

SEA Yachting

Vol. 20 No. 3

August - October 2025



Southeast Asia's yachting & marine industry magazine
www.seayachtingmagazine.net

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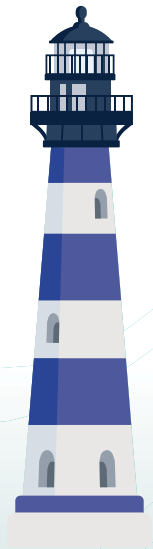
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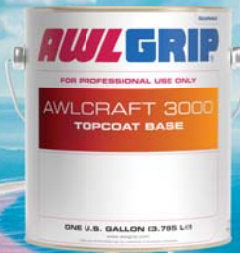
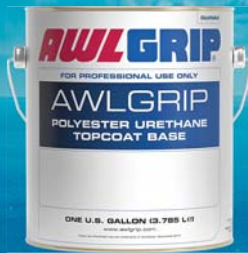


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A Galeon 620 Fly graces our cover this issue; they are represented by ASIAMARINE in this part of the world.

LOCATION & FREQUENCY

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

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RELATED WEBSITES

For this magazine:
www.seayachtingmagazine.com



Distribution:

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



November - April NE trades

"Man has sailed from the day that a daring cave dweller first spread a ragged animal skin and harnessed the wind to move a log across the water. Man has raced from the time a caveman thought he could do it better," Christopher Caswell



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

Suite D, 16th Floor, On Hing Building
1-9 On Hing Terrace, Central Hong Kong.

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



Digital Marketing

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

Marina Distribution



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22 Yacht Sales Co Regatta provides five great days of racing

Organized by the Phuket Yacht Club and its Commodore Peter Dyer, the Yacht Sales Co Regatta was a tremendous success with good wind every day, a great variety of courses and a nice scenic backdrop to sail through.



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Jai Oztoprak, Precision Shipwright Services' rigger, recently sat down with *SEA Yachting* to discuss his life, rigging and how to better maintain and take care of an essential part of your boat.

34 Asia-Pacific's First Bluegame BGM75 Now in Singapore

Sanlorenzo Asia-Pacific announces the arrival of the first Bluegame BGM75 to the Asia-Pacific. This marks a significant milestone for the region, introducing an entirely new category of yacht with the debut of Bluegame's revolutionary BGM range.



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The Samui Regatta is the island's longest running sports event and solidifies Thailand's position as a premier sailing destination and an essential stop in the Asian yachting circuit.



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Primus Marine has quickly emerged as one of the most influential and trusted names in the business. More than just a dealership, Primus Marine offers a gateway into the world of elite boating, representing premier global brands including Beneteau Yachts, Aquila Boats, and Excess Catamarans.



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Since 1987, Horizon (represented by Derani Yachts) has consistently defined & perfected the standards of design & craftsmanship in the luxury yacht industry, specializing in a diverse range of yachts from 60-150 feet.

60 First Malaysian International Boat Show makes its mark

The inaugural Malaysia International Boat Show (MYBOS 2025) took place from May 21st - 24th at the prestigious Royal Langkawi Yacht Club, nestled in the stunning surroundings of the Langkawi archipelago.

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YANMAR are making waves in the waterways of Venice, with the first installation of an engine for Matteo Tiepolato and his traditional wooden taxi boat “Aquamarina”.

The leading manufacturer of marine engines was chosen by Matteo, who has been operating a water taxi service in Venice since 2008, specifically for their reputation in reliability, efficiency and low emissions making them perfectly suited to his business and the narrow canals of the historic city. It also marks the first water taxi in Venice to be fitted with a YANMAR engine.

Another big benefit from the YANMAR engine is the lack of vibrations, important when transporting prestigious paying customers. The 4LV150 provides an enhanced passenger experience with minimal vibrations from the engine, driving a comfortable ride and leaving the occupants to enjoy the beauty of Venice without any distraction from the 4-cylinder, 2.8L engine, all whilst remaining in compliance with the local requirements.

Featuring the latest engine technologies, the 4LV Series is undoubtedly cleaner, quieter, and produces more



torque & acceleration than any other engine in its class. The 4LV is the ideal solution for sailing yachts over 50ft, super yacht tenders, small motorboats and light duty commercial vessels.

- Specifically designed for sailing yachts over 50ft, super yacht tenders, small motor boats and light-duty commercial vessels
- Powerful low-end torque performance, delivering superior acceleration



- Exceeds EPA Tier 3 & RCD Stage 2 emissions regulations
- Measures significantly low in smoke, odor & noise

Equally, when entering the more open waters of the lagoons and exclusive private island resorts surrounding the city, the smooth acceleration and responsiveness of the YANMAR engine allows the boat to immediately enter onto a plane whether there are 1 or 10 people onboard.

With current fuel prices, economy is also key "I have complete faith in the engine which is economical to run and gives me peace of mind" says Matteo, "It suits the water taxi service, but I would recommend to anyone for leisure purposes also."

Furthermore, the YANMAR engine's durability to see the operator through long operating periods means that he hasn't had a single day unplanned downtime in the 3 years it's been fitted to his boat. Definitely, Matteo is very happy with YANMAR.



Pleasure Marine Model

Yanmar's marine diesel engines are in compliance with global emissions standards. Diesel engines emit less CO₂



Sail Boat

With a thermal efficiency of over 40%, diesel engines compare favorably to gasoline and can go a long way towards reducing the impact of engines on the environment. Unfortunately, diesel engines are also known for the exhaust they emit, which contains levels of particulate matter (PM) and nitrous oxides (NO_x) that can contribute to air pollution. From the late 1990s, regulations on marine diesel exhaust emissions have been implemented and strengthened in countries all over the world. Yanmar has been active in conducting research towards clean emissions for diesel engines and early on cleared the strict US EPA (US Environmental Protection Agency) regulations as well as regulations from many other countries.

Power Boat Propulsion

Due to its higher combustion efficiency, a diesel engine will emit 20-40% less of the greenhouse gas CO₂ than an equivalent gasoline engine, a significant reduction. In environmentally conscious Europe, diesel has captured more than 50% of the passenger vehicle market. Diesel use is increasing in the US and other regions too, and, with a focus on diesel as an environmentally friendly technology, this trend is set to continue.

In the maritime sector, the emissions standards from the US EPA mandate stricter restrictions on diesel engines than on gasoline outboard engines.



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'New World-Class Marinas in South East Asia'

SE ASIA Driving growing interest from superyachts in visiting South East Asia's exotic and welcoming island countries as the area becomes more viable and sought out as a destination, are new modern marinas catering to global superyachts.

Adding to the appeal are improved support services and a growing labor force along with undoubtedly one of the area's most important assets, the genuine warmth and gracious hospitality of the people of the island countries. In promoting the need for new marinas, superyacht agencies have been working closely with government officials over the past decade to bring about important and necessary changes for luxury vessels including a significant easing of regulations for entry and longer stays. New modern marinas moving forward are in the stunning cruising destinations of Phuket, Bali, Maldives and Sri Lanka in South East Asia. "There are now world-class marinas and accommodation in nearly every South East Asia cruising region, with more coming", says Asia Pacific Superyachts co-founder, Gordon Fernandes, reporting on the following new luxury Marinas.



Thailand ONE Marina Panwa Phuket



Sri Lanka - Colombo Port City Marina



Indonesia - First full-service Yacht Marina



Maldives - Zamani Island Superyacht Marina

Phuket, Thailand

Nestled strategically at the southernmost tip of the island is the new 'ONE°15 Marina Panwa Phuket', the nearest departure point to the captivating Phi Phi Islands." The new Phuket Marina Development is set to transform the Cape Panwa Peninsular at Ao Markham and the deep seaport. The Marina project will feature 171-berths for superyachts up to 200 feet and 25 hard-stand spaces with 80 dry-stack storage. The integrated marina club, positioned as a nautical lifestyle resort, equipped with yacht chartering, spa & wellness area and hotel facilities.

A second new dedicated Marina designed for Superyachts, dubbed 'Port Macchanu', is located on Phuket's northeast shore. The Marina will offer berths to Superyachts ranging from 40 to 80 metres. Amenities include onshore facilities, restaurants, shops, a gourmet supermarket and a waterfront exhibition and convention area. The marina is adjacent to the Phuket Premier Boatyard, servicing yachts up to 80 feet and the new Shipyard, which can service yachts up to 60 metres.

Sri Lanka

"The 'Colombo City Marina', is designed to become Sri Lanka's new luxury maritime destination. Located at the crossroads of international maritime routes, the new Marina ideally positions Sri Lanka to become a hub for luxury yachting", reports Priyantha Perera of Asia Pacific Superyachts Sri Lanka. The Marina will offer berthing space of 243 capacity for mid-to-large-size yachts. Full-service facilities, including crew amenities, provisioning, maintenance and access to a yacht club, will be available to yacht owners."

The Marina will accommodate up to 250 mid-sized vessels within Port City Colombo and will feature top-tier hotels, gourmet dining, upscale retail outlets, entertainment centers, and recreational spaces. The luxury Marina Development is expected to be positioned as the only full service Marina between Dubai and Phuket, cementing Sri Lanka's position as a key player in South Asia's luxury yachting market.

Bali, Indonesia

Bali's Port of Benoa is undergoing a major revamp to become a world-class luxury Marina at Benoa under the Bali Maritime Tourism Hub (BMTB) project. The newly upgraded Marina, strategically located in the n Benoa, is set to become the region's premier yachting hub, serving both international and domestic yacht owners. Amenities include a prestigious yacht club, modern yacht service and high quality fueling station, luxury hospitality options and commercial areas with extensive retail, offices, entertainment and dining outlets.

"The first Full-Service Yacht / Superyacht Marina in Indonesia will accommodate 180 yachts, including more than 50 superyachts up to 90 metres. The Marina will feature a state-of-the-art yacht service area, a travel lift capable of handling vessels up to 200 tonnes, a premium fuelling station and an array of prestigious amenities", reports Asia Pacific Superyachts Indonesia director, Captain Thomas Taatjes. "The Marina aims to be in place by mid-2026 and will set a new benchmark for yachting facilities in the region, one that will ensure Indonesia's growing prominence as a global yachting destination."

Maldives

The Maldives will mark a new era with the introduction of the first Superyacht Marina and fully integrated resort in the Maldives. "Housing 120 berths, Atoll Estates new Zamani Islands will be an exclusive resort destination, with the Zamani Islands Superyacht Marina marking a new era for those seeking to cruise the Maldivian waters. The pristine beauty and allure of these waters will be even more appealing to the global superyacht community with the launching of the Superyacht Marina in the next few years", reports Mohamed Hameed, Director & General Manager of Asia Pacific Superyachts Maldives.

