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AVENTURE 95' (29m) :: Classic Custom Sloop :: 2011 :: €2,600,000
Bert van Muylwijk :: Thailand :: +66 89 289 4038 :: Bert.VanMuylwijk@NorthropandJohnson.com



JADE 90 91'6" (27.9m) :: Jade Yachts :: 2014 :: US\$7,000,000
Bart Kimman :: Hong Kong :: +852 9759 7845 :: Bart.Kimman@NorthropandJohnson.com



HELIOTROPE 80 78'4" (23.9m) :: Bakri Cono Shipyard :: New Construction :: TBA
Bert van Muylwijk :: Thailand :: +66 89 289 4038 :: Bert.VanMuylwijk@NorthropandJohnson.com



SILANDRA V 78' (18m) :: Nautor's Swan :: 2006 :: €2,900,000
Bart Kimman :: Hong Kong :: +852 9759 7845 :: Bart.Kimman@NorthropandJohnson.com



DAMRAK II 70' (21.3m) :: Sunreef Yachts :: 2009 :: €2,500,000
Bart Kimman :: Hong Kong :: +852 9759 7845 :: Bart.Kimman@NorthropandJohnson.com



MONTE CARLO 65 65' (19.8m) :: Monte Carlo Yachts :: 2013 :: €1,800,000
Laura Tommasi :: Singapore :: +65 9386 9088 :: Laura.Tommasi@NorthropandJohnson.com



►SEAWIND 1160 TWO AVAILABLE

LIZARD OF OZ 38' (11.58m) :: Seawind Catamarans :: 2007 :: US\$370,000
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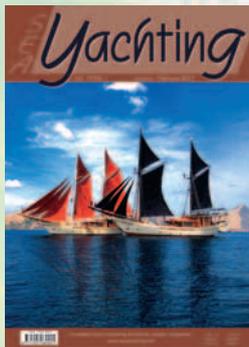
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Silolona Sojourns kindly provided us with this shot of Silolona & Si Datu Bua strutting their stuff.

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November - April NE trades

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



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CONTENTS



SEAY Regional News

We have a full range of news this issue ranging from emission controls on marine engines to the Bakri Cono 78 – an ocean-cruising luxury cat. We also have Fontaine Pajot unveiling a prestigious new catamaran line; Thai Elite partnering with PIMEX; Cape Panwa's remodeled Bamboo Bar; and a preview of the 2015 Royal International Langkawi Regatta.

14



Phuket King's Cup sets sail for 28th time

The Phuket King's Cup Regatta, Asia's legendary yacht race under Royal Patronage, set sail with a grand fleet of 93 keelboats and catamarans from 16 countries. The regatta strongly emphasizes the growth and potential of the sport of sailing in Thailand on the global stage. The race also supports tourism in Phuket and Thailand as a whole, generating around 300 million baht in revenue.

24



Raja Muda celebrates 25 years on the water

The Raja Muda Selangor International Regatta (RMSIR) is a challenging offshore sailing race, organized annually by the Royal Selangor Yacht Club (RSYC), consisting of three overnight passage races, 260 miles ((418.43km) in total, plus three days of harbour racing in Penang and Langkawi. With regatta dinners almost every night, a rickshaw race and lots of opportunities to socialize as the onshore activities can be just as demanding as the sailing.

32



Record numbers visit OMPBS, Thailand's largest marina and lifestyle show

Thailand's largest showcase of marine and luxury lifestyle saw 150 businesses and products exhibiting in 14,000sqm of space at the Ocean Marina Pattaya Boat Show. Held 27th to 30th November at Ocean Marina, the largest marina in Southeast Asia, record numbers turned out to enjoy the displays and activities at the third annual show.

40



Singapore Yacht Show hi-lites growing sophistication in SEA's yacht scene

Bert van Muylwijk of Northrop & Johnson takes us through what is company has on offer at the upcoming prestigious Singapore Yacht Show held annually in April at ONE°15 Marina Club in Sentosa Cove. Bert tells us the SYS does well at connecting those interested in yachting with a thriving marine industry.

46

CONTENTS

50

Silolona celebrates a decade on the water

Silolona Sojourns celebrates 10 years of private charters throughout Southeast Asia, using its own hand-crafted traditional fleet of wooden sailing ships built to German Lloyds specifications. The flagship, *Silolona* (50m/164ft length overall), melds all the safety and amenities of the 21st century with the style and grace of the Golden Age of Sailing. Launched in 2012, *Si Datu Bua* (40m/130ft) was built to the same exacting standards.



56

Rob Williams Reviews

Rob Williams, the MD of Yachtpro Thailand and South East Asia Yacht Sales, takes us through the Aventura Catamarans range consisting of catamarans from 20' to 43' with their high standards of design, manufacture and equipment. He also introduces us to the Kerkena 7.6, a versatile small yacht with cruising and racing options plus a deep-keel and trailerable version. And following on the heels of the ground-breaking Sealine S330, Rob tells us Hanse has just announced that it will launch their new Sealine C330 Cruiser in January.



60

Boat & Yacht Thailand Conference on "Green Boating"

The second "Boat and Yacht Thailand" conference was held on 28th November 2014 at the start of the third Ocean Marina Pattaya Boat Show. The conference provided a discussion platform for marine industry experts and boating enthusiasts to share their ideas about environmentally-friendly marine craft, alternative energies & equipment and other "green" innovations for pleasure boats and yachts.



64

THE SEAY Q & A

Mark Pescott takes time out of his busy schedule to do the SEAY Q & A. One of the most respected and well-liked yachtsmen in the region, Mark has 100,000 sailing miles to his credit, many of them singlehanded and 2-handed. With three-and-a-half decades in the leisure marine business, his nautical acumen is second to none.



NEW MODEL – Ipanema 58

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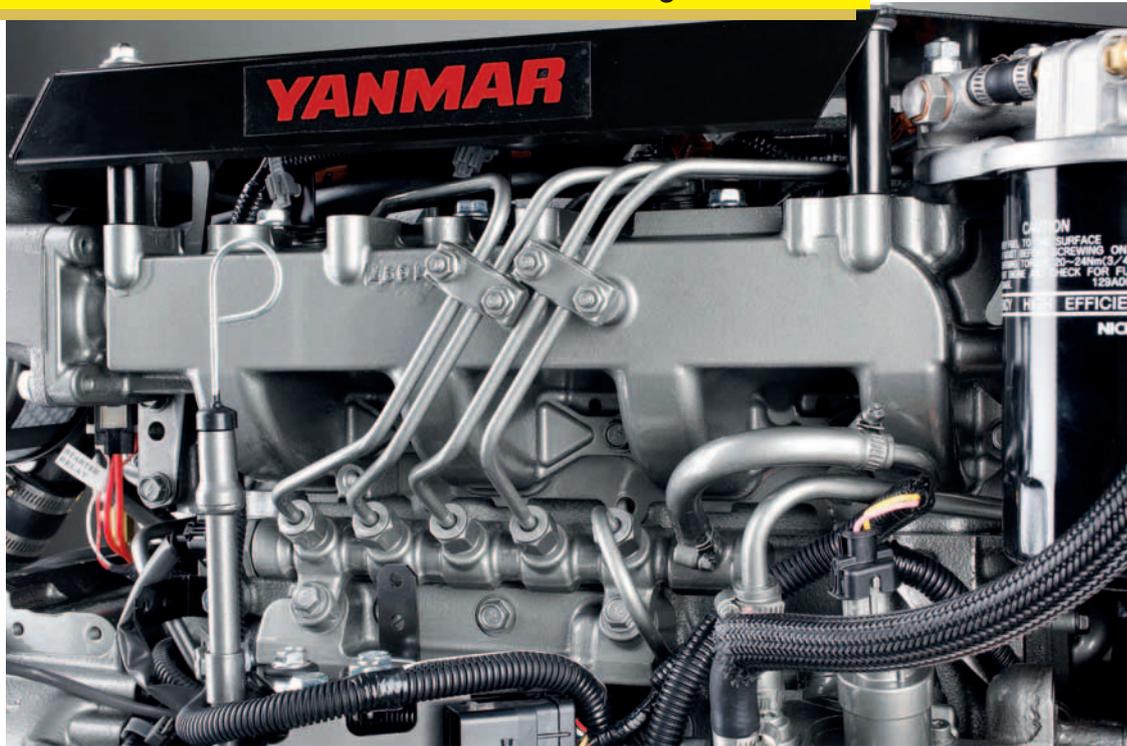


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Emission Controls for Marine Engines



THAILAND

Environmental issues are becoming a growing concern all around the globe. In the past, the governments of many countries heavily focused on social and economic development, neglecting their impact on the environment, resulting in deteriorating air, water and public health quality as well as declining wildlife populations, deforestation, soil erosion, water scarcity, hazardous waste issues, etc. Fortunately, many of those countries have come to realize the importance of maintaining balance between sustainable economic growth, stability and environmental conservation.

Inevitably, the marine world is not spared from the worsening environmental impact, on the contrary marine engines produce significant emissions, endangering our lives, so we all have to act responsibly to help protect and conserve the environment. All concerned organizations have been putting measures, rules and regulations in place to minimize, if not completely eliminate, pollutions in any form. IMO is definitely one of those important organizations.

IMO stands for the International Maritime Organization and it is an agency of the United Nations, which was formed to promote maritime safety and environmental conscience.

Regrettably, ships cause pollution, so the IMO has established ship pollution rules, which all ships need to comply with. These IMO ship pollution rules are contained in the "International Convention on the Prevention of Pollution from Ships", known as MARPOL and they sets limits on NO_x and SO_x emissions from ship exhausts, and prohibits deliberate emissions of ozone depleting substances.

The IMO emission standards are commonly referred to as Tier I...III standards. The Tier I standards were defined in the 1997 version of Annex VI, while the Tier II/III standards were introduced by Annex VI amendments adopted in 2008.

Boats and ships obviously need marine engines, whether gasoline or diesel, and there are obviously a number of pros and cons between the two types of engines. From an environmental protection standpoint, gasoline engines may produce less emissions than diesel, but they are not as robust or powerful.

Nonetheless, all diesel marine engine manufacturers are well aware that their engines produce higher level of emissions and are striving for ways to achieve low exhaust emissions and this is done in many forms, both electronically and mechanically.

An engine manufacturer, who is able to achieve this goal mechanically, is Yanmar Marine.





The new 12AY series from Yanmar

Worldwide Yanmar is invariably associated with reliability, durability, efficiency, simple maintenance and excellent fuel consumption, all of which distinguishes its marine engines, which are built with the philosophy of developing more power for less weight.

Yanmar has utilized the same proven technology from their best-selling 6AY commercial series, hence meeting IMO Tier II exhaust emission standards without electronic engine control. With its stable high torque, this engine features a prolonged life-cycle design that incorporates a new, efficient combustion method, boasting low NOx and fuel consumption, enhancing durability and ease of maintenance. The 12AY series also helps cut costs and reduce downtime.

Designed specifically for sailboats, the new 4JH-CR series has been added to Yanmar's product range. The All-New JH-CR series comfortably complies with EPA* Tier 3 and RCD* Stage 2 emission regulations, and achieved a 20% reduction in NOx compared with previous models. Smoke & noise reduction can be achieved with fine-tuned fuel injection with a common rail system. The 4JH-CR also makes for an outstanding start-up and has excellent fuel consumption performance.



4JH-CR series with
Common rail system.

