

# BERTHON

[www.berthon.co.uk](http://www.berthon.co.uk) volume V



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### Day boats

We have featured 3 yachts in this section, as there is increasing interest in the concept of day boats which look lovely, are easy to manage and are also of course, great fun. Martin Farnworth writes about his Tofinou MINX aboard which he has had a ball, she replaces the X Yacht that we sold for him. Philip and Tessa Derby's lovely FREYA, now for sale with Berthon is also featured; as well as the new Rustler 24'. This article has been written by Alan Baines who flies the Berthon banner in the USA in Newport, Rhode Island. The first 24' is now in the US and we will exhibit her at the Newport Show in September.

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### Supercar run

Written by Brian May who is Managing Director of the Berthon Group, it features the Supercar Club rally from Brooklands in the UK, across rural France and over the Alps to Casino Square in Monaco. Brian took part in this event this summer.

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### Big Spirit's Atlantic challenge

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## 26 – 29

### Manned flight and gondolas

Lars Eric Moere and Kaili Kidner bought a Judel Vrolijk 51' from Berthon this year. During the course of the transaction we learnt about their fascination and commercial expertise as balloonists. This article tells you more.

## 30 – 35

### Hidden anchorages

Linda Dashew has written this great piece whilst cruising with husband Steve aboard their FPB 83' WINDHORSE this summer in Norway. Linda, Steve and WINDHORSE have clocked up an astonishing 40,000 nautical miles in 3 seasons. Berthon market the FPB 64', sister to WINDHORSE. With 4 already in build, other yachtsmen are soon to experience Steve's design expertise and the great cruising that this concept offers.



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### A vine romance

Setley Ridge Vineyard is local to Berthon in the New Forest, and this enchanting article written by owner Paul Girling. Any trepidation you have about sampling English wine should certainly be put firmly aside.

## 40 – 45

### Dreams do come true

Pamela Malcolm and her husband Brian had the stunning 23m Gannon & Benjamin schooner REBECCA built at Vineyard Haven in 2001. This is the story of the adventure of her build and subsequent cruising programme written by Pamela. REBECCA is based at Berthon and is now offered for sale by us.

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### Cruise with the New Angel

An enthusiastic yachtsman and Berthon supporter John Burton-Race writes about his legendary restaurant in Devon and his busy schedule. He still finds time for some fishing aboard the Restaurant's motorboat and the results of this can be sampled on the menu.

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### Guaranteed respect

The Fastnet Race is a legendary event that is a must in the diary of all serious ocean racing sailors. 2009 is a Fastnet year we asked Justin Chisholm, a freelance journalist with [www.offshorerules.com](http://www.offshorerules.com) and Berthon supporter to write about this extraordinary race.

## 54 – 55

### Super sailor to master tailor

An article featuring Keith Musto, an enthusiastic sailor who began his career in National Twelves. After a spell sail making he founded the internationally renowned Musto brand of specialist sports clothing. Amy Smith who is on the Musto team and who's Swan 441 Berthon sold this year, has kindly written this for us.

## 56 – 59

### Project art

Written for us by Claire Haggard, for Art Contact who specialise in providing advice about the accumulation of art collections, both for private and corporate clients. Art Contact are Berthon supporters who sail in their spare time.

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# review of the market

written by **Sue Grant**

We find it hard to believe that we are welcoming you to Volume 5 of the Berthon Lifestyle magazine; it seems only yesterday that it was a brave new idea, unique in that all articles are written by our clients and ourselves in house. Accordingly, we have had enormous fun putting all these publications together and this one has been no exception. The subjects covered are diverse and we hope you enjoy our 'take' on the lifestyle surrounding our sport. As ever, it's companion publication supports our Collection where we are showing quality brokerage yachts in Lymington concurrent with the Southampton Boat Show – 11th to 20th September 2009. The 15th Collection is themed as '15 on a Dead Man's Chest', in true Treasure Island style.

2009, what a year...! In the face of the most adverse economic times seen in living memory – mine at least - Berthon has navigated through difficult seas and we do not expect the waters to become clearer until late 2010 at the earliest.

It became obvious as we entered 2009 that currency was the only really relevant factor and that it would be the one thing that would drive yacht sales across the board. Weak £ sterling has been of enormous value to us and our clients with sterling priced yachts to sell, as those with spare €s and US\$ flock to take advantage of the 20-25% price advantage to be had by purchasing in pounds. An interesting feature of the market has also been the number of UK buyers who re-emerged from the shadows at the beginning of 2009 and who have been very active on the basis that now is a good time to buy. Despite economic conditions, the view has been that life must go on – as of course it surely must.

We believe that the US will lead us out of the recession, and that the US\$ often dominates the £ in value terms. Therefore, we felt that it was key to market Berthon in the US which is why we asked Alan Baines and Jennifer Stewart from Scandinavian Yachts in Newport, Rhode Island to join us to become Berthon USA. We regard this as an important relationship going forward and we much enjoy working with them.

With a background in selling Scandinavian built yachts, they fit easily with the traditional Berthon listing at the higher end of the quality range and of course they are as familiar with an Oyster on the Grand Banks, a Linssen on the intercoastal or with a Nelson on a Windy day.

It is not news that the new yacht market this year has had a torrid time. Demand has fallen hugely and numbers of new yachts selling across the world has fallen by between 40% and in some cases 90%. As a result, there have also been casualties within our industry, particularly new yacht dealers caught by a very fast slow down. The prudent builders and dealers saw this coming and started to scale back production in early 2008; whereas others have been involved in an inelegant scramble post the 2009 London and Dusseldorf Boat Shows resulting in massive discounting and swamping of new yacht product on the market specifically in the high volume sector. Fortunately for us, both Windy and Linssen whose yachts we distribute in the UK and France planned well in advance as they worked with Berthon to establish a strategy for these challenging times. Both companies are financially sound and continue to plan ahead with new models in development. The fall in new yacht sales and over supply of product has inevitably flooded the brokerage market for series yachts. Where production levels were reduced in good time the residual values have remained very strong. This has been particularly noticeable with the Windy brokerage division at Berthon with stellar results this year.

Of course, it is the case that with the economic slowdown, that finance house repossessions would become part of the market landscape this year. This problem has been motoryacht biased and whilst the yachts are clearly selling for good prices, the finance houses are responsible professionals and there are certainly no 'free yachts' to be bought. Once these and the production glut have been absorbed into the market, like the second quality car market, prices will stabilise as demand begins to redress its imbalance with supply. Underwriting as a

function of the finance process has become altogether tougher which is good for our business in the longer term, but this has made a tough market even tougher for those selling over supplied stock in a landscape that has changed fundamentally with no easy credit and where the traditional part-exchange figures no longer stack up. Additionally, we were saddened to see Bank of Scotland leave the stage shutting their marine finance arm after their take over by Lloyds Bank. However, nothing stays the same and their place in the market is already being chased by others.

Berthon Spain has performed well this year, in a market place where there has been enormous change driven by currency. Our office in Real Club Nautico, Palma enables us to offer a very comprehensive service to those buying or selling in the Mediterranean, and Palma remains the sailing yacht capital of the Med. Recent sales from there include blue water cruising yachts built by capable companies such as CNB, X-Yachts, Swan and Oyster.

Berthon France has punched above its traditional weight, achieving good results this year, particularly with sales of new Windys, as a result of the strong euro versus Scandinavian currencies. During a difficult trading period for many on the Cote d'Azur it is apposite that demand for Windy has been solid, with clients preferring to pay more for a quality product with strong residual value. The Windy Rally in Cannes was a notable high point in July. We have recently appointed a new broker to strengthen the team at Berthon France who is focusing on building the brokerage part of the business, working closely with the other offices. With listings like the Shipman 80' PAULA ROSA in the South of France, it is an important area and we expect levels of activity here to continue to grow as with the Palma operation.

Despite the challenges described above, it has been a solid year, with the core of our business – international yacht brokerage, performing strongly as direct result of our precise knowledge of real values in a rapidly moving market. We are probably one of the only new yacht sales businesses to have avoided a cash negative result and we continue to work with our partners at Windy and Linssen to invest in their important brands for the long term. Foretasting what was to come, Berthon held marina berth and boatyard prices and as a result demand for its services has continued well. The boatyard is attracting refits from owners fearful of that European tendency to speak your language before the yacht arrives in the yard (but not when the invoice comes!) and then comes the double whammy of it being priced in strong €. The Sales Division, has been fortunate, and doubly so to be part of a vertically integrated yachting group with no debt who is in the business to stay.

We continue to focus on our never ending voyage of improving the delivery of our services to our client base; and we would particularly like to thank you all for your support and business in 2009.

Our Collection event is again a cornerstone of our marketing effort, and we will be at both Southampton and Cannes Boat Shows too.

We are particularly proud of the calibre of listings at this year's Collection and we look forward to showing you around.

For uber sharp rocketships, mileaters with range enough for a trip round the solar system, express clockwork yachts or nautical magic carpets, we at Berthon trust that you will continue to make us your port of call. With fair winds and good sailing from us all.