"This cutting-edge project aims at transforming the superyacht experience into an exceptionally luxurious convenience and marks a major turning point for maritime luxury in Maldives while placing it on top among world's finest locations for ocean travel. The project will encompass eight islands extending 5 kilometres into a natural lagoon, offering the country's first Yacht Club and a 60,000 square metre Superyacht Marina", notes Hameed. Spanning across the eight islands in South Male Atoll, the Atoll Estates project will feature three distinct resorts - an Uber Luxury Resort, an Experiential Luxury Resort, and a Modern Lifestyle Resort. With a collective offering of 475 keys and the Maldives first Superyacht Marina, this visionary project caters to diverse tastes and preferences and is sure to appeal to global superyachts.

More and more yacht/superyacht adventurers are discovering Southeast Asia, one of the last remaining frontiers for those seeking warm and beautiful escapes and adventure in her exotic and uncrowded islands (www.asia-pacific-superyachts.com), photo credit: Asia Pacific Superyachts.

Southeast Asia Luring More Superyachts



SE ASIA

Superyacht cruising in Asia Pacific has enormous growth potential compared with the Mediterranean or the Caribbean. Now considered a "3rd destination" for superyachts around the globe, it's become increasingly clear that for those who make the effort, the rewards are rich. There's a growing appeal for exotic cruising destination experiences with new high standard marinas.

Thailand and the Andaman Islands (India), Malaysia and the Maldives along with Singapore, Seychelles, Sri Lanka and Indonesia (Bali and Raja Ampat) are among the most sought-after regions and there is no doubt Southeast Asia is becoming an even more attractive yachting destination. There are so many different cultures and cuisines to experience that even when staying several months, there is much left to discover.

Unlike the usual superyacht playgrounds of summer Med cruising and the Caribbean in the winter, Southeast Asia's sailing season is year round and more yachts are also coming eastward to lengthen the charter season and enjoy the balminess and friendly culture of the region. Private charters are becoming more popular as global charterers are shifting their focus from traditional cruising grounds in search of more exotic cruising destinations, some with new high standard marinas scheduled.

Nestled strategically at the southernmost tip of the island is the new ONE°15 Marina Panwa Phuket, the nearest departure point to the captivating Phi Phi Islands. "The new Phuket Marina Development is set to transform the Cape Panwa Peninsular at Ao Markham and the deep seaport", reports Asia Pacific Superyachts co-founder, Gordon Fernandes, noting, "The marina project will feature 171-berths for superyachts up to 200 feet and 25 hard-stand spaces with 80 dry-stack storage. The integrated marina club, positioned as a nautical lifestyle resort, equipped with yacht chartering, spa & wellness area and hotel facilities."

Bali's Port of Benoa is undergoing a major revamp, and will have a brand-new Full-Service Superyacht Marina that will be able to accommodate 180 wet berths, including more than 50 superyachts up to 90 meters in length. The marina will have a modern yacht service area equipped with a travel lift capable of handling up to 200 tons and a high-quality fueling station. Captain Thomas Taatjes of Asia Pacific Superyachts Indonesia enthuses, "The new marina will attract even more global yachting enthusiasts wanting to explore Indonesia's natural beauty in the biggest archipelago in the world." Amenities include a prestigious yacht club, modern yacht service, luxury hospitality options and commercial areas with extensive retail, offices, entertainment and dining outlets.

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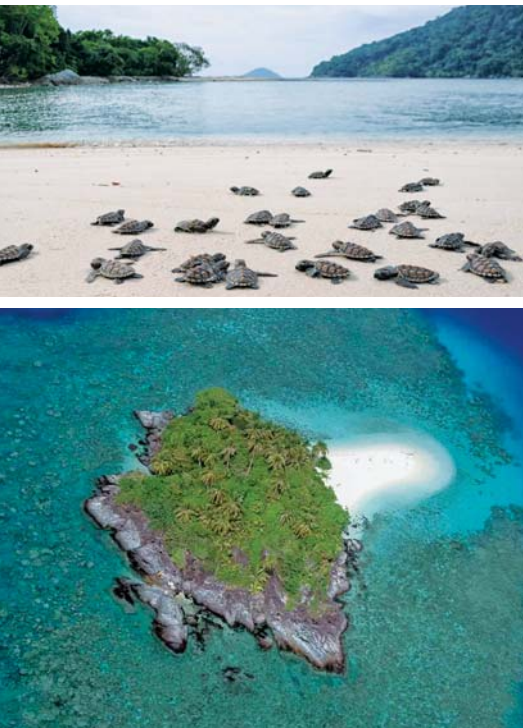
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Indonesia's New Cruising Destination

*Visiting yachts are discovering an archipelago of ancient beauty...
the remote Anambas Islands Archipelago*



INDONESIA

The Anambas Islands archipelago of Indonesia is slowly gaining recognition as a new and exceedingly attractive cruising destination, driven by its remote and unspoiled attractions, a huge improvement in facilities, efficient clearing of yachts in and out, and glowing reports from visiting yachts.

A collection of over 200 small Indonesian islands in the South China Sea, the Anambas Islands is moving from being considered as just a remote off-the-beaten-track place - to a cruising paradise for those with a penchant for exploring new seas and lands.

Facing the wide-open ocean, the Archipelago provides a panoramic view of blue seas and green islands dotted with azure lagoons with sheer endless reefs filled with a kaleidoscope of colorful coral species, as well as magnificent sea creatures, big and small. Verdant jungles of exotic plant species and countless cultural and culinary unique experiences await travelers on land. Despite the relative proximity to Singapore at a mere 150 miles, this island group has remained under the radar, its silent existence never really reaching outside its own boundaries for centuries.

Explaining what makes the Anambas Islands so special, and how it's much easier than you might think to clear immigration despite the archipelago's remoteness, is Captain Thomas Taatjes, director & GM of Asia Pacific Superyachts Indonesia, "Those with a penchant for exploring new seas and lands will find a cruising paradise." Changing regulations are paving the way to welcoming more yachts according to Taatjes, noting formalities-wise you can internationally clear into Indonesia by vessel and permits, visas, etc., the same as elsewhere in Indonesia. Captain Thomas suggests several trips within the archipelago — such as Pulau Bawah Island, Pulau Ritan Island, Pulau Airabu Island, and Durai Island.

"The biggest island (and a very pleasant town) where all formalities take place on arrival is Terempa on Sintan Island. It is a deep anchorage near a long road built on piles. It is the best place to resupply and also serves as the spot to welcome guests flying in to join the yacht at the airport on Pulau Matak Island, less than 10 miles away; or anchor close by if more convenient. The East side of both Pulau Sintan and Pulau Matak offer an incredible choice of anchorages. Many reefs border the Anambas Islands and provide well-protected anchorages but because of narrow passages to enter these lagoons, navigation can be tricky".





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The main Anambas islands are Siantan, Jemaja, Matak, Mubur and Kiabu. The two most populous are Letung on Jemaja and Anambas' capital Tarempa, located on Siantan. Setting foot on an intriguing world of bountiful islands also awards visitors the opportunity to meet the locals, descendants of the once mighty 'Orang Bugis'. These proud seafaring people of yesteryear with their colorful past retain their strong bond with the sea today. A nice surprise is the friendliness of the locals in the small villages scattered among the bays, which adds an enriching experience to your visit. Here you will find isolated anchorages with clear water and fishing villages along the way, ensuring a fresh supply of seafood.

Now gaining recognition worldwide for its potential as a paradise island holiday and marine eco-tourism destination, the main attractions of the Anambas Archipelago is its ruggedly beautiful environment, the exceptional clarity of its seawater and significant coral reef coverage along with the many as yet untouched 'Survivor-type' islands and their lush often still-unexplored jungles.

Part of the Indonesian Riau Islands Province, the relatively rarely visited Anambas Islands group lay between Singapore and Borneo and are among Indonesia's northern-most border archipelagos. The fishing is fantastic as the waters are quite fertile with tuna, mackerel, giant trevally, grouper and even billfish and these are just a few of the likely catches.

"It's possible to cruise among the Anambas Islands any time of the year, however, the season of SW monsoon (April to September) offers drier conditions and a calmer sea", explains Captain Thomas. The islands are stunning with crystal-clear waters and abundant coral reefs, however poor and inaccurate charts make navigating these waters a challenge and can be hazardous. It is best to consult satellite imagery and other experienced experts that have cruised the region.

These days it is rare to cruise to a new destination that appears remote but is closer than you think. The amazing Anambas Archipelago is now easier to access than ever before.

www.asia-pacific-superyachts.com

Photo Credit: Asia Pacific Superyachts Indonesia



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Galeon 620 Fly



a Bold Step into Asymmetry & Space

June marked the stunning premiere of the Galeon 620 Fly, a 20-metre flybridge yacht that pushes design boundaries and delivers a generous 10% increase in living space—without extending the hull's length. The Italian-Polish collaboration between Tony Castro Design and Galeon's in-house studio has yielded a sculpted, dynamic profile defined by soft curves, bold two-tone glazing, and natural light flooding the interior.



Outdoor Innovation: Triple Terraces & Beach Mode

The standout feature of the 620 Fly lies in its visionary al fresco living spaces:

- Flybridge: Sunbeds, dual U-shaped lounges, wet bar, and dual-level comfort under a retractable hardtop bimini.
- Flybridge asymmetry: Stretching onto a starboard fore-deck and port aft lounge, enhancing flow and visual intrigue.
- Triple terraces + Beach Mode: The innovative tri-level folding bulwarks—plus extended 2 m beach platforms, hydraulic swim deck, retractable cleats for tenders and toys—combine to create a fluid indoor–outdoor holiday vibe.

Seamless Architecture: Doors, Decks & Flow

A suite of thoughtful engineering feats supports the yacht's high-end narrative. Dual pantograph doors port and starboard, a swiveling center windshield, large sliding salon doors—these merge cockpits, saloons, and fairs into one cohesive lounge. The result: a vessel that lives as a 20-metre open-plan luxury retreat at sea.

Interior: Luxury, Light & Layout

Below decks, the Galeon 620 offers two layout options: a spacious 3-cabin classic (master midship/VIP forward), or a four-cabin variant for up to 8 guests. Across both schemes, attention to crafting shines through:

- Natural materials, curving cabinetry, ambient lighting.
- Galley with central island adjacent to helm for seamless service.

- Crew cabin aft with berths, galley, head—efficient for charter or extended trips.

Performance & Power:
IPS & Stability



Powered by twin Volvo Penta IPS (900–1200 hp), the 620 Fly cruises at 22–25 kn with a 30-kn top end, balancing performance with seakeeping comfort. The spacious tanks (3 500 L fuel, 500 L water) promise serious range and autonomy.



Expert Perspectives

From Mediterranean previews to global commentary, the response has been unequivocal: “A stunning leap forward in yacht design, seamlessly blending cutting-edge craftsmanship with the shipyard’s signature innovation.”

Barche a Motore noted its “impressive visual impact” and avant-garde asymmetry, while other outlets lauded its seamless fluidity and “paradigm-shift” approach.