* EPA and RCD stand for Environmental Protection Agency and Recreational Craft Directives respectively.

For more information on Yanmar Marine engines, please contact : Hull Co. Ltd. or www.hull.co.th.

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882 kW (1199 mhp) 1850 rpm



6AYM-WGT / WET / WST

670kW(911mhp)1938rpm -
485kW(659mhp)1900rpm



6HYM-WET

516kW(700mhp)2200rpm -
368kW(500mhp)1950rpm



6HA2M-WDT / WHT

298kW(405mhp)1950rpm -
204kW(278mhp)1880rpm



6CXBM-GT

374kW(509mhp)2700rpm -
265kW(360mhp)2400rpm



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The BC78 – An Ocean Cruising Luxury Cat



THAILAND  This innovative concept of a 23.9m catamaran has been developed by Thailand-based Albatross Marine Design for custom boatbuilder Bakri Cono's shipyard. The boat combines the advantages of a performance ocean cruising catamaran with superb live aboard facilities, and is actually a "superyacht" in terms of space but within easy certification of small craft range below 24m.

The idea of this boat's design can be expressed as "spacious, practical and stylish". In designing it the architects departed from traditional methods and sought practical innovative solutions.

The designers did not intend to maximize the number of beds, but in the end provided accommodation comparable with a house. An innovative solution sees the luxury master bedroom located at the bridge deck with a bathroom and wardrobe down in the hull. Four guest cabins with private bathrooms are also located in the hull as well as the crew's cabin. The aft deck is spacious and offers great facilities for a party as it has a bar and plenty of seating. There's also a lot of space at the large fly bridge too plus a steering station and sunbeds.

A hull shape with a 10:1 length to beam ratio was selected for performance, but it also provides enough volume to accommodate the cabins. Nor did the designers make any compromise in the bridge deck shape. These simple bridge decks with good vertical clearance - 1500mm in full load condition - are excellent for sea conditions.

The hull material is composed of high-tech solutions that provide reliability, and is a result extensive experience of previous designs.

www.amdesign.co.th
www.bakricono.com

MAIN PARTICULARS

Parameter	Symbol	Units	Value
Length			
maximum length	L_{MAX}	m	18.33
length of hull	L_H	m	18.00
length of waterline	L_{WL}	m	17.36
Beam			
maximum beam	B_{MAX}	m	9.00
beam of hull	B_H	m	9.00
beam at waterline*	B_{WL}	m	1.79
beam between centres of buoyancy	B_{CB}	m	6.60
Depth			
maximum depth	D_{MAX}	m	2.86
midship depth	$D_{LWL/2}$	m	2.86
Freeboard			
freeboard forward	F_F	m	2.00
freeboard midship	F_M	m	2.15
freeboard aft	F_A	m	0.44
Draught			
canoe body draught	T_C	m	0.69
maximum draught	T_{MAX}	m	1.09
Height			
air draught	H_A	m	24.45
Displacement			
volume displacement	V_D	m ³	18.33
light craft mass (LCC)	m_{LCC}	kg	15000
loaded craft mass (LDC)	m_{LDC}	kg	18800
maximum load	m_{ML}	kg	3800
immersion (at DWL)	kg/cm	468	
Engines			
number of engines		-	2
model		-	Yanmar 4JH3-TCExSD50-T
maximin power at crankshaft		kW(HP)	55.2(75)
maximum speed of crankshaft		RPM	3800
fuel consumption		L/h	17
dry weight		kg	261
Performance			
maximum speed, lightship		kts	12.8
maximum speed, full load		kts	12.0
recommended cruising speed		kts	10
Tankage			
fuel		L	2x600
water		L	2x600
waste		L	2x300
Sails area			
main		m ²	98.9
genoa		m ²	74.2
staysail		m ²	33.8
Sails measurements			
mailsail hoist	P	mm	18770
mainsail foot	E	mm	8840
foretriangle height	I	mm	19090
foretriangle base	J	mm	6470
longest perpendicular	LP	mm	7490
Passengers/Crew			
crew/passengers		-	12
Coefficients and parameters			
block coefficient*	CB	-	0.429
midship section area coefficient*	CM	-	0.732
waterplane area coefficient*	CWP	-	0.734
prismatic coefficient*	CP	-	0.587
longitudinal center of buoyancy	LCB/ L_{WL}	-	0.462
length to displacement ratio*	$L_{WL}/V_D^{1/3}$	-	8.302
displacement to length ratio*	DLR	-	50.13
Bruce number (LCC displacement)		-	1.35
Certification			
EU RCD category			A 'ocean'

* - for one hull

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THE NEW BAVARIA CRUISER 46.

The new CRUISER line was developed by BAVARIA together with Farr Yacht Design (USA) and Design Unlimited (UK). Featuring the new, clean deck design and large side coachroof windows, the CRUISER 46 has a fresh, modern appearance. The roomy cockpit area and the large bathing platform also boast generous amounts of space: ergonomically arranged seating bays ensure optimal comfort, while the innovative twin rudder steering provides superb handling. This 46-foot yacht has the appropriate details for every situation on board.



THE NEW CRUISER LINE: 33 | 37 | 41 | 41S | 46 | 51 | 56



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Fountain Pajot unveils prestigious new Flagship sailing catamaran



INTERNATIONAL

Fountain Pajot continues its dominance of the world's cruising catamaran market with the announcement of a new Flagship model, the Ipanema 58.

Replacing the successful Sanya 57, the Ipanema 58 is a spectacular combination of construction innovation and design brilliance, offering an astonishing amount of interior and exterior living space.

The catamaran's remarkable flybridge shatters the benchmarks set by industry competitors, with its design incorporating spacious and separate zones for relaxation and navigation. Conveniently flanked by access stairwells at port and starboard, the flybridge features a decadent sunbathing bed, a protected helmstation, as well as lounges and tables for entertaining at sea.

The Ipanema 58's expansive 25sqm cockpit seamlessly integrates indoor and outdoor living, and comprises an abundance of lounge seating, an expansive dining setting, plus a sheltered daybed ideal for unwinding with a book.

The foredeck is another enviable retreat with its dual relaxation stations that promise tranquillity and superb vistas.

Inside, the Ipanema 58 is luminous and airy courtesy of large windows throughout the saloon and cabins. The main living area is available in two configurations to suit the individual preferences of each client: the Classic version features an open-plan design with the saloon set adjacent to the state-of-the-art galley, while the Lounge version offers a more autonomous saloon and dining area with greater separation from the lowered galley, adjusting the accommodation layout below to four double cabins.

Clients choosing the Ipanema 58 in the Classic version can select from a five or six-cabin option according to their individual cruising requirements. The five-cabin Maestro version comprises four beautiful double cabins plus an exceptional Owner's suite that redefines the concept of contemporary luxury with its incredible space, light and fixtures. The six-cabin version features six identical cabins that are each superbly appointed and boast their own private ensuite, making it perfect for commercial use or larger cruising families.

The Ipanema 58 has been designed with capacious storage volumes for extended cruising and will deliver the outstanding offshore performance for which Fountain Pajot's range is renowned.

Competitively priced, the first Ipanema 58 will be officially launched by Fountain Pajot at the 2015 Paris Boat Show and is available for delivery to Australia, New Zealand and Asia in late 2015.

Further information on the new Ipanema 58 can be obtained by contacting Multihull Solutions at info@multihullolutions.com.au or calling 1300 855 338 or +61 (0) 7 5452 5164 (in Australia), +66 (0)8 1894 1530 (in Asia) or +64 9 903 1000 (in New Zealand).



Ipanema 58 — Specifications

Overall length:	7.81 m/58.43 ft
Waterline length:	16.29 m/53.44 ft
Beam:	8.88 m/29.3 ft
Draft:	1.4 m/4.6 ft
Light displacement:	23,000 kg/51,100 lbs (approx.)
Full load displacement:	30,000 kg/66,700 lbs (approx.)
Maximum load:	7,000 kg/15,550 lbs (approx.)
Sail area:	
Genoa:	67 m ² /720 sq ft (approx.)
Mainsail:	102 m ² /1,096 sq ft (approx.)
Standard power:	2x75 hp engines
Optional power:	2x100 hp engines
Tank capacity:	
Fresh water:	1,050L/278 US gallons (approx.)
Fuel:	1,100L/291 US gallons (approx.)
Naval architect:	Berret Racoupeau Yacht Design
Builder:	Fountaine Pajot
Versions:	
Classic - Maestro:	1 Owner's suite plus 4 double cabins
Classic - 6 Cabins:	6 double cabins
Lounge (galley down):	4 double cabins

Image captions: Fountaine Pajot has just unveiled the remarkable new flagship sailing catamaran, the Ipanema 58.



Thailand Elite partners with Phuket International Boat Show to attract High Net Worth Individuals to Thailand



Pictured from left: Andy Dowden, PIMEX Show Director; Mr. Apisit Chuenchompoo, President, Thailand Privilege Card Co., Ltd. (Thailand Elite); Ms. Jaruan Suwannasat, Director of Exhibitions & Events, Thailand Convention & Exhibition Bureau.

Phuket International Boat Show 2015 will be held 8th to 11th January at Royal Phuket Marina.

PHUKET Organisers of the Phuket International Boat Show (PIMEX), held 8th to 11th January 2015 at Royal Phuket Marina, confirm a strategic partnership with Thailand Elite, the world's first country membership programme, to showcase Phuket and Thailand's yachting lifestyle to Thailand Elite members and provide a marketing and networking platform showcasing Thailand Elite to the growing number of Ultra High Net Worth Individuals (UHNWIs) and High Net Worth Individuals (HNWIs) that have holiday homes in Phuket and will be visiting the Show.

PIMEX is Asia's leading consumer boat show and generates more than 6 Billion Baht for the Island each year.

"PIMEX is Asia's premier boat show and attracts a large number of High Net Worth Individuals interested in boating and a luxury lifestyle. Working together with PIMEX we will showcase the event to our members and also showcase the Thailand Elite programme to the thousands of people from overseas who will visit PIMEX," said Mr. Apisit Chuenchompoo, President, Thailand Privilege Card Co., Ltd.

Famed for its stunning in-water display of luxury boats – the biggest of any show in Asia – PIMEX 2015 will showcase 50 boats, of which 15 are over 20 metres, to a clientele of boating enthusiasts and aficionados of luxurious living from the regional wealth centres of Hong Kong and Singapore, as well as thousands of visitors from Europe.

"The quality of boats in-the-water and exhibitors in the Hall is, I believe, the best ever. There are 50 boats displayed as well as more than 120 brands represented with luxury motor brands Rolls-Royce, Aston Martin, BMW and Mini all exhibiting for the first time. They will be joined by the latest marine products and technology and luxury lifestyle offerings – a total of 80 exhibitors in all," said Andy Dowden, PIMEX Show Director.

The traditional core of visitors from Hong Kong and Singapore has expanded over recent years on the back of strong visitor-marketing campaigns targeting Russia, China and Thai buyers.

"We have seen considerable growth in visitors from Europe in recent years, especially from Russia, and this has been mirrored by growth in the number of Thai visitors also. Our exhibitors range from luxury boats and cars to all manner of marine toys, gadgets and products, through to luxury real estate and more, and it is this mix of luxury and lifestyle exhibitors that attracts an increasingly cosmopolitan visitor demographic," added Dowden.

While having a strong focus on leisure, be it through luxury boating, motoring, real estate and more, PIMEX is also attracting an ever-growing number of regional and international business travellers, in large part due to its ongoing partnership and support from the Thailand Convention & Exhibition Bureau (TCEB).