“It became obvious as we entered 2009 that currency was the only really relevant factor”





# gardening in

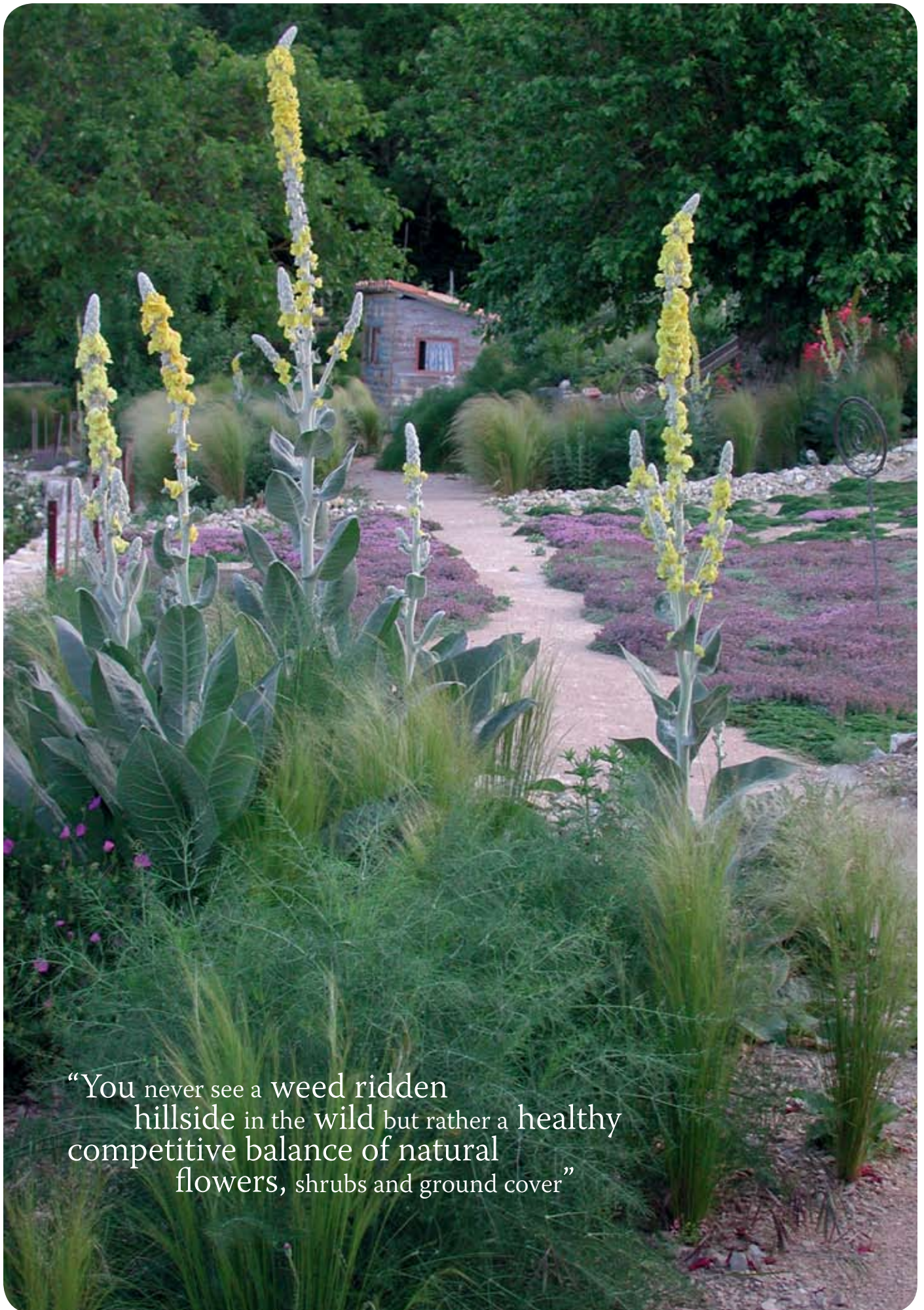
written by **James Basson**

# harmony with nature

For generations gardeners have been double digging, hoeing, mowing, weeding, feeding, treating and pruning. In today's society where time is money, lifestyles are drawing us ever further away from nature's harmony. In response to this as can be seen in the show gardens of Chelsea and Hampton Court, gardens are tending towards more natural, complex arrangements which are low maintenance and work with the natural environment.







“You never see a weed ridden  
hillside in the wild but rather a healthy  
competitive balance of natural  
flowers, shrubs and ground cover”





“Weeding should decrease annually starting with a relatively high input initially and reaching an optimum result of a biennial weeding hit in spring and autumn only over a few years”





Instead of battling against nature we should aim to work with it, using plants that are well suited to the natural environment is one of the best ways of doing this instead of the traditional more contrived approach.

A planting structure that encourages ground cover growth is a wonderful lesson we can learn from nature as it prevents weeds from pushing through. You never see a weed ridden hillside in the wild but rather a healthy competitive balance of natural flowers, shrubs and ground cover.

We have been led to believe that digging, rotivating and turning our soil is good for it, but in fact all we are doing is destroying the natural structure and bio-activity of the soil, not to mention making work for ourselves! In using the gardens natural soil structure we are again creating a garden that is suited to its natural environment. Plants should be planted small within the existing soil without adding ameliorants and they will thrive if chosen carefully according to the garden's natural ecosystem.

Biodegradable weed barriers such as simple domestic newspaper can be used to keep weeds at bay whilst the newly planted plants establish and are able to be competitive in their own right. Then the addition of a relevant mulch (pine bark works in a 'pine forest' for example, gravel from a local quarry on a dry landscape and so on) should be sufficient to keep weeds to a minimum.

It is preferable to plant in the autumn to allow healthy root growth before the vegetative growth starts in the spring. Weeding should decrease annually starting with a relatively high input initially and reaching an optimum result of a biennial weeding hit in spring and autumn only over a few years.

Huge water bills through use of over-zealous irrigation systems are becoming more and more commonplace; however no irrigation should be necessary if, as mentioned above, you plant small using the right plant type for your local environment and at the right time of the year. We have to forget the great British obsession with lawns by considering other



options; perhaps an alternative grass that is suited to the local climate, green in winter but perhaps dries off in summer, or using carpet forming plants to create the lawn-like simplicity of space we desire but without having to mow and water.

By watering and using fertiliser we create lush tender growth that is more prone to disease, insect infestation and needs continuous input (ie: more watering and feeding), however by not following this route you create hardier, slower more sustainable growth not to mention reducing your carbon footprint by decreasing chemical use and conserving our most precious resource – water. By using locally produced plants and materials we are not only ensuring the success of our garden but reducing the need for transport, again aiding the environmental impact of our gardening.

Should insects be a problem – encourage them. If you have aphids let them thrive; the quicker they arrive, the quicker their natural predator will follow, creating a natural ecosystem that never favours one species. Encourage biodiversity in your garden, use a complex mix of locally suitable species, leaving natural areas for wildlife.

This new way of working in harmony with nature maximises the leisure time we can spend in our garden and involves so much less manual labour whilst being very environmentally friendly. It doesn't mean a garden can't be interesting and will look overgrown, it simply means learning from our natural surrounding environment.



| written by **Rebecca Pearse**

# going green

## and the pongamia tree

There aren't that many places left in the world where the sight of a white woman causes children to fall off their bikes, men to walk into telegraph poles and toddlers to burst into tears of fright and run to their mothers to hide. Remote Indian villages in Andhra Pradesh don't have tourists, with good reason. It's hot, poor and remote. The roads are bad, the food monotonous and it gets bloody hot in the summer.

There was a time a few years ago when the most consistent headlines in the UK were the dangers of climate change, the worry of losing our beaches, bird life and elderly to rising sea levels and escalating temperatures seemed more of a concern than jobs and housing. The year before the world descended into the current global financial crisis saw a glimpse of the future as commodities were sucked into, amongst other places, a growing China and commodity prices rose as their abundance shrank. As oil prices impacted on most of our day to day lives and the reality of a dwindling unreplaceable source dawned on the West, the Western governments turned their attention to biofuels.

Biofuel policies adopted by the rich countries hoped to find a solution to the climate crisis as well as the oil crisis - however they contributed to a third crisis - the food crisis. Converting grain crops into ethanol resulted in escalating food prices and the 'food for fuel' debate. If we continue to push for ethanol to reduce our reliance on fossil fuels and curb carbon emissions it will mean that by 2020 the world will be putting 400 million tonnes of grain a year into cars, which is equal to the entire global rice harvest. Ethanol production is only part of the problem. Developing countries are improving their diets, in China and India there is a growing demand for protein - meat, eggs and milk. China's meat consumption alone has tripled in the last seven years, while global protein increases are not keeping pace with this rise (while grain has increased by 89% since 1980, meat has only increased by 6.4%, eggs by 11.2% and milk by 20.8%). It is estimated that global food output must rise by 110% over the next 40 years to meet demand. To compound this surface water available for agriculture is contracting due to climatic changes and city demands, arable land is shrinking, agricultural research is declining, marine harvests are dwindling and biofuel production continuing to rise.

Hence the wandering around India causing small children to cry. In the poorest most marginal land, where crops have failed for a decade, a different biofuel is being grown, Pongamia, an oilseed tree that is non edible, but with a little nurture will produce a crop that can replace fossil fuel for its 50 years of productive life, that will sequester carbon and nitrogen out of the atmosphere and into the ground both helping climate and improving soil conditions - hopefully proving that it doesn't have to be a choice between biofuels or food.









lifestyle

DAY BOATS

# Minx II

written by **Martin Farnworth**

“A truly virtuoso  
performance of  
aquatic movement”





You will recognise the scenario – a downwind leg of a ‘round the cans’ race with a hastily enlisted, inexperienced crew and you approaching the leeward mark with the kite up. You give yourself and the crew extra time but you are still with full kite as the go round the mark! You sail on for what seems an eternity, and at long last the kite is down and you round up for the windward leg with your opposition way up the track.

There must be an easier way.....there is .....the short-handed dayboat.....



## THE SEARCH

Having checked out the options, we chose the Tofinou 9.5m, when Jen and I saw her, it was love at first sight. For us, her lines, self tacker, furling code zero, asymmetric and retractable carbon bowsprit were the business. Everything comes back to within easy reach of the helm, we can sail or race her 2 handed. Of course, there are a plethora of great alternatives, but she was our boat..



## SEASON 1

MINX arrived on her trailer in Pwllheli in July 2007, and we were smitten. After some cruising round the bay, checking out seals on half tide rocks being entertained by dolphins and the odd club race, it was time for Abersoch Keel Week.

High winds were the order of the day with X-35s crash gybing, ripping spinnakers and some spectacular broaching. For MINX, Yachts & Yachting reported ‘sailing serenely through some of the IRC melee was the brand new Tofinou 9.5 of Martin Farnworth, mast only stepped a few days beforehand, its graceful lines and armchair style of sailing a welcome contrast in the fleet’. Armchair or not, 3 days of 15-25 knot winds was enough, and when Thursday dawned with 30 knots, we retired to the comfort of the bar to watch proceedings.

