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> Cover Photo mark@lloydimages.com www.lloydimages.com

> Design wc créations www.wccreations.co.uk

> > Print Nuffield Press Ltd

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### REVIEW OF A DIFFICULT MARKET / BERTHON

Written by Sue GRANT

Welcome to Volume IV of the Berthon Lifestyle magazine. We continue to focus on the lifestyle that surrounds yachting and as ever we are grateful to our contributors, again, Berthon supporters, who have kindly written of subjects and deeds that we hope will interest you as much as they have us. Putting this publication together for you (30,000 circulation – and all Berthon contacts!), has again been tremendous fun. It is accompanied by 'On the Sea' our 14th Collection catalogue which supports our showing of fab brokerage yachts in Lymington concurrent with the Southampton Boat Show from the 12 - 21 September.

2008 has been a massive year for Berthon. As evoked by our front cover picture, times are turbulent, but we continue to smile; it has certainly been a time of challenge with the credit crunch, sub prime, and all the pain of the economic slowdown both sides of the Atlantic, and now into Europe. Together with the necessity to be nimble in our handling of the global issues affecting a re-assessment of asset values has been the fall in the value of the dollar affecting yacht sales across the board in these western economies; on the one hand it attracts buyers from overseas, but sellers must not be over ambitious on pricing nevertheless.

Despite the market turmoil, Berthon's brokerage sales are up 20%, which we consider a good result bearing in mind that 2007 was an astonishing record year; this result is doubly satisfying against the backdrop of rapidly falling yacht prices. Our business is to sell yachts, and our analysis of the market, gauging real values against hope values, has held us and our clients in good stead. In this climate it pays to be the first to take the reduced values on the chin. We are confident with our advice, clients have followed us, and the results are there to be seen.

Following very quiet London and Dusseldorf boat shows, we took the decision at the beginning of the year to bring the prices of all our listings into line with their true value. These had fallen by between 15% and 20% initially because of the weak dollar, but reinforced by the economic events we now know so much about. The brokerage market is truly international and although the dollar remains the dominant currency, euro denominated yachts



now proliferate the market. This swift action paid huge dividends with yachts selling at a sensible pace (and price) and with yacht owners in tune with the market. Scandinavian currencies have buyers who have been out in force reflecting the relative strength of their currencies making UK and European yachts attractive value.

Although on Windy and Linssen we have seen currency work against us - to the tune of around 15% - these are strong brands of quality built yachts and therefore sales and interest have remained steady; however, sales from our French office where the euro is relatively strong, have been encouraging.

Linssen sales into the UK have had a strong year with 26 yachts delivered and another 30 in build. Linssens do not grow on trees and the long delivery times give clients the scope to plan their purchase. We were delighted to welcome Carl Phillips to Berthon to run this ever expanding division. His experience in the industry runs to some 25 years and his steady hand at the tiller will ensure that we offer the very best service to our Linssen owners present, past and future.

The attention paid by Windy to fuel efficiency, green building methods and their world beating new 44 (which we show case at the Cannes Boat Show in September) and 48, have allowed us to remain ahead of the game. You should watch out for the new 74 on the drawing board now. She promises to be an exceptional motoryacht. We have never had to apologise for the Windy price point; fortunately, their quality and innovative design means that they remain an excellent product with a relatively low depreciation that returns value in spades.

In Spain we have seamlessly managed a large and serious change and we now have a new office at the entrance to Club Real Nautico in Palma. Berthon Spain has blossomed under the management of Chris James and his staff delivering an all encompassing service for our client base and added good language skills for the German and Spanish speaking clients amongst your number. 2007 saw a turnover of €10,000,000 in Spain. This year we will comfortably top this figure.

Finance for yacht purchase as with other sectors is hard to obtain. The underwriting is fierce, which is probably no bad thing given the economic landscape. Our partners at Barclays have offered a great service this year and have guided our clients through a host of new regulations with charm and patience. The tougher underwriting does mean that there is less liquidity in the market, but yachting is something that you do for fun, so the funding of it should not be an effort. Of course, some production builders and their distributors have found that their figures have been profoundly affected by this with numbers seriously down.

Finally, the industry itself has seen its share of casualties and we expect that this trend will continue for a while, particularly in new yacht sales, where inadequately funded operations with too much stock, who haven't hedged on currency are very vulnerable. It has never been so important for clients to be careful where they put their hard earned cash to ensure that it is exchanged for the yacht that they have ordered. Berthon holds no stock and as a group we have no debt.

Although, we predict that the market will continue to be a challenging one in 2009, we are seeing fewer brokerage yachts on the market as owners either decide to stick with what they have rather than upgrading, or to keep their current yacht as the market value is less than the yacht is worth to them. This trend is healthy as it means that prices are set to stabilise. When they have done so, new yacht sales will benefit, and the whole market will have found its level and will start to operate normally. However, if you have a production boat beware heavy discounting in new boat sales that may affect your own yacht's value a while longer.

At Berthon our strategy continues to be one of listing quality yachts in our size band of 40' – 120'. As our business shows, our reach and grasp of the larger sector of the market from 70' strengthens apace, and we continue to enjoy a very high percentage of repeat and referral business. We work hard to continue to earn the loyalty of our client base.

The Boat Show calendar over the coming period includes Southampton, Cannes, La Rochelle, Paris, London, a number of regional shows, as well of course, as our all-important Collection here in Lymington – listings of which are in the accompanying magazine.

All of us here at the Sales Division at Berthon trust that whether yours is a fab clockwork yacht or a thoroughly slippery sailing machine with innards that would put Dr Who's tardis to shame or a ruffty tuffty cruising yacht that's fluted to the hilt, that we will be able to be of service to you with your yachting next year and into the future.

Berthon; preaching calm at the eye of the storm. Fair winds and good sailing from us all.



# HIGH FLIGHT

NEVILLE DUKE / A GREAT YACHTSMAN AND PILOT

Written by Sue GRANT

2007 saw the death of one of Berthon's favourite clients, Neville Duke, he is much missed by us and all who knew him. We remember the consummate boat handler and gentle man who owned a string of yachts which were kept at Berthon and who's good humour and quiet friendliness charmed us all. His widow Gwen, has helped us hugely with information to allow us to pen our tribute to this great man. A wonderful character, Gwen was Neville's inseparable partner in life and joined him both in his flying and his sailing – we are privileged to know her.

Described in one newspaper last year as `an icon of the New Elizabethan Britain' Neville gained fame as a World War II fighter pilot. At the age of 22 he had been awarded the DSO (Distinguished Service Order) and DFC (Distinguished Flying Cross) with 2 bars. He was the highest scoring fighter pilot in the Mediterranean theatre flying out no less than 486 operational sorties. In the Royal Auxiliary Air Force he was the CO of no 615 Squadron, Winston Churchill's own, he was holder of point to point records from London to Rome, London to Cairo and to Karachi when delivering the Fury to Pakistan. → But most famously of all, he was the holder of the word air speed record in the P1067 Hunter in 1953.

Born in 1922, he was educated in Kent close to Kenley and Biggin Hill and so his love affair with flying began. In 1940, he joined the Royal Air Force. When he was commissioned having completed his flying training, he was posted to No 92 Squadron at Biggin Hill in 1941 flying Spitfires. 92 Squadron counted amongst it's pilots a number of Battle of Britain legends – OC Flying 'Sailor' Malan, the Squadron Commander Jamie Rankin, Brian Kingcome, Tony Batly and 'Wimpy' Wade. Neville learnt from these Masters of the Air who got everything out of their aircraft. He survived air battles over Northern France, damaging 3 and on the 25 June claiming his first of 2 kills – Messerschmitt BF 109s.