"PIMEX provides a unique platform for B2B and B2C business, attracting a lot of potential buyers from within Thailand and overseas each year. Home to the leading boat show in the region, PIMEX, Phuket is also the hub for marine leisure tourism and the wider marine industry, and TCEB are proud to support both PIMEX and Phuket Island", commented Ms. Jaruan Suwannasat, Director of Exhibitions & Events, Thailand Convention & Exhibition Bureau.

A four-day festival of everything marine and lifestyle, PIMEX shines the light on Thailand's marine leisure tourism industry and the Island's leading position as the marine hub of Asia, attracting a desirable demographic of High Net Worth Individuals and thousands from around the world to view the 3 Billion Baht offerings, ranging from überluxury superyachts and multi-million dollar villas to day boats and dinghies, condominiums, marine accessories and products, and much more.

PIMEX is open Thursday 8th January to Saturday 10th January from 12:00 – 20:00, and on Sunday 11th January from 11:00 – 18:00. Entry is free.

For more details, visit www.phuketboatshow.com or www.facebook.com/PIMEXPhuketInternationalBoatShow.



Cape Panwa Hotel's Bamboo Bar

PHUKET If you are in need of a refreshing cocktail and delicious meal in a fabulous beachside setting, look no further than Cape Panwa's Bamboo Bar. Featuring alfresco dining in a setting composed of rich coconut timber and rattan lit by artistic spherical light fixtures and operated by a friendly and capable staff, the recently remodelled Bamboo Bar is a fine place to soak in the serene ambiance at Cape Panwa Hotel, Phuket. The bar is bound to be a hit at Cape Panwa Hotel Phuket Raceweek '15.

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COUNTING DOWN TO RLIR 2015 AS ENTRIES ADD UP

LANGKAWI The Royal Langkawi International Regatta (RLIR) 2015 has received 35 entries from local and international yachts for the races which will take place from 12 to 17 January 2015. More entries are expected as registration closes on 12 January 2015 at 5.00pm.

Of the 35 yachts registered, 10 are from Malaysia, 7 from Great Britain, 6 from Australia, 3 from Thailand, 2 each from Singapore and New Zealand, and 1 each from Austria, Denmark, China, Hong Kong, Japan and Russia.

"It's an honour to see 35 entries at this time, which include a wide global representation of nations. While many are RLIR regulars, we also have a number of first timers. This shows that the RLIR is a highly regarded event among serious sailors around the world," said Wicky Sundram, Executive Director and General Manager of the Royal Langkawi Yacht Club.

RLIR 2015 will see the re-emergence of *Team HIFI* skippered by Neil Pryde, and along with *Team Oil* skippered by Peter Ahern, are top contenders for the Prime Minister's Challenge Trophy, which is given to the winner of the Racing Class title. *Oil* clinched the trophy in 2014, and *HIFI* won in 2013. Also back in the line-up is *Team SMU* (Singapore Management University) who missed the 2014 edition despite winning the Langkawi Sports Boat Challenge Trophy in 2013.

Other yachts on the trophy course will be *Phoenix*, *Chantique*, *Smystery* and the evergreen vessel, *Eveline*. Not only will the participants be competing for the coveted prizes and trophies, they will stand Tunku Abdullah Sportsmanship Award a chance at receiving the which is presented every year to the best competing team.

The Tunku Abdullah Sportsmanship Award is presented in memory of the late Founding Chairman and the first Commodore of the Royal Langkawi Yacht Club (RLYC), Almarhum Tunku Tan Sri Abdullah Tuanku Abdul Rahman.



RLIR 2015 is supported by the Ministry of Youth & Sport Malaysia, together with the Ministry of Culture & Tourism Malaysia and Tourism Malaysia. Other partners include Permanis Sandilands, Neil Pryde, Caterpillar (Sime Darby Industrial) and Teraju Tri-Tech Sdn Bhd.

Media Partners are SEA Yachting, Sail-World Asia, Yacht Style, HOMME, Image Asia, Traxx FM Radio and Spectrum Outdoor Marketing.

The Royal Langkawi International Regatta (RLIR) 2015, is organised by the Royal Langkawi Yacht Club (RLYC) and sanctioned by the ISAF and Malaysian Sailing Association (MSA), and is part of the Asian Yachting Circuit.

For more information on the Royal Langkawi Yacht Club, kindly visit the website at www.langkawiregatta.com or contact Wicky Sundram at wicksundram@langkawi yachtclub.com. Inquiries pertaining to RLIR 2015, kindly contact the Regatta Secretariat at office@langkawiregatta.com.

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This year, the sailors came from over 40 countries, making it one of the most internationally diverse rosters in the competition's history.

The Phuket King's Cup Regatta, Asia's legendary yacht race under Royal Patronage, set sail with a grand fleet of 93 keelboats and catamarans from 16 countries, jousting in close-quarters competition in honor of the birthday of His Majesty the King of Thailand.

The 28th Phuket King's Cup Regatta took place between 29th November – 6th December 2014 at Kata Beach. The regatta strongly emphasized the growth and potential of the sport of sailing in Thailand on the global stage. The race also supports tourism in Phuket and Thailand as a whole, generating around 300 million baht in revenue.





King's Cup sails for 28th time

Photography by Max Ranchi (<http://www.maxranchi.com/yacht/>)





The region's largest regatta includes dinghies (International Dinghy Classes), keelboats and multihulls among its competitive classes, and featured a sail pass to celebrate His Majesty the King's birthday on the morning of 5th December. The Royal Awards Ceremony was held on 6th December. Competing sailors came from USA, Australia, England, Russia, Japan, Singapore, Malaysia, China, and Cyprus, along with renowned Thai sailors of exceptional ability, including Ithinai Yingsiri, Radab Kanjanavanit and MR Biranubongse Bhanubandh.

Kevin Whitcraft, President of the Phuket King's Cup Regatta Organizing Committee, said, "We were proud to organize this world-class sailing event featuring sailors from around the world competing for our King's trophy. This year, the sailors came from over 40 countries, making it one of the most internationally diverse rosters in the competition's history. Thai sailors were victorious last year in many classes, building on a wave of national pride resulting from the country's 2014 Optimist World Championship win in Argentina."

The full complement of classes for the 2014 race year included IRC Zero (international "Grand Prix" boats), the highly competitive IRC 1, IRC 2, IRC 3, along with Sport Boat, Modern Classic, Premier, Open Charter, Bareboat Charter, Classic, Cruising, Firefly 850 Sports, Multihulls Racing, and Multihulls Cruising.

Winning boats from last year registered to defend their title included *Pine-Pacific* (Thai) from Premier class, *Foxy Lady VI* (Singapore) from IRC 1, *Twin Sharks* (England) from Firefly 850 Sports, *Minnie* (Japan) from Multihulls Cruising, and *Remington* (Thai) from Modern Classic.

Ithinai Yingsiri, Skipper of *Pine-Pacific* and overall winner in the 2013 Premier class, said, "We believe we will be successful again this year. Typically, the wind is not strong in Phuket compared to other regattas, but nowadays the technology we have available to us allows us to make the competition more exciting for all. I actually believe this year's race will be even more competitive than last year. The boats that I see as competitors for my class include *Zuhrah@151* racing team from Malaysia, *Starlight* from Singapore, and *Zefiro* from Cyprus."

International Dinghy Classes raced from December 1st–5th at Kata Beach. Their inclusion in the King's Cup has played a big part in the development of youth sailing in Thailand, encouraging more young sailors to take up the sport, and empowering the development of talented and aspiring skippers. The race was divided into Optimist class (also sub-divided into Boys and Girls born in 1998 or later) and the Laser class.

CDR Pornprom Sakultem, International Dinghy Classes Event Manager, said, "The race this year received stronger interest with up to 40 dinghies including over 10 sailors from the Thai national team, and also from China. We believe the weather and wind will be fine for the race, similar to the conditions we enjoyed last year."

New Classes, a New Chapter in Close Quarters Competition

In 2014, the Phuket King's Cup Regatta implemented widespread changes to its class structures, all based on a burning desire by Race Management to offer close-hauled parity between similarly competitive craft. By the end of Race Day One, a glance at the provisional timings was enough to confirm that it was working as the racing brought class battles settled by seconds.

"Our entrants are grouped very closely now so that all boats race in the same conditions, so for 2014 there are lots of one-on-ones, as opposed to it being one big time trial," explained Simon James, Race Director for the 2014 Phuket King's Cup. "The weather is very localized in Thailand, so you have tiny microsystems even along a one-mile stretch of course - we now have boats racing in exactly the same conditions. Historically, you would find that certain boats don't come to some regattas because they believe they will not be competitive, but now there is so much more incentive for them to be here."

This was not the biggest fleet in the Phuket King's Cup Regatta's history, but it was probably the most competitive – and the closest in terms of corrected finishing times.

"We can't bear the thought of beautiful grand prix racers sitting in port, so now there is massive impetus for them to be here racing with us," said Simon.

The result is a hundred threads to a very cosmopolitan sailing story – from the hundred-foot-plus'ers of the Premier Class down to the Modern Classic certification designed to amplify the intensity of close-quarters action among pre-1985 older Phuket-based boats; *everyone* is invited to the party. The winds may be light, but it's hot, sunny, fun and extremely competitive, especially among the many new entrants this year.

The attraction of the King's Cup has always remained in part the vastly diverse fleet it is able to draw and embed in the annals of its legacy. This has had a knock-on effect in bringing more Thai sailors, particularly young sailors, to the regatta. One such competitor is Sinsupa "Mink" Wannasuth, young skipper of a 25-foot Platu, who marks her first competitive sailing event in charge of a keelboat.

Mink explained the inescapable pull of this colourful and fun event, "Having sailed since the age of eight in Optimists off the coast of Sattahip with many of the competitors here, it is a warm environment that encourages others to join and discover the enjoyment of sports sailing. The great many classes mean that there are often crews looking for sailors, so it is a welcoming world in which to develop as a sports sailor. The diversity is amazing; the race management is so excellent, it gets better every year."

Few other international regattas offer the heritage, especially close contests, camaraderie and colourful diversity that the Phuket King's Cup does: it's a fitting testament to Thailand as a quality sailing destination and to the considerable effort that goes in year-after-year in making this the region's most closely fought top-tier regatta.



This year's regatta set sail with a grand fleet of 93 keelboats and catamarans from 16 countries.





The International Dinghy Classes has played a big part in the development of youth sailing in Thailand.



Final day's racing draws superb performances from challengers

The final day's racing was set up beautifully to host some epic, close-quarters King's Cup clashes. Winds were good, crews were psyched, and the final day didn't disappoint. December 6th saw all classes come to a close with a total of 123 keelboat races taking place during the week, in addition to 27 dinghy races; the combined 150 races is the biggest ever in the competition's history, and one of the largest in Asia.

Of the two exceptional competitors in IRC0 this year, it was *Team Beau Geste* who had the strength and consistency to carry their excellent performances throughout the regatta. A win in one of the final two races was enough to put them five points clear, earning the Karl Kwok's team overall Phuket King's Cup Regatta glory.