## SUMMER 2008

Weekends equalled high winds and constant rain or both so she was soon off her moorings, virtually un-sailed. Other Tofinou owners, however, were talking about a regatta in the South of France which was a great spectacle even if we weren’t up to speed on the racing. Delighted by the idea, we parcelled up MINX on her trailer and set off for France.

The Channel Tunnel was our first adventure – negotiating a 35’ rig into a carriage is an art! However, this was nothing compared to manoeuvring MINX into the grounds of Chateau-de-Behen – our bed for the first night. She ended up in a field at the back of the Chateau – the owners definitely weren’t geared up for accommodating 30’ day boats, but were charming.

MINX was moored outside a house we rented in Port Grimaud on arrival, and once polished and tuned we were ready for the 10th Voiles de St Tropez. Over 300 yachts took part including 15 Tofinours, in amongst the likes of VALSHEDA, SHAMROCK V, MAGIC CARPET and ESSENCE.

All our races were over 20 miles in length sending us on circuitous courses round the Bay of St Tropez, in brilliant sunshine and with large gaff rigs cross tacking and massive spinnakers of every colour being hoisted this was a most animated festival of colour and light, a virtuoso performance of aquatic performance. Truly a spectacle to be savoured.

Our first race in light airs, with no 1 son Tom crewing saw us start in the shadow of SHAMROCK V – by the time we had clear air we had lost 250 yards on the rest of the fleet. Note to selves – don’t bother with position on the line, just go for open space. Fluky winds followed and we used all combinations of sail in conditions varying from drifting to 25 knots. Despite our best efforts Nick Edmiston with BELLEROPHON took our class, with MINX finishing a respectable 9th overall.

MINX and the Farnworths are now back in Pwllheli hoping for a scorching season, but secretly contemplating Autumn sunshine, lazy sailing and gentle competition further south – the trailer awaits....



# Freya



Phillip and Tessa Derby commissioned FREYA, asking Bill Dixon to design a day yacht for use in the West Country that was flush decked, classic and fast. Graham Collingwood from Southampton who built their 55' Med based cruising yacht (also designed by Bill) was asked to build her, in WEST epoxy with flush teak decks, and an Edwardian interior in high gloss mahogany on Tricel veneered panels and with Lebanese cedar soleboards. She also has a carbon spar, and an hydraulic lift keel. She was launched in 2003.

Based out of Plymouth, Phillip and Tessa often arrived on a Friday evening, set off on Saturday (always under sail, FREYA is a no nonsense sailing yacht and doesn't appreciate being motored for long periods), go to the chosen port, pick up a buoy, and decide on which restaurant to choose for dinner. The hydraulic keel enabled them to cheat on her actual draft of 8'6" and moor closer to the shore.

**"Edwardian interior in high gloss mahogany on Tricel veneered panels and with Lebanese cedar soleboards"**

Her atmospheric interior has little headroom but her true glory is on a summer's evening when she is at rest, and the hatches are opened and her bimini is deployed turning her into a magical space with natural light and virtually unlimited headroom.

FREYA is a 2 seater sports car which points incredibly high and which sails quickly without effort. Her Code zero and cruising chute make handling her with 2 a breeze. FREYA is now on the market through Berthon, as the Derbys having loved their sports car of the sea, are spending more time at home where they have created an incredible new English garden.

Out with the sports car and in with the sit upon lawn mower.....



Peter Mumford - Beilen of Cowes



DAY BOATS

written by **Alan Baines**

# Rustler 24



Just about to make a splash in the sparkling waters of Rhode Islands Narragansett Bay is the first of the English built Rustler 24's to grace US shores. This classic gentlemen daysailer hits a sweet spot in the current market, with many buyers thinking about changing to something simpler, smaller and easily sailed. One can of course go the sportboat route, but this beauty is about relaxing evening sails, gliding along in a gentle breeze as the sun sets, past Newport's famous waterfront, and in front of the striking old Brown mansion, which is now the summer home of the New York Yacht Club.

Not that its slow – far from it, this Rustlers roots lie not in Falmouth, but up in Scotland on the Clyde. Designed back in the 60's as the Piper 24' by David Boyd, just under 60 hulls were built and some of those were exported to the USA, according to the class website. There is still an active racing fleet up

there on the Clyde. Several years ago another westcountry boatbuilding firm found a tired example and used it to make new hull moulds. This was still marketed as the Piper, until Rustler yachts, of Falmouth acquired the tooling, and completely redid the deck and cockpit in order to make it easier, roomier and more comfortable to sail, and have the ability to add a 10 Hp inboard diesel engine. This year, a prototype one with an electric engine was produced, which is a propulsion method gaining more and more interest these days. Not only is it near silent, it takes up less room in the cockpit. Rustler go to great lengths to ensure that all three versions of the 24 have similar weight distribution, which means the batteries are carefully mounted in a waterproof box under the cockpit sole, and not in the bow or stern, where they could affect trim. This also means you could in theory one design race the boats, regardless if it's with or without


an engine, and the performance will be the same. Rustler Yachts have built an enviable reputation for serious high quality offshore sailing yachts, including the long running Holman & Pye designed 36 which has been in continuous production for 25 years, the Stephen Jones 42 and the newly launched 44 deck saloon cruising boat. The 24 is built to those same exacting quality standards. Since 2006, 24 Rustler 24's have so far been sold, with several going to Holland, where they are principally based on the Isselmeer.

With flush 'pop up' cleats and a teak deck, and in our boats case, resplendent in a bright red hull with varnished trim, this particular boat is going to turn heads all over the bay this summer. We will probably do the odd race or two (we can't help ourselves!) and then she will get displayed at the Newport Boatshow in September.



written by **Brian May**

# supercar run

A photograph of two women smiling and posing in front of a grand, illuminated building at night. The woman on the left is wearing a purple top and holding a glass of red wine. The woman on the right is wearing a dark blue dress and has her arm around the first woman. The background shows the ornate architecture of a large building, likely a hotel or casino, with warm lights and a dark sky.

I recently found myself arriving at Brooklands in the UK, the oldest motor racing circuit in the world, for the start of one of the Supercar Club's legendary events. Despite the fact that it was pouring with rain, 35 of the world's rarest and most exciting classic and modern Supercars from all over Europe were ready for the off and five days of motoring heaven that awaited them as they weaved their way across rural France and over the Alps to Monte Carlo and the finish line in Casino Square.

Each year the Supercar Club organises one or two exclusive events for the owners of these cars, and welcomes anyone who wants to enjoy driving their car whilst staying in five star hotels, seeing scenery they would otherwise miss and driving roads that only detailed research can guarantee. Add to this a proper staffing level, luggage transport, technical support and even a tyre lorry and you get the picture. They do this in style.





“As always Monte Carlo provided the perfect backdrop to the last night of this spectacular event, with the Hotel de Paris in Casino Square being the preferred partner of the Club”

I found myself in one of the 35 cars on this occasion and admit to having taken part in one or two previous runs, so am I a biased judge or perhaps a perfect advocate? Who knows, but I would not go back year after year if I did not enjoy the driving and the company of the other participants so much, as well as the detailed route and great organisation behind the events.

On this occasion my co-driver (all the way from San Diego) and I found ourselves spending our first night at the Trianon Palace in Versailles, a classic grand five star hotel with a certain Mr Ramsey presiding over the kitchen. It follows therefore that supper was quite good... but not as good as the drive there in my Maserati! Winding country roads free of traffic are something most people in the UK can only dream of.





Day two was a glorious drive through the Loiret region and into Burgundy, stopping off for a delicious lunch in Sancerre and overnighting at a fairytale chateau just fifteen minutes from Dijon, before heading off into the Alps the following day.

I have always had a fondness for the Alps in summer, when they are free of snow and skiers, and bathed in warm sunshine, however the appeal they hold for me is not the same as the insanity with which mountaineers and cyclists approach them. It's the roads I go for as the Alps have some of the best driving roads known to man, with commensurate views and the Supercar Club kept us entertained there for a full two and a half days, via the old Fiat factory test track – known as the Lingotto - while ensuring we had the usual five star luxury of an evening – quite a trick.

As always Monte Carlo provided the perfect backdrop to the last night of this spectacular event, with the Hotel de Paris in Casino Square being the preferred partner of the Club. As a result the cars lined Casino Square as we dined in style in the Salle Empire which dominates this most famous scene. It always was over too soon, but all is not lost as the Supercar Club continues to provide us with great events on which to enjoy ours cars. And what's more, if you are averse to continuing the driving experience by leisurely driving home, they arranged for my car to be trucked to the UK – just like a brokerage business I know repatriates yachts from all over the world to lie for sale at home!



“As a result the cars lined Casino Square as we dined in style in the Salle Empire”





In September they have the Tour Alpina which starts in Switzerland and finishes on the Cote d'Azur at the Cannes boat show and for 2010 the legendary Giro d'Italia sets off from Florence in June. These are an absolute must if you have a modern or classic Supercar, enjoy spoiling yourself on occasion and love driving.

Might see you there then...?





lifestyle



atlantic challenge



“a crew of amateur sailors  
around the world the **wrong** way, so this  
was going to be **safe** as well as **fun**”



# big spirit's atlantic challenge

written by **Kurt Lillywhite**

The idea all started on a damp and cold April morning in 2007 when I made the mistake of passing a weekend by popping into the Berthon yard in Lymington. As always there was a huge range of yachts stood on the hard looking for new owners and new adventures.

Entering the main gate, standing tall was this bright orange Challenge 72 with a for sale sign hanging off the bow. ‘What’s the harm of having a quick look?’ crossed my mind, so up the huge ladder I went to find a famous round the world race yacht waiting for her next life.

Fast forward 6 months and I’m sailing my new purchase down the Solent back to its old home in Ocean Village with a huge smile on my face and my mind racing with ideas for what the first ocean sailing challenge is going to be.