Galeon 620 Fly at a Glance

- LOA / Beam: 19.7 m × 5.05 m
- Draft: 1.48 m — sleek dock access & shoal-friendly
- Tankage: 3,500 L fuel, 500 L water, 210 L waste
- Power: Twin Volvo IPS 900–1200 hp or MAN V8 – up to 30 kn
- Beach Mode: 3 terraces + hydraulic swim platform
- Layouts: 3-cabin (owner midship) or 4-cabin (up to 8 guests)
- Deck Features: Asymmetric terraces, triple-level flybridge, wet bar & retractable glazing
- Tender Storage: Retractable cleats & foredeck access

FLYBRIDGE

620^{FLY}

Large U-shaped leisure area can be protected by an extendable awning

Both Beach Mode platforms can be shaded by a prop-up canopy

The wide beam grants extra space in the VIP cabin

Widestairs leading to the main deck area

Wet bar with a sleek design for serving refreshments on board

Bow access granted via port and starboard pantograph doors

MAIN DECK

Crew cabin holds two berths, kitchenette and a bathroom

Direct access to the beach platform from the owner's cabin

Twin bow seats slide into a sundeck with the middle part rotating 360°

Hydraulic platform for large water toys and Beach Mode access

Top balcony opens into a bar lounge area

The middle glass panel swivels to the side using an innovative pantograph hinge



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Parabellum, Alright & Trident triumphant

in Yacht Sales Co Regatta

Story & photos by Scott Murray



Parabellum whizzing through the course taking line honours in every race.



Twin Sharks in flight.



Twister 2 crew enjoying the regatta.



Alright captured the Monohull Racing class.



Phoenix navigating the Cruising Monohull course.

Parabellum, Alright & Trident won their respective classes to take home the hardware in the 2025 Yacht Sales Co Regatta. The racing conditions were fabulous with strong winds and mostly sunny skies for every race set against great scenery with great parties shoreside every night at the Phuket Yacht Club.

Dan Fidock's Extreme 40 *Parabellum* whizzed through the course all week taking line honours in every race and winning seven out of nine races to capture the Multihull Racing class. John Newnham's *Twin Sharks* won the other two races and finished four points back in second spot in this class. George Eddings' *Blue Nose* finished third with Glywn Rowlands' *Twister 2*, the *Stealth* from Asia Catamarans, in fourth and Neil Ayre's *Ballerina* in fifth.

Ayre's and his son George plus their

other two crew (Alex & Daniel Jones) flew in from Manchester to sail in the event hiring Peter Taylor's *Ballerina* to compete with two other Fireflys (Mark Pescott design, Mark Horwood build) *Twin Sharks* and *Blue Nose*. All three Fireflys were built in Phuket as were *Twister 2* & *Zephyrus* by Asia Catamarans.

Monohull Racing saw Craig Nicholls & James Bury's team on *Alright* win all eight races staged in this class over Nils Degenkolw's *Phoenix*, but the margins were very close in many races. The two teams decided not to race on the final day as the outcome was a foregone conclusion.

Andy McDermott's Corsair *Trident* won four of the six races staged in the Cruising Multihull division to win that class. James Baxter's *Zephyrus* won race five and claimed second



Vancouver sailed down from Yacht Haven to compete in the regatta.



Zephyrus sailing under the watchful eye of the Big Buddha.



Trident, winner of the Cruising Multihull class.

overall. David MacInnis' *Vancouver*, a Lagoon 450F, sailed down from Yacht Haven Marina in northern Phuket to compete in the event, and finished third but was able to win the final race.

After the racing was done, competitors gathered at the Phuket Yacht Club for a buffet dinner and prize-giving event hosted by Peter Dyer, Commodore of the Phuket Yacht Club. Charles Robinson of the Yacht Sales Co was on hand to officially hand over the trophies.

Since its inception, this regatta has been renowned for having family members compete together and this year was no different. Glywn and Karen Rowlands had their daughter Sian sailed on *Twister 2* with Mark Britton (the boyfriend of one of their other daughters), plus the Yacht Sales Co's Charlie Robinson, John Hearne and Saichan "Oy" Tom. As mentioned, Neil Ayre and his son George were sailing on *Ballerina*, while Ket Manglaseranee and his daughter Kwang sailed on *Trident* with skipper Andrew McDermott and Lies Sol. Kwang, by the way, is an accomplished Muay Thai fighter, winning a series of fights recently at Bangla Stadium.

The Rowlands were on John Hearne's new *Stealth Boreas* when it flipped at the Roya Langkawi International Regatta earlier this year, injuring Hearne's wife and causing Karen Rowlands to separate her shoulder. In great pain, she helped sail *Twister 2* back to Phuket as they had chartered her out for that regatta and she has been soldiering on ever since, competing in this regatta as well.

The Cholamark Boat company kindly provided their flagship RIB as the photography/safety boat for the regatta. This 11-meter rib is capable of going 50 knots and is featured in the new Hollywood blockbuster *Jurassic World Rebirth* as the escape boat. Ironically, the film was released in Thailand on the opening day of the regatta, July 2nd - quite a coincidence. It was driven by Robert with help from John Spencer, who did a superb job guiding the boat.

A huge shoutout must go to Phuket Yacht Club Commodore Peter Dyer for all the hard work he has put into making this event happen. Many PYC committee members are either overseas, sick or unavailable due to work commitments, but Peter has done an amazing job of making it work for which all regatta participants were very grateful.

And Simon James, aka the Wind



Whisperer did an outstanding job as race officer, sending competitors out on a different set of courses each day. As one competitor said, when it comes to finding wind Simon can “make a silk purse out of a sow’s ear.”

Konstantin Noran and Dragon Marine graciously supplied the start boat Implication, a Silvercraft speedboat, for Simon James and the race committee.

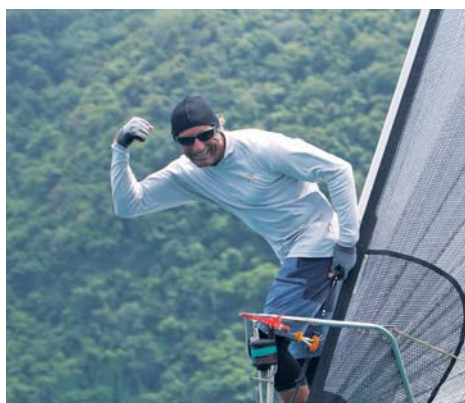
Sponsors included and Mick Kealy and Octopus Electrical Service who hosted a Spit Roast Pig buffet dinner, and Dan & Dow Fidock and the Really Good Deli, who also hosted a sumptuous buffet dinner.

And Khun Jeab and her team have done a superb job of looking after all the sailors while they were onshore making sure everyone was well fed, nourished and had their thirsts quenched.

This regatta is now the marquee sailing event of the summer season. Formerly called the Multihull Solutions Regatta it used to be a three-day event, that only featured multihulls. It acted as a feeder for Phuket Raceweek as competitors from abroad could fit in two regattas in ten days. Now with its main sponsor being the Yacht Sales Co (associated with Multihull Solutions), it is the key event of the Phuket summer racing season for both monohulls and multihulls, with five full days of racing.



Trident flying a hull.



One happy sailor.

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Boatworks Phuket

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

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

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

Pay attention to your rigging



Jai Oztoprak at work



Unless you are a competitive sailor thoroughly inspecting your rigging before every race or regatta, you may not be paying enough attention to a vital part of your sailboat. It's vital you do so, especially if you plan to spend extended periods of time at sea between ports. And most insurance companies demand that you replace, or at least service, your standing rigging and cables every ten years.

Jai Oztoprak is Precision Shipwright Service's rigger. A Turkish New Zealander, he's lived in multiple countries for the last three decades. Jai stopped in Phuket while sailing his boat on the way to Africa. Through a chain of events, he ended up staying, making a number of deliveries and doing rigging work in the region, eventually starting his own company (www.armaci.co) installing standing rigging wire and replacement furlers. He worked freelance with Precision Shipwright for a while, before joining them full-time a few years back.

Standing rigging is the permanent rigging, shrouds and stays, used to secure masts and fixed spars of a boat. Running rigging is the lines, ropes, halyards and sheets.

"Contrary to popular thought, standing rigging work is not just cable replacement", Jai says. "Almost each and every rigging job has many hidden details. Along with preparing and replacing cables, other components of standing rigging that require service or replacement, include:

- Standing rigging wires
- Spar sheaves and tangs
- Furling units
- Boom vang and/or backstay rams
- Mast base
- Masthead
- Chainplates where cables attached with turnbuckles
- Every single pin on the spar
- Winch bases and fixtures on the spar
- Deck gear
- Running rigging (ropes, sheets, lines)

"Corrosion is our main concern," continues Jai. "Installations should be done with care. In most cases, new vessels and their rigs are shipped across the world and then get put together or installed by inexperienced workers. Unfortunately, this causes issues in the long run. Even though installing a rig looks simple many details gets skipped when it's not done properly.





Jai swaging in rigging room





“Rope work is part of our job and we provide wide range of Australian and European lines. Our main challenge servicing rigs is finding matching and adequately sized components. Some brands don't match each other but are still used together. We put lot of effort into guiding customers correctly.”

Jai says he is focused on wire and rod rigging, finding replacement parts, making insurance reports, buyer inspections, and condition surveys.

To fix your mast, you can haul your boat out or keep it in the water removing the mast and transporting it to the Precision Shipyard storage facility via their own trailers. With proper preparation the mast can be removed and transported within hours if the boat is in Boat Lagoon.

Jai says Precision Shipwrights doesn't just check the wires, they dismantle and inspect all components where necessary (sheets, turnbuckles, fittings, toggles, spreaders, etc.).

It usually takes two weeks (can be less) to fix the mast if the parts are available, but it is imperative to book ahead to make sure Precision Shipwrights can accommodate you. Precision usually has at least half-a-dozen masts that it is working on at a time at their workshop and local boatyards although it could be more.

Jai has traveled in Southeast Asia to do a survey and rigging work, but the furthest he usually travels is to Thailand's east coast, where he inspects rigs, assesses damage or carries repairs. Precision Shipwright's workshop provides standing rigging cables made to size all across the region for new built vessels or refit works.

“If we do the work,” Jai says, “we provide a ‘statement of facts’ detailing what we did, the replacement parts used and when we did it.”

East Marine Asia, Precision Shipwright's sister company, and the leading chandlery in Thailand, provides the equipment used in Precision's rigging repair including: Navtec, SELDEN & Sparcraft (masts, booms, hardware), Facnor & ProFurl (furling systems), Antal, Arcus KOS wire, and Donaghys (ropes).

These are a few things that Jai would recommend you check to determine if your rigging is in need of repair, including: standing rigging cables and terminals, spar components, deck gear before heading extended cruise.

Funny enough *jai* means heart in Thai and that's exactly what Jai does, he pours his heart into his work.