Karl Kwok, Skipper of *Team Beau Geste*, spoke of his delight, saying, "It was a big two days, lots of races and a big fleet too. After the first race this morning, we knew we had won – up until that point there were many things that could have happened. Boats after boats are optimized for the Southeast Asian circuit, so it's been very close until a day ago. My last King's Cup was in 2000, so 14 years ago... We've actually just sold the boat – so the new owner is under a lot of pressure to continue the track record! Our 13-person crew would love to be back at the Phuket King's Cup Regatta in the near future. I believe the King's Cup is the biggest regatta in this part of the world. China is opening up, but this is still the best."

Island Fling and *EFG Mandrake* shared the points total in the final **IRC1** runs, with Paul Winkelmann's *Island Fling* team claiming overall victory. Both Hong Kong competitors had been locked in battle all week, with *EFG Mandrake* performing well in several races but picking up a few fourth place finishes to their eventual detriment.

Bill Bremner's *Foxy Lady VI* took the last two wins in **IRC2**, but it was too little too late for the Singaporean team; *TBG Team Premier* had already put the class to rest by yesterday, claiming a well-deserved PKCR victory which broke Bill Bremner's nine-straight-win run in the Phuket King's Cup.

Foreign Affair has been in a class of their own all week in **IRC3**, beating both Thai Navy boats (2nd and 3rd) in the last races. They had their regatta sewn up from mid-week with an unbroken string of first-place finishes.

Pine Pacific defeated their handicap once again to beat a trailing fleet in the **Premier** class, resplendent with some of the Regatta's most beautiful yachts. The Thai-registered boat skippered by Ithinai Yingsiri made the 2014 campaign look completely painless.

In **Bareboat Charter A**, Andrey Duvanov and team *Uhuru* took first and third in the last two

races, putting them two points clear at the top. Steady performances in an ever-evolving class gave them enough of a final advantage to win the A group. In **Bareboat B**, Team *Sarawadee* took the final wins, adding to their week-long faultless regatta.

Open Charter saw *Kata Rocks 3* victorious once again over all rivals, giving them another regatta victory after a week of exceptional results. Tony Pfeiffer's crew was untouchable since the first race.

Twin Sharks and *Voodoo* took a win from each of the final **Firefly 850 Sports** races, and the two boats finished just a point apart at the end. This has been a thrilling cat-and-mouse game all week, playing out in fittingly exciting finale and typical King's Cup style with Hans Rahmann's *Voodoo* emerging as the overall victors.

Cruising Class ran two races on the final day, won by *HTRIP (Lionet)* of Hong Kong and *Bahtsmart* (Thidawaree). The overall winner of the class was *Lady Bubbly*, which performed well all week to claim King's Cup honors.

No surprises in **Multihull Racing** - Alan Carwadine's Asia Catamarans *Hurricane* again for the win, and an easy series victory. *S.Y. Ravensong* was the only boat to finish in Classic class; *Minnie* won the Multihull Cruising class.

Thai team *Sansiri (Windstar)* was brilliant in the 2014 Phuket King's Cup, netting just enough points in the last two races today to win the **Modern Classic** class. Skipper Patinyakorn Buranrom inspired his young Thai crew to beat every rival in the class, and they thoroughly deserved their victory; a testament to the rapidly developing skills and commitment to the sport by Thai sailors.

International Dinghy Classes finished on the second last day of the event. Saranwong Poonpat performed exceptionally well throughout the regatta to win the Optimist boys title, while Intira Parnpibul was second overall and the fastest of the girls. In the Laser class, Nattawut Paenyaem was the winner, and Apiwat Sringam won the Topper class.

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

Inaugurated in 1987 to celebrate the 60th birthday of His Majesty the King of Thailand, the event has been held every year since, during the first week of December. 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. 🇹🇭



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Quarter Century

Photography by Scott Murray

RMSIR is a challenging offshore sailing race... consisting of three overnight passage races, some 240 miles in total, plus three days of harbour racing in Penang and Langkawi.

The Raja Muda Selangor International Regatta (RMSIR) is a challenging offshore sailing race, organized annually by the Royal Selangor Yacht Club (RSYC) in association with the Royal Ocean Racing Club (RORC).

It consists of three overnight passage races, 260 miles (418.43km) in total, plus three days of harbour racing in Penang and Langkawi. With regatta dinners almost every night, a rickshaw race and lots of opportunities to socialize as the onshore activities can be just as demanding as the sailing. The event attracts a large variety of yachts, from top class IRC1 racers to slow classic cruisers dating back over 100 years, all of whom have to cope with unpredictable weather and changing tactics during the

nine-day mix of races past tropical islands.

The regatta was launched in 1990 as a sequel to offshore series which linked three of the most popular tourist island groups to the west of peninsular Malaysia – Pangkor, Penang and Langkawi. Yachtsmen from the RSYC in Port Klang enjoyed the challenge of combining seamanship, navigation and local knowledge with the joy of sailing and competing.

The first regatta comprised just two long races, from Port Klang to Pangkor, and from Penang to Langkawi, with a leisurely cruise from Pangkor to Penang and some lively social events interspersed – even an informal fishing competition. Many of the competitors lobbied for some harbour races to be added and in 1991 triangle races were staged off Penang and Langkawi. The fleet was enhanced in 1991-2 by



of the RMSIR

the addition of boats from the Europa Round-the-World Rally. In 1992, it was decided to race from Pangkor to Penang in addition to the established legs, with the best 2 of 3 races counting towards the competition for the Raja Muda Cup. The triangle races at that time were scored separately, with suitable trophies being awarded.

The popular format has remained largely unchanged to the present time. In 2000, the Penang triangle was dropped in favour of 2 days of harbour racing in Langkawi, due to the lack of suitable secure berths in Penang, and the creation of a beautiful new marina at the Royal Langkawi Yacht Club. But with the construction of a new marina in Penang, the extended stop-over now encompasses a day of tri-shaw races

and time to run ashore for the crews, plus harbour races and a prize-giving dinner in one of the most picturesque venues in the town, thus making Penang one of the most popular runs ashore in Malaysia.

Each of those 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 through to blowing-old-boots, with quick and dirty tropical squalls to contend with), and in endurance – 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”.

Throw into the programme the two days of cans racing in Penang and Langkawi, and the mix is a severe test of racing crews at both ends of the speed scale. And don’t forget the parties and prizegivings – they contribute not only a huge amount of fun, but have also been known to affect racing performances! This is not a quick trip round the cans and back to the bar – it is nine days of hard work that demand a great deal of application from all competitors.

Jon Wardill’s Cassidy 55 *Australian Maid* competed for the 22nd time this year and Neil Pryde returned with his Welbourn 52 *Hi Fi* gunning for his seventh win on the RMSIR honor board. Nick Burns/Fred Kinmonth had a

new Sydney GTS43 *EFG Bank Mandrake 3* and Bill Bremner’s Mills King 40 *Foxy Lady 6* was hoping to defend its title. The grand ole dame of the Raja Muda Regatta was Dato Richard Curtis’ 100 year old Bristol Pilot Cutter *Eveline*, skippered by Trevor Richards, which competed in the Classic Class 6.

At the Welcome Dinner, it was only appropriate that the RMSIR Regatta Chairman, Martin Axe to proudly ring the starting bell for the 25th running of the event, that he has taken part in and been the driving force from the very beginning. Back in 1991, it was also Martin that arrived in Darwin, Australia on Hijas Kasturi’s *Kembara* and invited Jon Wardill to bring *Australian Maid* to Malaysia and participate on the 2nd Raja Muda Int. Regatta

Forty yachts were divided into seven classes for the 110nm Leg 1 from Port Klang to Pulau Pangkor. Then the Penang to Langkawi race is 53NM.



Club sailors are well represented in the seven classes - IRC I (Raja Muda Cup), IRC 2 (Jugra Cup), IRC 3 and 4, non-IRC cruising, Classic Cruising and OMR Multihulls. A unique aspect of sailing in the RMSIR is that local crews represent a microcosm of Malaysian society, with the same interesting ethnic mix of Malay, Chinese, Indian and expatriate members.

The RMSIR is one of the region's few offshore yacht races, along with the Rolex Sydney-Hobart and the Rolex China Sea Race, and is recognized by the prestigious London-based Royal Ocean Racing Club. Since its inception, the regatta has attracted a loyal band of followers who turn up year after year, often with bigger and better yachts each time.

Coastal conditions in the Straits of Malacca set this event apart. Strong tides, unpredictable winds, shallow mud banks, fishing nets strung out across the course and "Sumatra" storms that appear from nowhere all

contribute to making the three night passages races uniquely challenging. Local knowledge certainly helps the navigator but it takes a combination of skill and luck to successfully decide if it's best to hug the coast, sail out offshore or take a more or less straight line up the middle. Most skippers also have to deal with very light winds at some point, and this is the time when concentration and stamina really come into play. On the upside, the sun shines regularly, the water is warm, and shorts and tee-shirts are the order of the day.

No matter what the weather conditions, the overnight bases of Pangkor, Penang and Langkawi 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

The RMSIR is one of the region's few offshore yacht races, along with the Rolex Sydney-Hobart and the Rolex China Sea Race, and is recognized by the prestigious London-based Royal Ocean Racing Club.



The event has gained interest beyond local waters, with yachts being shipped or sailed in from Australia, Thailand, Singapore, the Philippines and Hong Kong.

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.

The regatta website, www.rmsir.com, provides a wealth of information related to the RMSIR, including the Notice of Race, Sailing Instructions, hotel details, charter and crew opportunities.

Eight days of racing always end with an evening social on the terrace of the Royal Langkawi Yacht Club, complete with a backdrop of the sun setting over the surrounding islands. With speeches and prize giving out of the way, the real party starts on the dance floor. Crews banter about final results and taking each other on at the King's Cup in Thailand, the next event on the Asian circuit. For long-time competitors and first timers alike, just completing the Raja Muda Selangor International Regatta brings a true sense of achievement.

With renewed government interest in

leisure boating in Malaysia, as well as in neighbouring countries, new marinas are being constructed, providing modern facilities for high performance yachts, as well as for the cruising fleets passing through the Malacca Straits.

Summary from Captain Marty

"The day started with a mild Northeasterly blowing down the harbour and ended when a storm cell ascended from the South, and swung the breeze around, then increased to 20 plus knots and pelted down with rain. On the racing course, Neil Pryde's Welbourn 52 *HiFi* lost valuable time when it became entangled with the windward mark anchor line and then Nick Burns/Fred Kinmonth's new Sydney GTS43 *EFG Bank Mandrake* did the same on the second round. Those unprepared when the storm hit, ended with shredded spinnakers flying horizontally from the masthead and/or trawling in the water with embarrassing red faced crew. Others that were prepared, hankered down and



experienced very fast reaching conditions and invariably won their respective classes.

“Hooking up the mark initially caused some confusion and sent boats spearing off in all directions. The time lost by Neil Pryde’s Welbourn 52 *Hi Fi* was not recoverable and 8th place effectively saw their quest for a 7th IRC 1 title, drift away with the buoy. Two wins and second place for Paul Winkelmann’s JV 42 *Island Fling* secured second overall and apart from 6th place in Race 4, they could have been top of the table. Never finishing worse than fourth, Bill Bremner’s Mills King 40 *Foxy Lady 6* successfully defended its title and collected another Raja Muda Cup for their efforts. This result also puts Bremner’s *Foxy Lady 6*, on a nine Asian regatta winning streak since 2012 and elevated them to second place in the running for the 2014-15 AYGPSkipper and Yacht of the Year awards.