A winter of refitting and sitting in the pub talking through ideas with friends (most of whom are not big sailors) and we seemed to have come up with the idea of a Caribbean Christmas the following year rather than another cold and damp English one. 'Let's do the ARC' was the consensus, warm sailing, trade winds, camaraderie and of course a few quiet parties at each end.

Big Spirit was the yacht's new name (ex BG Spirit, winner of the 2004 Global Challenge race) and everyone's spirits were high. Challenge 72's were built for taking a crew of amateur sailors around the world the wrong way, so this was going to be safe as well as fun.

A few modifications were planned to Big Spirit to bring some cruising comforts along with us, huge fridges and freezers to give us a guaranteed supply of fresh food and cold drinks for the crossing, air conditioning to keep it a little cooler below deck, large screen cinema system for those relaxing off watch and a full size washing machine and separate dryer to keep us all smelling fresh for the trip.

So it was now coming towards the end of November 2008, and Big Spirit was safely in the Canaries awaiting the start of our transatlantic adventure. We had a crew of 12, three experienced qualified sailors and remaining nine made up of friends and guests, all enthusiastic ocean sailing beginners.

The big day arrived and we found ourselves pounding along the race start line at 11 knots with the other 20 odd yachts in the racing division with 230 cruisers 20 minutes behind. The start gun sounds and off we head south heading for the Cape Verde islands en-route to St Lucia.

The first night passed with a stunning natural light show of dolphins swimming around the yacht in the dark, looking like torpedoes in the phosphorescent darkness screaming past the hull of the yacht and leaping at the bow. We all took this as a good luck sign for the rest of the crossing.







lifestyle







## “Crossing the finish line with a view of a sandy beach”

After a couple of days, everyone was settled into the watch system, spinnaker handling was improving (they are rather large kites on these boats) and everyone was comfortable at helming a yacht screaming along under full downwind sail at 12 knots. The food was stunning with luxuries everyday such as fresh cake with tea at 4pm and always a minimum of a two course dinner served in the cockpit as we watched the sunset each night, something none of us will ever tire of. The watermaker kept the tanks topped

up and we even had showers every day to keep fresh and huge quantities of sun cream were used as everyone's tans started to settle in.

Time flew by, suddenly I was looking at the chart with less than 24 hours until we arrived at St Lucia, plans were discussed and refined about what food and drink were going to be the first call so as not to waste time on the dock and the Island started to appear on the horizon.

Crossing the finish line with a view of a sandy beach (complete with beach bars!) and palm trees was the Caribbean finish everyone dreamt of and the steel band welcome and rum punch made the experience.

We arrived 19th across the line out of 240 odd yachts, tanned, fit, smiling and laughing after 17 days at sea with no bad weather experienced on the whole voyage. We were now off to explore the Caribbean and a Christmas in the sun.



# manned flight and gondolas

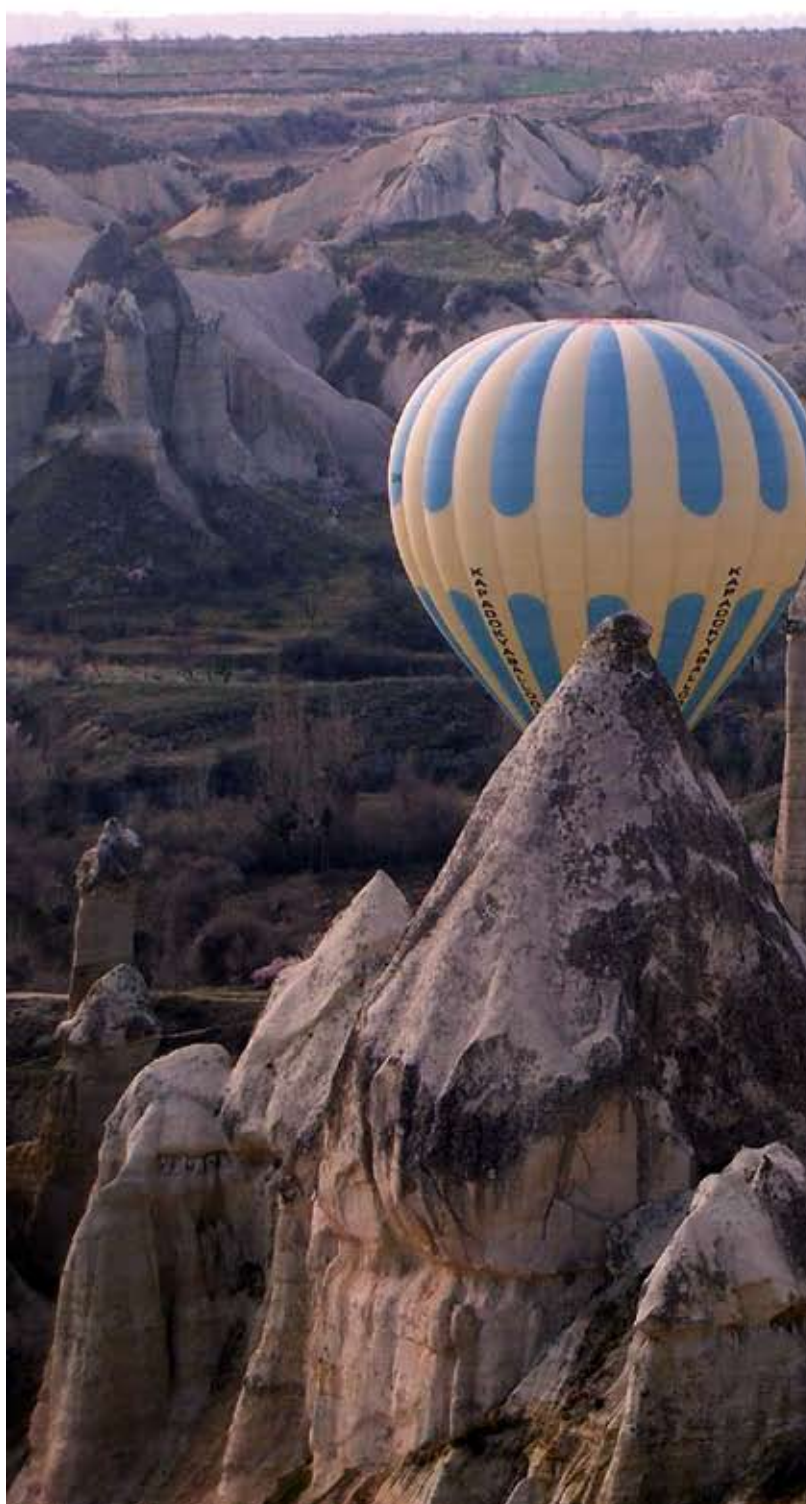
written by **Sue Grant**

Lars-Eric More and Kaili Kidner have this year become enthusiastic sailors aboard their Judel/Vroljik 51' which they purchased from Berthon in the Spring of 2009. Sailing is about being in balance with the elements, and this is nothing new for them as their business relies on this same skill, but applied on a different dimension.

Lars and Kaili are balloonists. They have flown balloons in France, Austria, Italy, Switzerland and USA, before introducing the first passenger balloons to Turkey in 1991.

The hot air balloon is the oldest successful human flying technology in the world. The first manned flight was made by Jean Francois Pilatre and Francois d'Arlandes in a hot air balloon built by the Montgolfier brothers in 1783. The principles are simple – the balloon itself which is known as the envelope or bag, contains heated air and suspended beneath it is a wicker basket or gondola, and a source of heat. The heated air inside the envelope makes it buoyant as it has a lower density than the air outside. The envelope is not sealed at the bottom since the air near the bottom is at the same pressure as the surrounding air.

The game has moved on since the Montgolfier balloon and in the 1950s Ed Yost pioneered the modern hot air balloon; and since then some remarkable flights have been accomplished by balloonists all over the world. Amongst these are the Virgin Pacific Flyer of Richard Branson fame which holds the record for the longest flight ever at a staggering 4,767.10 miles from Japan to Northern Canada. The longest ever recorded flight was taken by Michio Kanda and Hirosuke Tekazauo of Japan at 50 hours and 38 minutes in 1997.







Below Lars-Eric and Kaili flying over  
Cappadocia, Neusehir in Turkey

“The hot air balloon is the  
oldest successful human flying  
technology in the world”



lifestyle

“The massive history of the  
place just adds  
to it's charm”







However, for Lars and Kaili, this is no amateur pastime. They are in the business of ballooning. Their company, Kapadokya Balloons is based in Cappadocia, Neusehir in Turkey. Here they have introduced countless people to the joys of balloon flight. This is becoming an increasingly popular activity with over 7,500 hot air balloons in the US alone and the rest of the world is starting to catch up.

Cappadocia is a beautiful part of Turkey with unique geological, historical and cultural features. Sedimentary rocks formed lakes and stream when ignimbrite deposits erupted from ancient volcanoes over 3,000,000 years ago. Cappadocia itself dates from 6th BC – the old Persian name is Katputuka. The area was also called Hatti in the late Bronze Age when it was the home of Hittite power. Since then, the Persians, Alexander the Great, the Romans et al may have come and gone, but the area's beauty has remained unspoilt. The massive history of the place just adds to it's charm.

A hot air balloon ride differs from any other form of flight as there is no sense of motion. Floating above Cappadocia, the feeling is of peace and tranquillity as the earth slowly descends beneath you. From a few centimetres above ground, brushing wild flower, to around 1500' from where you can view the myriad shapes and contours of the landscape. You drop effortlessly about tree tops, (without vertigo!), float through spectacular deep canyons and high over strange rock formations. Soft winds carry you over places quite unreachable except by balloon and you even get to pick apricots from the trees as you gently pass by.....

