repetitive for human workers. This automation frees up human labor for more skilled and creative aspects of boatbuilding.

Some examples of tasks that robots are used for in fiberglass boatbuilding include:

- Plug and mold machining and finishing
- Cutting and trimming fiberglass sheets



- Applying gel coats and resins
- Laying up fiberglass fabrics
- Polishing and finishing boat surfaces

Improving Precision:

Robots are equipped with sophisticated sensors and software that enable them to perform tasks with extreme precision. This precision is crucial in fiberglass boatbuilding, where even small errors can lead to defects or performance issues.

Robotic arms can precisely measure and manipulate materials, ensuring that fiberglass layers are aligned correctly and that resin is evenly distributed throughout the hull or deck. This precision results in stronger, more durable boats with a consistent finish.

Enhancing Efficiency:

Robotics can significantly improve the efficiency of fiberglass boatbuilding by automating tasks that were previously performed manually. This automation reduces labor costs, shortens production time, and increases output.

Robots can work continuously without fatigue, which allows for 24/7 production schedules. Additionally, robots can be programmed to perform multiple tasks simultaneously, further increasing efficiency.

Expanding Design Possibilities:

Robots are enabling boatbuilders to explore new and innovative design possibilities that were previously impractical or impossible with traditional manufacturing methods.

Robots can handle complex and intricate shapes, allowing for more creative hull designs and improved performance characteristics. Additionally, robots can precisely control the placement of fiberglass layers, enabling the creation of lightweight and structurally sound boats.

Robotics in Thai Boatbuilding:

The use of robotics in fiberglass boatbuilding is expected to continue to grow in the years to come. As robots become more sophisticated and affordable, Island Spirit has invested in applying this new technology to building boats in Thailand. With an initial implementation of two Kuka robotics systems on 24 meter linear rails Island Spirit will initially be using this technology within the company for:

- Direct machining of plugs and molds:

The traditional methods of making boat molds is labor intensive and very time-consuming. Through the use of robotics, the tooling for boats can be developed in much higher precision and orders of magnitude faster than in the past. This also provides for rapid updates and special variations that were just not possible in the past.

- Precision machining of fiberglass infused panels: Robotics will provide precision bulkhead

machining of infused panels. This will facilitate more precision assembly using advanced MMA adhesives.

- 3D printing of fiberglass components: Robots will eventually be used to 3D print complex fiberglass components, eliminating the need for molds and further enhancing design freedom.

As robotics continues to advance, it will play an increasingly significant role in shaping the future of Island Spirit boatbuilding, leading to more efficient, precise, and innovative designs.

Embracing the Future: A Legacy of Excellence

Today, Island Spirit Thailand continues to stand as a beacon of innovation and quality in the catamaran industry. With a deep understanding of the needs of discerning cruisers and charter operators, the company has consistently refined its designs, production processes, and service offerings. Their commitment to innovation has led to the development of innovative features such as integrated electric propulsion systems and advanced energy management solutions, further enhancing the sustainability and efficiency of their catamarans.

A Commitment to Quality and Sustainability

At the heart of Island Spirit Thailand's success lies a unwavering commitment to quality and sustainability. The company utilizes only the finest materials and craftsmanship, ensuring that each catamaran meets the highest standards of performance, durability, and aesthetics. Additionally, Island Spirit Thailand is committed to reducing its environmental footprint. They utilize sustainable materials and practices throughout their production processes, and they are constantly exploring innovative ways to optimize the energy efficiency of their catamarans.

As Island Spirit Thailand embarks on its next chapter, it carries with it a rich legacy of innovation, quality, and commitment to sustainability. The company's passion for sailing and its dedication to providing exceptional cruising experiences have made it a trusted partner for discerning sailors and charter operators worldwide. With a relentless focus on continuous improvement and leading-edge technology and a deep understanding of the evolving demands of the marine industry, Island Spirit Thailand is poised to continue shaping the future of catamaran design and performance, ensuring that its legacy of excellence endures for generations to come.





SX 100/

A New Horizon of Luxury

The SX100 is the latest addition to the successful SX range of Sanlorenzo yachts. Premiering at this year's Cannes Yachting Festival, the SX100 is a crossover yacht where spaces and functions unite in large open spaces that are in close contact with the sea.

Much like the larger SX112, the SX100 features an exterior by Zuccon International Project and shares features such as cut-out bulwarks, a reverse windscreen, fold-down sea terraces and a crane integrated into the superstructure.

Two internal staircases are key to design of the SX100: the first of which is made of chromed metal and connects a lounge on the lower deck with the lounge on the main deck, while the second connects the main deck to the flybridge.

Born out of the yard's constant dialogue with its owners, the SX100 fits effortlessly into the popular SX range, adopting and reworking its stylistic features to further optimise on-board spaces. The SX100 perfectly complements the rest of the Sanlorenzo range, which all uniquely embody the spirit and design DNA that Sanlorenzo is so known for.

For more information please contact: sanlorenzo@simpsonmarine.com.





The 57 Steel, new star of the Sanlorenzo range

The 57Steel is the latest addition to Sanlorenzo's Steel series. The newly released images capture the essence of this superyacht masterpiece, revealing a vessel where form and function are elevated to an art form.

The exterior of the 57Steel is crafted with precision and flair and promises a commanding presence on the water. This is a superyacht that not only draws attention but also offers an unparalleled cruising experience. The interior, a realm of bespoke luxury, mirrors the grandeur of the exterior, creating an environment where every moment onboard is an ode to refined living.

The Sanlorenzo 57Steel can accommodate as many as 12 guests, with room for a crew of up to 12 members. Featuring a full-beam VIP stateroom situated on the main deck forward, the superyacht exhibits floating luxury. A key feature is her 54 square-metre owner's quarters which houses its own private deck. The owner's quarters open out to a small glass-fronted pool located forward on the upper deck, with direct access from the master suite.

With three more units under construction – two of which will be delivered in 2024 – the 57Steel aims to be one of the new stars of the Sanlorenzo range.

For more information please contact: sanlorenzo@simpsonmarine.com.



The Moody DS 48 - Sail in Elegance, Live in Luxury

The Moody DS 48 embodies the captivating heritage of seafaring while simultaneously setting new standards for modern luxury.

This yacht seamlessly integrates the galley, saloon, and cockpit on a single level, without sacrificing the comfort and exceptional sailing performance characteristics. There is an impressive 360-degree panoramic view from the deck saloon.

Below the Moody DS 48 has an impressive owner's cabin and two guest cabins each with a private bathroom and separate shower.

The generous rig ensures agile and responsive sailing in a variety of conditions.

From the helm area, there's direct access to the expansive bathing platform, with capacity to house a 2.8m long dinghy, inclusive of crane equipment.

The cockpit itself is equipped with dual tables and a folding convertible roof, perfect for any weather.