“After going aground on the last race, last year, Geoff Hill’s Smith 72 *Antipodes*, made amends and with the strong breeze driving them forward to score second and first places, securing

the Premier Cruising class and adding another Jugra Cup to their collection. Jon Wardill’s defending champion *Australian Maid* rebounded by winning the first race and came second in Race 2, thereby relinquishing the title, but ending up in second overall. Despite all the breakages, Andrew Cocks Simonis Voogd 56 *Starlight* made it through her first outing with a commendable third place. In future, they can expect better results when the crew are more familiar with the boat, along with a better run of luck. Guy Waddilove’s brand new NZ built Dubois 37.5m *Escapade* must be commended for competing in all the races and a spectacular sight to behold under full sail.

“Seven wins in a row for Gordon Ketelbey’s Beneteau 44.7 *Fujin* allowed it to defend the IRC 3 class title with a day to spare and takes home the Tiger International Challenge Trophy again. By a mere point Keith Garry’s X-412 *BeauXEsprit* came out on top of the tussle for podium positions with Chris Furness’ Elan 410 *Rikki Tikki Tavi*, to respectively score second and third places.



Coastal conditions in the Straits of Malacca set this event apart. Strong tides, unpredictable winds, shallow mud banks, fishing nets and "Sumatra" storms all contribute to making the night passages races uniquely challenging.

"Coming into the final race, Mike Downard's Farr 1104 *Piccolo* and Jeff Harris' J92S *Nijinski* were tied on 10 points with all to play for in the IRC 4 class.

Downard's *Piccolo* took an early lead in the light stuff and extended during the storm to secure the RSYC Cruising Challenge Trophy. John Kara's Dehler 34 *Skybird* has been floating in and out of the podium places but a slow second race to Penang left them in third overall.

"Six wins in a row for Philip Auger and Astrid Graha's Davidson 35 *Sophia* gave them the perfect score to win the Cruising Class and in doing so, added the Royal Langkawi Yacht Club Cup to their silverware. The defending champion Chris Mitchell's Naut 40 *Lady Bubbly* ended up in second overall. After a slow start, the new kids on the block, the RSYC team on Jenneau Sun Odyssey *Panacea* with sailing master Grant Bartlett calling the shots, progressively got better through the series to end up in third overall.

"Dato Richard Curtis' 100-year-old Bristol Pilot Cutter *Eveline*, came storming back into contention by winning the last four races but their slow start left them short and second place was the best they could hope for. Two

early wins for Barry Wickett's Slipper 42 *Kay Sira* was enough to conquer the Classic Class and they were rewarded with the Eveline Trophy for their efforts. Simon Read's Beneteau 350 *Aeolus XC* finished third with defending champion Keith Miller's Harmony 38 *Sade 2* finishing fourth.

"In the Multihull Class, Rolf Heemskerk's chartered Stealth 11.8m *Hurricane* was pressed all the way by Mick Coleman/John Coffin's sister ship *Java*, but they managed to outscore them, three wins versus two and took home the Dato' Abdul Aziz Ismail Challenge Trophy. Although Danny and Nigel's Bali built trimaran *3Itch*, suffered from a broken centerboard on the leg from Penang, they have soldiered on and in the circumstances were very proud of their achievement to date."

(Captain Marty has competed in or covered all but the first Raja Muda race)

25 YEARS OF RMSIR

The Raja Muda Selangor International Regatta (RMSIR) celebrated its silver anniversary in 2014 and the Royal Selangor Yacht Club (RSYC)



commemorated this special milestone with a book that looks at the history and legacy of the RMSIR.

25 Years of RMSIR takes a fond look at the history and the legacy of the regatta, with a foreword by HRH Sultan Sharafuddin Idris Shah, the Sultan of Selangor, the patron of the RMSIR.

Since its inception, due in no small part to its format, hospitality and terrain, the RMSIR has matured into one of the most challenging and endeared keelboat events in Southeast Asia.

“The RMSIR is a challenging race that requires far more than just yacht racing expertise. The boats and their crew have to cope with unpredictable weather and changing tactics during the nine-day mix of races where logistics, navigation, and weather and tide interpretation skills play a key role in a team’s success,” said Martin Axe, Chairman of the 2014 Raja Muda Selangor International Regatta.

“The book is a collection of facts, pictures and anecdotes from past winners and chairmen, commodores, regatta regulars and other notable yachting types who have contributed significantly to the event over the years,” he added. 📖

About the Royal Selangor Yacht Club (RSYC)

The Royal Selangor Yacht Club (RSYC) was first registered as the “Port Swettenham Yacht Club” in July 1969 before changing its name to the “Selangor Yacht Club” in 1972. It was officially opened and named the “Royal Selangor Yacht Club” in March 1989 by the Patron, His Royal Highness the Sultan of Selangor, who was a frequent visitor to the Club with his family members. Today, with over 1,000 members, a moored fleet of 90 (30 keelboats and 60 powerboats), and a further 130 boats on the Club’s handstand, the RSYC is the largest and most active yacht club in the country (www.rsyc.com.my).

RMSIR Programme

Race 1 from Port Klang to Pangkor

Race 2 from Pangkor to Penang

Races 3 & 4 north of Georgetown

Race 5 from Penang to Langkawi

Races 6 & 7 in Bass Harbour, Langkawi



Record numbers visit Thailand's

Thailand's largest showcase of marine and luxury lifestyle saw 150 businesses and products exhibiting in 14,000sqm of space at the Ocean Marina Pattaya Boat Show. Held 27th to 30th November at Ocean Marina, the largest marina in Southeast Asia, record numbers turned out to enjoy the displays and activities at the third annual show.

The US\$40 million line-up of luxury sail and power boats in-the-water ranged from small day-trip boats up to those for extended cruising and the largest in the show, the 115-foot superyacht *Phatsara*. Attracting a lot of

attention was the world's first solar-assisted luxury catamaran, the *Heliotrope 65*. Designed in Thailand and built at the Bakri Cono shipyard in Ocean Marina, the *Heliotrope* team was busy fielding enquiries from visitors and media alike during the show.

Many of the world's top boat brands were on display and represented at the show, including Princess Yachts, Azimut Yachts, Cranchi, Beneteau, CNB Yachts, Lagoon Catamarans, Monte Carlo Yachts, Carver Yachts, Century Boats, Boston Whaler and more.



Ocean Marina Pattaya Boat Show staff.



largest marina and lifestyle show

Onshore, the top yachting brands were joined by leading auto marques Rolls Royce, Bentley, Aston Martin, Porsche and Ducati while elsewhere in the show visitors enjoyed everything from boat accessories to charter & insurance services, water sports, marine toys and gadgets, luxury real estate, fashion and jewellery.

“Now in its third year, the Ocean Marina Pattaya Boat Show has grown to become Thailand’s largest exhibition of marine and lifestyle. The number of exhibitors this year has increased and the quality is the best

Situated on Jomtien Beach in Greater Pattaya, Ocean Marina is Thailand’s premier marina resort complex and the largest in Southeast Asia.





Ray Ringuet & the Aus-Thai Marine staff.

The OMPBS showcases Jomtien and the Greater Pattaya region to the world, underscoring the Gulf of Thailand as a strategic yachting hub in Southeast Asia.



Gary Baguely & the Blue Seas staff.

yet. The depth and diversity of exhibitors shows that Thailand's marine and lifestyle sector is robust and has a bright future," said Mrs. Supatra Angkawinijwong, Deputy Managing Director of Ocean Property, the organizers.

Extended this year to be held over four days, organizers introduced the Boat & Yacht Thailand 2014 Conference on 28th November with the theme of "Green Boating" took place to a packed meeting room of over 70 industry and guests.

Geographically located within five hours (or less) travelling time of major Asian population centres, the Ocean Marina Pattaya Boat Show is well positioned to leverage the growing affluence in Asia. Highlights for visitors include free yacht cruises, luxury car test drives, kayak and paddle boat experiences, an open-air drinks and food festival with a live band, a jetpack flying board and radio control power boat demonstrations.

According to the 2014 edition of *The Wealth Report*, the number of Ultra-High Net Worth Individuals (those with US\$30 million in assets excluding their main residence) in Asia has grown 89% between 2003 and 2013, with a further 43% growth forecast over the next 10 years, making the region home to more UHNWIs than North America and second only to Europe.

With such wealth in the region, Ocean Marina, in tandem with the Tourism Authority of Thailand, is promoting Pattaya tourism and through the Ocean Marina Pattaya Boat Show continues to grow the marine leisure tourism industry and reinforce the image of Pattaya as an upscale tourism destination.

“Pattaya tourism continues to go from strength-to-strength and its coastline is one of the biggest attractions for domestic and international visitors. Ocean Marina is at the centre of Pattaya’s marine tourism and the Ocean Marina Pattaya Boat Show helps to attract more high-end tourists, positioning Pattaya and the Gulf of Thailand as the leading marine leisure destination in South East Asia,” said Ms. Pataraporn Sithivanich, Executive Director for Tourism Products Department, Tourism Authority of Thailand.

Statistics from Ocean Marina underscore this trend with tourists through the marina in 2013 up 32% year-on-year, and exponential growth of 66% since 2010. In response, the marina has recently undergone an expansion programme making it the largest marina in South East Asia, and with some of the best cruising grounds in the region, Greater Pattaya and the



Berne Lamprecht & the ASAP staff.



Scott Finstein, Ocean Marina Harbour Master.



Albert Nazarov & the Albatross Marine Design staff.



Bert van Muywijk of Northrop & Johnson & staff.

The 4th annual OMPBS will take place at Ocean Marina from 26th to 29th November 2015.



Mr Kazuki Otsuka and the Hull team.

Gulf of Thailand it is the leading hub of marine tourism in South East Asia and well-positioned for the opening up of ASEAN and the 2015 Asean Economic Community (AEC).

“Ocean Marina’s recent expansion of both onshore facilities and in-water capacity makes it the largest marina in South East Asia. With world-class facilities Ocean Marina is at the heart of Thailand’s marine leisure industry and together with the Ocean Marina Pattaya Boat Show are showcasing Greater Pattaya, the Gulf of Thailand and the Kingdom’s marine treasures to the world,” added Mrs. Angkawinijwong, 888

A mixed visitor demographic of primarily Europeans and Thais was recorded through the gates with interest in the boat displays at an all-time high. Yacht dealers and brokers reported solid sales leads and hot prospects – all new buyers that came from the Show. Similarly, the automotive sector reported tangible sales leads as did the luxury real estate offerings at the Show.

The diverse range of marine accessories and marine products, a sector of the show that continues to grow and something that sets OMPBS apart from other shows in the region, saw sales in the region of over USD50,000. Property developers reported strong interest, luxury products such as jewellery recorded large purchases and the Food and Beverage outlets in the show reported record sales.

Visitors enjoyed the array of activities on offer: the free yacht cruises which departed every 30 minutes were full throughout the show and the display of water toys in action and the jetpack flying board demonstrations proved to be popular with all.

Introduced for the first time this year, the International Fishing Boat Competition, organized by the Thailand Fishing Tackle Trade and Manufacture Association in co-operation with Ocean Marina, was a big hit with lots of tough competition over the two days and talk of expanding it further next year.

Planning is already underway for the fourth annual Ocean Marina Pattaya Boat

About the Ocean Marina Pattaya Boat Show

Ocean Marina Pattaya Boat Show was launched in 2012 to much acclaim from the industry and visitors. Attracting a wide range of marine and leisure exhibitors, the event showcases Jomtien and the Greater Pattaya region to the world, underscoring the Gulf of Thailand as a strategic yachting hub in South East Asia.

