

# The High-Speed Island Hopper

Silolona Sojourns CEO and Founder of Outborn Watercraft Tresno Seery has collaborated with German architect Alexis Dornier to create Vedanta, a new luxury speed boat specifically designed for Indonesian waters

STORY BY NICK WALTON

**N**ew to the coasts of Bali, the Vedanta luxury speedboat is a long-awaited product for the Indonesian market.

The first boat of its kind on the island, as well as the fastest, the 12-metre Vedanta, reminiscent of a 1960 American muscle car, is a 12-passenger RHIB crafted in Bali using local materials in a way that harmonises nature with human functionality.

Opting for a broad almond-shaped vessel, Dornier — for whom the project represents a first foray into the marine design world — and Seery designed Vedanta to navigate Indonesia's inner islands and shallow waters as well as its rougher seas, making it ideally suited as a chase boat, transfer vessel, surf trip platform or day cruiser, thanks to its user-friendly cabin, ergonomic seating and ample space for relaxation under the Balinese sunshine. Tresno Seery tells us more.

**Why did you choose to specifically create a speedboat?**

The speedboat expands the operational radius of phinisis (common Indonesian-styled charter yachts) in the day as a

sort of chase boat, allowing access to shallower waters, remote coves and places that are further away places from good anchorages. I just thought it was the right vessel for the location.

**You've developed several maritime vessels in the past; how did this project with Alexis differ?**

I wanted to do more of a high-performance boat using more modern materials, and what I thought Alexis could really add to the project was how he used the boat and also just his aesthetics. From the design, colour, interiors and overall vibe of his architectural projects, I thought we could meld that into a high-performance project and still use local materials on the interior, including teak, rattan and the softer tones that you'll see in his other projects.

**How did this collaboration come about?**

We knew his family beforehand as he had been interested in acquiring a boat earlier with another partner. Although it didn't happen, we became friends, and when he was looking for another local boat, he asked me if I would give my opinion. I







*Clockwise from top left: The Vedanta is well sited as a day cruiser or chase boat; the project has been a collaboration between Outborn Watercraft founder Tresno Seery (at right) and designer Alexis Dornier; the cabin is filled with natural light.*



said, ‘You know what, why don’t we just do a boat together because I think we have two unique skill sets that would work pretty well together?’ So that’s pretty much how it started, pretty organically, with the same desires, the same mindset and just following through on the project.

**What are you both most proud of with regard to Vedanta?**

For me, the styling and the performance are the things that stand out the most. We designed the boat specifically for these waters from the naval architecture side; crossing these deep straits with big

surf waves and being able to hit all our design objectives simultaneously without impacting performance and style was important to me.

**What materials were used for Vedanta, and which ones were specifically locally sourced?**

The design and materials blend from new and old. We introduced reclaimed teak from old Dutch warehouses, and we made a veneer out of it, showing the carpenters how to use that in a more modern way that would still be light but have all the natural beauty of hardwood.



We also used a method usually reserved for Phinisi boatbuilding — going out into the jungle to source wood — bringing the methods developed for traditional Indonesian boatbuilding into this more modern speedboat project.

**The vessel has been specifically designed to account for Indonesia’s unique climate, including local waves, winds and currents. How did those factors affect the design and are there any elements that are unique to Vedanta that wouldn’t be found on other boats?**

We wanted the boat to be fast, so the boat needed to be light so that’s why we used vacuum infusion technology within the core. And then we wanted the boat to be a dry running boat and we wanted it to be a day boat, so we focused on making the main cabin as large as possible while keeping the sleeping accommodations minimal.

We also added a nice high bow with a lot of flares so the water wouldn’t come up on the boat, which is common in Indonesia. We also wanted to have the versatility of running it year-round, so we added air conditioning, but we also wanted the boat to feel really open and airy, so that was a big consideration when we tackled climate control.

We employed a deep vee hull, which

allows us to run in rough water, and we also incorporated a transom bracket and a Delta pad, which allows us to access shallower water locations because there’s not a lot of marine infrastructure in Indonesia, so being able to access beaches was important for us.

**So, there are sleeping accommodations?**

Yes, but it’s more for the crew as it’s small. It’s primarily a day boat and that was by choice because we envisioned island hopping and staying in nice little bungalows along the way, so it’s kind of adventurous. However, there’s the option to possibly sleep there if we really need to and we have also set up the top of the boat with a roof rack that can accommodate a pop-up tent for more remote exploration.

**How long did this project take from conception to completion?**

It took about two years because we started before Covid, and we were doing everything. It was a clean sheet design, so we did the design, then we had to do the plugs, all the tooling, and then we had our first unit. So, essentially, we had to build the boat three times before we got our first unit.

**When you sit down to start designing a new project, what is your process?**

The first thing is to define the specific requirements and objectives of the project. Then you come up with your basic design, and then we refine as we go. Specifically, with the collaboration with Alexis, we did make some changes along the way,

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and that delivered at the end because the detailing turned some things that we thought were important aesthetically into actual functional standpoints.

**How do you envision the future of luxury boating and speedboats evolving, and how does Vedanta contribute to that vision?**

Indonesia is a huge archipelago, and it’s been slow to develop in the recreational maritime industry. Facilities are still sporadic, but in the last ten years, we’ve seen a lot of growth in overnight boats or liveaboard exploring. I think the next step is moving further east and hotels and people wanting to go further abroad from Bali. It’s just a good way to access the archipelago and get travellers to all these places while saving a lot of time because airport infrastructure is also very limited.

You might end up taking a flight and driving when you could instead hop on a boat and be there in half the time and still enjoy the flexibility to do whatever you want on the water on the way.

**What feeling do you want guests to take away after experiencing Vedanta for the first time?**

Understated elegance, performance and safety, a vessel you can bring your family and young kids on — but in style. I have kids and I take my family out and that was important to me and my wife.

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