In November 1941 he was posted to the Western Desert. He was 19, and flying the Tomahawk, which unlike the Spitfire, was inferior to the Messerschmitt. He was also living under canvas, with flies everywhere and sand in absolutely everything. He was shot down twice, surviving narrowly and 14 of his Squadron were lost. However, experience from 92 Squadron gave him a score of 4 shot down and damage to other enemy aircraft. The Squadron was re-equipped with Kittihawkes and Neville established himself amongst the most successful pilots in this theatre with 8 confirmed victories – hence he was awarded his first DFC. After 9 months as a Fighter Instructor (which he found rather tame) he returned to 92 Squadron as a Flight Commander.

By the end of his second tour he had shot down a total of 19 enemy aircraft and was awarded a bar to his DFC in February 1943 and an immediate DSO in March. He was then promoted to Squadron Leader and posted back to the fighter school as Chief Instructor. February 1944 saw a posting to command No 145 Squadron in Italy flying Spitfire Mk VIIIs and here he dispatched 6 more enemy aircraft and was awarded a second bar to his DFC. On June 7 whilst on a strafing sortie his aeroplane was hit by either flak or possibly a richochet from his own strafing attack. An intense engine fire started with smoke filling the cockpit and he was forced to bail out over the centre of Lake Bracciano. His parachute jammed in the hood and he ended up hanging upside down before managing to clear the aircraft. Once in the lake one leg strap failed to release and he again nearly lost his life when he was dragged under the water by the errant parachute. 2 Italian boys paddled out and rescued him, he was warmly welcomed by the local villagers and advancing American forces returned him to his Squadron. On September 3 he shot down 2 BF 109s.





During his time in theatre his tally read – 26 plus 2 shared destroyed, 6 damaged, 2 shared destroyed on the ground, 1 shared probably destroyed on the ground. He was 22 years old.

Neville was given a permanent commission in the RAF and he wanted to carry on flying. In January 1945 he was seconded to Hawker Aircraft at Langley to help as a production test pilot flying Tempests. He attended No 4 Course at the Empire Test Pilots' School at Cranfield which was interrupted by postings to the Meteor High Speed Flight at Tangmere and to Farnborough, before completing the Course in March 1947. He then went to A&AEE Boscombe Down where he was involved with the increasing challenge of high speed and high Mach number. In June 1947 he was awarded the Air Force Cross for his work at Boscombe but after much thought decided to leave the RAF to continue testing at Hawkers. He continued his relationship with the RAF by joining the Royal Auxiliary Air Force and flying at weekends as the Commanding Officer of 615 Squadron at Biggin Hill who's Honorary Air Commodore was Winston Churchill.

In 1949 delivering Hawker Furies to Pakistan he established records from London to Rome, Cairo and Karachi.

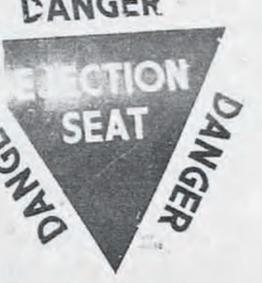
Hawkers were developing a series of jet fighter aircraft with which Neville was involved. The P.1040 which became the (N7/46) Seahawk, the swept wing P1052, the P1081 and the P1067. He became the chief test pilot in April 1951 following the death of `Wimpy' Wade his great friend and former No 92 Squadron colleague in the P1081.

The P1067 became the Hunter – it will always be associated with 2 men – Sydney Camm and Neville Duke. Made a legend during air displays at Farnborough in the early 1950s with it's sonic boom and those superb slow rolls of Neville's from one end of the airfield to the other – and the distinctive sound of the Hunter at high speed.

My han Sute, It an demakrister & you, 4 615 Squidan 5 8 4 - 4 die ynte dag after the sheet of anident, Arcept wy Salute, Some sing mished landid 7. sept: 1552 The above letter sent to Neville from Winston Churchill



Das





Nearly 2,000 Hunters were built with over 900 for the RAF. 19 Air Forces flew the Hunter – Holland, Belgium, Denmark, Switzerland, and Sweden operated them for decades. India, Chile, the Middle East, Africa and the Far East. It was operational into the 1990s in some forces.

The bright red F3 variant in which Neville captured the absolute air speed record for Britain in September 1953 was unforgettable and the stuff of enduring legend. Of course Neville's performance at the Farnborough Air Show in 1952 after the tragic death of John Derry grabbed the attention of the nation and a short note from Winston Churchill – My Dear Duke, It was characteristic of you, and of 615 Squadron to go up as you did yesterday after the shocking accident, Accept my Salute. Yours in grief.....

Next came the development of the Hunter F6 which was first flown by Neville in January 1954. This aircraft brought about his retirement from Hawkers when a forced landing in 1956 exacerbated a previous back injury. He left Hawkers in 1956 receiving an OBE in recognition of the part he played in pushing the boundaries of high-speed flight.

Flying remained a job and a recreation, together with Yachting for the rest of his life. He freelanced as a test pilot and in the late 1980s was still testing with the Brooklands Aerospace turboprop utility and the Optica observation aircraft.

Air Chief Marshal Sir Michael Graydon spoke at Neville's memorial service, his closing words encapsulate the man perfectly

'Neville's achievements in peace and war stand out. He remains a classic role model for the future generation as he was to my generation. His career was/will continue to be an inspiration to pilots everywhere. I have no doubt that the name of Neville Duke will live on whenever airmen and all those who love the air gather to talk of brave deeds, of timeless moments and of truly great men.'

Of course the yachting ran in parallel and during their yachting career, Neville and Gwen owned no less than 20 yachts, many of them were named HIGH FLIGHT after the beautiful poem written by Pilot Officer John Gillespie Magee Jr, killed in action with No 412 Squadron RCAF 1941.

#### HIGH FLIGHT

Oh, I have slipped the surly bonds of Earth And danced the skies on laughter-silvered wings: Sunward I've climbed and joined the tumbling mirth Of sun-split clouds – and done a hundred things You have not dreamed of – wheeled and soared and swung High in the sunlit silence: hovering there, I've chased the shouting wind along, and flung My eager craft through footless halls of air.

Up, up the long, delirious burning blue I've topped the wind-swept heights with easy grace Where never lark, or even eagle ever flew – And, while the silent lifting mind I've trod The high untrespassed sanctity of space, Put out my hand and touched the face of God.

> Neville and Gwen aboard their Berthon built Gauntlet





Casquet owned by the Dukes in 1962

### WIND OF CHANGE / GLOBAL ISSUES

Written by Simon De PIETRO

Sustainability and the need to conserve the world's natural resources has become a key part of almost every aspect of modern life and generating energy from renewable resources such as the wind, tide or sun is clearly a major element of the sustainability goal. Of these renewable resources the extraction of energy from the wind is the most mature of the technologies and large scale wind turbines are still the most cost effective means of generating large quantities of renewable electricity whilst also combating climate change by reducing the emissions of greenhouse gases.

In the same way that sails generate thrust through the pressure differential between either side of the sail each of the turbine blades is an aerofoil generating lift to turn the rotor. The blades are actively controlled to ensure the maximum lift is achieved for a given wind speed and as they reach their maximum rated power they feather back to control the power to avoid over generation. Wind turbines start generating at wind speeds above 4meters/second (8knots), will reach full power at 14metres/second (27knots) and shutdown to avoid high energy gusts at about 25metres/second (48knots). At shut down the turbines pitch the blades to generate no lift and simply freewheel (under bare poles) to minimise resistance to the onslaught of the storm and the heavy gusts.



A typical wind turbine on a UK site will be generating for 85% of the year, and on a good site will produce an equivalent of about 30-40% of the electricity that would be produced if you ran the generator at full power by some other means for 100% of the time. On this typical UK site the wind turbine will generate enough energy within 3 months of operation to replace the energy used in making it. Over the course of its 20-25 year life therefore it will repay the energy back some 30 times.

Wind is now very much a main stream generation choice and although for obvious reasons one cannot have an entirely wind based electricity system it has become a key part of the energy mix for most utilities and makes a valuable contribution to reduction of greenhouse gas emissions. By February 2008 the total world-wide installed wind power capacity was over 94GW (i.e. 94,000,000kW) of which 57GW is installed across Europe. The largest European wind capacities are installed in Spain and Germany, although the UK now has some 2,000 turbines with an overall capacity of 2,5GW.