About Ocean Marina

Situated on Jomtien Beach in Greater Pattaya, Ocean Marina is Thailand's premier marina resort complex and the largest in Southeast Asia, a short drive from Bangkok and just one hour from Suvarnabhumi Airport. The world-class marina is complemented by a yacht club, accommodation, fine dining and recreational facilities as well as two luxury residences - San Marino and Ocean Portofino.

Ocean Marina is home to the annual Ocean Marina Pattaya Boat Show and Top of the Gulf Regatta - Asia's largest multi-class regatta - and has been the official venue for leading international events, including CataWorld Cup, 24th SEA Games, as well as large-scale concerts by Grammy, Cool FM and more.

www.oceanmarinayachtclub.com

For more information:

www.oceanmarinapattayaboatshow.com

www.facebook.com/oceanmarinapattayaboatshow



Ocean Property team.



Scott Bradley & East Marine team.



The BVZ Asia comfort zone.



Singapore

Yacht Show

hi-lites growing sophistication
in SEA's yacht scene

By Bert van Muywijk

Slowly but surely the yachting scene in Asia is developing to encompass a rich variety of yachts and yachting lifestyles. Highlighting that, the Singapore Yacht Show is one of the most important shows in Southeast Asia connecting those interested in yachting with a thriving marine industry.

Since 1949, Northrop & Johnson has offered a dimension of sophistication and service to the yachting industry; its success is built on decades of commitment to clients and to commerce within the industry.

From yacht sales and purchase to charter to management and marketing of the world's most discerning luxury vessels, Northrop &

Johnson offers a total-service approach. An impressive record of yacht sales, growing charter fleet and global expansion are testament to Northrop & Johnson's honesty, integrity and steadfast promise to deliver the best to their clientele.

This year's Singapore Yacht Show will again show a wide range of options to discerning yachtsmen. There will be small yachts, big ones, basic boats, luxury vessels, weekend boats, long range cruisers — every mix thinkable.

One yacht sure to turn heads is the *Heliotrope 65*, the world's first solar-assisted, luxury, long range, power catamaran. Built by Thai shipyard Bakri Cono, and designed by



Albert Nazarov, her quality is reflected in every detail of the beautiful and powerful lines of the exterior as well as her meticulous interior. Each of the four cabins is a work of art in its own right, based on the four Chinese elements of fire, earth, wind and water. New approaches to electrical power distribution and management make this yacht stand out among competitors. The *Heliotrope 65* is not for sale but visitors to the SYS can inspect the yacht – by appointment only – during the show and can order their own custom build yacht.

Another grand yacht that Northrop & Johnson will offer for sale is a Monte Carlo 65 power yacht. She is pre-owned but in

Northrop & Johnson yachts will add a touch of chic to the impressive line-up of yachts on display at the SYS.



This year's Singapore Yacht Show will again show a wide range of options to discerning yachtsmen, connecting those interested in yachting with a thriving marine industry.

immaculate condition with hardly any mileage on her. Her sophisticated Italian design imparts a timeless, instantly recognizable style and naval allure. Modern design solutions are drawn from traditional nautical concepts. The result is seaworthy chic and a yacht that is highly innovative and at the cutting edge without going to extremes. The Monte Carlo has a characteristic profile thanks to its pulpit-less high-flared bow. Original, signature features include the shape of the portholes, inspired by the classic bull's eye.

The third contribution of Northrop & Johnson to the SYS is a modern, Italian designed sailing yacht, a Solaris 44. Generally recognized as one of the most aesthetically pleasing yachts, the Solaris is a balanced combination of quality and design.

Innovation, craftsmanship and careful attention to details define deck and interior.

Sporting clean and elegant lines, the 44' is perfected by collaboration with Argentinean designer Soto Acebal to create a thoroughbred ORC cruiser-racer sculpted for speed and maximum impact. The Solaris range of yachts runs from 37ft up to their Classic at 72ft.

Another yacht on display will be *Ocean Runner*, or *Da Run Fa* in Chinese. This 111-foot custom-built boat was designed for an experienced Taiwanese yachtsman well-known Massimo Paperini of Duck Design in Italy. The original brief for this vessel requested a fast racing yacht to be suitable for the Taipei-Okinawa race. Instead, *Ocean Runner* was lightly used during a few cruises to Japan and China and otherwise as a day-sailing vessel in Taipei. Built in 2009 by the CC Yard in Kaoshung, Taiwan, to a very high specification *Ocean Runner's* construction consisted mainly of exotic materials. She is a contemporary yacht with a modern, functional interior and can be used for anything from day sails to long-distance cruising.

Northrop & Johnson yachts will add a touch of chic to the impressive line-up of yachts on display at the SYS, reflecting the increasing sophistication of the developing Asian yacht scene and the luxury yachting lifestyle in this region. 📍



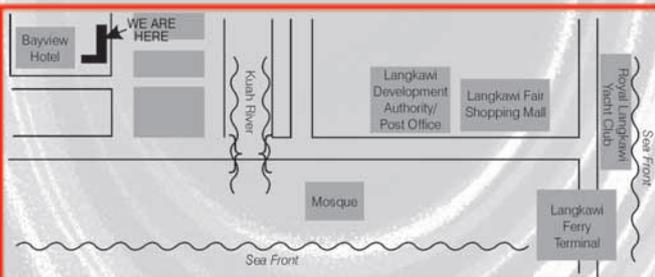
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HELP...



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For children in rural Thailand, poverty means more than just a lack of money; it means a lack of opportunities and hope for the future. Many are forced to abandon education to find work and support their families. Yet without education their employment options are limited and prospects are low. It's a vicious circle that affects the children, their families and the community. For most, breaking the cycle is impossible without **HELP**

EDF is a Thailand's registered charity, No.255. Since 1987 we have helped over 300,000 Thai children through scholarship support. Every day we receive new requests for support. To meet the demand we need to raise funds and find new donors. For more information on How you can HELP, please go to www.edfthai.org/en or contact us at public@edfthai.org



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ANNIVERSARY



Silolona & Si Datu Bua offer spectacular itineraries in the Andaman Sea stretching to the remote shores of the Mergui Archipelago.

Silolona moored in Raja Ampat.



Silolona

celebrates a decade on the water

Silolona Sojourns celebrates 10 years of private charters throughout Southeast Asia, using its own hand-crafted traditional fleet of wooden sailing ships built to German Lloyds specifications.

The flagship, *Silolona* (50m/164ft length overall), melds all the safety and amenities of the 21st century with the style and grace of the Golden Age of Sailing. Her crew of seventeen professional seamen are acclaimed as being the “best crew” by guests, worldwide agents and charter brokers alike.

Launched in 2012, *Si Datu Bua* (40m/130ft) was built to the same exacting standards. Both ships are imbued with spirit and tradition from the laying of the keel to the completion of the boats that now sail the waters of the vast Indonesian Archipelago and beyond.

Indonesian destinations and highlights include **Raja Ampat** with its wonderful snorkeling and world-class diving in gorgeous pristine seas (*Silolona* is a registered



Si Datu Bua on deck at night..

PADI Dive Center and carries a PADI Instructor); the **Asmat people** with their ancient tribal customs and powerful art; **Banda**, with its jewel-like islands & history— also the native home of nutmeg and stately old Dutch mansions; **the Komodo Islands**, the natural habitat of the Komodo dragon, a World Heritage Site, which also has world-class diving and deserted pink sand beaches; plus the **Flores Archipelago** with its ancient cultures, textiles, world-class diving and scenic volcanoes. Then there's **Myanmar**,

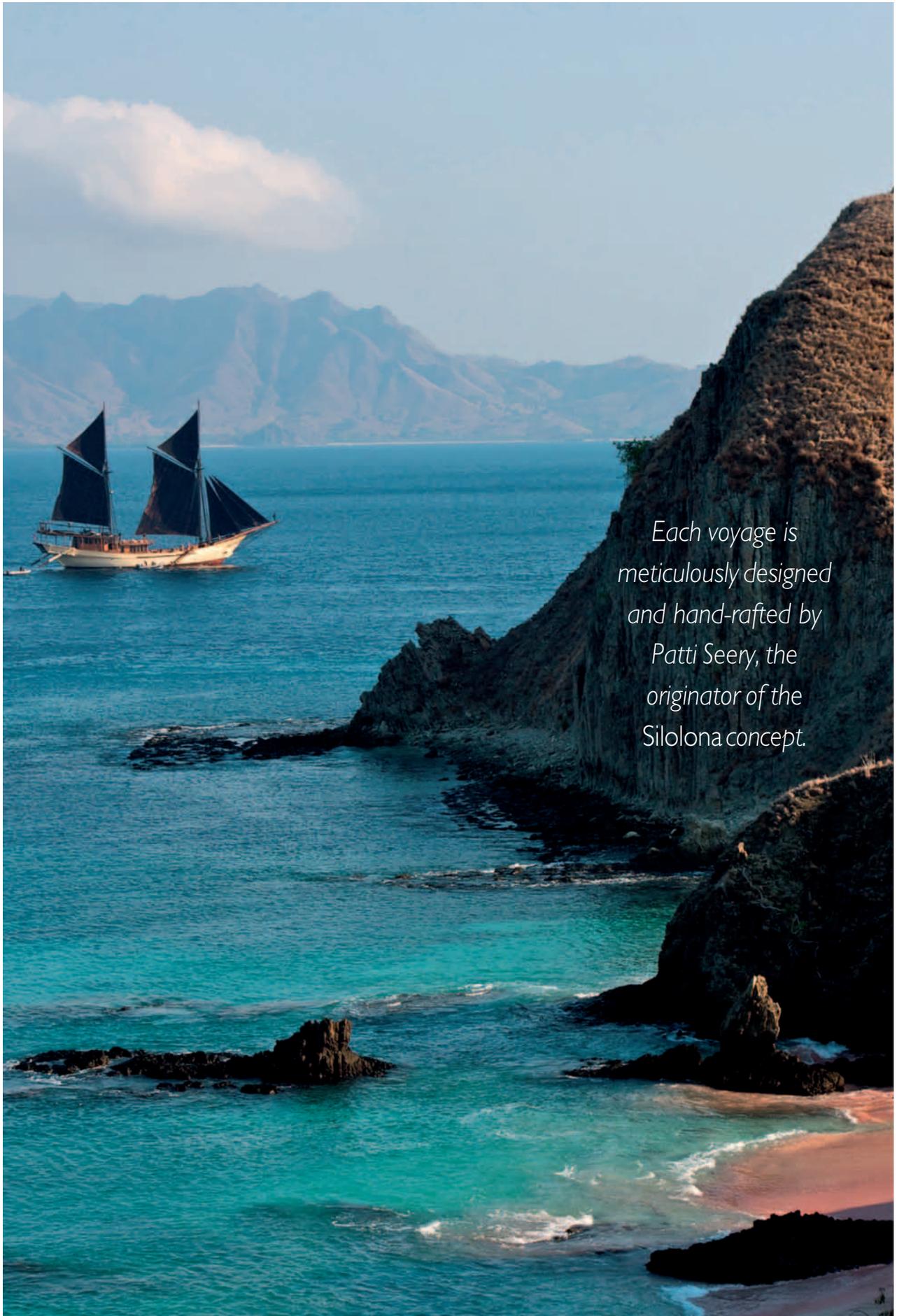
Thailand, and the **Andaman Islands of India** as well.