For more information on rigging:

<https://www.youtube.com/watch?v=62TebjR1Xj8>

Best contact info:

jiraporn@precision-shipwright.com

Asia-Pacific's first Bluegame



BGM75 now in Singapore

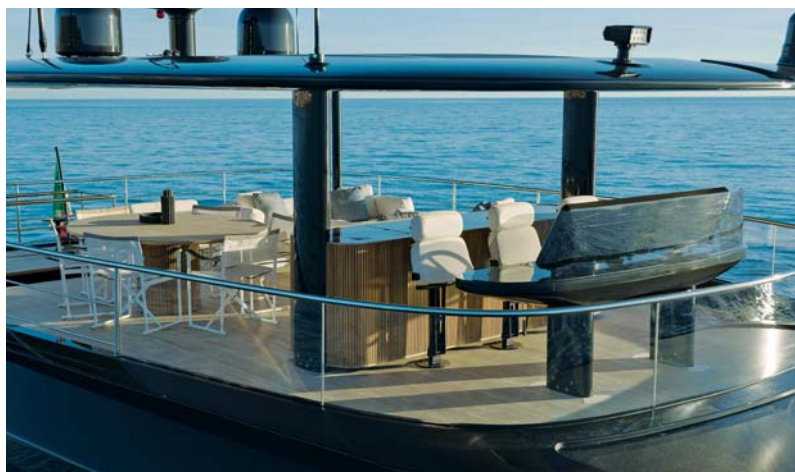


Sanlorenzo Asia-Pacific is proud to announce the arrival of the first Bluegame BGM75 in Asia-Pacific. This marks a significant milestone for the region, introducing an entirely new category of yacht with the debut of Bluegame's revolutionary BGM range—a line of luxury motor catamarans that combine comfort, sustainability, and performance in an unprecedented way.

A proud sister brand of Italian yacht builder Sanlorenzo, Bluegame has always challenged traditional yacht design—and with the launch of the BGM75, it continues to lead the charge in redefining expectations. The BGM75

is the first multihull in Bluegame's history, designed for owners who want the spaciousness and efficiency of a catamaran without compromising on style, quality, or performance.

Unlike conventional catamarans, the BGM75 boasts a sleek and refined profile, born from a collaboration between Bluegame's Chief Designer Luca Santella, Bernardo Zuccon of Zuccon International Project, and Philippe Briand, one of the world's foremost naval architects. The result is a yacht that offers over 50% more space than a monohull of comparable length, while maintaining the handling, aesthetics, and luxury feel of a traditional yacht.



Key features of the BGM75 include:

- A generous beam of 8.15m, offering exceptional interior volumes and outdoor living areas
- A full-beam owner's cabin, providing a private, luxurious retreat with panoramic views
- Multiple guest cabins with ensuite bathrooms and expansive storage
- A low-resistance hull design optimised for fuel efficiency and long-range cruising
- Optional hybrid propulsion systems, aligning with Bluegame's commitment to sustainability and innovation.

With its stable platform, voluminous layout, and long-range capabilities, the BGM75 is perfectly suited to the diverse cruising grounds of Asia-Pacific. With over 25,000 islands scattered across Southeast Asia, the region offers endless opportunities for discovery — and the BGM75 is designed to go the distance. Her shallow draft allows for easy access to remote bays and island anchorages, while her generous interior volume ensures guests enjoy extended voyages in complete comfort. At an economical cruising speed of 8.5 knots, the BGM75 delivers an impressive range of over 1,500 nautical miles, making her

the ideal companion for long expeditions across Indonesia, Thailand, Malaysia, and beyond.

The arrival of the BGM75 in Singapore not only introduces a game-changing model to the region but also reflects the growing enthusiasm for Bluegame's unique design ethos and adventurous spirit. With several models from the BG and BGX ranges already cruising in Asia, the BGM75 further strengthens Bluegame's presence in the region and expands its community of discerning owners who value creativity, performance, and a deep connection to the sea.

Commenting on the arrival, Daniele Lucà, CEO, Sanlorenzo Asia-Pacific / Simpson Marine, said: "The arrival of the Bluegame BGM75 in Singapore marks a pivotal step forward in the evolution of luxury yachting in Asia-Pacific. This yacht embodies the future of sustainable cruising — combining design innovation, cutting-edge technology, and intelligent space planning in a way that's never been seen before. We are proud to represent Bluegame and bring such a progressive model to our clients who are seeking a new, more responsible way to enjoy the sea. We expect the brand to follow the success of Sanlorenzo, achieved in the past decade."

Harvey Brewin, Singapore Country Sales Manager at Simpson Marine, added: "We're seeing increasing interest from owners in Asia who want larger, more versatile yachts that are better suited for long-distance cruising, without compromising on comfort or style. The BGM75 delivers exactly that — it's a beautiful yacht with huge presence and offers a completely new lifestyle on the water."

To celebrate this arrival, an exclusive premiere event was held in mid-June, where guests were invited to step aboard and experience this revolutionary model first-hand. In other Bluegame news, the BGX63 was on display at the Sanctuary Cove International Boat Show (SCIBS) in Queensland, with another BGX63 showcased during the Malaysia International Boat Show (MYBOS) — giving more enthusiasts across the region the opportunity to discover the bold spirit of Bluegame.





Bluegame Yachts Available Now in the Asia-Pacific

Exclusivity, uniqueness, unmistakable design, maximum quality and an unexpected degree of customization are the cornerstones that legitimized Bluegame to proudly become part of Sanlorenzo. This move has radically changed the paradigm and has opened up to Bluegame incredible opportunities for development and growth by exploring new paths.

A new way of living the sea. A new allure. A new style of navigation that puts the precious bond between man and the sea at center stage, thanks to innovation, sustainability and authenticity, combined with a precise entrepreneurial vision. These are the values of Bluegame, a brand of unique yachts including a new multihull range, from 42 to 75 feet, that has transformed the market with its original mix of different characteristics and unprecedented layouts.

Enquire for a private viewing at bluegame@simpsonmarine.com.

BGM75

The Bluegame BGM75 is the first power multihull from Bluegame, redefining luxury cruising with exceptional space, stability, and efficiency. Combining the comfort of a catamaran with the elegance of a monohull, the BGM75 offers expansive living areas, innovative design, and eco-conscious performance—ideal for exploring the seas in style.

Specifications:

LOA: 22.7m/ 74.4ft

Draft: 1.5m/ 4.7ft

Max Beam: 8.1m/ 26.7ft

Engines: 2 x VOLVO D8

Fuel tank: 5,000 L

Fresh Water Tank: 1,000 L

Max Speed: 21 kn

Cabins: 4

SEA Yachting Q & A with **Steve McConaghy**



Steve McConaghy is no stranger to the Southeast Asian yachting scene where he has skipped or crewed in ever major sailing event in this region. Born in Mona Vale, Sydney, New South Wales. He was raised in Pittwater and studied computer programming. SEA Yachting recently caught up with him to find out more about his fascinating life on the water.

How did you originally get into sailing?

My dad bought a Swanson 36 when I was four, and my brother, Ian, first taught me in his Flying Eleven when I was five.

What was your first job in the sailing or leisure marine industry?

Managing the One Design Farr40 Leroy Brown.

Favourite Sailing Film?

Dead Calm.

Favourite Sailing Book?

Born to Win by Denis Connor.

Favourite Fictional Sailing Hero?

David Chapman

Biggest Sailing Inspiration?

Anyone who has won multiple World/Olympic medals.

Favourite Marina?

Oyster Cove, Kettering TAS.

Favourite Regatta(s)?

Boracay, Philippines and the Samui Regatta.

Favourite Anchorage?

Middle Percy Island.

Favourite Chandlery?

West Marine.

Favourite Boat Show?

Fort Lauderdale.

Favourite Sailing Bar?

Royal Prince Alfred Yacht Club.

Favourite type of sailboat?

TP52.

What is your best memory of the 96 Olympics?

Cheering the TV camera at the closing ceremony.

Bucket list sailing destination you would still like to visit?

Croatia.



You've done Sydney-Hobart so many times – what are a few of the hi-lites?

Breaking Kialoa's record on Leroy Brown and smashing the 40-foot record; beating the world's most successful TP52 Caro on the 20yo TP52 Smuggler.

Please tell us about Aftershock syndicate; how does it work, who can join in and what is the best way to contact you?

Anyone can come sailing with us on the 60-foot Aftershock at the regattas in Southeast Asia. It is a great way to experience some of the world's best regattas in style and learn from some quality sailors at the same time. You can find us on Facebook: Aftershock Asia; website- AftershockAsia.com.

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

Difficult question but probably playing golf!

Total nautical miles raced as of May 2025?

114,205

Steve's resume is beyond impressive, but here are a few hi-lites:

YACHTING PRIZES AND AWARDS

- 2020-2025 - TP52 Smuggler tactician Super Series
- 2017-2019 - three consecutive wins of Thailand's Coronation Cup (Platu 25)
- 4 x winner of the Asian Yachting Grand Prix circuit
- 5 x winner of the Phuket King's Cup Regatta
- 25 x Sydney to Hobart races
- 4 x 3rd places (overall IRC) in the Sydney to Hobart Regatta
- 12 x top 10 (overall IRC) finishes in the Sydney to Hobart Regatta
- 2006 Yachtsman of the year Royal Prince Alfred Yacht Club
- 2003–04 - Best Performed Boat of the Year Award RPAYC
- 4 x World Champion - 3 x 11m OD, 1 x Mumm 30
- 12 x Australian Champion
- 1994, 1995 - Best World Championship results – 1st, 1st, 1st, 1st, 2nd, 3rd, 3rd, & 4th.
- 1995- Nomination for Australian Yachtsman of the Year
- Nomination for Australian Sports Star of the Year
- Member of the 1996 Australian Olympic Team – Atlanta Summer Games

Team Hollywood Samurai & Gloria triumph

at the 22nd Samui Regatta

Story & Photos by Scott Murray



The wind, as it had done all week, played hard to catch during the final day of the 22nd Samui Regatta but Race Director Simon James was able to snare some gusts and hold a final windward-leeward to round out the event. Indeed, Simon has been a bit like Captain Ahab in this regatta, except instead of looking for a killer whale, he's been searching for wind, glorious wind. And Simon, aka The Wind Whisperer, found it, every single day.

The regatta's class winners had actually been decided going into the final day as Ray Roberts and his professional crew on *Team Hollywood Samurai* won all but one race in their Cookson 50 winning the IRC Open Class and crossed the finish line first in the last race with an elapsed time of 58:48. After Tremor (aka *Tenacious*), skippered by Olympian Steve McConaghy placed second, and *Iolanthe 3*, an Archambault A35, led by Australian skipper Terry Foster, was third. *Gloria* (Philip Harris, David Hepburn & Simon Plunkett) was fourth, with *SV Senator*, skippered by Chriss Uptegrove, placing fifth.