The first commercial scale turbines in the UK were installed in Delabole in Cornwall in 1991, with a tower height to the rotating hub of 32metre (hub height) and a rotor diameter of 34metres. These early turbines each had an electrical output of 400kW but since then turbines have grown in both scale and electrical output and for modern turbines particularly those sited offshore they are likely to have electrical capacities of between 3,000 and 5,000kW. A 5,000kW (or 5MW) wind turbine such as that used at the Beatrice wind farm demonstrator project in the Moray Firth has a hub height of 87metres, a rotor diameter of 126metres and the turbine and tower alone weighs over 500 tonnes.

Offshore projects tend not only to have very big turbines because the cost of forming a base in any depth of water is so expensive they also tend to have large numbers of turbines because the cost of installation vessels is also expensive, and of course there is plenty of space. The London Array for example in the outer Thames Estuary includes no fewer than 340 turbines and is projected to generate around 1,000MW of electricity enough for every home in Kent and Sussex.

There are various pro's and cons between building onshore and offshore wind development. The main advantage of being offshore is that the resource is generally somewhat better since the wind is not affected by ground turbulence from trees or other structures. But as anyone with a boating background will recognise doing anything offshore means installation is significantly more expensive, maintenance is harder and under heavy weather conditions there will be times when it simply isn't possible to get there to repair anything.

Most of the early offshore wind farms have been sited in relatively shallow water 5-10metres, but as the easiest and lowest developable cost sites



become built, these will move to deeper and deeper water. The wind farm on Arklow Bank in the Irish Sea is built on a sand bank of around 3m in depth whilst the London Array water depth is 23m, and the Beatrice project 40+ metres. Clearly whilst shallow water sites generally mean there are limited conflicts with larger vessels as the trend for use of deeper and more navigable waters expands this clearly will need further consideration.

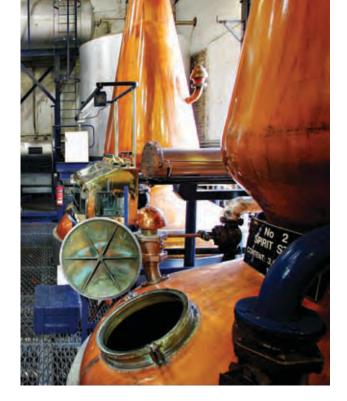
Over the coming years there will be a progressive move for more and more wind projects to be developed offshore in our recreational environment and wind farms will become a common part of our boating experience. Next time you sail past a wind farm, as well as noting what an excellent navigational mark they make, spend a minute to think about the energy driving the boat and the energy driving the blades and how your choices on sail trim or reefing are paralleled by that of the turbine..... And if the turbines been there for 3 months or more remember that it's in energy payback mode and will be until its taken away or the wind stops blowing.



Simon and Nancy De Pietro purchased a CNB 76 'Lilla' from Berthon this year and will spend the winter aboard her in the Carribbean after a pitstop here in Lymington. Lilla is available for charter.







### A HISTORY OF TULLIBARDINE / WHISKY

Written by Michael BEAMISH

Tullibardine is one of the few remaining independently owned malt whisky distilleries in Scotland located in the village of Blackford in Perthshire close to Gleneagles and a 45 minute drive from Edinburgh and Glasgow. Nestled at the foot of the Ochil Hills in the Scottish Highlands, renowned for the purity of their spring water, Tullibardine with its fine malt whiskies and excellent visitor facilities is now the most visited distillery in Scotland.

Its history dates back to the twelfth century when Blackford was the site of three different breweries operating simultaneously, all dependent on the exceptionally pure water coming from the surrounding mountains.

In the fifteenth century, a different occasion was to make the area famous and provide the basis of the Tullibardine emblem as it exists today. Following the coronation of James IV at Scone, he purchased beer from the brewery which stood where Tullibardine exists today. This association is the reason for Tullibardine's 1488 range, including a shop, restaurant, cream liqueur and whisky ale, all celebrating this historic connection. In the early to mid twentieth century, the brewery ceased to exist and the site was used for a variety of other purposes. However in 1947 a Welshman, William Delme Evans, purchased the site with the aim of turning it into a distillery, funded by friends and relatives. His engineering background meant that he was able to design the distillery in the most efficient way possible and in 1949 the distillery produced spirit for the first time. Unfortunately for Mr. Evans he soon succumbed to ill health and was forced to sell the distillery and eventually in 1995, the owners at the time, Invergordon Distillers, decided to cease production owing to excess capacity in the industry at the time. It lay in mothballs until June 2003 when both the distillery and existing stock were bought by a group of four private investors and distillation began again.

The distillery is now operating at full capacity and the greatest of care has been taken to retain the style and character of the whisky which was always so well regarded for its lovely light, fresh, fruity flavour which makes it appeal to such a wide spectrum of palates. The same variety of non peated malted barley, Optic, is still used, and with the abundance





of fresh spring water from the adjacent Ochil hills, brought to the distillery in the Danny burn, the four copper pot stills are working full time producing this fine spirit. Maintaining the right "cut" in the distillation process to eliminate the high volatility alcohols is very much the stillman's art and key in ensuring the consistency of the spirit, hence the appointment of the distillery manager to oversee this process was key. John Black, who has now completed 50 years as a distiller in the Scotch whisky industry and has run many scotch malt whisky distilleries, was appointed to the role in 2003 and his experience has proved invaluable. His intuitive expertise also extends to cask selection for bottlings to make sure that all vintages are of an extremely high quality.

Tullibardine is a distillery which has experienced many incarnations and metamorphoses. However today it is thriving thanks to a progressive attitude tempered with a respect for tradition, in terms of production and the ethos of the company. All these different aspects combine to make Tullibardine an extremely fine malt whisky and one described as "eminently quaffable."

www.tullibardine.com

BERTHON LIFESTYLE P. 21





The farm shop at Warborne Farm

## WARBORNE FARM / ORGANIC

Written by George HEATHCOTE

Lymington is not only a great place to live, it's a great place to farm too. Our soil is deep sandy loam, and coupled with the extremely high light levels that this area is blessed with, mean that (plagues and pestilence apart) we can grow just about everything that it is possible to grow in the UK.

Warborne Farm is a 360 acre, family run, mixed organic farm. Situated in the parish of Boldre, it is sandwiched between the ecological gems of the Lymington Reedbeds and the open heathland of the New Forest, and is an important wildlife corridor and habitat. In the summer our fields are carpeted with arable and wild flowers and the farm hums with the sounds of insects, busy gathering pollen and nectar – pollinating our crops and making us yummy honey! In the winter great flocks of finches swarm around the fields, feasting on the weed seeds and providing sport for Peregrine falcons.

My grandfather joined the Soil Association in 1949 and farmed here organically because he believed it was the right thing for the land and for human health. So not much has changed really – two generations on and all the traditional buildings – which are nearly 200 years old now, are still being used for agricultural purposes, and there is a wonderful array of crops and livestock all complimenting one another.

I am fortunate to employ 23 highly motivated people, and we are always very busy sowing, harvesting and tending to our precious crops, livestock and customers! Throughout the year we grow more than 100 varieties of fruit, and 300 varieties of vegetables, herbs and flowers.

Our vegetable box scheme started more than 10 years ago, and supplies up to 350 local households within a 10 mile radius of the farm with a box of the freshest vegetables we can rustle up from our fields that week; the contents profiles the seasons and varies from week to week. Food miles are extremely low as we grow over 90% of the produce on the farm. →





We have a thriving farm shop and butchery too, tucked away down single track lanes and discreet within our traditional buildings, and we offer the largest selection of fresh organic vegetables, meat, wine and farm fresh deli foods on the South Coast.

In the past few years we have won every major food and farming award, including "Producer of the Year", "Best mixed farm", "Best organic fruit", "Best organic chickens", "Best Farm Shop", "Box Scheme of the Year", and the Marks & Spencer "Organic Grower of the Year".