We wish Lars and Kaili fair winds sailing the Turkish coast this summer, where we don't promise effortless flight, but the thrill of a beam reach on azure waters, will we think, compare favourably with their gondolas of the air.



lifestyle







written by **Linda Dashew**

# hidden anchorages

The kettle is on the stove for tea, whistling for attention. The smell of freshly baked chocolate chip cookies wafts across the salon. And we sit, transfixed by the beauty which surrounds us. The sun has begun to play hide and seek with the clouds, creating a kaleidoscope of colours and shadows on thousand metre vertical rock walls, while six waterfalls cascade around us.

We are anchored in the fiord complex behind the village of Reine, in the Lofoten Islands of Norway. Within a day's sail there are dozens of picturesque fishing villages to explore, hundreds of miles of coastline, and a myriad of hidden anchorages. Surrounded by fascinating people, culture, and history, and there is not another cruising yacht in sight. An amazing contrast to where we were just a few weeks ago, ending a month's stay in London at St Katherine's Docks. It is precisely this ability to change our surroundings which draws us to cruising.



**“We love the solitude, beauty,  
rugged people, and adventure  
of the high latitudes”**





We love the solitude, beauty, rugged people, and adventure of the high latitudes. This time last year we were working our way up the coast of Nova Scotia, Newfoundland, and Labrador, towards the majesty and big ice of Greenland. The two years previous it was Alaska with its abundant wild life (whales, grizzly and black bear, moose and elk). Yet too much of any environment grows old. A month spent on our own in Greenland and we are ready for a bit of socializing in Ireland and the UK. After spring on the Solent and Thames we eagerly look forward to the lower population density of Norway.

Right now we're at anchor on a fifty-foot deep plateau, surrounded by depths of 300 to 600 feet. Our Rocna anchor is securely set, and this period of enforced idleness (mountain williwaws are gusting to 55 knots) will be employed to catch up. We sort photos, work on e-mail with the mobile broadband system, do two loads of washing and drying, and give the engine room a check. A brief work out with exercise bands and weights comes next. Later on in the afternoon we watch a movie, which is where those fresh cookies come into play.





“A cozy night’s  
sleep transitions to  
brilliant blue  
skies and cotton ball  
cumulous clouds”

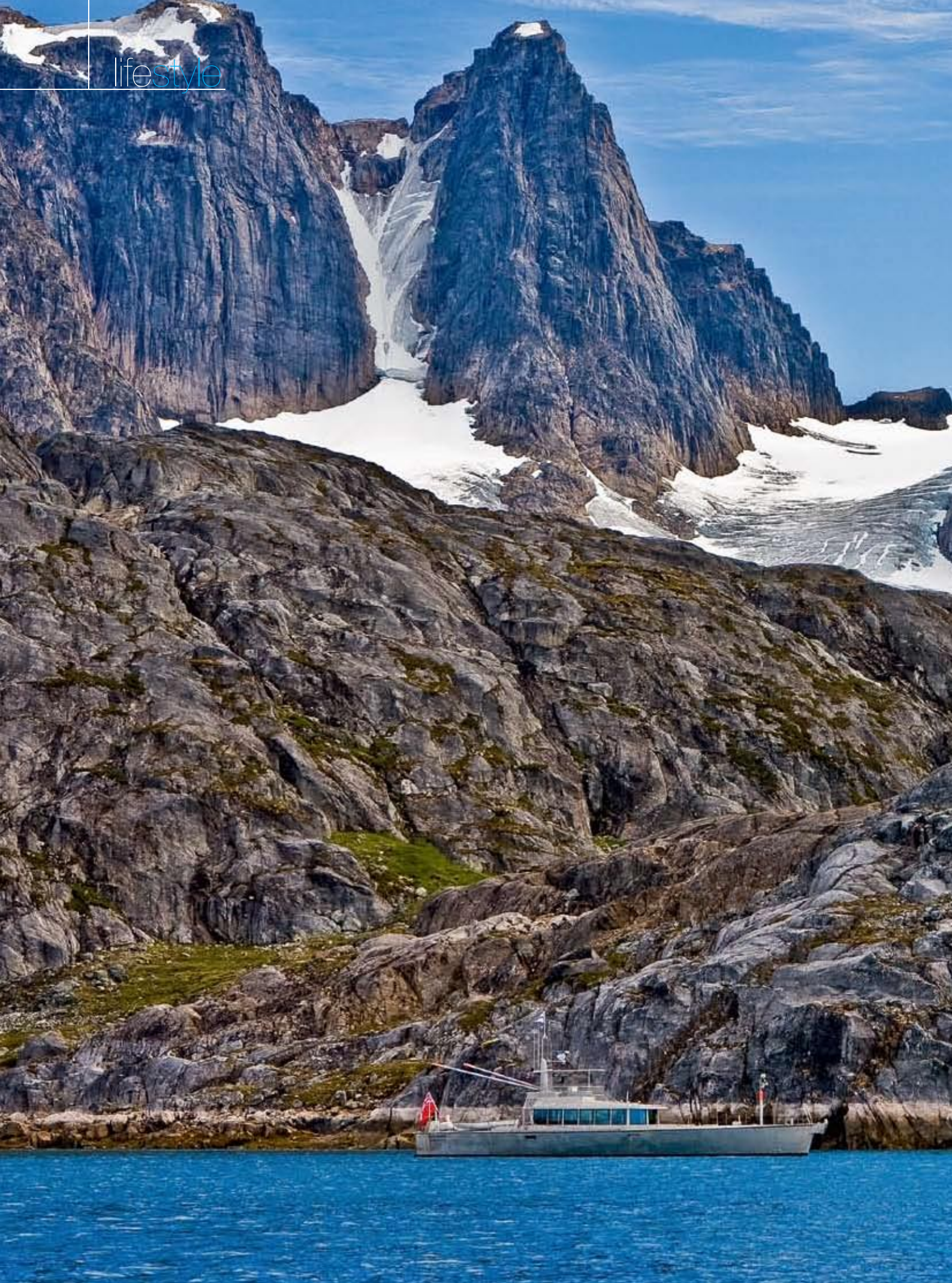
A cozy night’s sleep transitions to brilliant blue skies and cotton ball cumulous clouds. Perfect day for exploring. We work our way North, but there are so many interesting villages and anchorages to visit it is impossible to decide where to go. We compromise by going everywhere, slowly, taking in the scenery, checking each option, then agreeing one particular spot has the charm to entice us to stop - for a day, or maybe three. We’ll see how we feel tomorrow.

The midnight sun has made its appearance and in a few weeks the Lofoten Islands summer season will start. By then we will have moved on. Maybe Svalbard, Iceland, or the Shetlands. Charts are aboard for them all. We will let weather and whim dictate which way we head. Next year? We are starting to dream about the South Pacific again.

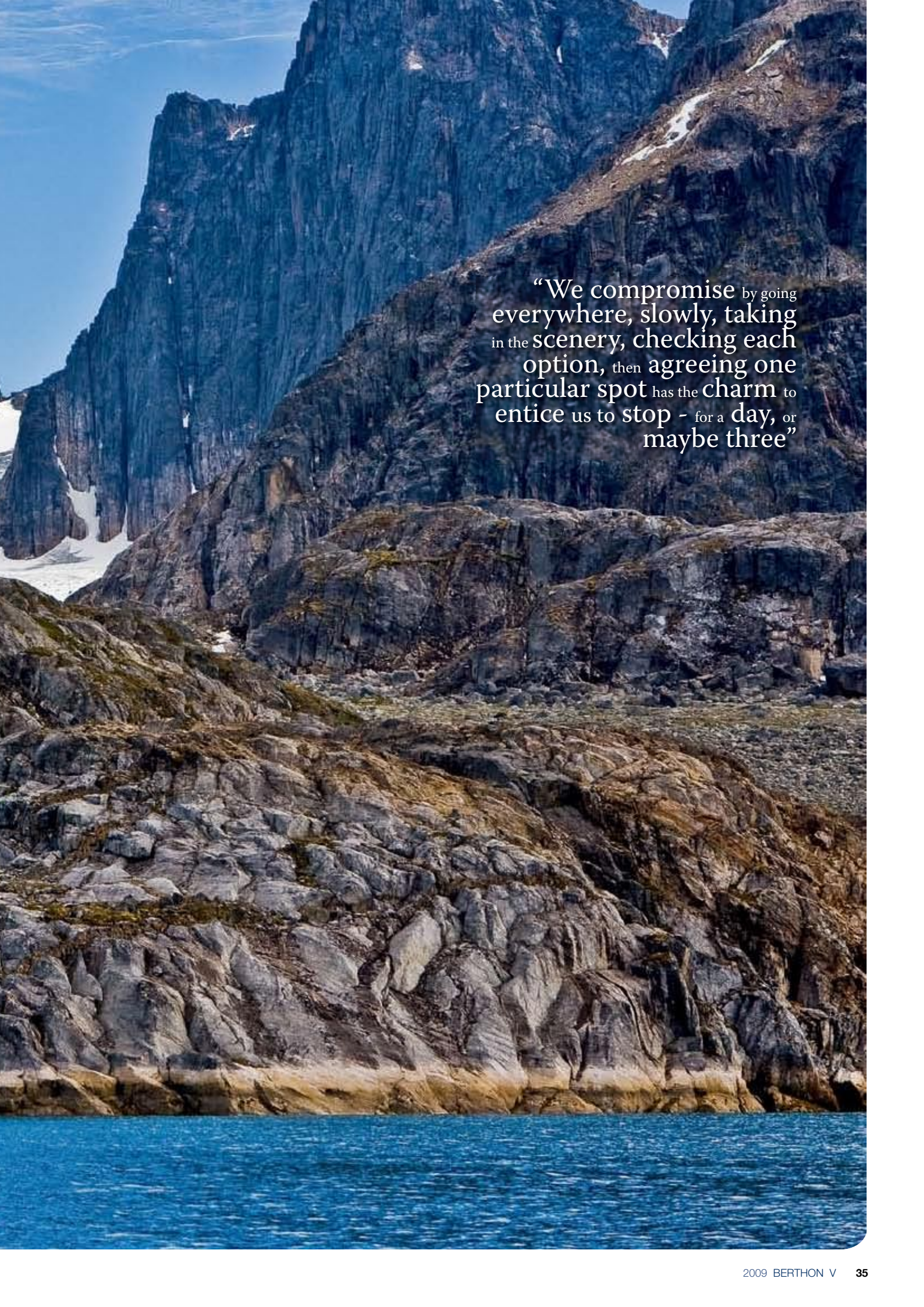




lifestyle







“We compromise by going everywhere, slowly, taking in the scenery, checking each option, then agreeing one particular spot has the charm to entice us to stop - for a day, or maybe three”



| written by **Paul Girling**

# a vine *romance*

I recently celebrated 10 years of Setley Ridge Vineyard. I found myself reflecting on all that had happened over that time and despite the hard work that had gone in over many years I remember the fun we have had along the way and a sense of immense satisfaction and good fortune that has led me to live and work in one of the most beautiful places in the country. The New Forest has always been my home, I was born here and I love it but it wasn't supposed to be this way.