Upon accepting the winner's trophy on stage at the Fair House Beach Resort and Hotel, *Team Hollywood Samurai's* skipper Ray Roberts noted he had sailed in the very first Koh Samui Regatta, was delighted to be back and promised to return next year. This regatta was not about the quantity of boats but the quality of the sailors, many who have sailed and won the finest regattas in the Asia-Pacific region.

The Cruising class was won by *Gloria* (an Oceanis 45), whose crew hails from the Royal Perth Yacht Club (they too all promised to return next year). *SV Senator* (a Jeanneau 45), with noted Danish yachtsman Nils Degenklow on board, was second





Steve McConaghy, Olympic sailor and triple World Champion in the 11 Metre One Design class, brought a wealth of experience to the regatta. His team, *After Tremor*, sailed with skill and consistency to secure second place in a highly competitive IRC Open Class. "It was a challenging week," Steve said. "In the 18 Samui regattas I've competed in I have never seen so much current. It's tough going on a slow boat up wind in light air, against 2-3k. Still my favourite regatta and hope to be back again next year."

The Samui Regatta is a prestigious event in the sailing calendar, which sailed from May 25 to May 31. It featured keelboats racing in the IRC Open and Cruising classes. The event was centered at Nora Beach Resort and Spa, which offered an ideal backdrop for both participants and spectators.

This regatta saw eight races held over five days, from May 26th to May 31st, with May 29th set as a lay day and an opportunity for the sailors to explore and experience the hospitality of Koh Samui. The competition resumed on May 30th and continued through May 31st. Each day's competition concluded with a ceremony to honour and award the winners, culminating in a gala dinner at the Fair House Beach Resort and Hotel on the final day.





The Nora Beach Resort and Spa Hotel was the gracious host of the opening ceremony, and the daily award ceremonies.

Simon James and his partner Kae Wattana are committed to keeping Thailand's regattas going; with Samui regatta being the island's longest-running major sports event. Indeed, Koh Samui has a great sailing history as back in the day it was the jewel in the crown of Captain Marty Rijurkis' Asian Yachting Grand Prix. It was here that Captain Marty presented his customary Amari jacket and bottle of bubbly to the annual winner of his highly competitive series. And the skippers that used to bring

their crews here (Frank Pong, Neil Pryde, Ray Roberts, Sam Chan) were among the most celebrated in the region. Well, Ray Roberts, at the spry age of 82, is back and Frank Pong, though not racing has continued to support the regatta.

At the closing dinner, dates for 2026 were announced as 23rd-30th May. The opening celebration will be hosted by the Fair House Beach Resort and Hotel on Sunday, 24th May.

The Samui Regatta Organizing Committee organizes the Samui Regatta in collaboration with the Yacht Racing Association of Thailand under the Royal Patronage, the Tourism Authority of Thailand (TAT), the



Tourism Association of Koh Samui, the Surat Thani Province, and Regattas Asia.

The 22nd Samui Regatta was proud to be supported by an array of sponsors whose collaboration and support are essential to the event's success. Co-sponsors include: Nora Beach Resort and Spa, the Fair House Beach Resort and Hotel, Bangkok Airways, Bangkok Hospital Samui, Chaweng Gardens Beach Resort, Chaweng Regent Beach Resort, Haad Thip PCL, Singha, Samui VertiColor, Team Jelik (Frank Pong) and Workforce International. Media Partners include SEA Yachting and the Thailand Marine Guide.



About the Samui Regatta:

The Samui Regatta is the island's longest running sports event and solidifies Thailand's position as a premier sailing destination and an essential stop in the Asian yachting circuit. Since its inception in 2001 with a modest fleet of beach catamarans, the Samui Regatta experienced remarkable growth up until 2019, rapidly expanding each year and is now in a rebuilding process post covid. The event's objectives remain focused on increasing tourism to Koh Samui, elevating the profile of sailing in Asia, and promoting water sports activities.

For more information on participating in the Samui Regatta or to registration, please visit the regatta's website at <https://www.samuiregatta.com> and update activities on Facebook: <https://www.facebook.com/SamuiRegatta>



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Primus Marine:

Steering Thailand's Luxury Yacht Market to New Horizons





Primus Marine at the TIBS.

n Thailand's vibrant yachting scene—where turquoise waters meet sun-kissed coastlines—Primus Marine has emerged as one of the most influential and trusted names in the business. More than just a dealership, Primus Marine offers a gateway into the world of elite boating, representing premier global brands including Beneteau Yachts, Aquila Boats, and Excess Catamarans.

From seasoned sailors to first-time boaters, clients are drawn not only to the calibre of vessels on offer but to the bespoke service, technical expertise, and unwavering commitment to quality that define the Primus Marine experience.

A Collection of Icons on the Water

At the heart of Primus Marine's success is a portfolio that reads like a who's who of luxury boatbuilding.

Beneteau Yachts stand as a global benchmark in sailing. Famed for their sleek aesthetics, responsive handling, and innovative engineering, these French-crafted vessels are built for both open-ocean adventures and leisurely coastal cruising. Primus Marine offers more than access—they deliver personalised guidance that transforms boat ownership into an art of living.

Aquila Boats, on the other hand, lead the charge in the power catamaran market. Designed for stability, comfort, and versatility, Aquila models are ideal for everything from quick getaways to extended island-hopping voyages. With a direct partnership and deep technical knowledge, Primus Marine ensures buyers receive the latest models backed by trusted aftercare.

For the bold and modern sailor, Excess Catamarans offer something refreshingly different. Stylish and sporty, these vessels cater to a



Howard Prime CEO & Founder of Primus Marine.



younger, thrill-seeking demographic who want high performance without sacrificing comfort. With its finger firmly on the pulse of new sailing trends, Primus Marine expertly matches buyers to the right model and lifestyle fit.

Thailand's Blue Economy Is Booming

Thailand's rise as a regional yachting hub isn't just about postcard-perfect beaches. It's underpinned by a strong and growing domestic marine market, supported by tourism, infrastructure, and a passionate boating community.

"Having recently sold everything from compact sailing yachts to power-driven superyachts over 40 metres, it's clear Thailand's appetite for boating spans the full spectrum," explains Howard Prime, CEO of Primus Marine. "With offices in Phuket, Pattaya, and Bangkok, our team is uniquely positioned to support clients across the Kingdom."

Despite global uncertainties, Thailand's allure as a luxury travel destination remains rock solid. Tourists continue to flock to the country's coasts, while affluent locals and expats are increasingly turning to boating as a lifestyle investment. With new marinas, enhanced charter services, and a government now actively promoting marine tourism, the foundation for future growth is both stable and exciting.

Beyond Sales: Service, Support, and Seamless Ownership

What truly sets Primus Marine apart is its dedication to customer care long after the sale is made.

"Buying a yacht is just the beginning of a relationship," says Prime. "We're investing heavily in after-sales support—especially in Ocean Marina, Pattaya, and Boat Lagoon, Phuket—to ensure that every owner has access to expert service, no matter where they are."

Thailand's rapidly developing marine infrastructure plays a vital role in this equation. Full-service marinas, heavy-lift capabilities, and modern refit facilities ensure that yachts of all sizes can be maintained to the highest standards. Whether you're embarking on a weekend cruise or planning a transoceanic journey, Primus Marine provides peace of mind with reliable dockside and technical support.

A Destination for Learning and Leisure

In addition to yacht sales and service, Primus Marine also leads Thailand's sailing education sector. With a reputation for high standards and professional instruction, their sailing school offers courses for everyone—from absolute beginners to advanced sailors looking to refine their skills.

Set against the breathtaking backdrop of Thailand's coasts, learning with Primus Marine is more than an educational experience—it's a lifestyle immersion. Certified instructors, well-equipped training yachts, and a strong emphasis on safety make it the top choice for those looking to get serious about life at sea.

Shaping the Future of Yachting in Thailand

More than just a boat dealer, Primus Marine is helping define Thailand's evolving marine culture. By connecting global excellence with local opportunity, they have become a trusted name among boaters who seek more than just a vessel—they seek a partner.

From the very first inquiry to years of trusted ownership, Primus Marine stands by its clients with expertise, integrity, and passion. In a country blessed with endless sea-bound adventure, they're not just keeping pace—they're setting the course.

To learn more, visit: www.primus-marine.com



MARINE SUPPLIES ASIA

meet all your yachting needs



Whether you're restocking supplies, upgrading systems, or managing a full-scale refit, the Marine Supplies Asia (MSA) team is ready to help you get back on the water with confidence.

Strategically positioned in duty free / tax free Langkawi Malaysia, Marine Supplies Asia (MSA) stands as the region's premier duty-free chandlery and technical services centre. Offering one-stop marine solutions for yacht owners cruising Southeast Asia.

A growing number of savvy yacht owners and captains from across Asia, & especially from Phuket are seeking out MSA for refit and upgrade projects. Hardly surprising when considering the company provides a direct-from-manufacturer advantage and is located in a Duty/Tax Free Zone.

Marine Supplies Asia is also the distribution and technical support partners for over 40 leading marine equipment brands such as Mastervolt, B&G, Simrad, WhisperPower, Vetus, Marincos, Rocna, Harken, Sta-Lok, TruDesign, StarLink, Dometic, Webasto... this means it can design systems, supply equipment directly, install, commission and provide full manufacturers' warranties seamlessly. No finger pointing and arguments about who's liable between multiple links in the chain, just end-to-end solutions, hassle free.

This ability to provide competitive pricing, authentic genuine products, and comprehensive after-sales support directly from brand partners, means less overall cost, less down time or run arounds for both crews and captains.

Beyond offering top-brand components—from navtronics, power systems, rigging, anchoring gear, to air conditioning, water makers — Marine Supplies Asia provides a full installation service. Their certified technicians and installation engineers ensure

that complex equipment is fitted correctly, while project discounts and duty-free pricing support more resourceful budgeting for refits and upgrades.

Behind the scenes, Marine Supplies Asia's dedicated administration team is always working to support their techs to ensure they arrive on time with the right tools, training and equipment for the job. This creates project efficiency, saving both time and money.

Marine Supplies Asia does not have the lowest tech rates in Langkawi, but it does have the best value for money techs. Marine Supplies Asia competes on quality, service and bang for your buck. Its principles of getting it right the first time, transparency in all its charges and detailed timesheet accountability will save you time, money and significant headaches in the long run. Combine this with discount project pricing on the equipment/ systems and you are well ahead on any upgrades or repairs.

The company has multiple locations: initially based in East Malaysia (Sabah/Labuan -2010) & the Royal Langkawi Yacht Club, since 2017, Marine Supplies Asia has increased their chandlery and the services it offers by establishing a new flagship 2,000 square foot store in close proximity to the Rebekah Island Ferry Road, next to the Chenang Medical Centre.

This new chandlery enables even more comprehensive product offerings from full off-grid Lipo4 (Lithium) battery systems to marine engines, gensets, air-conditioning, refrigeration, solar/ wind/ water power generation, through to life rafts, ribs, outboards, and extensions on watermakers, high output alternator systems, decking materials, etc.