Each voyage is meticulously designed and hand-rafted by Patti Seery, the originator of the *Silolona* concept based upon her extensive knowledge accumulated over the past 30 years in the vast Indonesian Archipelago, her long-standing friendships with communities and her passion for the art, history, and cultures of Southeast Asia to suit each guest's interests.

For ten years, Silolona Sojourns has



Baby Reef Manta In Wayag Bay, photo by Shawn Heinrichs.



Each voyage is meticulously designed and hand-raftered by Patti Seery, the originator of the Silolona concept.

Silolona sailing past the Pink Beach, Komodo.



Si Datu Bua.

also been leading cultural & scientific expeditions. Marine biologists, Dr. Gerald R. Allen and Dr. Mark V. Erdmann

(Conservation International) have even named a new fish after the ship:

< *Amblyglyphidodon silolona* >. (Reef fishes of the East Indies, Appendix 1, 2012).

Silolona has also been supporting the conservation films of Shawn Heinrichs (Blue Sphere Media) and his work on the preservation of mantas in Indonesia.

From December 2014 to February 2015, *Silolona* & *Si Datu Bua* offer spectacular itineraries in the Andaman Sea and will take guests on a fabulous journey to

the remote shores of the Mergui Archipelago in Myanmar. The crew has an extensive knowledge of the cruising area.

Silolona & *Si Datu Bua* are fully-certified Padi dive centres, but also offer many other options for non-divers including fishing, kayaking, waterskiing, and, of course, relaxing on a perfect secluded sandy beach with a group of friends.

Tandem charters are available, with a full capacity of 16-20 guests.

Contact: Silolona Sojourns – Bali
marketing@silolona.com
www.silolona.com



Patti Seery onboard her wonderful creation.



Patti in Papua New Guinea.



Aventura 43 adv

The Aventura Catamarans range consists of catamarans from 20' to 43' with a diverse use of profiles and high standards of design, manufacture and equipment.

All Aventura Catamarans are of sandwich construction and they come with aluminum spars, sails and standing and running rigging.

While Aventura's are very competitively priced, buyers will be pleasantly surprised with their standard versions' high-equipment level and range of options available; they represent great value..

Aventura 20 is a fun catamaran for day sailing. She's designed to be transported by road and rigging her only takes a few minutes!

Stability, comfort, ease of use and speed give this new catamaran a special place in the world of multihulls and she can take up to a six-people on her comfortable in Pullman-type ergonomic seats.

With a surprising amount of stowage and an outboard well, she's suitable for multiple uses.

The Aventura 23.5 is simple and satisfying combining performance and comfort: pleasure at the helm, pleasure at sea! .

She's quick and her just 65cm draft will take you to the most beautiful anchorages where she can be landed on the beach, safely sitting on solid keels.

Her cockpit can comfortably accommodate six people and can be covered by adding a bimini top. Below you'll find a real kitchen and plenty of space to store all the necessary equipment on the trip of your cruises.

She's easy to rig and she's trailerable.

The Aventura 33 is a new step in modern stylish for innovative cruising catamarans. She's relatively light, has a generous sail plan, a spacious and contemporary interior, and her large cockpit and deck areas ensure a fast, comfortable and safe sail.

The standard interior has three cabins and one bathroom with an option of a two cabin-two bathroom version. In the deck salon there is a kitchen, salon seating and navigation table.

The cockpit has lots of seating and her running rigging is lead aft to the cockpit so all sails can easily be handled from there. Each hull has an integrated bathing platform with

	AVENTURA 20	AVENTURA 23.5	AVENTURA 33	AVENTURA 43
LOA	6.02 m	6.99 m	9.98m	13.20m
Beam	3.70m	4.20 m	5.30m	7.00m
Draft.	50 m	0.65 m	0.90m	1.30m
Displ (light)	380 kg	750 kg	3,500kg	9000kg
Working Sail area	19.50 m ²	29.50 m ²	63,70m ²	100.50m ²
Gennaker	24.50 m ²	X	50m ²	80 m ²
Spinnaker	X	40.00m ²	65m ²	134 m ²
Berths (Standard)	X	4	2 double cabins	3 double cabins
Engine	Outboard	Outboard	2 x 14 hp Diese	1: 2 x 37.5 hp Diesel
Water Capacity	X	60l	2 x 150L	2 x 300L
Fuel Capacity	X	X	2 x 85L	2 x 200L
Trailerable	Yes	Yes	No	No



Aventura 43 av



Aventura 33 av

New Aventura Cats - Quality and Performance



Aventura 20



AV33 Day Charter 3

easy access to the sea. In front of the deck salon and between the hulls are trampolines - perfect for children or as sun beds.

With 0.90 cm draft, the Aventura 33 can take you into quite shallow anchorages.

The Aventura 43 is ideal for family cruising or in a charter business.

This cat has a staggering five interior versions, from three- six cabins with bathrooms.

Her stylish and modern lines and construction make her fast, stable, comfortable and roomy with a touch of luxury.

Attention to detail, ease of handling and space planning make the AV 43 catamaran very adaptable for either long trips or for short-handed racing while maintaining maximum safety.

The deck salon accommodates the

kitchen, salon seating and navigation table behind the sliding doors to the large and safe cockpit with a table and comfortable seating.

Each hull has an integrated bathing platform with easy access to the water.

The sails are handled from the helmsman's seat to the left side of the cockpit and there is good visibility for maneuvers and handling the boat.

Her tandem keels, tight lines, sandwich construction and healthy sail area will appeal to lovers of speed on the water.

Day Charter/Tour versions of the Aventura 33 and Aventura 45, with their large carrying capacity, are proving popular with tour operators and resorts and resorts.

Aventura

CATAMARANS

South East Asia Yacht Sales and Services

www.sea-yss.com inq@sea-yss.com

+6681 370 1995

Aventura 20
Aventura 23.5
Aventura 28
Aventura 33
Aventura 43



Introducing the Kerkena 7.6 - Fast and Versatile



The Kerkena 7.6 is a truly versatile small yacht with cruising and racing options plus a deep-keel and trailerable version.

Her deck layout is functional and her rig is easily handled whether racing or cruising shorthanded.

She's a real surprise below: high volume with a full double berth aft to port, V-Beth forward, full length settee to port with a compact galley, head and smaller settee to starboard...in a pinch she sleeps five.

Her combination fair lines, light weight and powerful rig with twin rudders means she is very responsive and very maneuverable.

Similar attributes apply to her smaller sisters the Kerkena 5.5 and 6.1.

Her dimensions:

LOA: 7.55 m
 Beam: 2.55 m
 Displ: 1600 Kg
 Fixed Keel Draft: 1.5 m
 Lift Keel Draft: ballast: 0.40m / 1.80m
 Upwind Sail Area: 34.30 m²

SAILING
Kerkena

Kerkena 5.5

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Kerkena 6.1

Kerkena 7.6





The Stunning New Sealine C330

Following on the heels of the ground-breaking Sealine S330, Hanse have just announced that they will launch their new Sealine C330 Cruiser in January.

A boat for family: the C330 seems like a boat that's 3' longer and is designed for comfort while on longer cruises.

The hull superstructure design features extra XXL-windows and this helps create an extremely light and spacious living area for long-term cruising.

The quality of accommodation, space use and finish are excellent.

Similar to her Sports sister, she has two opening roof sections, one above the cockpit with sliding fabric and a sliding "glass" roof in the salon to fully open the main deck. Up on the forward deck the bow sunpad can be transformed into a comfortable sofa.

At the main deck level, a bi-folding door and tilting window create access between the inside and the cockpit.

The saloon has an L-shaped settee and table to port with the helm to starboard with a side door to access the side, and galley aft.

The cockpit area has an L-shaped settee aft with a foldable bar-top forward.

She boasts the two biggest cabins in its category with generous headroom and has a shared toilet and storage adjacent.

There are two engine options in either single or double configurations that give speeds of between 25 and 30 knots approximately.

Priced at € 164,900 base boat, she represents great value and her extensive range of options means this boat really bears looking at.



Length over all	10.31m
Beam	3.50m
Draught single engine	1.10m
Draught double engine	0.90m
Fuel capacity	570l
Water capacity	220l
Displacement approx.	7100kg
Max people on board	8
CE Category	B
Standard Engine:	1 x Volvo Penta D6 330hp
Option Engine:	1 x Volvo Penta D6 400hp
Option Engine:	2 x Volvo Penta D3 170hp
Option Engine:	2 x Volvo Penta D3 220hp

Special: Free Freight on Sealine S Series to SE Asia *conditions apply



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Delivering More!! **NEW S 330** **NEW C 330** S 380 S 450 F 380 F 450



The second “Boat and Yacht Thailand” conference was held on 28th November 2014 at the start of the third Ocean Marina Pattaya Boat Show. The conference provided a discussion platform for marine industry experts and boating enthusiasts to share their ideas about environmentally-friendly marine craft, alternative energies & equipment and other “green” innovations for pleasure boats and yachts.

Recently, there has been growing concern about environmental protection issues in all fields of human activity. That is why the “Boat and Yacht Thailand” conference chose “Green Boating” as the subject of this conference.

Thailand’s beautiful coastline, national marine parks and islands face a growing number of tourist arrivals every year, so environmental protection demands special attention. But not only does the boating and tourist industry have a negative impact on environment, so does commercial fishing, aquaculture trade, commercial shipping, coastline development and industrial growth.

Key figures in the marine industry - boat operators, builders, designers, equipment suppliers, researchers, marina developers, regulators, government authorities and industry experts - need to work together to protect the environment and preserve the beauty of Thailand and its aquatic resources for future generations.

The conference focused on environmental-friendly boating and the application of green and fuel saving technologies. Presentations by leading maritime industry experts covered solar-assisted boats, marine power management systems, engine emissions, fuel saving boat design and other relevant topics.

It was stressed that innovative fuel and energy-saving approaches, waste treatment, pollution protection and other vital technologies should be introduced into the boating market, which would lead to a significant reduction of emissions.

The conference focused on environmental-friendly boating and the application of green and fuel saving technologies.



Mr. Philippe Guenat, Chairman of the technical advisory board of Bakri Cono Shipyard, with Miss Achiraya Jabtanom BYThai Conference Manager.





Scott Finstein, Harbour Master Ocean Marina.



Dr. Yodchai Tiaple, Head of Naval Architecture and Marine Engineering Department International Maritime College at Kasetsart University, presenting Green Boating Award to Mr. Pimook Prayoonprohm.

Boat & Yacht Thailand Conference on "Green Boating"



Conference overview.



Albert Nazarov, MD Albatross Marine Design.

The Program

The keynote speech was given by Mr Niphon Phongsuwan from the Department of Marine & Coastal Resources. He focused on the “Green Fins” program (www.greenfins-thailand.org), whose purpose is “to protect and conserve coral



Peter Jacops, CE-Inspector, International Marine Certification Institute.

reefs by establishing and implementing environmentally friendly guidelines to promote a sustainable diving tourism industry”.

He warned of coral bleaching resulting from a decrease in salinity and an increase in ocean temperature, but noted that the reefs could restore themselves with good quality water. He also said that parrot fish and algae fish feed on algae freeing spores of young coral to feed on the dead coral. But when tourists throw food into the ocean to attract fish this disrupts the eco-system as the algae-eating fish eat this food instead of the algae thereby disrupting the growth of young coral. He was followed by Mr. Pimook Prayoonprohm, Director Marine Office #6 of Thai Marine Department.