“This is when the  
love affair with  
wine really took off”

Life has a funny way of changing when you least expect it. I thought my life and career were all mapped out. I had studied for many years in London and had attained an honors degree and was working for a firm of Chartered Surveyors in the West End of London, where I thought I would stay. Unfortunately along came the recession (the last big one that is). It was 1991 and I was made redundant and wondered what on earth I was going to do.

Several years passed doing many different jobs in and around the property sector when in 1998 my curiosity got the better of me. I had driven on the Lymington road past a “for sale” sign on the outskirts of Brockenhurst for weeks when I decided to take a look. There was already a vineyard planted and a rather run down and ramshackle business, however I saw a wonderful opportunity. I must admit I was at that time looking at it as a property transaction but it did not take long to get bitten by the wine bug.

I thought I had long since left college behind but I had to face the fact that I didn't have a clue what I was doing.







## “Setley Ridge Vineyard has changed in many ways over 10 years”

So early one morning under cover of darkness I set off with my friend and building site manager Ben Ford to attend Plumpton agricultural college in Sussex to try and learn how to grow grapes and make wine. This is when the love affair with wine really took off. There was so much to learn but 12 months and one exploding tank later, I had the pleasure of pulling the cork on my first bottle of wine. It was incredibly satisfying and the desire to keep getting better drives me on. And how I love to sneak a bottle of my wine under cover to people who swear they would never drink English and see the surprise when on the second glass I reveal its origin.

English wine in general has come a long way over the past 10-15 years and no longer comes in for the scorn that may have happened in the past. Indeed some English sparkling wines in particular are now regarded as some of the best in the world.

I shamelessly took advantage of the girl who came to help me at the start (it was all in the plan) Hayley and I are now married and have built up and run this business together. We now produce 12-15,000 bottles of wine a year and a whole range of home made goodies together with other local food and drink direct from the producer many with the “New Forest Marque” which guarantees it was raised, grown, brewed or made within the New Forest.

Never did my school careers advisor see or would have dared to recommend a life that revolves around the grape but, as I look forward to a new season wondering what it will bring after the past two dismal wet summers I consider myself very lucky not to be fighting my way through the London traffic on my way to work where I would still probably be if I had not faced the axe all those years ago.

It may not have started as my dream but my romance with this place is never diminished for long although it does get tested like all relationships on a regular basis. It could be the foxes or the birds eating the grapes, the frost or the mildew or an early autumn gale flattening several rows of vines before harvest; but when the harvest is in and you sit around a large table in the vineyard with family and friends who have come to help pick eating a hearty meal with a large beer (yes even I get fed up of drinking wine all the time, it is work after all) it feels very good indeed.





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**BERTHON**



written by **Pamela Malcolm**

# dreams do come true!

It was an innocent enough question, one I am sure most couples discuss in the first weeks of a new relationship, "Do you have any hobbies?", Brian asked me. There seemed little point in not disclosing my lifelong love of wooden yachts and sailing and soon he was agreeing that it sounded like a wonderful pastime and one that he would like to try. Two years later on a chilly March day, we found ourselves gathering in Edinburgh airport, along with our six grown up children and two of their friends, preparing to depart for Boston, from where – in an enormous people carrier - we were to drive down to Cape Cod and catch the ferry from Woods Hole to Vineyard Haven on the magical island of Martha's Vineyard. Our plan was to spend a week in a New England house, enjoying some quality time when the families 'could get to know one another' whilst at the same time we would be able to check on the progress of the restoration of the Phillips Rhodes 45ft sloop, 'Josephine' (which we had recently bought in partnership with my brother, Tim and his wife, Jo) at Gannon and Benjamin's wooden boatyard.

I knew we were about to visit a very special sailing community, since Tim, who had been there a number of times before, once exclaimed in an effort to sum up the essence of the people who work and live by the waterfront there, 'that they even feather their oars when they're rowing a dinghy across the anchorage!'. In our family terms, there could be no greater recommendation or evidence of true seamanship! And indeed, we were entranced by the delightful owners, Ross and Nat, their lovely families, their skilful and dedicated 'crew' working in the yard and the cornucopia of marine treasures which spilled out of every nook and cranny in what they call their 'shop' or boatshed!









A photograph of a large sailing ship, the 'Rebecca', sailing on the ocean. The ship is white with a wooden deck and a large white sail. The mast is made of wood and has several ropes and pulleys attached to it. The ship is moving through the water, creating a white wake. The sky is blue and the water is a deep blue. The ship is the central focus of the image, and the text is overlaid on the lower right portion of the image.

lifestyle

“Rebecca was the  
largest vessel to be  
built and launched there  
for 120 years”





All of this was pleasure enough for us, but another simple question was to open an even more wonderful door – “Would you like to go across the road to Mugwump” suggested Ross, “and find some more bits of wood like this so you can try making some dowels to plug Josephine’s new fastenings?” The two youngsters were gone rather a long time and returned wide eyed and open mouthed. “Mum and Brian, you should cross the road and see what’s in Mugwump shed!” they gasped. And so we did – we were on holiday, time was our own.

We opened the personnel door to the huge shed and our breath was taken away by what we saw. The most beautiful hull, decked over with the two deck houses, fore hatch and cockpit complete. There was an eerie silence, no sounds of chisels or planes, mallets or saws, just deep mounds of aromatic sawdust and shavings and the occasional chirp of birds in the shed rafters. We clambered onto the

scaffolding and up on to the deck, gingerly lowering ourselves below. It was love at first sight, for me with the most beautiful yacht I had ever seen and for Brian with what he could only describe as a ‘fabulous work of art’. There was obviously an intriguing story here, but one that no one at the yard was prepared to share with us, other than to say she was a 60ft schooner named Rebecca and would be finished one day.

We didn’t discuss our thoughts about Rebecca, although there was no doubt she had profoundly affected us both. Our week of clam chowders, wild turkey flocks, Nantucket cookies, clapboard houses with grey cedar shingles and Island time passed by all too quickly and soon we were home again in Scotland. But Rebecca followed us there, for a few months later we were contacted by the yard and asked if we would like to make a bid for her as she was now available to sell. And so it was that a dream came true! By September, Rebecca

was ours. We had a two line contract from Nat promising to complete her to our specification by early May the following year and the most exciting adventure of our lives had begun!

For the next six months, we made monthly visits across to the Vineyard to discuss the work in progress and plan for the following four weeks. They involved us in every aspect of her completion, firmly advocating their belief in keeping her as simple and straightforward as possible thus staying true to their East Coast heritage, whilst more than happy to incorporate the style and finish customarily found in a British classic yacht, which was my family’s tradition. Mugwump shed rang with the sounds of busy activity. As springtime came to the Island, so Rebecca gradually blossomed until by the first week in May she was ready to leave Mugwump and like a butterfly emerging from its chrysalis, she slipped quietly out through the shed doors to be bathed in the warm sunshine.

These were hugely eventful days for the Island community. Rebecca was the largest vessel to be built and launched there for 120 years. Her construction had been closely followed by many interested onlookers and talk of her progress was often heard around the bars and cafes in the town. The traffic was stopped so the low-loader could take her the 100 yards up the road to the slipway, where she would be launched in a couple of days. We planned a great party. The curator of the Maritime Museum was to speak, the minister was to bless her, Nat would say a few words, Brian would make everyone laugh with his references to Mikey (Angelo) and Leo (da Vinci) (aka Nat and Ross!) and I would name her in the usual way with a bottle of the finest champagne! Over two hundred people came to see her slip down the marine railway and even more enjoyed a clam bake on the harbour beach that evening!



By mid-July she was fully commissioned and ready for her sail trials. Every detail had been given the fullest attention, from fitting the lazy Jacks on the fore and the main to greasing the Edson worm gear in her steering box; from hand splicing the standing rigging to making covers for her winches and binnacle. Both above and below decks she was perfect! Like a young filly turned out to grass, as the wind filled her sails she bounded forward, pushing the gentle swell of the Vineyard Sound aside, responding to the helmsman's movements as he brought her closer on the breeze. The grins were broad on all our faces as we shared this amazing experience and grew familiar with this beautiful vessel which would take us many thousands of miles in the years to come, in safety and comfort.

And so our voyaging began; first to that age old seafaring community of Nantucket, a place that holds almost a mythical mystery in the annals of maritime history. Then to Bermuda and the BVI for her first winter, where we played in the sheltered waters of Sir Francis Drake's Sound, relishing the colours and flavours of the Caribbean for the first time. With her talented, young and highly competitive American crew on board (masters at sailing schooners), she won her first regattas in the spring of 2001, the Sweethearts in the BVI and the Classics in Antigua! The following two summers she took us up the coast of Maine to the world famous cruising grounds of Penobscot Bay. Calm waters characterized by abundant wildlife, the pungent scent of pines and myriad lobster pots (with their delicious contents!) are memories we shall never forget.

After a second winter in the Caribbean, this time cruising south in the Grenadines, Rebecca crossed the Atlantic en route to the Mediterranean, where she was to join the classic yachts as the youngest member of their fleet, participating in the Regattes Royales in Cannes for the first time in 2005.