Specifications

LOA 15.42 m 50' 7"

Beam 4.85 m 15' 11"

Draft 2.15 m 7' 1" 1.80 m 5' 11"

Displacement 21.16 t 46,650 lbs

Engine 110 PS 110 hp 150 PS 150 hp

Fresh water 766 l 202 gal

Fuel tank 570 l 150 gal

CE Certificate A - 12 A - 12

Total sail area approx. 130.90 m² 1,409 sq ft

For Information Contact inq@sea-yss.com

Wapp: +66813701995



Virtue

V10T - A Breakthrough





The Virtue V10T is said to be smoothest and most sustainable day-cruiser on the market. It is a high-tech, low-carbon yacht for eco-conscious owners who expect the most contemporary products and care about tomorrow's planet.

She boasts Italian style, highly efficient Swedish Petestep® hull technology, and powers through waves using petrol or Norwegian electric EVOY outboards (as one of the engine options) with luxury standard equipment and quality.

The V10 hull design provides a more stable ride and lower fuel consumption compared to conventional hulls. Vacuum infusion construction and Petestep® design reduces drag and energy consumption up to 35%, enabling smaller engines similar performance to larger units.

Depending on the engines the V10T achieves a top speed of over 50 knots and cruising speed between 20 and 40 knots.

Her standard fixed T-top offers permanent protection: her cockpit features two spacious, fully adjustable and extendable sun-pads with swim platforms to enlarge the usable lounging space. Two refrigerators, sink and grill are in the outside galley and dining area with ample storage space, sound and a LED lighting system.

Premium-class equipment as standard includes bow thruster, solar panels electric side platforms, Axiom 12" plotter power steering, carbon-fibre centre console, powder-coated stainless-steel rails and mobile accessible boat monitor app

Additional options include air conditioning, joystick steering, hydrotabs, water-skiing towing pole, a custom aluminium trailer, underwater light, VHF, AIS and autopilot.

LOA 9.89m; Bmax 2.90m; single engine D0.43m; Dual engine D0.84M.

Fuel tank 450l; fresh water tank 100l; Black water tank 60l; Gray water tank 40l.

Crew max 8

For Information Contact inq@fls-yachts.com

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SONAR THROWBACK: REGINALD FESSENDEN AND THE FATHOMETER



Raymarine traces its heritage back to 1923, when Canadian-born inventor and scientist Reginald Fessenden conceived a device that would change navigation forever.

Born on October 6, 1866, Reginald Fessenden was an early pioneer in electricity and radio. Constantly innovating, Fessenden was awarded over 500 patents during his lifetime. Many of his inventions and discoveries form the basis for today's high-technology world.

Fessenden is best known for his work in broadcast radio. One of his first accomplishments was besting the work of radio inventor Guglielmo Marconi. Marconi's trans-Atlantic radio broadcast was limited to 1-way communication only. Fessenden thought he could do better and proved it when his Brant Rock, Massachusetts radio station exchanged Morse code messages with a sister station located in Scotland in 1906.

His next breakthrough came later that same year when Fessenden successfully transmitted the human voice over radio. Proving that his system worked at short range, Fessenden took his radio technology to the next level, proving its long-range viability. Fessenden made the first-ever public broadcast of music and entertainment content to ships at sea on Christmas Eve, 1906.

In the 1920's, Fessenden became a consulting engineer with Boston-based Submarine Signal Company. Here, he explored the science of underwater signaling, acoustics, and sonic measurement. His research led to a series of patents and the development of a commercial product, the Fessenden System Fathometer. This simple but vitally important device redefined marine navigation. Fessenden's Fathometer finally allowed mariners to read the water depth in real-time when underway.

IEEE MILESTONE IN ELECTRICAL ENGINEERING AND COMPUTING

FIRST WIRELESS RADIO BROADCAST BY REGINALD A. FESSENDEN, 1906

On 24 December 1906, the first radio broadcast for entertainment and music was transmitted from Brant Rock, Massachusetts to the general public. This pioneering broadcast was achieved after years of development work by Reginald Aubrey Fessenden (1866-1932) who built a complete system of wireless transmission and reception using amplitude modulation (AM) of continuous electromagnetic waves. This technology was a revolutionary departure from transmission of dots and dashes widespread at the time.

September 2008



INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS

The Fathometer was a huge success, and thousands of ships worldwide adopted this new echosounder technology, setting the stage for modern depth sounders and fish finders. In 1946, the Submarine Signal Company merged with post-war electronics giant Raytheon, becoming the foundation of its marine division. In 2002, the Raymarine brand was formed through a management buyout of Raytheon Marine's recreational division, and today, Raymarine continues to innovate with depth finders, fish finders and RealVision Max CHIRP sonar technology.

Today, we salute Reginald Fessenden, scientist, and inventor, whose many contributions to communications and navigation keep people informed, entertained, connected, and most importantly, off-the-rocks!

Sources:

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<https://news.m.org/people/fessenden/>



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Royal participation highlights final day of racing in the 35th
 Phuket King's Cup Regatta

*Her Majesty Queen Suthida Bajrasudhabimalalakshana
 sails on Vayu THA72 as the Thai yacht wins both
 races in the prestigious IRC Zero Class*

Photos by Scott Murray





*Her Majesty Queen
Suthida Bajrasudhabimalalakshana
climbs the mast of Vayu THA72.*



Her Majesty Queen Suthida Bajrasudhabimalalakshana sailed on *Vayu THA 72* in the prestigious IRC Zero class in the final day of racing at the 35th Phuket King's Cup regatta. Her presence indeed proved fortuitous as the TP52 won both races today in the eleven-race series.

Ray Roberts TP52 *Team Hollywood*, which placed second in both races, won the class and the overall King's Cup title for the fourth straight year. James & Kate Murray's *Calisto*, a Pac 52, placed third in the four-boat IRC Zero class with Steve McConaghy's *Aftershock Syndicate*, a Davidson 55, finishing fourth in the class.

Every year, the regatta attracts sailing greats from around the world, and this year is no different. Adam Minoprio was back and behind the wheel for *Team Hollywood*. His list of sailing accomplishments are long and legendary including being the youngest winner of the New Zealand Optimist Nationals at age 11 in 1997. In 2009, he displaced James Spithill as the youngest World Match racing Tour Champion beating Sir Ben Ainslie in the finals. He competed in two Volvo Ocean Races; in 2011–12 on Camper Lifelovers and in 2014–15 on *Team Brunel*. He also sailed SAP Extreme Sailing

Team in the Extreme Sailing Series winning the 2017 series championship. And he sailed for Groupama Team France during the 2015–16 America's Cup World Series, helming their second boat at the 2017 America's Cup. A very tough resume to match.

And what a week of racing it was: fair sailing conditions, close competition, and world-class sailors combined with great weather and fabulous onshore parties to create a great atmosphere topped off by Her Majesty's presence on *Vayu THA 72*. She also handed out the trophies at the Royal Awards Ceremony.

