

NAGA PELANGI II - HISTORY

The traditional Malaysian boats called 'Perahu' are made of Cengal, a heavy hardwood growing only on the Malaysian Peninsula one of the eldest rainforest. These sailing boats have been plying the South China Sea for centuries and were still used as sailing freighters in the 80s.

Naga Pelangi II was built after his predecessor Naga Pelangi I, which served as a private vessel for a German adventurer to sail around the world. After the first Naga Pelangi was already built by traditional sailing craftsman on Pulau Duyong, Terengganu, a new project of the owner was created which would preserve the old traditional craftsmanship of these boats and on the other hand make it available for tourists interested in sailing on that historical ship. The combination of the traditional Malay boat with the comfort of a Yacht was created and the project Naga Pelangi II was born. The boat was started to be built in 2007 by boat craftsman in Terengganu and was completed in 2010. The unique boat which has been traditionally served as cargo boat is now the one and only one of its kind that serves as a charter which equipped with luxury interior to serve their guests with all comfort throughout their journey. For the boat building, indigenous techniques have been applied to build wooden boats. Some special building techniques include that the boats were built without any plans, where first the hull and later on the frames were added. The planks are bent by fire and joined edge on edge by using ironwood dowels. Before the new plank is hammered, a strip of a tree bark is placed over the dowels. This 1-2 mm layer of natural material has remarkable sealing features. This unique building technique origin back to the Protomalay migrations that colonized the archipelago thousands of years ago.

Since its completion in 2010, the ship is ready to be chartered for private or corporate trips to offer its guests an unforgettable journey.

Below are the **TIMELINE** images on the major process in building Naga Pelangi II:

2003



Selecting the timber



Construction detail, fitting the sternpost



Firebending the planks

2004



Mounting the first plank



A plank scarf



Construction without frames



All planks are joined with wooden dowels



Craftsman applying the caulking bark



Like all through-hull fasteners these screws are made of silicon bronze



Still no frames yet



Frames are fitted

2005



Frames and stringers are in place

2007



Ready for launching