

QUEST 10NS

*EXPERIENCED SUPERYACHT
OWNERS SHARE THEIR PERSONAL
VIEWS ON THE GOOD, THE BAD AND
THE UGLY OF OWNERSHIP.*

TREVOR APPLEBY



– INTERVIEW BY DOMINIQUE AFACAN

Trevor Appleby talks about his first superyacht – 30m Schooner *Dallinghoo* – which he plans to sail and charter in Phuket.

1 TELL US ABOUT YOUR DECISION TO BUY SCHOONER *DALLINGHOO*.

It was far more of a desire than a decision; I had regularly spent time surfing through brokers' websites looking for the right vessel. On a few occasions I'd find one that I thought fitted the bill but it never ticked all the boxes. I did get as far as paying a deposit on a great motor sailer but it was then involved in a major drugs bust between the deposit and the balance payments and the deposit was returned! When I first set my sights on Schooner *Dallinghoo*, I knew she was the right vessel: classic styling, the right size and perfect for sailing and chartering in south-east Asia.

2. SHE HAS BEEN IN REFIT FOR THE PAST 18 MONTHS. WHAT ALTERATIONS WERE MADE TO THE INTERIOR?

She had been laid up and neglected for a few years and therefore required a full refit to bring her up to an acceptable standard to live on board, especially as the intention was to offer her for charter. As this work was reflected in the offer price, it allowed me to fully gut her and redesign the interior to suit the cruising area and the lifestyle of those enjoying her. The interior is now very modern, bright, light and fully air-conditioned – a real must for sailing in the tropics.

3 AND THE EXTERIOR?

We had the stern redesigned, cutting the old transom stern away and replacing it with a beautiful long 'counter stern'. This, in my opinion, improved the overall look and style of her, but the decision to do this was made to give Schooner *Dallinghoo* a much larger aft deck and an area for outside dining and relaxing while at anchor. The previous layout, though practical for dining while underway, was not suitable for long, lazy evenings in the tropics.

4 WHAT PREVIOUS EXPERIENCE OF YACHT OWNERSHIP DO YOU HAVE?

This is my first real venture into yacht ownership; I have owned a couple of much smaller speedboats used for diving and day trips but nothing on the scale of Schooner *Dallinghoo*. At just over 30m, and with six crew, it is quite a jump.

5 WHERE DID YOU BUY THE YACHT, AND WHERE WAS SHE REFIT?

Schooner *Dallinghoo* has been in refit in Yangon, Myanmar for the past 18 months so we have not covered many miles in the past two years. I purchased her in Langkawi, Malaysia and she was delivered 600 miles north to Yangon.

6 WHERE DO YOU PLAN TO KEEP HER?

Once completed, her home port will be Phuket between November and May, which is the high season for the Andaman Sea region – we have calm seas with a regular force 4 to 5 offshore breeze. When the weather turns in May, with the onset of the southwest monsoon, Schooner *Dallinghoo* will relocate to the South China Sea, sailing between Koh Samui, Borneo and Palawan in the Philippines.

7 HOW DOES CRUISING IN AND AROUND THAILAND DIFFER FROM THE MED OR THE CARIBBEAN?

Thailand is an amazing country set in an amazing region, and it offers yacht owners and charterers everything they would want, all at a relatively short sail away. Phuket is the main hub but you can sail only a couple of hours away and find isolated islands and beaches, while an overnight sail will get you to Burma and the 800 islands of the Mergui Archipelago. I feel this is the biggest difference between Thailand and the more established cruising grounds of the Med and Caribbean – you can still have the bright lights of Phuket but you can explore and have not only an anchorage to yourself but also entire islands.

8 WHAT IS YOUR FAVOURITE THAI CRUISING GROUND AND WHY?

I enjoy getting away from other yachts and Schooner *Dallinghoo* has been set up for exploration sailing. My favourite area is the southern islands of the Butang Group. These are often ignored by those sailing between Langkawi and Phuket, but they offer some great anchorages and are ideal for a few days if you are heading to Malaysia or Singapore.

9 HOW DO SUPERYACHT SERVICES IN THAILAND RANK WITH THOSE IN OTHER PARTS OF THE WORLD?

The Thai marine industry is mostly centred in two locations, Phuket and Pattaya. Pattaya is often used by the regionally based yacht owners, especially those in Bangkok or Hong Kong. Phuket is used by those owners who choose to spend the winter season in Asia rather than in the Caribbean, and over the past few years, the number of yachts based in Phuket all year round has steadily increased. This is mostly down to the facilities on offer, with a number of world-class marinas along with all the shoreside support that a visiting yacht would require. There are companies here offering all the services that you would find in any Mediterranean marina and far better than on many Caribbean islands. Many of these companies are run by western owners and managers but have great local Thai workers and support. Slowly, the western standards are being passed on and the number of Thai companies offering support for yachts is growing.

10 HOW SUPPORTIVE DO YOU FEEL THE GOVERNMENT IS OF YACHTING IN THE REGION?

The Thai Government is very proactive and sees the yachting industry as a very positive development for the country. It has passed rules allowing foreign yachts to charter and this will lead to more yachts visiting and making Phuket their home. ☐

To find out more about yacht charter in Thailand, turn to page 58.