Marine Supplies Asia is also pleased to announce their new Rebekah Marina hardstand service centre and project office/satellite chandlery. The construction of the new services centre at the Rebekah hardstand area enables Marine Supplies Asia's technicians to provide comprehensive onsite services across, carpentry, engineering, fabrication — stainless / alloy / fibreglass, electrical / electronics, refrigeration, air-con...through to paint and body works.

Marine Supplies Asia also supports the cruising, racing and superyacht communities as well as the regional trade, marine repair and shipbuilding industries, not only in Langkawi, but across all of Malaysia, including East Malaysian Borneo.

Marine Supplies Asia is more than a retailer—it's a marine solutions powerhouse. For captains and engineers cruising through this region, Marine Supplies Asia offers the peace of mind that comes from professional fit-outs, competitive duty-free pricing, and region-wide support—all under one roof. With this calibre of service, Southeast Asia's yacht scene is truly set to sail smoother.

CONTACT INFO

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OUR BRANDS AND PARTNERS



The growth and development of Port Takola Marina & Boatyard



Port Takola Marina & Boatyard is a fabulous facility that is turning heads in the yachting community as it poised to become one of the most significant yachting destinations in the Land of Smiles.

Dr Suriya na Nagara, a retired Surgeon Admiral of the Royal Thai Navy, is the owner of the project. He and Matthew na Nagara, his eldest son, developed the marina within the family's private estate. Admiral Suriya explains, "After careful study, we decided to develop a

marina to take advantage of the many positive factors of the site, including its perfect shelter and excellent geographical location."

Located between Krabi Town and Ao Nang, Port Takola is built on 27 acres of redundant prawn farm ponds that is part of a private estate of the na Nagara's family. The marina is built on a hundred-year-old family land called the "Isara Estuary", located at the mouth of the Krabi River, just 800 metres across the river from Krabi Town.



Main pier at Krabi's Port Takola Marina.



The First Residence of Pak Nam District, Krabi Town.

The estate was originally established by Phya Gangadharadhipati (Matthew's great grandfather) a former governor of Krabi, Phang Nga, Chumphon Mandala, and Suratani Mandala. He also served as a privy councilor for King Rama VI and VII. After his retirement, he established a coconut plantation in 1912 for the international coconut oil trade. His retirement residence has been accorded "The First Residence of Pak Nam District, Krabi Town". This historical wood house was recently refurbished in 2024.

Phase one of the marina commenced operation in 2018 with 50 wet berths connected to a four-metre-wide concrete pontoon system built by Marinetek. The hardstand, covering about 9,000sqm, can accommodate up to 50 dry berths for technical repairs. It is serviced by a Roodberg submersible hydraulic trailer with a maximum lifting capacity of 38 tons with 2.5 metres maximum draft. The slipway is designed to have a 12-meter span to accommodate the lifting of large catamarans. The fuel dock supplies diesel and Gasohol 95 fuel.

Matthew na Nagara, the general manager, and a former chairman of the Thai Yachting Business Association (TYBA) says, "We have a great cruising community with several superyachts here. Our charter yacht tenants are also increasing. This is due to our

advantage location that offers year-round shelter, and a convenient access from land and sea."

The marina will eventually be the focal point of a 110-acre (450,000m²) community that will include residences, a resort hotel, nature trails, and a museum. This will be a low-density, low-rise development that takes best advantage of the landscape that comprises a mix of woodland, grassland, and mangrove.

The first phase of Port Takola was valued at US\$8 million with 50 berths stern-to a 4m wide concrete pontoon supplied by Marinetek, one of Europe's largest and oldest suppliers. These pontoons are able to accommodate yachts ranging from 12m – 40m in length. 3-phase electricity, water, gasoline and diesel fuel will also be available. The approach channel was dredged to -2.5m LAT. The marina offers good shelter and an advantageous location for berthing, and it is protected from storms and waves.

"Our approach is to create a boutique marina that sits comfortably with the surrounding landscape," Matthew explains. "We want to combine the legendary Thai hospitality with the management standards expected by sophisticated international yachtsmen."

In 2022, Thailand's Environmental Impact Assessment Board approved Port Takola's application for a marina expansion up to 300 berths, and 15,000sqm of boatyard service area.



Phya Gangadharadhipati a former governor of Krabi, Phang Nga, Chumphon, and Surat Thani provinces.



A natural lake in the Isara Estuary, showcasing the beauty of the area.

It is set to become the first superyacht marina in Krabi.

The expansion will offer an extra wide concrete pontoon berth ranging from 10 to 45 metres for superyachts. A work berth will be available on the north section of the marina harbor. The boatyard will increase its capacity from 9,000 to 15,000sqm with a lifting capability also increasing from 38 to 80 tons. A boatshed will be available for a 25-metre yacht refit.

During the next couple of years, the na Nagara family intends to build an architect-designed Capitainerie having a commanding view over the marina basin; this will incorporate high-standard restrooms for clients. The adjacent Cafe du Port offers an all-day bar/restaurant service. Offices and retail units for yachting-related businesses will be located centrally between the marina and the boatyard. Additionally, boatsheds and workshops are proposed to establish a yachting center in Krabi. Residential housing is also included in this mixed development.

For more information, you can contact Matthew at matthew@porttakola.com or call +66 89 446 1991.

Location

The tourist town of Ao Nang is within a 10-minute drive of Port Takola, while Krabi International Airport is only 40 minutes away. At sea, Krabi is part of the Phang Nga Bay archipelago, and also home to many renowned islands including Phi Phi, Reiley, Koh Hong, and Lanta. This makes us an ideal home port as well as a port of call on the Andaman Sea."

Krabi, located on Thailand's southwest coast, lies approximately 30 nautical miles east of Phuket. The province has rapidly grown to become one of the top tourist destinations in Thailand. This is due to its beautiful natural attractions such as its coastline, picturesque limestone karst terrains, abundant national forest, and over 130 islands to explore.

Krabi lies on an important international passage route between Langkawi and Phuket. This makes it a popular stop for international cruisers for provisioning, leisure, and transportation. As Phuket is dealing with infrastructure issues to support an influx of tourism development, Krabi has become an alternative as a more family friendly and more nature-orientated destination. The opening of the Wattanapat International and Krabi Nakarin International Hospitals have improved health care services and the Central Krabi shopping plaza is scheduled to open later this year. These developments will make the province more attractive for expatriates seeking to establish long-term residency.

Krabi also lies on an international passage between Langkawi and Phuket. This



makes it a popular stop for international cruisers for provisioning, leisure, and for transportation. As Phuket is facing an issue caused by a lack of infrastructure to support an influx of development toward tourism, Krabi has become an alternative as a more family friendly and more natural-orientated destination. The opening of the Krabi Nakarin International Hospital has also made the province more suitable for expatriates to stay on a longer-term basis as well.

A new passenger pier will also make commuting between Krabi Town, Port Takola, and Ao Nang much easier. This pier will be situated to the south of the marina harbor, separated from the private berths. The Krabi Bay ferry will resume daily shuttles from the marina to Krabi Town once the refurbishment is completed.

Krabi Technical College opens yacht repair course

Sensing the need to provide more maintenance services to visiting yachts, Port Takola signed an MOU with Krabi Technical College (KBTC) to provide vocational education in yacht repair. Mr. Sriwakorn Engchuan, a director at KBTC, said, "The recent growth of yacht repair work here prompted us to open this course swiftly, although, we still lack various education tools such as marine engines, sails, etc. The first semester had 20 students enrolled and the college will collaborate with the private sector to provide marine repair knowledge for them."

Matthew chimed in, "Krabi is a waterfront province with 180 km coastline and over 100 island destinations. So, sea transportation has been an important mode of transportation for decades. The yachting industry is relatively new here but one that is growing. By collaborating with the KBTC, we hope to provide a new career opportunity and establish quality yacht services here.

"Repair services are available through our boatyard team, onsite, and local trades. A chandlery is also available onsite."



The Na Nagara family, from left: Matthew, Mark, Dr Suriya, Mrs. Isariya, & Michael.

From Kaoshiung to the world

Since its inception in 1987, Horizon has consistently defined and perfected the standards of design and craftsmanship in the luxury yacht industry, specializing in a diverse range of yachts from 60 to 150 feet. The company offers an impressive lineup that includes motor yachts, superyachts, power catamarans, expedition yachts, and fast displacement motor yachts. As one of the largest yacht builders globally, Horizon features eight specialized series, each uniquely designed and built to the highest standards, catering to the individual yachting lifestyles of its owners.

The Horizon Group comprises four dedicated shipyards, covering an expansive 1,184,030 square feet, each independently certified to ISO 9001 standards. The Horizon shipyard is the main production facility within Horizon Group, Horizon Yachts employs staff and craftsman focused on building yachts from 80 to 150ft (24-47M). Vision Yachts, established in 2001, specializes in building yachts ranging from 60 to 80 feet (18-24M). Atech Composites, founded in 2000, manufactures the hulls, decks, and superstructures of Horizon yachts, utilizing advanced composites technology across multiple industries. Premier Shipyard, with 200 meters (656 feet) of waterfront property, facilitates sea trials, commissioning, and yacht deliveries, while also housing a refit center that offers professional services to owners. To promote

yachting as a lifestyle, Horizon invested millions in Horizon City Marina, Kaohsiung's first private yacht marina, which provides professional services and has received prestigious certifications, including Gold Anchor Marina and Superyacht Ready.

Employing over 900 full-time staff, including experienced on-site workers and more than 50 in-house naval architects, designers, and engineers, Horizon meticulously oversees the custom construction details of every yacht. With nearly four decades of experience, the company is dedicated to continuous improvement, investing in new models, climate-conscious manufacturing processes, and innovative yacht designs. To date,



An Horizon craftsman at work (extra)



A recently built Horizon readies for a sea trial.



Horizon has many devoted customers.

Horizon has delivered over 930 luxury yachts, with more than 260 exceeding 80 feet in length, solidifying its reputation for craftsmanship, technology, and quality on the global yachting stage.

Define Your Horizon

From exterior to interior, Horizon's professional team is dedicated to helping clients define their perfect yacht. Horizon invites clients to share their ideas with local representatives, encouraging them to specify the equipment they need, how they intend to use the boat, their preferred range and specifications, and their desired interior style.

After thorough meetings and discussions, once the client is satisfied with all the details, the process can be made official. Following the signing of contracts and legal agreements, and a celebratory toast, the construction of the yacht officially begins.



Advanced robotics ensure a high standard of performance.

Horizon builds its yachts in Taiwan, recognized as one of the top five locations for yacht building, boasting a workforce of highly experienced craftsmen and engineers who have been in the industry for decades. Clients are always welcome to visit the shipyard during construction to observe the process and explore the advanced facilities. They can also meet with engineers and interior designers to discuss their ideas in person.