The elegance of the four-boat Premier class certainly turned heads during the regatta but the class belonged to Ithinai Yingsiri's Thai vessel *Pine Pacific*, an X-Yacht 55, who won all seven races. Peter Cremers' *Shatoosh*, a Warwick 75, finished second five times, and took second in the class. Hans Rahmann's JV 72 custom-built *Yasooda* chances were hurt with a DNF in race three and had to settle for third overall. Bernard Huybens' *Aphrodite*, a Vitters 92, was fourth in the class and did not sail on the final day.

Bruno Tristan Peyron was another international star competing in this regatta as he helmed *Aphrodite*. The French yachtsman,



AYasooda.

along with his crew on the catamaran *Orange II*, broke the outright round-the-world sailing record in March of 2005. In 1994, he also became the first winner of the Jules Verne Trophy completing a round-the-world trip in less than 80 days.

Nick Burns' *Witchcraft*, edged out Rolf Heemskerk's *The Next Factor* in the seven-boat IRC One class, just as it did two weeks ago at the Raja Muda Selangor International Regatta. *Witchcraft* won seven of the ten races sailed in this class. Craig Douglas/Gordon Kettleby's *Ramrod*, finished third in the class.

Craig Nichols *Alright* nosed out Susurnu Kurose's *Char Chan* by one point to take fourth spot in IRC One. Robert Carr & Sandy Farquharson's *Aquarii* was hurt by a DNS in race eight and had to settle for sixth overall. Clayton Craigie's *Anjo* had a challenging regatta with four DNFs & one DNS and finished last in the class.

The six-boat Bareboat Charter Class saw Dean Peng's & Tiffany Khoo's *Gragonborn* win five of the seven races sailed in this class. Mike Downard's *Piccolo* narrowly edged out Toshihiko Iijima's *Hippocrates* by one point to take second in the class. *Moonshine* featuring the ASA Sailing Dream Asia, was fourth while *Team Hayato* took fifth in the class. Alan Anderson's *Judy* did not start the last three races in this class and as such was relegated to sixth position.

The five-boat Monohull Cruising class was the tightest class going into the final day with three boats tied with nine points. But when it was all sailed and done, Philippe Dallee's *Swan II* won edging out Steve Maine's *Enavigo* by two points and Jianhao Yang's *Isabella* by three points which was disqualified in the third race for carrying an anchor on the bow. Thomas Veltin's *Brisk* was fourth in this class with Mo Yiwei's *Sumalee*, fifth.

The two-boat Multihull Racing class saw Dan Fidock's *Kata Rocks Parabellum* zip around the course winning seven of the nine races sailed in its class. John Newnham's *Kata Rocks 2*, aka *Twin Sharks* was the only boat competing in this class. The flashy *Parabellum* won overall line in every race in the regatta.

Andrew McDermott's *Trident* has won all five races in the Multihull Cruising class after having to sit out day one because of a dismasting. It won out over Frank Kastelein's *Team No Escape (Pooichat)*, the only other yacht competing in this class.

The regatta's International Dinghy Classes this year competed in a three-day competition off of Kata Beach. The event was divided into four classes: Monohull Dinghy Handicap (12 boats); ILCA 4 (15 boats); Open Skiff (17 boats); and Optimist (79 boats).

The overall Optimist winner was Patcharaphan Ongkaloy, continuing on her gold-medal performance from the Southeast Asian Games. Pailin Jaroenpon was second followed by Karit Phrammanee, all Thais.

The Open Skiff class was won by India's Anandi Chandavarkar – no surprise as she won the class each day. Dom Kaewpradab of Thailand placed second each day capturing that position and India's Ayaan Nath was third.



Team Hollywood winner

The ILCA4 class was swept by Thailand with Nanvatorn Supaamphonwit capturing top spot each day, Ton Rattana finishing second overall and Thanaphat Sirichaoren placing third. The Monohull Dinghy Class (Handicap) was won by Claudia Nazarov with Voravong Racharattananuruk coming in second and Morten Jakobsen in third.

By the way, sailing with Her Majesty on *Vayu THA 72* today was Noppakao Poonpat, the 2010 World Optimist champion.

The Phuket King's Cup Regatta has evolved from its inception in 1987 from a local contest to a globally recognized event. It began with Thailand's yachting community uniting to honour Rama X's father, the late Majesty King Bhumibol Adulyadej's Fifth Cycle Birthday. The inaugural event was set against the backdrop of the Andaman Sea's crystal waters, with the Phuket Yacht Club Hotel, serving as the venue. Founded by Royal Varuna sailors, including Commodore Chris King and M.L. Tridosyuth Devakul (Mom Tri), the Regatta has since blossomed into a world-class sailor event.

The event's economic impact is profound. Local businesses, from hotels to restaurants and transport services, experience a significant upturn during regatta week. The festive atmosphere, coupled with the influx of

visitors, substantially boosts the local economy. An economic impact study has shown that the Regatta contributes several million Thai Baht to the local economy annually.

For more information and result, please visit www.kingscup.com.

About the Phuket King's Cup Regatta – Asia's legendary yacht race under Royal Patronage

Under Royal Patronage, the Phuket King's Cup Regatta is organized by the Phuket King's Cup Regatta Organizing Committee under the auspices of the Royal Varuna Yacht Club, in conjunction with the Yacht Racing Association of Thailand, the Royal Thai Navy and the Province of Phuket.





Cleaning your



It's not as simple as grabbing a sponge and some soapy water.

Ian Lok, Sales Manager for East Asia Marine, likens boat care products to car care products highlighting shampoo, wax, fuel additives, water repellent, stainless steel & aluminum cleaners and glass, vinyl & leather seat cleaners as examples that both automobiles and boats use. But boats go further needing bilge, hull & fender cleaners, teak wood brighteners, black streak removers, tougher bird and spider

stain removers, and rub rail restorers, to cite just a few examples.

But what separates the car and boat products? Well, in Southeast Asia, salt for one. Car care products don't have to deal with the salt residue left on boats.

What about deciding on what product to choose? Ian can't stress trusted brands enough. Many boat care products come from trusted brands, have a brand warranty and are also environmentally friendly, and actually do



boat - properly



what they say, e.g. they are biodegradable.

Many foreign sailors relate to and gravitate towards brands they have used at home or have used throughout their nautical life and East Marine Asia goes out of its way to store these brands at a price similar to what they would pay back in their own country.

Education comes into play as well. Continual use of certain cleaning products can dull the exterior colour of a boat quickly

so Ian and the East Marine Asia emphasize the best boat cleaners to use and their application with chandlery customers.

Some of the well-known brands in East Marine Asia's extensive inventory include: Star Brite & Meguiar's (cleaning products), Shurhold (brushes ranging from stiff to extra soft), Rupes (professional polishing tools), Epifanes (marine varnish), 3M (cleaning products), Gelair (stops mould and bacteria), CIF (cleaner & degreaser), Or-



phine (biodegradable boat soap), FSR & K2r (stain removers), Rain X (water repellent), CRC(protectant) & Spay Nine (heavy-duty cleaner).