We also grow 160 acres of arable crops – wheat, triticale, peas, lupins and naked oats, to provide protein and bedding for our livestock.

I take great pride in our livestock; we use traditional breeds grazing herb rich leys at low stocking densities to ensure a high health status - and the best eating quality! Poultry - we have chickens, guinea fowl and geese, that are ultra free range and derive the maximum possible proportion of their diet through foraging and grazing. Our first sign of Christmas is in May when our goslings hatch. Because they derive from the Snowgoose we need to replicate the arctic conditions for at least the first 5 weeks, so keep it light for 24hrs a day. The geese are tremendous foragers and over 80% of their diet comes through grazing. My only real worry with the geese is that throughout November they become increasingly proficient at flying! An organic Snowgoose is the ultimate Christmas feast.

Watch out for the 13 episode programme on the Discovery Channel featuring Warborne Farm.

To find out more visit www.warbornefarm.co.uk

Photographs courtesy of Sarah Heneghan. www.sarahheneghan.co.uk





#### **A PASSION FOR INNOVATION**

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Berthon are the UK distributors for Baltic yachts

### HOT WATER FOR A COOL PLANET / ENVIRONMENT

Written by Tom CARTWRIGHT

Everyone's "going green". At least, we are told on an almost daily basis that we should be or, in a few years, there will be no more skiing holidays, and England's South Coast will begin somewhere near Salisbury.

We all want to do our bit for the environment, be it recycling or reducing our energy consumption and emissions. There are two major obstacles in the way of our good intentions, however: habit and cost. We are used to a standard of living that would make our great grandparents gasp, and are loathed to give up pet luxuries, whatever the cause. Even if we do accept the birch branch, often the financial implications of trying to be a more responsible world citizen are prohibitive.

Energy prices are soaring, with the average household bill breaking the £1000 a year mark, and there is little confidence that fossil fuels will provide a long term energy source for the world.

The payback for renewables is shorter and the technology better than ever so 'doing the right thing' has now become a viable option.

So what should you do to make your house cheap to run, as well as kind to the planet?  $\hfill \rightarrow$ 



Qualified as an electrical engineer, Ray Wright took it upon himself to do something a bit special when it came to buying an old bungalow and turning it into somewhere he would want to spend the rest of his life in Horsham, West Sussex. Ray is an ex-naval officer who has started an environmentally friendly building company called Ground Control Systems (www.groundcontrolsystems.co.uk). Surrounded by stunning countryside, Ray had a vision of living comfortably and independently from the energy companies.

The site started out life as an agricultural building, and was converted in the 50's into a 3 bedroom bungalow. There is no provision for gas or oil to the property. Fortunately Greenheart Installations (www.green-heart.co.uk) specialise in providing heating and hot water from the best renewable energy sources available on the market.

Greenheart suggested the following solution:

- 12 kW Ground Source Heat Pump for the under floor heating.
- Solar Panels heating a Thermal Store for hot water.
- and a 3.5 kW Air Source Heat Pump to boost the Thermal Store.

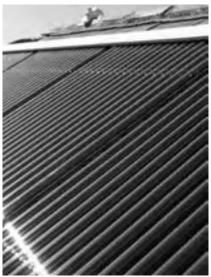
'The result has been fantastic,' enthuses Ray, 'we have more hot water and heating than we need. When there is not enough sun during the winter and the solar panels have not made enough hot water the heat pump runs on off peak electricity which is cheaper to run than gas or oil!'

The property does require electricity from the mains grid, but Ray plans to put in Photovoltaic solar panels and a windmill capable of producing enough electricity to power his house when they become more affordable.

Ray and his wife have been enjoying it for 18 months now and are overjoyed with their new home: 'I have found Greenheart courteous, punctual and very efficient heating engineers. The system you have put in for me is perfect for my requirements, and very cheap and easy to run. As a professional engineer myself I am very pleased to commend Greenheart to anyone who has a cost effective environmentally sensitive solution.'

Berthon's new Lymington Marina washroom facilities, yacht stores and office building will have water source heat pumps for underfloor heating and solar panels for pre-heating hot water.









### AMANDA WAKELEY / FASHION DESIGNER

Written by Lottie JOHANSSON

Currently celebrating 18 years in the fashion business, leading British designer (and Berthon berth holder) Amanda Wakeley is renowned for her understated and glamorous collections that have won her three British Fashion Awards for Glamour. The self-taught designer is the ultimate walking advertisement for her eponymous brand, which currently includes ready-to-wear, a cruise collection, bridalwear, fine jewellery and footwear.

Her feminine goddess gowns, sculpted tailoring and luxurious knitwear effortlessly appeal to discerning women worldwide. Kate Beckinsale, Scarlett Johansson and Sarah Michelle Geller being just a few of the Hollywood A-listers who appreciate the label's discreet, yet highly contemporary styling.

'I like to think that we've always cut for real women' says Amanda, 'I think the ready-to-wear collection has got a lot younger over the last few seasons and there's more of a fashion element in it. Women in general are far more fashion aware today and are definitely dressing younger. The key is to keep it appropriate and subtle – it's a quiet luxury.'

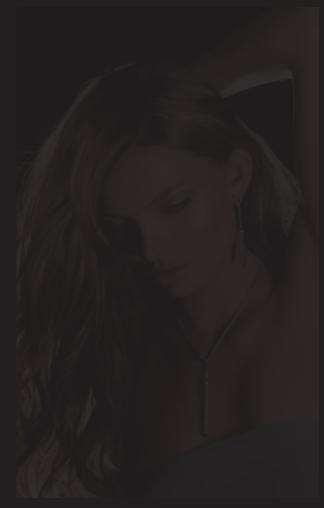
Amanda describes the process of creating her collections as both intuitive and collaborative. This season she drew inspiration from the 1920's illustrations of the French Art Deco painter, Jean-Gabriel Domergue, and the linear designs of contemporary Japanese print artists for her readyto-wear. 'I love the whole feel of layering for autumn. There's always more substance to winter and the collection is luxurious, polished and feminine,' she explains.

Intricate beading has been an Amanda Wakeley hallmark since she started designing and is also evident in her Sposa collection of bridalwear. This season she has really pushed her use of decorative flourishes in her mainline collection. 'I'm keen to make embellishment look modern and crafted,' she says, 'I've used embellishment in a very subtle way. There's a chain mail tunic dress in the current collection that is made completely from tiny domed sequins – it's an extraordinary piece of craftsmanship.

BERTHON LIFESTYLE P. 30









Amanda launched her first footwear range two seasons ago, 'The market has been flooded with bags and I found it more appropriate to start with a shoe collection as it links so well to the ready-to-wear,' says Amanda, 'For winter there's lots of ribbon detail in the collection and several of the shoes have lovely twists of ribbon on them.'

The Amanda Wakeley Cruise collection was introduced last year to cater for customers heading for the winter sun and acts as a forerunner to the Spring/Summer range. Fittingly, Amanda's partner co-owns the beautiful 30m modern classic 'Savannah', 'We are on her quite a bit and race her in the Med,' enthuses Amanda, 'We are cruising in Greece this summer and I'll pack some of my long and short kaftans for the trip.'

Cruise hits the stores in November and according to Amanda, 'The range was inspired by images by the Japanese contemporary artist and photographer Nobuyoshi Araki and the colours of Erwin Blumenfeld's beauty photos. There's a strong Japanese influence, over-laid with lovely sporty lines that contour the body. The detailing is everything.'

A passion for semi-precious stones led Amanda to launch Amanda Wakeley Jewel, 'I wanted to be able to wear fine jewellery everyday without it looking too obvious and for it to work with daywear as well as eveningwear,' points out Amanda,' Fine jewellery is precious and should be with you for many years. I also wanted the collection to be affordable, so women can invest in the pieces themselves.'