Next up was Scott Finstein, Ocean Marina’s Harbour Master who likened the marina to “a sanctuary” and said it was incumbent of all of us to be as environmentally pro-active as possible citing the damage a simple

oil leak could have on fish life. Scott says his staff tries to follow the sound practices laid out by the Marine Industry Association of Thailand.

Ray Ringuet, the MD for Aus-Thai Marine, then gave a speech on the “Reflections - Lessons from the Past”. Ray has delivered about a hundred of boats to 10 countries in recent years. Most of these boats are used for commercial charter, dive tours and passenger transport. Ray shared his experiences of construction enquiries, delivery sea trials and after-sales service, with special attention to how boats can be used more efficiently with lower fuel consumption. Ray reminded all of us that the world’s population has jumped from three to seven billion people, since 1959, when he first started working in Southeast Asia (www.austhaimarine.com). Back then, Ray says “greening the planet” was Irish immigration.

Ray compared planning, semi-planning and displacement hulls and also discussed the safety benefits of catamarans and how to properly design a boat to minimize harm to passengers in the event of a collision or rough water. He also touched on the pros and cons of inboard and outboard engines and the long-term savings a diesel engine can provide.

Next up was Raphaël Domjan, an eco-adventurer, pilot and mountaineer and the founder and expedition leader of PlanetSolar – the first boat to go around the world with solar energy. Raphael has co-authored two books and produced a documentary, which tells of this magnificent adventure. As president of the SolarPlanet Foundation, he continues his commitment to the promotion of renewable energies; Rafael is also a member of advisory board of Bakri Cono Shipyard building solar assisted boats in Thailand (www.raphaeldomjan.com).

Kazuki Otsuka, the MD from Hull Thailand, was next and he spoke about “New Emissions Controls for Marine Engines”. Mr Kazuki is a longtime-member of the maritime industry of Thailand, representing Yanmar marine engines, Suzuki outboards and other brands. He shared his experience in supplying and commissioning engines and equipment for hundreds of boats, giving some valuable insights into installing, maintaining and operating engines, paying special attention to those with environmental upsides. He also noted new developments in emissions control for marine engines and explained how boat-builders or operators can benefit from them.

Closing out the morning session was Dr. Albert Nazarov, the organizer of the conference, and the MD of Albatross Marine Design. He gave a talk on the “Design Study of a 100’Foot

Fuel-Efficient Motor Yacht” focusing on design approaches, research methods and factors to improve the yacht’s performance. His company designs boats and yachts for builders worldwide. Albert lectures internationally at events such as IBEX and HSBO (www.amdesign.co.th).

After a break for lunch the seminar resumed with Mr. Ratthakrit Reabroy from Thailand’s International Maritime College discussing “Solar Power Boats for Green Technology”. He spoke of the solar-powered catamaran Green Ku SRC1, which students at Kasetsart University’s Sri Racha campus built.



Mr. Nippon Phongsuwan Inspector General, Department of Marine and Coastal Resources giving keynote speech.



Mr. Raphael Domjan from PlanetSolar. The first boat to go around the world using solar energy.

Presentations by leading maritime industry experts covered solar-assisted boats, marine power management systems, engine emissions, fuel saving boat design and other relevant topics.

It features six solar cells and took four months to build.

Then Peter Jacops an inspector for the Belgian-based International Marine Certification Institute talked about “Environmental and Global Legislative Requirements”, focusing on environmental issues involved in the European certification of small craft. IMCI is an organization committed to adding value to the worldwide recreational craft industry by assessing compliance of companies, products, services and experts with the highest recognized standards of quality and safety.

A coffee break was followed by the day’s last two speakers: Tanyarit Pantarawong of Doctor Green Energy Thailand who spoke on “Smart Green Energy for NextGen Communications and Emergencies”; and Michael Royer, the Director of Marine Electronic Development (DMED) for Bakri Cono Shipyard, who talked about “Advanced Power Management Systems for Boats and Yachts” (www.bakricono.com).

About BYThai

Boat & Yacht Thailand Conference (BYThai) is a professional event dedicated to yachts and small boats and intended for maritime experts, researchers, boat builders and operators, tourist companies and authorities. The objectives of BYThai are:

- ◆ Bring awareness of issues related to small craft design, operation and regulatory work;
- ◆ Provide discussion platform for marine and tourism industry on safety improvement, environment protection and other important matters;
- ◆ Enhance reputation of boatbuilding, marine industry and tourism in Thailand.

BYThai speakers are leading marine industry experts from Thailand and abroad. The first conference was held on 4th April 2014 and conducted in both Thai and English; the presentations for the second conference were all in English, but speakers did field questions in Thai.

www.boatyachtThailand.com

SEA Yachting Q & A with
Mark Pescott**Favourite Sailing Film?**

Woody Brown's *Of Wind and Waves*; not just a sailing film but a biography of Woody's amazing life. Only about twelve minutes of Woody sailing and building the first modern catamarans in Hawaii; part of the movie here <https://www.youtube.com/watch?v=7JEOwbyWr7Y>.

Favourite Sailing Books?

Moxie by Phil Weld; his story of winning the 1980 OSTAR combined with his autobiography—an inspiring book that I read many years ago, and would like to get my hands on again. And *Trimaran against the Trades* by Jean Cole is the story of a grown family and 80+ year old Grannie Emmy who built a Piver Victress trimaran in Kenya, and sailed it across the Indian Ocean against the trade winds to New Zealand in the late 60s.

Favourite Sailing Hero?

Mike Birch coming 2nd in the 1976 OSTAR on a Newick Val trimaran, The Third Turtle and winning the 1978 Route de Rhum on Olympus Photo.

Biggest Sailing Inspiration?

Tom Corkill; he had the very first Nicol Clipper 25' trimaran (named *Clipper*) built for him by Hedley Nicol in 1966 and sailed it as far as Cape Town, single-handed across the Indian Ocean. After leaving Cape Town, admittedly overloaded, he capsized and was rescued twenty-four hours later. He then had a 34' catamaran *Ninetails* built in Brisbane and circumnavigated in the 70s. I met Tom in Cairns in 1985 as he was off on his second circumnavigation. Unfortunately, while on his third circumnavigation, he had to leave *Ninetails* in Portugal in 1998 due to health reasons. He passed away the following year.

Favourite Marina?

Mooloolaba, spent some time there, close to the surf and used to go to Mooloolaba for summer holidays with the family.

Favourite Anchorage?

Surin Islands, Thailand and Lizard Is, North Queensland.

Favourite Chandlery?

Rolly Tasker.

Favourite Boat Show?

Southampton Boat Show.

Favourite type of sailing boat?

Catamaran.

Boat you'd most like to design/build?

Firefly 850, otherwise Francis Joyan's IDEC.

Favourite Regatta?

Bay Regatta (Phang Nga).

Sailing race you still most want to compete in?

Route de Rhum, or the two-handed Round Britain and Ireland Race.

Sailing destination you still most want to get to?

Chagos.

Sailing journey you'd still like to make?

Circumnavigate the globe.

What boat would I most like to do an ocean passage on?

Banque Populaire.

What could the Thai gov't do to improve sailing/marina business in this country?

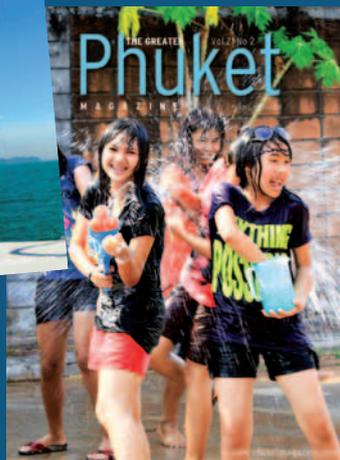
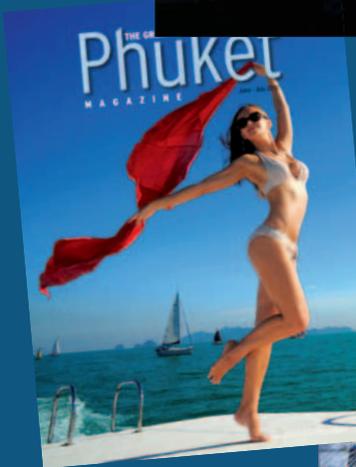
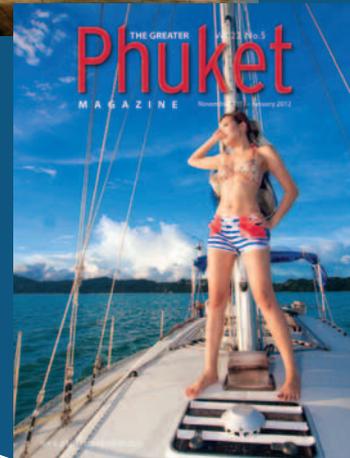
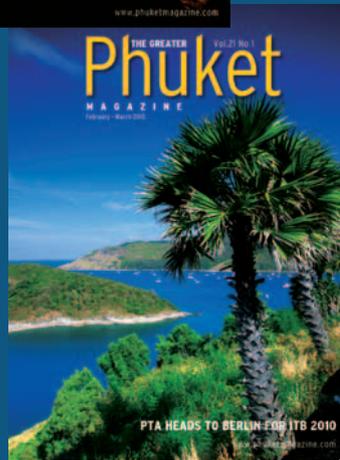
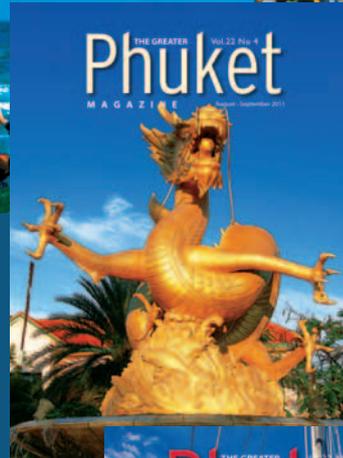
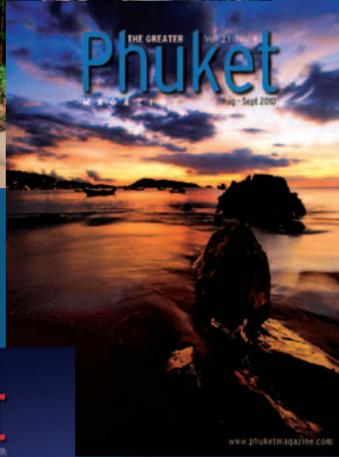
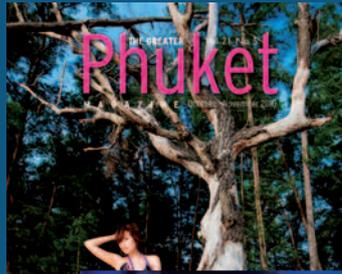
Reduce/do away with import duties on building materials and equipment to encourage the build of new boats, not just the import of new boats.

If you weren't in the sailing business, you would be...?

An astronaut.

Bio-data

Australian native Mark Pescott is one of the best yachtsmen in Southeast Asia. He has completed over 100,000 sailing miles, many of them single- and two-handed. His longest deliveries have been from Phuket to Djibouti (3,400 miles) without stopping on a Swan 42 *La Sumudra*, and from Lumut, Malaysia to Vanuatu (5,200 miles) on a Catana 47, *Intia*. He is also the designer of Mark Pescott Multihulls, boat builder and rigger. He has been the Managing Director of Firefly Catamarans Co. Ltd, Phuket since July 2000 (www.markpescottmultihulls.com).



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