The range of boat care products that East Marine Asia offers is vast, you will be surprised at the selection and innovation of the products on offer. Everything from extendable squeegees to multi-purpose buckets, non-kink hoses, barbecue stove cleaners and

tender-cleaning products. Even suction cups to attach between the tender and the boat allowing you to clean those out-the-way spots. East Marine Asia can truly service all your cleaning needs and Ian and the friendly staff are on hand to offer any assistance and advice you may need.

www.eastmarineasia.com
ianlok@eastmarineasia.com



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RILR

celebrates two decades on the water

Photography by Scott Murray



They are putting something in the water in Kuah Harbour and other regional regattas might want to take note. Covid caused many sailing competitions to either shut down or struggle to survive, but aside from a forced closure in 2021, the Royal Langkawi International Regatta has continued to thrive and create a magical buzz.

It helps having the Royal Langkawi Yacht Club as an anchor for the event where the club's Charlie's Bar with its convivial atmosphere serves as meeting and rally point for all competitors. Throw in a great social media presence, a group of pro-active and young vol-



unteers, great scenery, good wind, an excellent race committee, a caring group of organizers and a mix of good Malay and foreign sailors, both male and female, and you have the ingredients for a very successful regatta.

This year there were 32 entrants from around the world representing 12 countries: Malaysia, Singapore, Thailand, China, Vietnam, Japan, Hong Kong, the UK, the USA, Australia, New Zealand and Denmark. The regatta is truly an international event as Malaysia's best sailors went up against more than 240 competitors hailing from as far away as the Netherlands, Poland, Russia, Switzerland, Germany, Austria, Canada, France, Ireland, Republic of Korea and the Philippines.

Yang Mulia Tunku Soraya Dakhlah, Rear Commodore of the Royal Langkawi Yacht Club and the 2024 Royal Langkawi International Regatta Organizing Chairperson, officially

opened the regatta saying, "My father's dream when he started this regatta was to position Malaysia, and in particular Langkawi, as a prominent sailing destination as well as promoting sailing and sports tourism in the country. Since our inception in 2003 we constantly strive to keep this ambition alive."

In her address Soraya paid homage to the late Chris Howarth, who faithfully reported and participated in the regatta for years: "After leaving the corporate world, Chris threw himself whole heartedly into the sailing scene, not just as a sailor but as an editor and photographer. Always on the water throughout all the regattas in the region, his was a familiar face, always with a long lens, peaking out of the committee and media boats, searching for that next great shot. Sailing, writing, photography being his passions, to be able to combine these in life is simply magic."



Sailors competed in six categories for the following awards: Prime Ministers Challenge Trophy, the LADA IRC Challenge Trophy, the PSC-IRC 2 Challenge Trophy, the Commodore's Challenge Cup Langkawi Sports Trophy, and the Malaysian Multihull Challenge Cup

The CEO of the Langkawi Development Authority LADA, Dato' Haslina Binti Abdul Hamid launched the regatta from the water on the start boat on the morning of 16 January 2024, with Simon James, the regatta's Principal Race Officer.

The X40 catamaran, *Parabellum* oohed and awed people throughout the event setting a course record in the "Around the Islands" race on day three (01:56:53) at times reaching speeds of 24.5 knots as it took line honours throughout the event.

The first day saw races in Kuah Harbour; the second was the "East Coast Courses" off Langkawi Island with NNE winds at 15-18 knots and a rising tide. The third day was the "Around the Islands" course, followed by a "Kuah Harbour" and "West Coast Island" race on the fourth day. Then it was back to Kuah Harbour for the fifth and final day of racing.

The regatta was moved back a week this year and the wind was terrific, holding all week with only a slight delay on the final race day until it picked up again.

The Japanese crew on *Char Chan* lost its steering on day three but was able to correct the technical malfunction, get back in the regatta for day four and finish second overall in the IRC1 division. Sadly, *Sade 2*, snapped its boom on day three and was unable to continue the regatta.



Nick Burns' winning *Witchcraft* crew.

The Prime Minister's Challenge Trophy this year went Hong Kong's *Witchcraft* skippered by Nick Burns in the Racing class who won all 10 races in its class.

The LADA-IRC Challenge Trophy was earned by Malaysia's *Mata Hari* helmed by Vincent Chan in the IRC 1 class. In a very closely contested class *Mata Hari* finished just one point ahead of the runner-up *Char Chan*.

The PSC-IRC 2 Challenge Trophy went to Jeremy Camps' *The Blue Angel* (Malaysia), who won 8 out of 9 races and was well ahead of his next rival former Sydney-Hobart champ, *Piccolo*.

The Langkawi Sports Challenge Trophy was won by the Royal Selangor Yacht Club Racing Team in the Sports Boats class. Skipper Rizal Mahadi Sazili's boat won 7 out of 10 races.

The Malaysia Multihull Challenge Trophy was dominated by Thai-based boats and John Newnham's *Twin Sharks* narrowly beating the new generation racing catamaran *Parabelum*, a fierce challenger, who only finished only two points back.

And finally, the RLYC Commodore's Challenge Trophy went to Malaysia's *Marikh*, helmed by Wan Fadli Wan Ahmad, edging out *Kimikimi* in the Club class. *Marikh* also won the annual Tunku Abdullah Sportsmanship Award.

Special thanks must go to Selvam Mookken, the chairman of the jury; Azlan Abdullah, the Executive Director of Royal Langkawi Yacht Club and 20th RLIR Director; and Inspector Muhamad Khairul Fadhli bin Kamarudin, the safety marshal, for organizing and carrying out the event.

It was also very heartening and wonderful to see the many young volunteers from University Malaysia Terengganu (UMT) who were instrumental in manning the start boat, the mark boats and the pin boat on the various courses. These relative youngsters will be the backbone of future successful regattas and it was great to see them so enthusiastically "learning the ropes".

CHALLENGE TROPHY WINNERS

Prime Minister's Challenge Trophy – *Witchcraft*

RLYC Commodore's Challenge Trophy – *Marikh*

LADA-IRC Challenge Trophy – *Mata Hari*

PSC-IRC 2 Challenge Trophy – *The Blue Angel*

Malaysia Multihull Challenge Trophy – *Twin Sharks*

Langkawi Sports Challenge Trophy – *RSYC Racing Team*

Tunku Abdullah Sportsmanship Award – *Mata Hari*



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Boatworks Phuket

ticks all the boxes when it comes to service and repairs



Boatworks Phuket opened in 2020 and is located at the former Latitude 8 Workshop site in Chalong along the road up to the Big Buddha. Boatworks provides a wide range of services to its marine customers, including but not limited to marine repairs and restoration, rigging, race boat management, rubber dinghy repairs, and yacht delivery. Boatworks has established partnerships with pedigree marine brands such as All Yacht Spars, Australia and Colligo Marine.

