

# SAVE OUR REEFS

8 September 1994

TO WHOM IT MAY CONCERN  
DESIGN COMPETITION 1994

Dear Sirs

## DYNAGLASS AQUANAUT

I had consented to Mr Stephen Seow of Dynaglass Reinforced Plastic Pte Ltd, naming me as a Reference in the above competition and have volunteered to write this testimonial on the boat.

Though not a boatbuilder, I have nonetheless been into boating for almost two decades now. In that time, I had the privilege to serve as the first Singaporean Commodore of the Republic of Singapore Yacht Club. Currently, I am the Chairman of the Singapore Sea Sports Liaison Committee and the Singapore Reef Survey and Conservation Project, as well as the President of Raffles Marina. However, my best 'qualification' (if I may call it that), to write this, is that a recent test drive of the Dynaglass Aquanaut, turned out to be a solo 14-hour odyssey, in exceptionally rough seas in the South China Sea.

What was planned was an afternoon's circumnavigation from Sedili Besar, Malaysia, to Singapore. It would ordinarily have taken, say 5 hours. What it turned out to be, was an overnight voyage in tortuous seas, with ocean swells up to 3 metres and wash whipped into frenzies by persistent 20 to 30 knot winds. Erstwhile yachties will tell you that this 'summer', the south west monsoon was unrelenting, for most of June to August.

The Dynaglass Aquanaut performed exceptionally well, despite these conditions. Bear in mind, here was a little boat with just 2 feet of freeboard (height above waterline), against 10 feet waves. The planning hull, with a double keel feature, gave it directional stability, while climbing and descending the successive swells. The unsinkable hull, coupled with the novel self baling decks, gave such a measure of confidence, that I consider it the best design feature of the boat. You see, one need not fear being swamped by any huge wave, as it will just quickly drain off by itself. You can leave it in the rain and not worry either. Not since the Boston Whaler was designed, some 3 decades ago, has a boat come out to exceed its safety design features.

What is more, the rear gunwale of the hull and transom, have a special cut out feature, that enables scuba divers to get on and off the boat in the water, without a ladder. There is standard provision of 4 tank pockets to hold diving tanks erect, preventing their rolling about. An optional feature takes the roses : a see-through port, such as for glass bottom boats, except this one is made of unbreakable polycarbonate. When not in use, it serves as an added convenient storage compartment. The integrity of this port, and indeed that of the whole boat, withstood continuous pounding and punishment, in those rough seas.

Need I say more? I would commend this entry most highly and believe it will do you proud to accord it the highest recognition and award, in Singapore-inspired design and manufacture.

If you require further particulars, please feel free to contact me.

Sincerely



f. FRANCIS C H LEE  
(written by Francis C H Lee but signed in his absence)

cc Mr Stephen Seow  
Dynaglass Reinforced Plastic Pte Ltd