In Taiwan, Horizon has everything necessary for yacht construction, including molds, hulls, equipment, and interior samples. Clients who wish to be involved in any step of the process are encouraged to visit the facilities, while those who prefer a more hands-off approach can rely on local representatives to provide pictures and samples, allowing them to enjoy the process from the comfort of their own homes.

As the first authorized yacht builder in Asia to adopt SCRIMP (Seemann's Composites Resin Infusion Molding Process), Horizon Group member, Atech, produces each Horizon Yacht hull by patented 6D vacuum infusion technology. This innovation ensures more efficient and uniform resin distribution throughout the lamination process, guaranteeing consistent quality and allowing for single-process construction.

Another hallmark of the Horizon Group is its integration of Stereolithography (SLA) 3D printing into the manufacturing process. This cutting-edge technology provides real-time design assessments, allowing for the evaluation of proportional relationships, lines, practical spaces, and overall style.

At the end of the construction, clients are invited to participate in the sea trial or appoint a surveyor before the yacht is delivered. After delivery, local representatives assist with commissioning and any additional support required.

The relationship between Horizon and its clients continues beyond delivery. Each yacht is covered under Horizon's warranty policies, and local representatives remain available to assist with any services needed.

Most importantly, clients become official Horizon owners and are warmly welcomed to annual events held around the world. Horizon encourages them to enjoy their yachts and to stay in touch!

For further information please contact Hakan Lange of Derani Yachts, mobile +66818930272 or by email: hakan@derani-yachts.com



The Horizon team working on the new 6D vacuum infusion.



The Horizon Yacht Fleet.

Platu One Design



History of the Platu (the Platu 25 Story)

Photography by Scott Murray



A group of Thai businessmen formed a company known as Phatra Marine Products Company Limited. They wanted to build a marina in Hua Hin on the west coast of the Gulf of Thailand and run a fleet of One Design boats.

With connections to Bruce Farr, they asked the famous designer to create an economically-priced, high performance one-design yacht especially suited to the waters in the Gulf of Thailand. The boat would be small and named after a small fish which is a delicacy here in Thailand ("Pla" is Thai for fish and "Tu" is a certain type of fish).

The first Platus were built by McDell Marine in New Zealand and on 19 March 1995 the first 28 were delivered to Pranburi on the Gulf of Thailand and based at the former Phatra Marina. Unfortunately, in 1997, there was a financial crash in Thailand and the development of the Hua Hin marina was stopped.

In 1996, the first Platu 25 One Design Regatta, with 24 entries, known as the Coronation Cup, was held off the coast of Hua Hin. This was a result of the owners wanting to link their regatta to King Rama IX, who was a keen yachtsman. The date, May 5th, commemorated His Majesty the King Rama IX's Coronation in 1950.

Sailing in Thailand



As a result of its successful design Beneteau visited the fleet in Pranburi and decided to buy moulds from McDell Marine and began manufacturing the Beneteau 25 in Europe. They had to make some small modifications to the original boats including a 40mm slimming of the deck to accommodate the road transport rules of most European countries. In 2007, the class was registered with the ISAF and a set of international class rules was produced. Thailand produced an “amendment to International class rules” to accommodate the minor differences between the original McDell and the Beneteau Platus (There are now approximately 600 Beneteau 25's in Europe and Worlds events are attracting up to 100 boats.)

In 2008, Xtreme Sailing Products (XSP) of Singapore bought the original McDell moulds and the rights to produce the Platu and McDell ceased production. It is ironic that XSP's first order for 11 Platus (built in Batam) came from New Zealand, where the first Platus were designed. Since then, their boats are being sold all over Europe and are becoming known for their excellent quality.

Previously, the Coronation Cup – part of the Platu Racing Series – was seen as one of the most prestigious yachting trophies in Thailand. The event was always held in early May, and





used to be part of the Top of The Gulf Regatta. Ocean Marina Jomtien (OMJ) recently decided to restore the tradition by holding the May Platus series on the first weekend of May to commemorate the coronation of King Maha Vajiralongkorn (Rama X) on 4th May with plans to get the Coronation Cup sailing again, hopefully by next year.

In summary, the Platu 25 is a sports boat that is an agile, sleek and cost-efficient club racer. The specific design of the Platu 25, and its need for a well-organised crew, that makes it popular for professional & amateur crews to hone their skills & promotes fast, close and exhilarating racing. In recent years OMJ & Platu Thailand have welcomed sailors from Hong Kong, United Kingdom, USA, Latvia, Estonia, Netherlands, Denmark, Australia, Malaysia, Singapore, Greece, New Zealand & of course Thailand have participated.

The beauty of one-design racing and the short courses is that every race is close with any crew having the chance to win in any given race. You don't have the disparity in distance between yachts seen in other classes with different boat builds.

This One Design Championship has always provided some of the closest, most exiting racing in the Land of Smiles. Ocean Marina Jomtien and Harbor Master Scott Finsten graciously host the highly competitive World Sailing accredited, International Platu class.

Located just 90 minutes south of Bangkok (BKK) Suvarnabhumi International airport, Ocean Marina Jomtien has world-class facilities & is the largest marina in ASEAN, accommodating a diverse range of marine craft from superyachts to the Platu fleet & dinghy sailing.

Q & A with Peter Winter, co-organizer of the Platu Racing Series



Peter Winter (left) sailing with Steve McConaghy (right) on Easy Tiger in May Platu Series.

A) How many events make up the Platu Racing Series? This year there are six events and we are aiming to keep it to six. Having more events means more people can make individual regattas because it's likely at least one of the weekends won't have a conflict with their regular sailing schedule. It also works well to have events scattered through the year, so that our European and antipodean friends can escape their respective winters.


The dates have been chosen to complement the other Asian sailing regattas, where possible. Meaning that someone travelling from abroad can do the Langkawi regatta and an event would fall the following weekend. Same for the Bay Regatta and the Phuket Yacht Club's Yacht Sales Co Regatta. The September event is a week before the Platu world championships, so a stop in the way to Europe for the Easy Tiger team. The last scheduled event falls just before the Raja Muda regatta.

B) How many races make up one event? Kev Scott was the driving force behind the Platus for many years but we have changed the format slightly. We currently schedule five races on the first two days and then three on the last day, so 13 in total, and two races are discarded if 10 races are completed. Previously, there was a double points final race. When the fleet was smaller a dominant team might skip the last race, leaving only a few boats racing. In practice, it nearly cost a team a regatta win, when their supplied charter boat had gear failure. The charter boats are now all undergoing refits and upgrades so they're race ready.

C) Tell us about the organization and who people should contact if they want to race Platus? Guy Kennard and I took over the organization at the start of 2024. We had nine boats at Ocean Marina at our first event; we now have up to 11 Platus out sailing. There is currently a Facebook page (Platu Thailand Ocean Marina Jomtien) and there is a website coming. The email contact is: platuthaiomj@gmail.com.

We welcome anyone to come sailing. The series has recently been sailed by many high-end sailors, Olympians, America's Cup sailors, world champions and TP52 sailors as well. And we do offer coaching services and have professional sailors that offer very competitive prices for sailing in the regattas and coaching. We also have a good network of local amateurs. From young sailors that are keen to race to salty veterans that know a few things and love the Platu fleet.

D) Future plans? We're on the hunt for more Platus to bring to the fleet. The interest in Australia alone suggests all 11 boats could be out at regattas as soon as the October event this year. We are running a "double header" regatta at the end of October. A similar format was very popular at the same time last year. six race days with a reserve day in the middle.



SeaCoach 1880 – 18.8m High-Speed Passenger Ferry

Built by Sea Cat Ships | Designed by Sea Speed | For SeaCoach Express, West Africa

The SeaCoach 1880 is the newest vessel to join the growing fleet of SeaCat ferries for West Africa operations. Measuring 18.8 metres in length and constructed from heavy duty marine-grade aluminium, this high-speed catamaran has been purpose-built for reliable, efficient, and comfortable inter-island transport.

Designed by Sea Speed and built by Sea Cat Ships, the SeaCoach 1880 represents the next evolution of the trusted Sea Cat 18M platform. It builds upon a proven hull design, delivering a combination of excellent seakeeping, fuel economy, and passenger comfort—while remaining highly economical to operate and simple to maintain in remote coastal environments.

This vessel is powered by twin Cummins QSM11 engines, each delivering 610 horsepower. During sea trials, performance exceeded expectations. The vessel reached a top speed of 27 knots and cruised smoothly at 23 knots. Most impressively, at an economical 20-knot cruising speed and 60% engine load, total fuel consumption was just 120 litres per hour—making the SeaCoach 1880 one of the most efficient ferries in its class.

Passenger comfort is central to the SeaCoach 1880's design. The main cabin is fully air-conditioned and features modern, ergonomic seating with generous space. Overhead luggage compartments provide convenience for daily commuters, while the vessel also includes large cargo storage areas—allowing operators to carry both people and essential goods with ease.

Built to meet the highest standards, the vessel is well suited for the realities of remote transport operations. Its shallow draft and integrated minikeels allow for safe beach landings, while the robust aluminium construction ensures long-term durability and reduced maintenance requirements in tropical conditions.

"This boat is about more than just speed—it's about connecting people, sustaining livelihoods, and improving access," said Paul Birgan, Director and Design Manager at Sea Cat Ships. "We've worked closely with the owners' team to ensure this ferry meets the region's unique challenges—from shallow water routes to high-frequency operation."

The SeaCoach 1880 embodies the design philosophy that defines Sea Cat Ships: rugged, efficient, and high-performance vessels that work where they're needed most. Already generating interest from ferry operators in other parts of the world, the SeaCoach 1880 sets a new benchmark in affordable, reliable, and sustainable marine transport for island and coastal communities everywhere.

To learn more about this vessel or discuss a custom variant for your operation, contact Sea Cat Ships today (www.seacatships.com).





Specifications

Hull	Semi Displacement Hull Cat (marine grade aluminium)
Length Overall	18.80m
Beam Overall	7.60m
Draft	1.25m
Bottom Plate	6mm
Frames	5mm
Cabin, Sides, Deck	4mm
Main Engines	2 x Cummins QSM 11 (2 x 610H.P.)
Gearbox	ZF 400A – 1.97 ratio
Propulsion	Clements (UK) (Prop/Shaft/minikeel)
Gensets	2 x Yanmar
Fuel Tank	2 x 1200LTR Integral Tanks
Fresh Water	1 x 400LTR
Toilets	2 x Domestic
Crew	3 pax
Passengers	110 Pax
Classification	Nil Lloyds structure
Cruise Speed	23 Knots at 80% Load (20kn @60%)
Maximum Speed	27 Knots at 100% Load



**" CRAFTING HIGH-
PERFORMANCE
ALUMINUM BOATS IN
THE HEART OF ASIA "**



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His Royal Highness Al-Aminul Karim Sultan Sallehuddin Sultan Badlishah, the Sultan of Kedah boarding a yacht at the show.