General Manager Nick Gutry started his career serving as an apprentice shipwright in New Zealand before moving abroad to Asia. Nick has an extensive history in working with composites, rigging and all manner of marine build and repairs. Locally, he is also the boat manager for the Fugazi Racing team and is actively involved in local cruising and racing activities. Feel free to contact Nick for any enquiries you might have about your boat, dinghy or project!

nick@boatworksp Phuket.com (<https://www.facebook.com/boatworksp Phuket>)

CHINESE AND THAIS

SCORE TICKETS TO PARIS 2024 AT

ASIAN SAILING CHAMPIONSHIPS

Photos by Yacht Racing Association of Thailand



Thai ILCA sailors celebrate Paris 2024 qualification
Photo by YRAT.



Chinese Xiaoya Hu and Mengyuan Shan celebrate gold in the 49erFX and Paris 2024 qualification for China.

Top Chinese and Thai sailors were greeted with cheers on their return to shore after the medal races at the 2023 Asian Sailing Championships held at the Royal Varuna Yacht Club in Pattaya, Thailand. The Chinese scored a record haul of medals and six tickets to Paris 2024, and the Thais earned the highly coveted two additional tickets to the next Olympic Games in the ILCA 6 and 7.

Of 18 medals awarded at the event, the Chinese took all gold, four silver, and three bronze, including a gold for Hong Kong in the ILCA 7. In the 470 and Nacra 17, this was no surprise. In the ILCA 6, however, a sweep of all medals was thanks to Thailand's Sophia Montgomery, who chose to pass on medals in favor of protecting her position against India's Nethra Kumanan to achieve her goal, Olympic qualification.

"It's part of the game," said an understanding Kumanan, after Montgomery successfully forced her to the back of the medal race fleet to ensure Thailand would be the second country on the leaderboard.

Sophia flew into the arms of her family upon her return to shore, overcome by emotion. "I'm very, very proud and happy," she said, before launching into an Oscar worthy thank you list. "Everyone helped me. I didn't think it was possible. I couldn't have done this without everyone helping me," she gushed.

In the ILCA 7, Nicholas Halliday of Hong Kong, China, saw six years of effort pay off. He earned gold and a long-awaited ticket to the Olympic Games with but a three-point lead over silver. "I'm so happy. I've been training so long for this, and I am so excited," he said.

Silver went to Thailand's Arthit Mikhail Romanyk, who was the one besieged by reporters on the beach and carried atop his boat to his trailer. "It's been a great event. We had great conditions every day, a great race committee too. I want to thank my family and friends for coming along and cheering me on. It's been a very long journey and I'm very proud of myself to be able to do this with my team."

He made sure his sparring partner, Chusitt Punjamala, got equal recognition for his

three wins in the fleet to Romanyk's zero. Similarly, Montgomery recognized her sister Grace, who surprised all with a fifth-place finish in the fleet despite having only just moved into the ILCA 6. All four were introduced to sailing at the host venue, the Royal Varuna Yacht Club, and could not have been more elated they delivered for not only their home country, but also their home club.

ILCA 6 gold medalist Min Gu of China was as ecstatic, having won not only the regatta but also her selection to represent the country in Paris 2024. "I'm very happy to be the champion in Pattaya, Thailand," she said, "and also very happy to get qualification for China joining the Olympic Games. It's very, very exciting."

Nacra 17 gold medalists Huicong Mai and Linlin Chen also win the right to sail in Paris 2024, this event a selection regatta as well.

The ILCA 7 bronze went to three-time Malaysian Olympian Khairulnizam Afendy, who would have lost on a tie-breaker to Indian Olympian Vishnu Saravan had Saravan not been penalized two points for an equipment inspection issue in the medal race quarantine zone earlier in the morning.

In the 49er, India's Prince Noble and Manu Francis managed to pierce the Chinese fleet's dominance, winning bronze in the class.

In the 49erFX, the Japanese team of Misaki Tanaka and Sera Nagamatsu took silver and Singaporeans Kimberly Lim and Cecilia Low won silver and bronze, both well-deserved after hard fought battles to break the Chinese chokehold at the top of the fleet.

The 2023 Asian Sailing Championship and Asian qualifier for Paris 2024 was organized by the Yacht Racing Association of Thailand and the Royal Thai Navy, with the support of World Sailing and the Asian Sailing Federation. Sponsors include the Sports Authority of Thailand, Chonburi Province, and Pattaya City. The event was staged at the Royal Varuna Yacht Club in Pattaya, Thailand, which also hosted the ILCA Asian and Oceanian Championship and the ILCA Master Worlds Championships in the past year.

For results, see <https://www.pattaya-olympic-qualifier.com/results/>



Chinese Huicong Mai and Linlin Chen pump fists on gold in the Nacra class as well as Paris 2024 qualification and their selection.



Thai ILCA 6 sailor Sophia Montgomery celebrating qualification with her sister. Photo by YRAT.



Thai ILCA 7 sailors Arthit Mikhail Romanyk and Chusitt Punjamala Photo by YRAT.



Sailing towards the Future: record-breaking 2024 Thailand International Boat Show-A Luxury Lifestyle Event

The 2024 Thailand International Boat Show - A Luxury Lifestyle Event has once again established itself as a leading event in the yachting and boating world, setting a new standard for luxury and progress. This renowned annual event is a bustling hub for marine enthusiasts, industry leaders, and luxury lifestyle connoisseurs. This year's show surpassed all expectations, bringing together an impressive lineup of exhibitors showcasing the latest in nautical design and engineering. Reflecting tradition and innovation, the 2024 edition highlighted groundbreaking technological advancements, sustainable practices in the boating industry, and a record number

of visitors. As we delve into the heart of the event, let's take a closer look at the exceptional boats and yachts, innovative technologies, and flourishing business and social connections that defined this year's Thailand International Boat Show - A Luxury Lifestyle Event, a true testament to the ever-evolving dynamics of the maritime world.

On January 10th, 2024, the Thailand Yachting Conference, a vital component of the Thailand International Boat Show A Luxury Lifestyle Event, took place in the White House at the NH Boat Lagoon Phuket Resort. This gathering served as a melting pot of ideas, innovation, and networking for the maritime



community. Wicky Sundram, CMM, opened the event with an inspiring speech, setting the tone for insightful discussions. Director Wade Pearce efficiently navigated attendees through the conference's enriching schedule, which included a comprehensive exploration of Thailand's potential as a yachting destination presented by the Thai Government. The conference's main focus was its in-depth panel discussions, where notable figures such as Matthew Polawat Na Nagara and Scott Finsten shed light on various aspects of maritime navigation in the Andaman Sea and Gulf of Thailand, particularly emphasising regulations, licensing, and exotic destinations. Ditapong's insights into the latest developments in marinas and shipyards highlighted the sector's infrastructural advancements. The international scope expanded further with Alvin Teh's perspective on yacht entry into Malaysia, adding a valuable cross-border dimension. The event also provided ample networking opportunities, with tea breaks and a networking lunch sponsored by NH Boat Lagoon Phuket Resort. Panels on diverse topics such as Superyachts, Chartering, and Technology & Sustainability, moderated by industry experts like Lies Sol and Peter Jacops, sparked engaging dialogues. The conference concluded with Wicky Sundram CMM's closing remarks, summarising the day's rich learnings and experiences, followed by a convivial closing networking drink, concluding a remarkable journey in the yachting world.