We have been able to welcome family and friends on board, who have sailed with us to places beyond our wildest dreams – to Calvi and Capri, St Tropez and Sorrento, Palma and Ponsa, Cartagena and Cascais! We have smelt the baked earth of Africa, the maquis of Corsica and the frangipani of the Grenadines. We've seen a monochrome rainbow at night, the biggest gaff cutter in the world, Lulworth, goosewinging across our bows, the Blue Grotto on Capri in the shadow of Vesuvius. And on our return voyage to the UK



Rebecca and her sistership Juno in Martha's Vineyard, Massachusetts





in 2008, we had to set the trysail for the first time as we crossed the notorious Bay of Biscay in the teeth of a north westerly gale!

Wherever we have voyaged, whether with a full crew of eight or just one extra hand, Rebecca continues to thrill us with her performance and seaworthiness. She is a joy to handle and her schooner rig offers such a variety of sail combinations there is never a dull moment for those on board who enjoy trimming and tweaking! As Nat once remarked in response to the assembled companies' delight at her success, "I don't know why you're all so surprised - I design not just beautiful yachts but fast ones too!"

Throughout the last eight years of what we have come to see as our stewardship of Rebecca, we have enjoyed the company of the most talented and dedicated crews who have quickly come to love Rebecca as much as we do ourselves. Each one has made their own contribution to her, leaving their own mark so they are not forgotten; each contribution adding to the tapestry which tells Rebecca's story. Whether on deck or below, we are also constantly reminded of those who crafted her, Cassin's glasses cabinet, Todd's saloon table, Lauda's varnishing, Gretchen's sewing, Forest's dowels, Brad's engineering, Dominic's rigging, Ross's bronze work and Nat's original vision, which he drew in response to another straight forward question posed by Rebecca Adam's father, the man who commissioned her, "How long would it take you to draw the profile of your dream yacht, Nat?"

"About an hour," he confidently replied. And the rest, as the old saying goes, is history!



written by **John Burton-Race**

# cruise with the new angel

I think this past year has been one of the busiest for me. I have been incredibly lucky to have had a varied and extensive amount of TV work. This includes Market Kitchen, Daily Cooks Challenge, Christmas Cooks Challenge, Britain's Best Dish and Celebrity Best Dish, all of which I have done before. Also Step Up To The Plate, Taste The Nation and Put Your Money Where Your Mouth Is which were exciting and very successful new formats. It's easy to underestimate the amount of time that goes into making a programme when you only see it on screen for half an hour. I am away filming for long periods of time, living in hotels away from family and friends with gruelling schedules. Don't get me wrong, I'm not complaining - it goes with the territory!

If you ask anyone who knows me, they would probably say I am hyperactive. I don't really do a lot of downtime and I am renowned for bouncing off the walls. I sleep little, rise early and my mind is never switched off, whether it be with my latest TV work, a new book or the New Angel Restaurant in Dartmouth.

Therefore when I do have time off you will never find me sitting idle. I have to make the most of it.

I am passionate about horses and there is nothing more relaxing than going down to the local stables for a lesson, I still have much to learn even though I have been riding for years. The other alternative is to hack out in the country. The countryside here is stunningly beautiful with hills and moors to one

side and the sea to the other. My fiancé and I like to go off the beaten track on horseback with the dogs in tow. When the sun is shining this is the place to be.

The New Angel's most recent addition is a Sunseeker sports fisher which can be chartered for jaunts up the river, out to sea or for a fishing trip. With the sea on our doorstep we also use it to catch fish for the restaurant and being a keen fisherman I am happy to use my free time to provide a fresh catch for the chefs. The most common fish offshore here are plaice, bass or mackerel and when wreck fishing pollock and ling.

Life in Devon moves at a truly different pace to the city and it is perfect for me to be based here. The only drawback is being so far from anywhere, but as soon as I am on a train coming home I feel the pace lessen and of course I look forward to seeing the family too. I walk miles with my son and the dogs; with the rambling hills it's the perfect way to keep fit and spend quality time with each other.

*But hang on, I feel another book coming!*

*Change the menu!*

*What programme are we filming this week and where do I need to be?*





A middle-aged man with grey hair, wearing a dark blue long-sleeved shirt over a light grey t-shirt, is smiling at the camera while standing in a modern kitchen. He is using a knife to chop small pieces of food on a wooden cutting board. The kitchen features stainless steel appliances, including a range hood and an oven, and a granite countertop. A large stainless steel pot is visible on the stove in the foreground.

“I am happy to use  
my free time to provide  
a fresh catch  
for the chefs”



lifestyle





written by **Justin Chisholm**

# guaranteed **respect**

Established in 1925, the Fastnet Race is on the mental tick list of any serious ocean yacht racer and an individual's participation alone is a guarantee of respect in yacht club bars across the globe. Long established as one of the few classic distance yacht races, the fact that the 2009 edition has been massively oversubscribed testifies to the enduring nature of this unique event. With the RORC closing the entry some months ago when it hit three hundred and the waiting list now standing at over seventy, it would seem to indicate that offshore racing has survived the effects of the global economic downturn better than other aspects of our sport.



Duran Duran singer Simon Le Bon, one of many big names to take part in the race





“the Fastnet Race was an appropriately tough offshore challenge for the teams and provided a perfect finale to the regatta”

The Fastnet Race came into existence almost entirely due to the efforts of a young British man called Weston Martyr. Having taken part in the Bermuda Race in 1924 and been well and truly bitten by the offshore racing bug, he returned home full of enthusiasm to create a similar race in waters around the British Isles. He enlisted the help of the then editor of Yachting Monthly Malden Heckstall-Smith and another keen sailor Evelyn George Martin and together they

concocted the concept for the first ever Fastnet Race. Like most good ideas their plan was simple – a race from the Isle of Wight around the Fastnet Rock off the south west tip of Ireland and back to the mainland to finish at Plymouth. They were not even too prescriptive on which way the course landmarks were navigated as the IOW, Fastnet Rock and the Scillies could all be rounded in either direction. That so little has changed today from the format of the original

race serves to give modern day competitors a real sense that they are taking part in a longstanding and continuing tradition.

There were only seven boats on the startline for the inaugural race in 1925 and few of the racers then can have dreamed that more than eight decades later thousands of sailors would be looking forward to setting off on yet another Fastnet Race. The early editions of the race





Rolex - regattanews.com. Daniel Forster

predominantly attracted adventure seeking cruising sailors like EM Martin in his fifty six foot French Pilot cutter Jolie Brise who won the first race after completing the course in just over six and a half days. Clearly captivated by his experience, it was during this first race that he conceived the idea for the formation of the Ocean Racing Club. Interest in the Fastnet Race spread steadily over the years and the fleet began to be bolstered by French and even American entries. The race came

of age in terms of global recognition in 1957 when it was included as part of the newly formed Admiral's Cup. Originally an Anglo-American challenge trophy the Admiral's Cup quickly became an open international team competition and universally regarded as yacht racing's 'World Cup'. A keystone of the event, the Fastnet Race was an appropriately tough offshore challenge for the teams and provided a perfect finale to the regatta.

The race has attracted its fair share of big names from both sailing and the wider world. Francis Chichester, Robin Knox Johnstone, Tony Bullimore, Ellen MacArthur, Catherine Chabaud, Piet Vroon, Neville Crichton, Sebastian Josse, Mike Golding, Nick Maloney, Jean Pierre Dick, Kenny Read, Grant Warrington, Mike Sanderson, Bouwe Bekking and Mike Slade are just a few of the members of the international yacht racing community who continue to be closely associated with the Fastnet Race.



Over the years the race has even captured the imagination of celebrities and world leaders. Ted Heath was British Prime Minister when he took part aboard *Morning Cloud* in 1969; Duran Duran singer Simon Le Bon took three attempts over twenty years (including one capsized) before he finally completed the race in 2005 and CNN/Time Warner mogul Ted Turner has also been a regular competitor.

The race's fearsome reputation as a heavy weather marathon is most commonly attributed to the 1979 edition when the three hundred plus boat fleet was caught in a 'Perfect Storm' style weather system. Horrendous conditions ensued which decimated the fleet and resulted in the death of fifteen competitors. Looking back on the size and preparedness of many of the boats in the 1979 Fastnet, it is clear that this had been a disaster waiting to happen. Strict standards of seaworthiness and higher levels of safety precautions were imposed on all subsequent races. Truth be told the Fastnet Race has produced epic weather conditions on many occasions in its long history. Perhaps it is this factor of uncertainty and the nowadays-rare opportunity to face real danger, which draws people moth like to the flame of this race. This would seem to be borne out by the bumper entry for the 2009 Fastnet Race which comes on the back of a brutal race back in 2007 when forecasts of severe storm conditions forced an unprecedented twenty four hour delay to the start of the race. When the fleet finally set off high winds and horrendous seas forced a high proportion of the entrants to retire on the first night.

Whilst all the entrants in this year's Rolex Fastnet Race will ostensibly be

racing for the overall Fastnet Challenge Cup, there are also thirty or so other official class trophies being raced for. All this aside from the myriad of declared and undeclared personal challenges and wagers between individual boats. Apart from course record holder Mike Slade's one hundred foot ICAP *Leopard* which is likely to be unchallenged for line honours this year, there are two other groups of boats feted to attract the bulk of the media attention. The Class 40 initiative was originally an attempt to bring performance offshore racing within the grasp of the international amateur sailor community by limiting the use of expensive exotic construction materials. Since its inception a few years ago the class has exploded with around one hundred boats built worldwide and the 2009 Fastnet brings together no less than fifteen Class 40's. With a spread of amateur and professional sailors active in the class this should prove to be a fascinating battle for supremacy. Equally engaging will be the fight for bragging rights in the 'pocket maxi' division where several of this new breed of super fast high tech flying machines will be competing including the two STP65's *Rosebud* and *Luna Rossa* along with the all conquering team on the *JV72 RAN*.