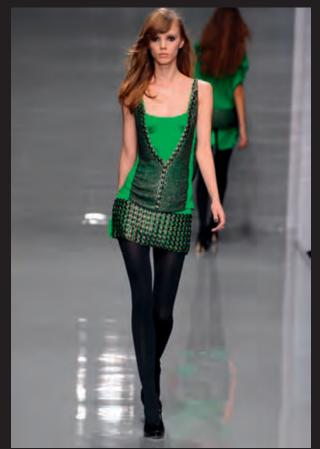
Amanda believes that fine jewellery should be fun and that the luxury element comes from the extravagance of the materials used, whether metres and metres of sheer silk organza cut into a floorsweeping gown or by simply stacking several of her glistening semi-precious cocktail rings together. 'We've added more beautiful custom cut stones to the collection, such as carved onyx with tiny strips of pave diamonds,' she explains.

The celebration of womanhood and the female form runs through all Amanda's collections, 'We don't think of our customer as being in a certain age bracket. It is her attitude towards dressing that defines her as one of our customers,' she concludes, 'She wants luxurious style that speaks for itself, but doesn't shout; a glamorous yet understated look that effortlessly takes her from day into evening. It's all about simple ideas expressed strongly.'

For stockists and further information: www.amandawakeley.com

Lottie Johansson is a freelance lifestyle editor who has worked as a fashion editor on several leading publications including Vogue and Marie Claire.





## THE ADVENTURES OF TAONUI / AROUND THE WORLD

TAONUI, a 44' aluminium Dubbel & Jesse built in 1996 has been the magic carpet for Coryn and Tony Gooch from Victoria in Canada since 1996.

She has a comfortable pilothouse, and moderate overhangs, full keel and deep bilges. The rudder is hung on the back of the keel and the propeller lives in an aperture between keel and rudder. Her aluminium hull is 10mm at the keel, 8mm below the waterline and 6mm above, with 3 watertight bulkheads and displaces 14-15 tons.

A solid 16.6 metre Selden Spar with full battened mainsail and detachable staysail eats up the miles. She is tiller steered with a Bukh 46hp turbo diesel and 800 litres of diesel. She has a SSB, Inmarsat C, Monitor wind vane and electric/hydraulic autopilot, Radar and Reflex diesel heater with no watermaker, hot water, generator or complicated systems. Her main dinghy is an 8' GRP rowing dinghy.



A simple, robust and practical yacht, she and her owners have voyaged more than 90,000 nautical miles so far, and there are more adventures planned.

You may visit TAONUI's website on www.taonui. com to read about the extraordinary adventures that Tony (often single handed), Coryn and TAONUI have had.



The route so far reads like this:-

Germany to Berthon, across the Atlantic, through the Panama down the coast of Chile and onto Antarctica. On the way to Buenos Aries TAONUI was rolled by a rogue wave breaking the mast and damaging some deck fittings. She was shipped back to Berthon for repair before setting off to circumnavigate Iceland. They then sailed to the Falklands, South Georgia, onto Cape Horn, Tasmania, Cape Horn and back to Berthon. Next up came Spitsbergen and back to Berthon. Next up came Spitsbergen and back to Berthon, then to Boston, TAONUI was then put on a truck to Victoria. In Victoria TAONUI and Tony prepared for a solo adventure – a non-stop circumnavigation Victoria to Victoria. This was completed in 177 days.

Since then TAONUI has been to the Aleutian Islands, and north up the Bering Sea to Nome Alaska. They spent 3 summers exploring Nova Scotia, Newfoundland and Labrador. 2008 will see TAONUI and the Gooches in the Western Isles and north to Orkney and the Shetlands.

The descriptions of their adventures are splendid, we have picked just one from 2001 in Spitsbergen – below

Coryn has always wanted to visit the Lofoten Islands off Northern Norway. In that Spitsbergen is only 400 odd miles north of Norway, this seemed like a good objective for the summer. We left Lymington in mid-April and headed north up the Irish Sea. Friends from Victoria joined us for the passage through the Western Isles of Scotland, which were as beautiful as ever. It's a superb cruising area with many sheltered anchorages and wonderful scenery.

We reached the Shetland Islands by mid-May and then headed for the Lofotens 600 miles to the NE. The mountain scenery and fishing harbours of Northern Norway and the Lofotens are the stuff of picture books, as long as it isn't raining.

We were lucky. It was mid-June and north of the Arctic Circle there was 24 hour sunshine.

On June 20th we set out for Hornsund, a large indentation 25 miles up the west coast of Spitsbergen. In summer the tail end of the Gulfstream keeps the west coast of Spitsbergen relatively free of ice. We had to push through about 20 miles of broken pack ice to get to Hornsund and after that, ice was rarely a problem. At anchor in one of the inner bays of Hornsund we were visited by a curious polar bear that got quite a surprise when he slapped the side of our metal boat.

We spent 6 weeks gunkholing up the west and northwest coast. The island is deeply indented and there are plenty of anchorages. The weather was kind most of the time with very light wind, if any, as we were well within the Arctic high-pressure area. The bird life is prolific as it is a major breeding area for a number of northern sea birds. . .murres, auks and the like. At Moffen Island (80N), we were only 600 miles from the North Pole. Here there is a small herd of walrus, all that is left of the thousands that previously lived on Spitsbergen. Three of them swam around our boat giving us an unexpected close-up look at these great beasts.

On the way back to Norway a low had crossed south of us and then deepened by 10 millibars and become stationary. The resultant Force 9 -10 wind was driving us onto the rather dangerous north coast. We spent 24 hours hanging on the end of the drogue and stayed about 100 miles offshore until the low finally moved on. We retraced our route down the Norwegian Sea to Lerwick and then through the western Isles to arrive back in Lymington at the end of August. It was a long way to go for a summer holiday, 5,300 miles, but well worth it.

The adventures of TAONUI are always closely followed by the Berthon Crew. Berthon has been the staying post and refit centre for TAONUI throughout the Gooches ownership. So far she has enjoyed 6 pitstops at Berthon where we have maintained and mended any breakages caused by the casual caress of the careless sea.

This summer, cruising the Western Isles of Scotland and then (solo) to the Azores where Taonui will be laid up for the winter ready for a cruise in 2009 to Spain and France and back up to Scotland.









# EXISTS TO RACE

### FORMULA ONE / WILLIAMS GRAND PRIX ENGINEERING

at&t

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In the four or so decades of Formula One since 1970, no less than 59 aspiring teams have entered the World Championship but fallen by the wayside. Some have resonant names that still form part of the consciousness today, whether Brabham or March, others less so, their involvement fleeting. Who remembers Tecno, Theodore or Rial except those intimately involved with the sport? In recent times, the advent of corporately owned teams, who have bought ailing independent outfits, has meant the re-branding and re-birth of Tyrrell, Jaguar and Sauber, among others.

With this roll call of aspiration that has fallen by the wayside, there are a number of elements of Formula One that have, however, endured. Ferrari has been a consistent force in the sport, even when its star has not been in the ascendant, it has, ever since 1950, remained a focal point for fans' affections. With the shifting focus of race venues gravitating away from Europe in order to find newer audiences in territories such as the Middle East and South East Asia, the Monaco Grand Prix remains a bastion in the sport's annual calendar.



Amid the enduring elements of the sport, whether teams or races, are a number of other pillars on which the sport depends; the McLaren Formula One team has retained its clear sense of identity, despite Mercedes taking a significant equity interest in the team. The other prominent name in this circle is Williams Grand Prix Engineering, which in 2008, celebrates a number of notable landmarks, not least its 30th year of racing, but also its 500th race start, a milestone it will pass at the Italian Grand Prix in Monza in September this year.

Williams is unique in both being an enduring element of Formula One, but also having resisted the shift to divesting some or all of its ownership to blue chip corporate interests. It remains, therefore, an independently-owned business, still led by its founders, Frank Williams and Patrick Head. Nikki Lauda, the flamboyant three times Formula One World Champion, was heard to remark before the start of this season that "Formula One is nothing without Williams."

As an independent team, the organisation has the distinct advantage of purity of purpose. Williams after all only exists to race, whereas many of its keenest rivals are racing teams that form part of a wider marketing ambition, perhaps of a large car maker or other commercial interest.