Recap of the Robb Report Thailand Best of the Best Yachting Awards Gala Dinner

On January 10th, 2024, Phuket's elite gathered at the White House for the Robb Report Thailand best of the Best Yachting Awards Gala Dinner, an evening of luxury, entertainment, and philanthropy. This exclusive event, held on the eve of the Thailand International Boat Show A Luxury Lifestyle Event 2024, featured a six-course culinary journey by renowned

chef Daniel Isberg, accompanied by free-flowing drinks. The highlight of the evening was a performance by Thai pop sensation Eka, adding to the sophisticated atmosphere. The night's highlight was the prestigious awards, celebrating excellence in the yachting industry. Ocean Marina Jomtien was awarded "Best Marina Berth Facilities in Thailand," while Sanlorenzo Asia took home two awards, "Best Exterior Design - Sanlorenzo SX100" and "Yacht Brand of the Year." Leopard Catamarans' "51 Powercat" was named "Best Power Catamaran," and Benetti Yachts won the "Most Advanced Superyacht." Prestige Yachts impressed with the "Best Interior Design - M48," and Riviera was honoured as the "Most Respected Legacy Yacht Brand." Royal Phuket Marina was recognised for its commitment to sustainability, receiving the "Best Sustainable Marina in Thailand" award. Princess Yachts' "Princess Y95" won for the "Best Yacht Layout." The evening concluded with a special moment as Mike Simpson was honoured with the "Lifetime Achievement Award," recognising his significant contributions to the yachting industry. This enchanting night of celebration left attendees with lasting memories of style, charity, and the pinnacle of nautical elegance.



In Water Exhibitors Overview:

This comprehensive guide provides insights into the diverse range of exhibitors and their standout yachts showcased at the recent marine event. The event was a visual spectacle and hub of successful business and enthusiastic interactions, as the exhibitors' quotes echoed.

- **Simpson Marine:** As Asia's leading yacht dealer, they showcased a range from the San Lorenzo SX76 to the Beneteau Flyer 8. Howard Prime from Simpson Marine remarked, "An outstanding exhibition! We observed a high-quality interest in our range, from Lagoon to Beneteau and Sanlorenzo."
- **Boat Lagoon Yachting:** Known for luxurious yachts, they exhibited models like the Princess Yachts Princess Y95, earning acclaim for their elegance and advanced engineering.



- V Yacht Asia: They showcased luxury yachts like the Riva 76 Perseo. V Yachts proudly announced, "We sold the Ferretti 580 right at the show, a testament to the event's effectiveness and reach."
- Lee Marine Riviera: Celebrated for their high-end yachts, they displayed the Riviera 4600 SY and Riviera 78 MY, each a symbol of luxury and performance.
- Northrop Asia Limited: Used the show for networking and had one of their charter boats on display.
- Asia Yachting (Thailand): They displayed the Prestige 420 and 590, which are known for their elegance and design.
- The Yacht Sales Co. (Thailand): Known for their exquisite collection, they presented the Fountaine Pajot Alegria 67 and the Monte Carlo Yacht 70. They also showcased the Dufour Yachts Dufour 61, further highlighting their range.
- Asia Marine Ltd.: Showcased the Bali Catamarans Bali 4.2, a yacht celebrated for its space and performance. Also presented the Galeon 500 and Nimbus Boat Nimbus T8. Benjamin Tabuteau commented, "This was the best show we've ever had."
- Derani Yachts: Displayed the Axopar 22 T-Top and the eco-friendly Greenline 40 Hybrid, highlighting their focus on high performance and innovation. Also showcased the Brabus Shadow 500 Cabin and Brabus Shadow 900 Cross cabin.
- Sunsail (Thailand): Specialised in catamarans, they showcased the Leopard 45 and Leopard 46 Powercat. Kit Chotithamaporn from Leopard Catamarans noted, "As a veteran exhibitor since year one, this show was exceptional."
- Torquedo Asia Pacific: Showcased their advanced electric marine propulsion technology with the Mariart.
- Go Boating (Thailand): Presented the Gulf Craft 36 ft., known for its seaworthiness and elegant design.
- Extreme Marine (Thailand): Focused on sporty boats, they showcased the agile Al Dhaen 365 CC.
- Asia Yacht Agency: Known for robust boats, they presented the Zodiac Nautic Zodiac Open 7.
- Iseo Yachting: Specialised in elegant solutions, they showcased the stunning Superyacht Silentworld anchored offshore.

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On-Land Exhibitors at the Thailand International Boat Show 2024:

The air-conditioned tent on the town square of Royal Phuket Marina worked well and provided a grand entrance to the show. Overall, the lineup of the on-land exhibitors at the Thailand International Boat Show A Luxury Lifestyle Event 2024, not only showcases the latest in marine technology but also a range of luxury services, gourmet food, and unique experiences, catering to the varied interests of boat show attendees.

Marine Technology and Equipment:

- A. & Marine: Specialising in marine safety equipment and navigation systems for a safer maritime experience.
- AMI Marine International Pte Ltd: Offers advanced marine electronics and navigational systems.
- Aqua Air Asia: High-quality air-to-water makers sold a record of 12 units at the show.
- Blue Angel Marine: Range of marine paints and maintenance products for boat durability and aesthetics.
- Cholamark Boat Co., Ltd.: Manufacturer of durable, high-quality inflatable boats and life-saving equipment.
- Entropy Solar: Solar power solutions for yachts, promoting sustainable energy use.
- FleXiteek / STEK: Innovative synthetic teak decking solutions and protective films.
- Octopus Electrical Service Co., Ltd: Specialising in marine electrical services and products.
- POE-MA INSURANCES: Maritime sector insurance products for comprehensive coverage.
- Torquedo: Electric boat drives for sustainable and efficient propulsion.