Irrespective of the size of boat, where they finish or how many trophies they collect, all the competitors in the 2009 Rolex Fastnet Race are likely to finish the race having conquered a few personal challenges and safe in the knowledge that they have taken part of a unique piece of yacht racing history. And by the time you read this, the weather and results of the 2009 Fastnet will have become another part of history.



Rolex - regattanews.com.  
Daniel Forster



“Having taken part in the  
Bermuda Race in 1924  
and been well and truly  
bitten by the  
offshore racing bug”





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# super sailor *to master tailor*

written by **Amy Smith**



Zara Phillips, the new face and  
brand ambassador for Musto



Back in the '50s and '60s, long before British sailors dominated the Olympics, one of the names prominent in the sailing press was a young Essex man, who had trained as an engineer.

Keith Musto, who still lives in Essex, started his racing career in a clinker built National Twelve sailing dinghy at the age of 15. After completing his National Service, Keith joined a small engineering company, which was making some of the early aluminium masts.

Keith's timing was perfect. The dinghy scene internationally was growing rapidly; other new materials such as Terylene, Tufnol, Nylon and stainless steel were being introduced. An ambitious engineer with access to a workshop could use his brain and spare time to make lighter, better, more sophisticated fittings for their own boats. As an example, in 1957, when Keith was competing in Finns against the legendary Elvstrom, he conceived an entirely new tiller extension on a rotating hinge to enable him to emulate the Great Dane's fast-tack technique.

It worked! But he had to face the fact that, with his light frame, he needed to move into a different class.

Keith's success in the Flying Dutchman class in international competition became a source of national pride and, following his silver medal in the 1964 Tokyo Olympics, it was appropriate that the sail making partnership he set up- with Eddie Hyde should adopt the red silhouette of a Flying Dutchman as the company logo.

But sail making as a career had major drawbacks: seasonality and too many dinghy sailing stars making their own sails at home and then setting up their own lofts.

Keith made the decision to concentrate on specialist clothing for sailors, using all his expertise in sail design and engineering background



to conceive and make a range of sailing gear, which would keep the crew dry, warm and able to work the boat efficiently.

Over the 40+ years since the company's foundation, Keith and his colleagues have set a pace in design and development that is unparalleled: Musto was first with the 3-layer system, first with a dry suit to meet the ORC specification for Southern Ocean racing – now a staple on most round the world Volvo Ocean Race boats – and, most notably, first with effective, breathable foulies for ocean racing and cruising. HPX, developed in partnership with WL Gore & Associates and featuring GORE-TEX®, was launched in 1994 and is still the preferred choice of the professionals in long distance races such as the Vendée Globe and Volvo. Perhaps most significant of all, Musto are exclusive suppliers to crews on RNLI All-Weather lifeboats.

Away from the water, other sports have benefitted from the Musto family's interests. Son Nigel's interest in the moors, wetlands and other game shooting environments has resulted in the company being a favourite with the shooting set, while daughter Jo was the driving force behind the entry into the equestrian sector, recently enhanced by Olympic hopeful Zara Phillips becoming a brand ambassador.

Keith, Nigel and their partners sold a 75% stake in Musto in 2007 to a private equity group. The higher echelons of the high street are the next target for the company, which recently set its sights on a positive move into the lifestyle clothing sector, bringing together its creative styling expertise with its performance clothing credentials.

Keith - lean, keen and mean at the helm - still presents a challenge to all-comers at the Bitter End Yacht Club Pro Am Regatta in the BVI's but remains living in Essex and has recently taken up powerboating. He now keeps a handsome Linssen motor yacht in Holland and an Aquastar in Burnham on Crouch.

The Olympics 2012 are firmly in his sights – not as a competitor but the company bearing his name has recently been awarded the contract as official clothing supplier to Skandia Team GBR. At the other extreme of the sailing spectrum, Dame Ellen MacArthur has worn Musto since her first solo voyage round Britain in 1995 and her OC teammates including Seb Josse in the Open 60 BT, continue the allegiance to the brand. There is no greater accolade - and it all started with a National Twelve...



written by **Claire Haggard**

# project art



Art Contact has spent 25 years introducing clients from all walks of life to the art world and guiding them through the process of assembling an art collection. Their independent status gives them great flexibility when it comes to considering new projects. They are also happy to adapt their approach to suit any budget. 'As independent art consultants, we are not tied to any particular style or artist. We draw on a wide range of resources to create a tailor-made art collection for each project. Maybe that's why we have lasted so long!' explains director, Virginia Grub.



Whether in a private house or a corporate headquarters, one of the most powerful ways to create a visual impact and make a statement is through the artwork on display. The selection process begins with a visit to look at the space and any existing artwork and to discuss the sort of work that might be appropriate. Following these discussions, a detailed brief is drawn up. 'Sometimes the client has a clear idea of what they want, but mostly they're not quite sure what they are looking for, so it's our job to set out the options and guide the project through to a successful completion.'







BMA Members' Lounge



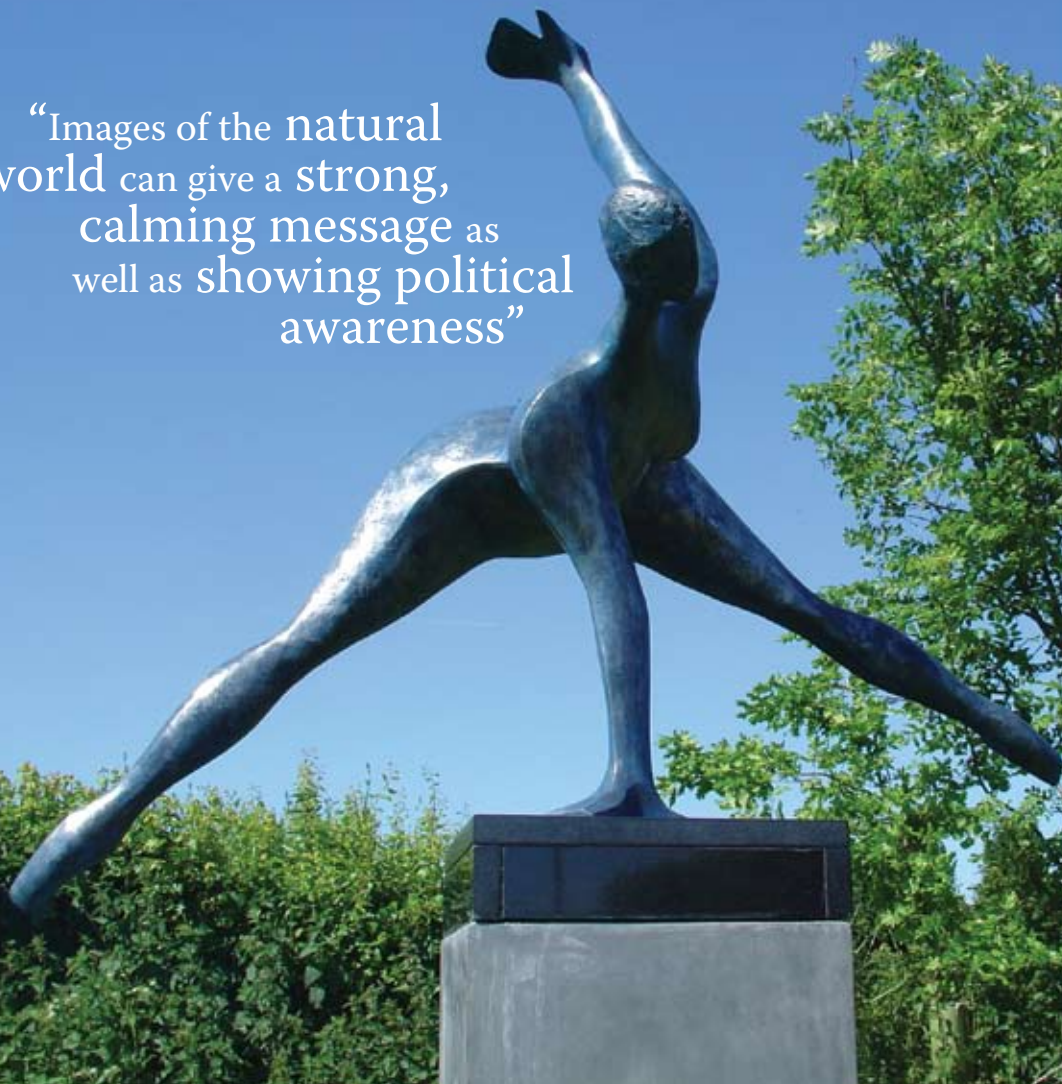
A recent collaboration with two European law firms with separate head offices in Italy and Germany and a shared office in London involved sourcing artwork for common spaces, such as the reception area and meeting rooms, which made a statement about their European unity while also reflecting the individual identity of each organisation. Another project with a company who have a strong presence in West Africa resulted in a collection of colourful mixed media pieces using local images and materials evoking African art and culture and a series of abstract photographs of African landscape and people. The artwork was

chosen to underline the geographical connection and to give a clear, ethical message. 'As people become more aware of environmental issues, they want the artwork to reflect that,' Virginia Grub observes. 'Images of the natural world can give a strong, calming message as well as showing political awareness.'

Decorative abstracts by big 20th century names such as Sean Scully, Peter Blake and Howard Hodgkin are generally thought to be a good investment but limited edition prints and photography, which cost a fraction of the price, are one of the best ways to start a collection. Renting artwork is an

attractive and economical option in a difficult climate as it allows for maximum flexibility and the chance to experiment with different artists and styles with minimal financial outlay. Although framed artwork is where discussions usually start, sculpture, from table top to large pieces, is worth exploring. And the daunting business of commissioning new work becomes a pleasurable undertaking when you have a quarter of a century of expertise to draw on. 'We encourage our clients to get to know an artist's work and to develop their taste. I am loath to say, buy this because it will appreciate; buy it because you love it!'

"Images of the natural world can give a strong, calming message as well as showing political awareness"









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