This distinct character has a galvanising effect on the organisation and in turn gives the team unique



appeal to its financial benefactors, the sponsors that underwrite the company's revenue base. Not that it has all been plain sailing, far from it. Having won 16 World Championships and 113 Grands Prix, the team is now challenged with funding and organising itself to take on the challenge of five of the world's largest car makers, all of whom have significant resources at their disposal.

Patrick Head, the team's Director of Engineering, feels however that this financial advantage might not always be all it seems. "Naturally we'd love to have the resources that some of the manufacturer teams command. But in truth a tighter operating budget keeps the mind focused on the developments that will lend the most competitive advantage for the



Nico Rosberg / Following in the footsteps of his father, 1982 Formula One world champion, Keke



least outlay. In some senses, having less to spend means a greater reliance on initiative and this can sometimes have counter-intuitive outcomes. Renault have shown in the relatively recent past that it is possible to win World Championships without colossal budgets."

While Williams may not have untapped funds, it does however hold its own in terms of capitallydemanding resources, such as two wind tunnels and other technology plant and equipment, following a long and sustained period of investment.

Patrick Head continues, "Although we don't have the safety net of a large car maker standing behind us, we have a very substantial sponsor portfolio who underwrite our business. We're extremely proud to represent companies of the stature of AT&T, RBS, Philips and Baugur in Formula One. This has enabled us to continue to invest in essential engineering infrastructure and if I was to be asked why we have endured for three decades while many others have not survived, part of the answer I think would be our good fortune to have generated some income in the early days matched by a propensity to re-invest in the business."

In its 30th year and with great names associated with the team over this period, among them Alan Jones, Keke Rosberg, Nigel Mansell, Nelson Piquet, Ayrton Senna, Damon Hill and Jacques Villeneuve, the ambition to add to the roster of Champions still drives Frank Williams, Patrick Head and the company's 520 staff forward. Part of the dynamic that has made the business' leadership prosper over thirty years is the clear separation of roles that Frank and Patrick hold.

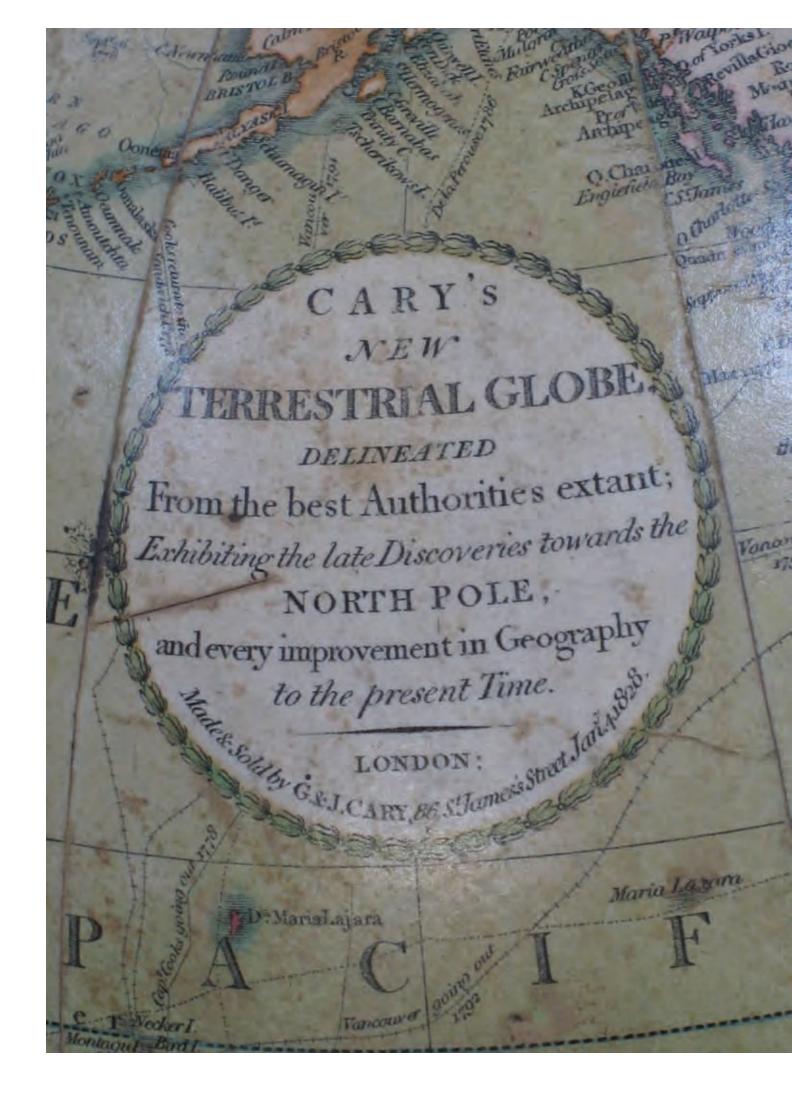
"Frank is far more than just a business partner, he is also a very good friend. But I doubt even the best friendship could last for thirty years if there was no clear separation of roles. Frank takes care of the commercial side of Williams' interests and I take responsibility for the Engineering. It's quite a natural division, not an artificial one we imposed on the business and as a consequence it works well. Of course we meet on a daily basis, most often over a sandwich at lunch and compare notes. We are also supported by our Senior Management Group, a seven man team which constitutes the executive of the business."

With a well-developed technical infrastructure, a strong management team and the support of a portfolio of committed sponsors, the clear goal for Williams as it steps into its fourth decade is to draw on these virtues to continue to add to its impressive winning record.

Patrick owns the Frers 66 Pilothouse FICA FRIA which he keeps in the Mediterranean. She is offered for sale through Berthon currently....



Patrick Head / Director of Engineering



## TERRESTRIAL GLOBES / CRAFTSMANSHIP

#### Written by Charlie WALLROCK

From their birth in Germany at the end of the 15th century to the prolific London makers of the 18th and 19th century, globes are undeniably and irresistibly some of the most alluring objects ever created by hand. The logistics of construction and inception are overwhelmingly complex and mathematically challenging and have always been the domain of the finest hands and minds. Consequently their value, never underrated, remains consistently high. The Cary 21" globes illustrated, from the dawn of the 19th century (although the celestial ephemera far predates this), are majestic examples of the finest of British craftsmanship, demanding breathtaking skill - with the most delicate of raw materials - card, plaster and paper - and a degree of patience almost beyond comprehension.

Upon closer examination of the terrestrial globe, it becomes immediately apparent that these objects are from an era when major geographical discoveries were still being made, and the vast tracts of still unexplored land, nebulous and perilously uncertain coastlines are testimony to the tenacity and courage of the great explorers. Most terrestrial globes from these times have freshly documented and mapped voyages by Cook, La Perouse and Vancouver, and even mark James Cook's untimely death at the hands of savages in mid Pacific. South Australia is barely mapped - the coastline from Cape Leeuwin to Tasmania a studiously avoided mystery, punished by the fierce weather of the Southern Ocean. Antartica is conspicuous by its absence, sailing further South than 50 degrees being a rarity other than by whalers, whose occasional sighting of land was inconsequential alongside the desire for their valuable prey and largely undocumented until well into the 19th century.

The celestial globe is no less fascinating, each constellation clearly illustrated in all its' classical glory, delicately engraved by hand onto copper plates and beautifully printed and coloured in the unmistakeable pallette of the late Georgian era. These lovely creations are a seductive and deliciously romantic link to the days of parallel rule and dividers, octant and sextant, and Harrison's sublimely impressive marine chronometer - which finally eradicated the immense waste of shipping stock and lives due to a less than comfortable grasp of the complexities of solving the accurate calculation of Longitude.

Generations of globe making families were involved in this jealously guarded trade - Cary, Newton and Bardin to name but a few. The sheer range of their creations is no less astonishing, from tiny 3" diameter globes in fish skin cases for the amusement of coffee house frequenting gentlemen, to lavish pairs atop elegant mahogany stands designed to enhance the most majestic of contemporary interiors.