Luxury Services and Lifestyle:

- ANAN CLUB: Exclusive lifestyle and concierge services for yacht owners and enthusiasts.
- Chapman Freeborn Airchartering Pte. Ltd.: Global leader in private air charter services.
- Churchills: Premium cigars and accessories for the luxurious tastes of yacht enthusiasts.
- DEMAREST CLINIC: High-end aesthetic and wellness services for boat show guests.
- Disabled Sailing Thailand: Promoting sailing accessibility for individuals with disabilities.
- FLS Yachts is a luxury yacht brokerage with an exquisite range of yachts for sale or charter.
- Hilda Loe Associates: Consulting in luxury lifestyle management and services.
- MAX MARINE ASIA: Dealer of luxury yachts showcasing prestigious brands and models.
- MGC MARINE (Azimut Yachts & Chris Craft): Represents luxury Italian yachts and timeless Chris Craft boats.
- MSA: A full-service marine care company supported by an international and local yacht experts.
- The ASA Group: Security and concierge services ensuring safety and convenience.
- Cessna & Beechcraft by Textron Aviation: Showcasing luxury private aircraft.

Gourmet Food and Beverages:

- Aoy's Hoy Oyster Bar: Fresh oysters and seafood delights for a unique culinary experience.
- Nespresso: Premium coffee experiences for boat show attendees.

Business and Communication Services:

- Nava by Thaicom: Maritime satellite communications and navigation solutions.
- SC ASSET CORPORATION: Luxury living solutions for the high-end market.
- SIAM LEGAL: Legal services, including maritime law for yacht owners and businesses.
- SITICO PTE.LTD.: Trade and investment consulting for maritime businesses.
- Thailand Privilege Card Co., Ltd: Exclusive services for high-net-worth individuals in Thailand.

In summary, the Thailand International Boat Show A Luxury Lifestyle Event 2024 was an exhibition and a celebration of maritime excellence and luxury lifestyle. It successfully showcased the latest innovations in yachting and marine technology, offering industry professionals and enthusiasts a platform to converge and share their passion. The event's blend of high-end exhibitors, groundbreaking discussions, and abundant social gatherings underscored Thailand's growing prominence in the global yachting community. As the sails of this year's show lower, we are left with a vivid impression of the dynamic and luxurious world of yachting, eagerly anticipating what next year's event will unveil on the horizon of this ever-evolving industry.

Mark your calendar for 9 – 12 January 2025. SEE YOU NEXT YEAR!



SeaCat

builds rescue/workboat for Ocean Marina



Barge 9

SeaCat Ships Co., Ltd. proudly announces the successful completion of the construction of a cutting-edge 9.6M aluminium rescue/workboat for Ocean Marina in Thailand.



Designed with versatility in mind, this rescue boat serves a multitude of purposes both within and beyond the marina. Its capabilities extend beyond traditional rescue operations, encompassing various functions:

1. Rescue Operations: Equipped to respond swiftly and efficiently to emergencies, including the ability to tow boats that have encountered mechanical issues.
2. Fire Response: Featuring a dedicated fire pump and hoses, the rescue boat is prepared to tackle fire emergencies on the water.
3. Black Water Pump-out: Contributing to environmental sustainability, the vessel can navigate the marina to facilitate the pump-out of black water tanks.
4. Mooring Service Barge: Designed for versatility, the boat can service the moorings holding port and starboard navigational marks.
5. Beach Landing: Supporting events to the islands, such as beach clean-ups and barbecues, the boat is adept at beach



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Specifications

Name of Vessel	Rescue Boat
Hull Construction	ALUMINIUM
Superstructure	ALUMINIUM/ SUMBRELLA
Deck Construction	ALUMINIUM
Length Overall	9.60M
Length Waterline	8.26M
Beam	3.50M
Draught	400MM
Displacement	3 tonne
Load Capacity	2.5 Tonne
Fuel Capacity	2 X 220LTR
Range	175 NM @ 20KN

landings.

This award-winning rescue boat/workboat boasts a heavy-duty, aluminium plate landing craft design, approved by the Australian commercial vessel standards (NSCV Class 2C for a passenger vessel). Notably, this marks the ninth landing craft of its kind produced by SeaCat Ships, attesting to its popularity among customers.

The vessel's design is celebrated for its unmatched versatility, stability, and speed. Powered by twin 140 h.p. Suzuki 4 Stroke Outboard engines, it achieves an impressive top speed of 32 knots. SeaCat Ships remains committed to delivering innovative and reliable maritime solutions, and this latest creation exemplifies our dedication to pushing the boundaries of excellence in boat design and functionality (www.seacatships.com).

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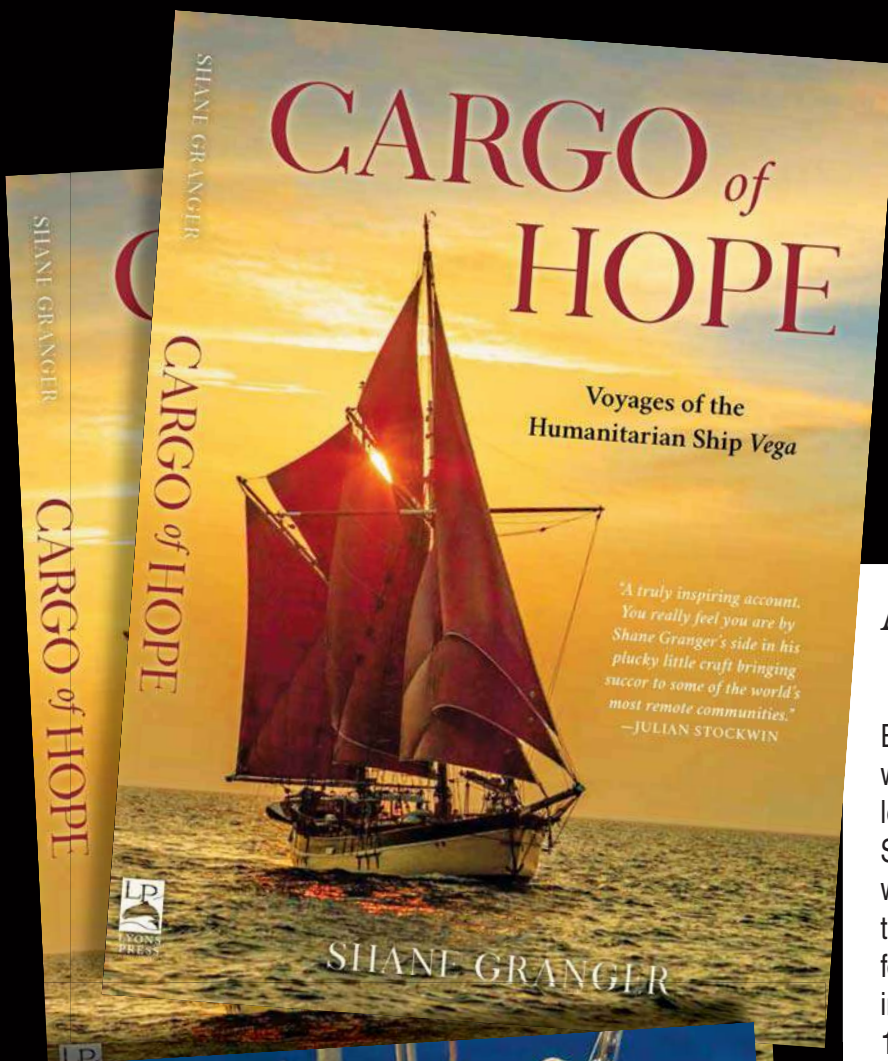
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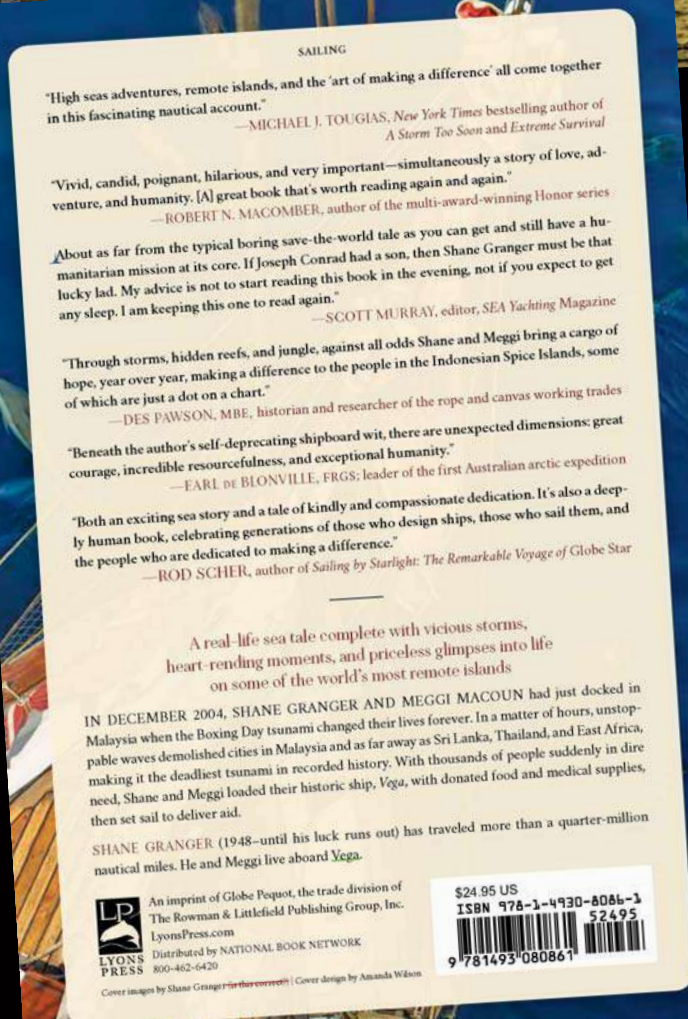