Inaugural Malaysia International Boat Show Resounding Success



The inaugural Malaysia International Boat Show (MYBOS 2025) took place from 21st to 24th May 2025 at the prestigious Royal Langkawi Yacht Club, nestled in the stunning surroundings of the Langkawi archipelago. This landmark event coincided with the world-renowned Langkawi International Maritime and Aerospace (LIMA) 2025, delivering a unique platform for exhibitors, boating enthusiasts, and luxury lifestyle connoisseurs.

MYBOS 2025 attracted a diverse and influential audience, from domestic and international marine industry stakeholders to affluent jet-setters with a passion for boating, yachting, and the finer things in life.

Over the course of four vibrant days, the show attracted more than 42 exhibitors representing products from 12 countries, showcasing cutting-edge maritime innovation, luxury vessels, and sustainable marine technologies. The show not only highlighted Malaysia's readiness to lead in the regional boating industry but also positioned Langkawi as an important hub for yachting in Southeast Asia.

Among the yachts participating at the show, Derani Yachts had on display an Axopar 29, 37 and 45 as well as a Greenline 40. Meanwhile, Asia Marine had a Nimbus T9, a Prestige 750 and a Galeon 400 Fly. Simpson Marine displayed a Bluegame BGX63 and an Aquila 36 and there was also a Rapido 500 at the show.

Malaysia has long needed an international boat show, especially since its immediate neighbours to the north and south have long had them, drawing significant attention from the global yachting community. The last time Langkawi held a boat show was at Telaga Harbour Marina some 18 years ago.

And the Royal Langkawi Yacht Club was the perfect venue: everything was close together, whether it be the food and beverage outlets, the participating yachts moored in the yacht club, or the exhibitors displaying onshore in the air-conditioned tent. No one complained about having to walk too far to see a yacht or an exhibit, or having to be out in the hot sun for too long.



MYBOS went off extremely well, especially since it was put together in a very short time. The organizers, including Nolee Radzi and Sazli Kamal Basha, did a superb job with the only major complaint being the rates charged by hotels and taxi drivers as it was held at the same time as LIMA.

The opening ceremony was graced by His Royal Highness Al-Aminul Karim Sultan Sallehuddin Sultan Badlishah, the Sultan of Kedah, who officially launched the show and toured the impressive fleet at the Royal Langkawi Yacht Club. The royal presence, alongside the Chief Minister of Kedah, industry captains, and foreign dignitaries, elevated the show's stature. Former Malaysian Prime Minister Mahathir bin Mohamad also made an appearance at the show with his wife, Siti Hasmah Mohamad Ali.



Mahathir, a spry 99-years-old, played a huge role in modernizing Malaysia. Born in Alor Setar, Langkawi has always been close to his heart. There's no diminishing Mahathir's influence as in 2019, Time magazine listed him as one of the world's most influential persons.

Malaysia Yacht Code: A New Era Begins

A significant milestone took place on 22 May with the official launch of the Malaysia Yacht Code (MYC) — a comprehensive regulatory guideline developed under the Langkawi International Yacht Registry (LIYR). The Malaysia Yacht Code was launched by Captain Abdul Samad, Honorable Deputy Director

General of the Marine Department Malaysia, this landmark code sets a new benchmark for safety, compliance, and international recognition, further boosting investor and operator confidence in Malaysian waters.

Malaysia Yachting Conference 2025: Charting the Course Forward

Held on 23 May 2025 at the Mahsuri International Exhibition Centre (MIEC) @ LIMA 2025, the Malaysia Yachting Conference gathered policymakers, global marine leaders, and local experts to exchange ideas and strategies under the theme of national development through marine tourism. The audience was able to engage with top-tier marine industry leaders during thought-provoking panels and presentations.

Key topics included:

- Regulatory updates and safe navigation in Malaysian waters
- The role of the MYC in international chartering
- Career pathways in the yachting industry
- Malaysia's strategic opportunity in the global yachting economy

Keynote speeches were delivered by Dr. Siva Sangar Krishnan (Ministry of Transport), Dato' Haslina Abdul Hamid (CEO of LADA),



Captain Abdul Samad (Deputy Director General of the Marine Department of Malaysia), and international figures including Scott Finsten from Ocean Marina, Pattaya Marine, and Ekrem Reyhancioglu from the Wearth Group.

A Strategic Industry Platform

Organized by MYBOS Event Sdn. Bhd., the event was hosted at the Royal Langkawi Yacht Club and supported by the Langkawi Development Authority (LADA), the Ministry of Transport Malaysia, and Sail Malaysia with Tropicana Cenang as a key sponsor. It marked a transformative chapter for Malaysia's yachting and maritime tourism sector and served as a powerful catalyst for regional cooperation.

As noted by MYBOS Chairman Datuk Mohd Radzi Manan in his closing statement, "Langkawi's strategic location, duty-free status, and natural beauty make it an ideal launchpad to elevate Malaysia's marine industry to world-class standards.

"As we draw MYBOS '25 to a close, let us remember that it is time we don't just regulate—we must regulate, formulate, and facilitate this marine industry.

"We must look forward to reducing red tape, streamlining processes so innovation can set sail unhindered. Yet at the same time, we must strengthen the checks and balances—ensuring that every vessel, every marina, and every technology meets the highest standards of safety, sustainability, and integrity.

"Only by balancing swift, clear regulation with forward-thinking policy formulation and active facilitation can we unlock the full promise of Malaysia's blue economy. Together, let us chart a course toward a future where our waters teem with opportunity—and our standards remain unwavering."



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• FAST & SIMPLE PROCESS

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• OPEN & GLOBAL - Recognized

worldwide; open to all nationalities, except Israel

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- MARDEPT initiatives enhancing online registration

• DUTY-FREE ADVANTAGE

- Langkawi as a duty-free & yacht friendly tourism hub

• COST-EFFECTIVE - Competitive

fee structure compared to other registries

• FLEXIBILITY - No need to station

yachts in Langkawi or Malaysia to maintain the registration



SEAYachting Q & A with Wicky Sundram



After spending nine years as the marina manager at Phuket Boat Lagoon and 17 years at the Royal Langkawi Yacht Club before that, Wicky Sundram has proven to be a giant in the marina industry in Southeast Asia. SEA Yachting recently caught up with him as he and his wife Jennifer prepare for the next stage in their lives.

a) Please tell us a little about your life: where you were born & grew up, what you studied & originally wanted to be & how you got into the marina business.

I was born in Port Dickson, Malaysia. I grew up, however, in the town of Ipoh in northern Malaysia, where I finished high school and college. I studied accountancy and was keen to join the banking sector. While waiting for a job opportunity, I decided to work part-time at a hotel in Ipoh, and then I decided to stay in the hospitality industry. Fast forward, 15 years later, while still working in the hospitality industry, I was given the opportunity to manage a marina at Langkawi. Initially I resisted, as I had no background in marina management but the owner insisted, he needed someone with strong hospitality background. The rest is history.

b) Looking back on your time at the Royal Langkawi Yacht Club: what were your responsibilities & achievements in your time there & what did that experience teach you?

I was first appointed as the General Manager of the Royal Langkawi Yacht Club (RLYC), but after three years, I was promoted to Executive Director. The RLYC was my stepping stone into the marina and maritime industry. Having spent some 17 years at the RLYC, not only did it give me the opportunity to learn about this niche industry but also the chance to develop the marina from 44 berths to 250 berths, by the time I decided to leave RLYC.

My responsibilities were mainly to develop and make RLYC a premier marina in Malaysia. I believe, with the support from the owners and the amazing team, we achieved many firsts for a marina in Malaysia. In 2008, we were awarded the Christofle Best Marina Award and the annual Royal Langkawi International Regatta achieved many recognitions, being a premier sailing event in Southeast Asia.

The greatest accomplishment was to redevelop RLYC as a world-class marina in 2014-2015, by increasing the berthing capacity and berths for superyachts up to 90 metres. The clubhouse was redeveloped with a 44-room hotel and more commercial space to make the RLYC a one-stop center for the boaters in Malaysia.

My experience has taught me that good employee relations are paramount in creating a good customer experience. Being in service and hospitality, you need to develop and provide tools for your team members, which in turn provides a good service. In terms of marina operations, ensuring your marina is well maintained and managed, is important for a happy boat owner.

c) Same question for your time at Boat Lagoon, but also how hard was it as a making the transition from a Malay environment to a Thailand one?

It was not hard to transition to Phuket, as I have been well acquainted with Phuket for 20 years before I was invited and offered the opportunity to manage Phuket Boat Lagoon & Krabi Boat Lagoon.

Initially, the only challenge was communication, as the Thai language is obviously the main language spoken here. However, I was blessed to have an amazing marina team, who communicated well in English. I took the opportunity and spent a year learning Thai as well, so that helped.

Having spent nine years in Phuket, my greatest achievements, primarily with Phuket Boat Lagoon was the acquisitions of the 120-ton WISE marine hoist, and 40-ton Roodberg boat trailer, enhancing customer relations with boat owners, marine tenants, residents and most importantly, making Phuket Boat Lagoon a busier more vibrant marina. I was also involved with retail property management and the branding of the Boat Lagoon Resort to nH Boat Lagoon, which is currently managed by Minor Hotels. I was the owners' representative.

d) What advice do you have for a young person entering the marina business?

You need to be passionate and be prepared to learn everything about this industry. My advice to each and every one getting into the hospitality industry, start off as an apprentice, before you can become a master.

Everything in today's world is about service and hospitality. There could be some differences in culture but the knowledge and managing this industry, is pretty much the same, everywhere.

e) You have been a speaker at many major regional yachting conferences – what do you think Southeast Asia, and in particular Thailand & Malaysia, can do to attract more yachts and more yachting business?

Thailand: for over 30 years now Thailand has made its presence known as the regional hub for the maritime industry. With more boats coming to Thailand, there is room for Thailand to have a few more marinas. However, the marinas need to be well planned and developed. The major marinas in Thailand, are strategically located, with world-class facilities. It is always important, for both owners and captain, to be in a marina with facilities and services. A few more lifestyle marinas, would attract more boats into Thailand.

Malaysia: the marinas need to look further at the needs of both boat owners and operators. Langkawi especially, with three major marinas, holds almost 50% of Malaysia's berthing capacity, so it needs to look into more and better boat repair and maintenance facilities. If more service facilities with skilled workers are put into place, Langkawi stands out to be a prime center for Malaysia's marine hub for luxury boating.

f) What are your plans moving forward?

Being in this industry for some 27 years, I have no plans to retire, as yet. I still feel, I have a lot more to contribute. I am very passionate to further enhance and develop the marina and maritime industry. My mission is to provide proper training and management expertise to new developers and marina owners. Being in the peak of this career and industry, I make myself available, for any prospects, both for full-time and in a consultancy role.





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