It is hard to imagine more complete evidence of the triumph over materials and skill these craftsmen enjoyed - engravers, printers, cabinet makers, colourmen, foundries - all of the highest order, joining forces to create these perenially beautiful artifacts.







# BOATHOUSES

#### Written by Clare SHERRIFF

A boathouse provides the wow factor to any waterside location, combining reality with a sense of fantasy, and escapism. Clare Sherriff's new book, Boathouses, brings together a selection of these buildings from around the world. It includes a journey down the non-tidal Thames showing an eclectic mix of late nineteenth-century history and design, alongside contemporary boathouse building.

Around the world boathouse designs have attracted the flamboyant and the utilitarian. Today's boathouses cross many boundaries - fishermen use them as a working base, lifeboat men launch their rescue missions from them, writers and poets find refuge and inspiration in them, in Japan a whole community lives in a boathouse village, children boat from them in our parks, and wealthy landowners use them as play-stations on their estates. They inspire community projects, holiday homes, iconic university buildings, working facilities and design competitions. Their designs range from the simple, rustic and tumbledown to the very grand and streamlined contemporary.

The architectural practice of PLOT in Copenhagen designed one of the most appealing new boathouses of this century – one which combines the use of a youth centre and boatstore for a sailing club, built in a former industrial district south of Copenhagen. PLOT's solution was an undulating hardwood deck allowing for 'boat storage underneath, still letting the kids run/play above...The actual room of the Maritime Youth House IS the wooden deck' a paradise for skate boarders or rolling bodies, and sailors alike'.

Northern Europe has a strong sea-faring tradition. The 'A' frame and fresh patchwork colours of these Icelandic fishermen's boathouses light up an otherwise rather bleak landscape.

The Harbour Control Tower in Lisbon was built at a seemingly precarious angle by the Portuguese architect Gonçalo Sousa Byrne in 2001. It has nine stories, clad in copper sheets with a glass box on top, resembling a lighthouse. The ground floor plinth contains the entrance, and three bays of boat storage.

The Italian farmhouse aesthetic of this Lake Luganoboathouse has intense appeal. Historically, the British, with their love of the idiosyncratic seems to have the edge on some of the world's distinctive boathouses. Ballrooms mix with Swiss cottages – the Thames has a boathouse built to house aballroom-plunge pools with fishing temples, and miniature castles. Robert Adams' classical fishing temple at Kedleston in Derbyshire →

Icelandic fishermen's boathouses



Lake Lugano Boathouse Photograph: Lisa Engelberecht



shares its place in history with the small, but picturesque, Trevarno Boathouse in Cornwall, decorated with ecclesiastical trefoil windows and 'belfry' cupola.

The Rosehaugh Boathouse in Ross-shire, Scotland was built in the 1900s by the Victorian architect William Flockhart (1854-1913) for James Douglas Fletcher, whose family fortune was made in the alpaca trade. The boathouse has recently been restored, and is available for holiday accommodation. Agatha Christie's association with two boathouses is perhaps unique in boathouse history. At Wallingford, on the Thames, her simple clapboard shed, now decaying, has jaded appeal. Journey down the river Dart in Devon and you will be shown Agatha Christie's famous boathouse, the scene of a murder in her novel Dead Man's Folly.

The neo-Tudor Cariad boathouse on the Thames near Goring was built by the Earl of Shrewsbury and Talbot – the founder of Talbot Motors - for his mistress in the late 1890s. Cariad is Welsh for loved one or darling. Mock timbers and ornate gables decorate many boathouses on the Thames.

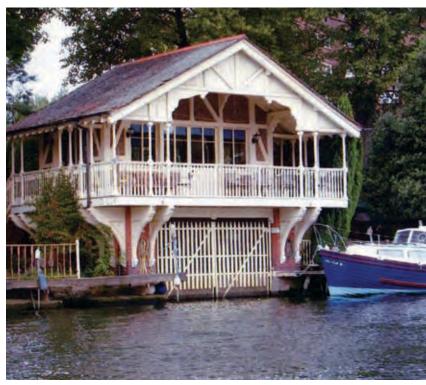
Near Henley-on-Thames is a late C19 castellated boathouse, whose turrets and arched entrance drip with ivy. This is the neo-Tudor at its most theatrical.



Close to the tidal lock, at Teddington, is a powerdressed, nineteenth-century Swiss chalet, c. 1840s. For a long time it was used as the ironing room for the Broom Park Estate, to which it belonged.

There is very little new boathouse building on the Thames today compared with the late nineteenthcentury period. Some brave modernists seek planning for the inspirational glass box, which integrates easily with water and foliage. The University College Boathouse at Oxford, designed by Shahriar Nasser of Belsize Architects is one such design, which has recently received an RIBA South Award. It uses glass, brick, wood and





Left: Trevarno Boathouse in Cornwall Photograph: John Clarke

> Top: Cariad Photograph: John Clarke

> Above: The Swiss Chalet Photograph: John Clarke



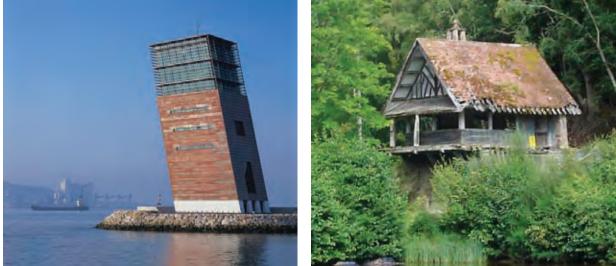
The Maritime Youth House Armager Copenhagen Photograph: Konrad Ragnarsson

copper to great effect; the copper roof symbolises a 'hovering blade', with a glass viewing-box and generous balconies as key features.

Boathouse design around the world is enjoying a revival, with innovative use of material and form. Contemporary models are equitable to many of our iconic land-lubbed buildings. For owners with waterside properties, architects and builders, or those of us who simply wish to dream, this book with its stunning photography and directory of boathouse architects, is an inspirational buy.

Boathouses is published by Unicorn Press, £25 Unicornpress@btinternet.com 76 Great Suffolk Street London SE1 OBL tel: 0207 928 1910





Harbour Control Tower Lisbon

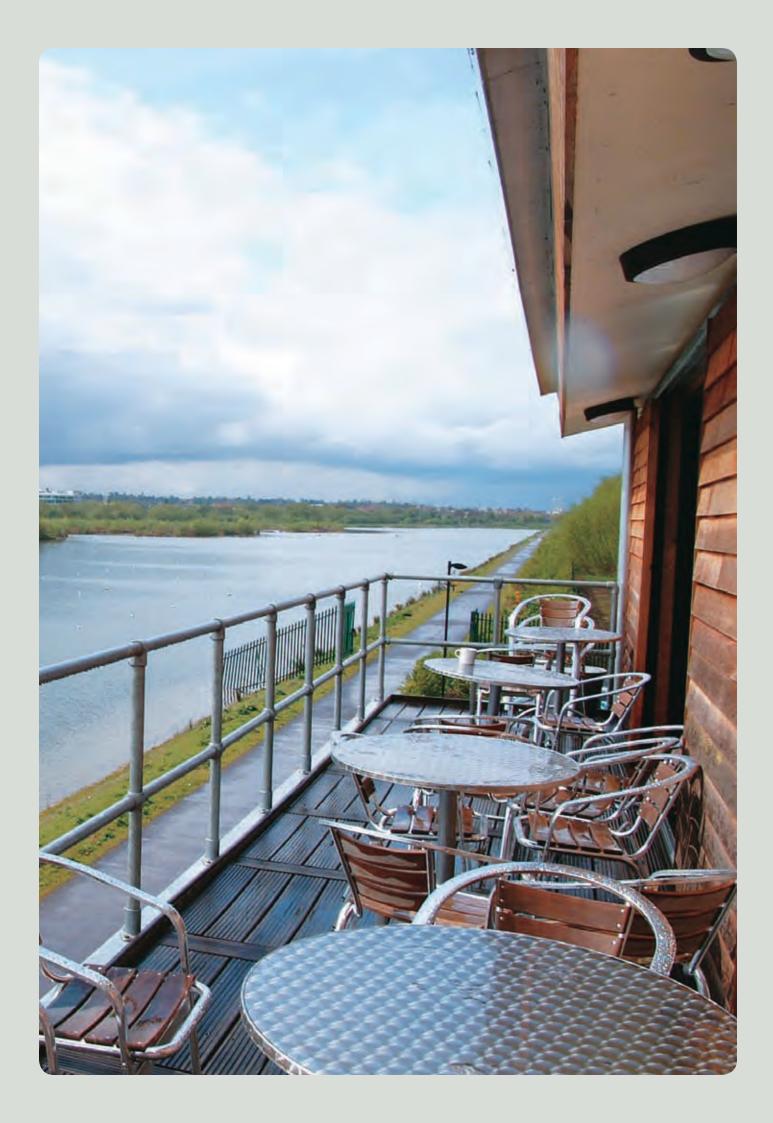
## A WATER BASED ENTREPRENEUR / DAVID SHERRIFF