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A Cargo of Hope

Early in 1892, one of Norway's finest wooden ship builders launched a legend. Over a hundred years later Shane Granger and Meggi Macoun were enjoying a siesta when the tsunami of 2004 changed their lives forever. With thousands of people in dire need, they loaded their 120-year-old vessel with donated supplies and set sail for Sumatra. That voyage marked a turning point in this rip-roaring real-life sea tale complete with vicious storms, exotic islands, heart-rending drama and priceless glimpses into real life in paradise. Come feel the wind, smell the riggers tar, and taste the brine in this salty yarn of a century old wooden sailing boat and her crew of intrepid adventurers as they take up their yearly journey delivering educational and medical supplies to some of the world's most remote island communities. The adventures they encounter along the way are amazing. Available from all good book sellers, simply Google "A Cargo of Hope by Shane Granger" and select your favorite from the list that pops up.



Thailand's Koh Kradan rated #1 of 'Top 100 Beaches in the World'



THAILAND Five of Thailand's beautiful beaches are included among the "Top 100 Beaches on Earth" published by the worldbeachguide.com website, with Koh Kradan at #1.

Koh Kradan in Trang province is #1 on the list of the world's best 100 beaches with Railay Beach in Krabi #9, Freedom Beach in Phuket #18 and Laem Had Beach on Phang-nga's Koh Yao Yai placing at #21. Ao Tanote in the Gulf of Thailand on Surat Thani's Koh Tao was ranked 44th.

Koh Kradan is to the west of Koh Muk, situated on the west coast of Thailand. It is a long, narrow island which boasts a phenomenal stretch of pristine sand running along its east coast, verdant green hills and surrounded by aquamarine sea. Among the top cruising destinations in Thailand, Koh Kradan is a must see for any sailor, a true paradise and an ultimate highlight of the southern Andaman Sea. Taking centre stage is the long, narrow eastern beach boasting spectacular views of Koh Ngai, Koh Muk and Koh Libang. The atmosphere here is magical!

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"Far removed from crowds, convenience shops, ATM's and nightlife, Koh Kradan is one of Thailand's paradises and

a highlight of the Andaman Sea", said Gordon Fernandes and Captain Charlie Dwyer, co-founders of Asia Pacific Superyachts along with Captain Scott Walker and based in Thailand.

Koh Kradan's turquoise blue waters are host to an underwater world featuring a deep coral jungle, a true definition of peace and unique flair. On nearby Koh Muk is the Emerald Cave, an inland lagoon that is only accessible by entering the mouth of a cave on the island's west coast.

"We went to Koh Kradan many times aboard sailing yacht, Yanneke Too. Fantastic beaches. The Emerald Cave is a must see. To the south of Emerald Cave is Charlie's with great food and cold beer on the beach!" reports Captain Charlie.

Koh Kradan is described as a pristine gem that is accessible without the need to venture far off the beaten track. The island is part of the Hat Chao Mai national park and to the south of Phuket near Phi Phi Island. It is said to possess all the natural beauty of the two but lacks the crowds of Phi Phi.

Anchorage is available off Koh Kradan's small southeast bay, about 10-12 metres from the shore. The east and west coasts are better suited for overnight holding, with anchorage no less than 12m from the shore on a muddy bottom.

Sailing Tips

Thai Marine Guide

- Beware of the reef that stretches along the entire east coast of Koh Kradan. Depths can decrease dramatically from 8m to less than 2m in less than a boat length.
- The southeast bay is not suitable for overnight holding.
- If you want to visit the Emerald Cave, sailors should head to Koh Muk West (Tham Morokot) where anchorage is available. The entrance to the cave is a few hundred metres south and is easily recognisable due to the mooring buoys with ropes.

Location Info

Koh Kradan
Kantang District, Trang
7°18.168N, 99°15.527E

Source: <https://thainews.prd.go.th/en/news/detail/TCATG230407090316838>





The 21st Koh Samui

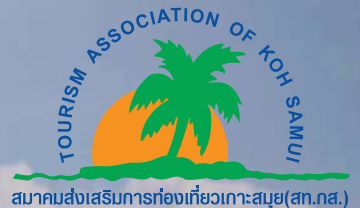
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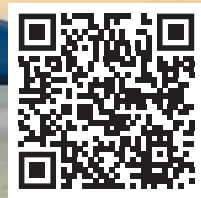
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