David does things that other people don't do, if it's difficult he will tend to be drawn to it; a bull-dog persistence and circumspect vision are probably only born from adversity. He also has a genetic will to give – his father was awarded the order of the Knight of St John for philanthropic work – and from his childhood next-door neighbour, who designed the first marina in England – Berthon - came his lifelong attachment to anything water-related. As a teenager exams were difficult in a achievement- orientated household - David failed French 'O'level seven times - but eventually went on to business school at Manchester. After a brief period in the stock exchange, he set himself up as an independent yacht broker.

During the '70s he built the police boats on the Thames, selling boats to celebrities and yachties around the world. He also had his eye on some disused gravel pits near Reading, having seen the land from the train. A long-term vision for the site developed from this time. After 12 years, in 1986, he eventually got planning permission to build a marina, the first new purpose-built marina on the Thames since 1973, funded by investors, under Margaret Thatcher's business expansion scheme. When he sold out in 2004 Thames and Kennet Marina was believed to be one of the few surviving companies set up under the scheme. It was a complete success story. The investors received a big return on a 15 year investment, and his bertholders loved it. But he didn't stop there.

Strategic buying of parcels of land enabled him, by the mid '90s, to submit planning for an Olympic rowing lake on the site. Despite shareholder and parliamentary opposition he eventually got the planning, and ultimately secured Sport England's funding of the project. It was a massive coup for a one-man band, who had risked his business and his livelihood for the rowing lake. The existing marina was dismantled, the area flooded and two new marinas were built on scrubland at the western end of the site. Seeing a potential shift in the market the second marina, which ultimately has proved a huge success, is a designated narrow-boat marina, the first of its kind on the Thames. In signing up with Sport England David made some important convenants for the lake - that it be named the Redgrave-Pinsent Rowing Lake- its use as a rowing lake was never to be altered - and that the Oxford University Boat Club -OUBC - were to use the course for free, and forever. The British Canoe Union also has the rights to use the lake. He additionally covenanted that a 70 acre wildlife sanctuary was set up on the site providing funds, along with Lafarge Gravel. A sailing club and a water ski club have similarly benefited from the development, with smart new facilities.

With a now-established water-based complex he continued to seek the maximum from the site, donating land for the Thames Traditional Boat Society to build their base and headquarters, and an additional one and a half-acres for the River and Rowing Museum at Henley, to build a much



needed storage facility overlooking the lake. He has retained small sections of land from which to continue trading. In the early years of the marina he restored the 1878 University College Barge, which was built as a clubhouse for the rowing at Oxford, holding legendary parties on board at the Henley Royal Regatta.

In twenty five years David transformed a vast area of wasteland outside Reading into a world-class water sports facility, along with water-based businesses, clubs and institutional headquarters, bringing with it industry, employment and purpose to this section of the river, whilst enhancing the site's natural habitat. David's contribution to sport – he has been a keen Daring and Dragon racer all his life - and to the river, has brought home a national sporting facility for one of the most successful medal earner's in British Olympic history. GB rowing has, for the first time, its own private training facility. Steve Redgrave paid tribute to David saying that 'David has invested an enormous amount of time, effort and financial resources to create this facility for rowers...I wish such a facility had been available to me when I was preparing to compete at the World Championships and Olympic Games'. The ARA - Amateur Rowing Association - has described him 'as one of the sport's biggest philanthropists.' The rowing lake will ensure a level playing field for the National Squad, allowing them to build on past successes and hopefully bring in more medals for 2008 and beyond. The rowers and their coaches are unanimous in their praise of the facility. The boathouse by the lake is known as Sherriff's Boathouse, Oxford University made David a Distinguished Friend of the University in 2003, and the ARA have recently awarded him their Medal of Honour for his outstanding contribution to the Sport.





Above and right the Sherriff's Boathouse

Left David Sherriff is awarded the Medal of Honour from Sir Steve Redgrave



## ONE ETERNAL DAY / POLO

Written by Josh MORRIES-LOWE

Ask an addict to pinpoint the moment they handed the reins of their life over to their preferred substance and most will manage little more than a bemused shrug. July 2005 would be my unequivocal answer. The 189th Polo Gold Cup at Cowdray. Only able to distinguish either end of a horse from the other because my 'sure thing' was invariably the closing shot of the Grand National, I expected to be hopelessly out of my depth, fill said void with the champagne on tap, charm a fake-tanned diamond bejewelled delight into thinking me interesting, get sun stroke, pass out in a deck chair and wake up in time to pick the tired strawberries from the bottom of the Pimms pitcher. A true gentleman, I, of course, can't disclose which of such ambitions I surmounted and which surmounted me, but I can say with absolute certainty I left with more than wilted mint leaves in my teeth.





Polo has its origins in the Sixth Century BC, devised as a training game for the cavalry units of the Persian army, but even then its magnetic attraction drew in the lay world, with it becoming a national sport for the nobility. Its benefit to army training remained invaluable in the East, practised throughout the Middle Ages. Modern polo was formulised by British Army officers at the beginning of the 19th Century who adopted the game from exiled Manipurian princes. These soldiers bought the game west, with the Hurlingham Polo Association drawing up the first set of formal British rules in 1874, following its introduction to England by the tenth Hussars at Aldershot. Perhaps it is these origins, the blending of the decorous with the belligerent which have ensured the survival and increasing expansion of the game, but undoubtedly there is something magical and intoxicating in the transference of danger, speed and adrenaline from horse to rider to spectator and back again.

It is the intensity of the game itself, requiring the clear vision and ingenuity of a tactician with the strength and co-ordination of an athlete whilst abreast 500 kilos of living, breathing, and essentially unpredictable, muscle power, which means no two seconds, let alone chukkas will ever be the same and which ensures the galloping game doesn't release its grip on you at the final hooter. The sense of adrenaline and team-spirit certainly resonates off the pitch creating a unique social atmosphere, gelled together by the horses at the heart of it. My presumptions of omnipresent champagne, fabulous food and high heels certainly weren't incorrect, but it is the inimitable conviviality underpinning such parties which I hadn't understood or expected.

Whether at the major clubs, or their smaller counterparts, such as Haggis Farm Polo Club, one can't help but notice and be drawn in by this social magnetism, as the sport becomes more than a game, but a very lifestyle. Indeed, with its growing popularity, the focus of British Polo is moving outwards. Though not at all detracting from the importance of the larger clubs, the increasing number of country clubs is evidence itself of the dissipation and growing accessibility of the sport. More and more people are attracted to the personalism and flexibility of these smaller clubs, providing an easy way into the game of kings and one which I can't recommend enough. Good old Summer you can stumble in (and stumble may indeed be the best word), but I'll defy you to try and stumble back out.

# Distinctly Windy



Southampton Boat Show 12 - 21 Sept. • Berth 183 - 187

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