

BERTHON

LIFESTYLE MAGAZINE VII



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Cover image: from the Berthon Archives, Robert E Groves was a local illustrator who worked in Lymington in the early to mid 19th century.

Berthon maintains an exhaustive collection of his work detailing the yachts built at Berthon during the period with many enchanting studies of the workings of the yard. The image on the front cover shows the building of the ship. The craftsmen are laying down the moulds at Berthon. Our 'Berthon Fat Man' was probably part of the Slip Gang, they built the cradles and managed the hauling and slipping of yachts on the Berthon slipways in those days.



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2011 has been an interesting year for us at our HQ in Lymington and bases in the South of France and Newport, Rhode Island. Sue Grant, the Managing Director of the Sales Division reviews our progress. www.berthon.co.uk

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Twanette Tharp recently purchased a Swan 62' now called GLISSE from Berthon USA. Currently based on the East Coast of the USA, this article written by Jennifer Stewart of Berthon describes how Twanette got into yachting and the wonderful cruising on the East Coast that is really not to be missed. www.berthonusa.com

10 ► THE GREAT OUTDOORS

In the last decade, the garden has become an extension of our interior living space. Simon and Ellen Gordon write about some of the imaginative ways in which you can get more from your garden. They run Landart Garden Design in Surrey, UK. Keen motor-boaters they are Berthon supporters and currently keep their yacht on the Thames. www.landartgardendesign.co.uk

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The River Thames is looking forward to an exciting 2011 with the Olympics being staged in London. It is a huge opportunity for yachts from the modest to super yacht size to use this watery route to enjoy this great event. Gemma Glanville and Hugh Agnew of Yachts of London give some great tips on how to make the most of this event as well as the events taking place on the South Coast of the UK next year. www.yachtslondon.com

16 ► PLANE SAILING

Harry Heijst, is both an accomplished sailor and an experienced pilot. At the end of 2010 he and his friend Urs Frischknecht flew his Pilatus PC12- a single engine plane an amazing 28,262 miles, to Tasmania – and back. Harry owns and successfully races WINSOME, an aluminium cruiser racer from 1973, built for the late David May. Dominic May, his son and joint MD of the Berthon Group, interviews Harry about his adventure. www.berthon.co.uk

22 ► OH SO BRITISH

Eileen Skinner and Rob Thompson bought the legendary GIPSY MOTH IV from Berthon at the end of 2010. They tell the story of the purchase and their plans to preserve the yacht and optimize access to her for the public for the long term. Working closely with the UKSA, she is inspiring young sailors now and will continue to do so now that Eileen and Rob have secured her future. www.uksa.org

26 ► JET POWER

Chris Eves is an engineer with the RNLI. Chris tells us about the new FCB2 Shannon Class lifeboat, the prototype of which is being built at Berthon. Powered by waterjets and operating at 25 knots from lifeboat stations across the country they cost £1.5m a piece. The RNLI needs your support to raise the funds necessary to build 50 over the next 10 years.

Contact Emma Mahy on 44 (0)1202 336800
or emma_mahy@rnl.org.uk for all the griff

28 > NORWEGIAN CHARM

Knut Heiberg-Andersen is the Managing Director of Windy Boats of Norway. Berthon distribute these superb performance motor yachts in the UK and France. Knut is consummately charming, Ben Toogood, the UK Sales Manager for Berthon Windy in the UK, tells us about the man who is synonymous with Windy. www.windyuk.eu

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Montenegro is gaining quite a name for itself with a fantastic new marina complex that offers superb facilities. Spike Thompson, a long standing friend of Berthon is a director of the new operation and Maja Vujaskovic from Porto Montenegro writes on his view of this great facility and the amazing cruising in the area. www.portomontenegro.com

36 > THE WILD COOK

Garry Everleigh is a Lymington man who has foraged in the New Forest since he was a child. He also runs Puffin Cruises on the Lymington Town Quay and jokes that his only proper job was when he was an apprentice at Berthon! He writes about mushroom picking and the incredible bounty all around us. Garry is currently writing his first book, the Wild Cooks, with co-author Debbie Major. Guided foraging walks are available with Garry for guests at Limewood Hotel. www.limewoodhotel.co.uk

42 > THE EVOLUTION OF A FAMILY ESTATE

The Wrackelford Estate has been in the hands of the Pope family since 1860. Oliver Pope, the current incumbent tells the story of the Estate and how it has evolved to meet the needs of the 21st century. The Wrackelford Estate is famous for its fishing and shooting and is well loved by Berthon and many of our clients for this reason. www.wrackelford.co.uk

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The Challenge 72' SEA DRAGON was sold to Ron and Portia Ritter of Pangea Explorations in 2009 by Berthon. After a refit here, she set sail, with the object of giving scientists access to remote parts of the world's oceans. Written by Clive Cosby an ex-Challenge skipper and one time broker at Berthon, he often skippers SEA DRAGON and describes the damage that we are doing to our oceans. www.panexplore.com

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Hawick on the Scottish Borders is a town with real character as well as being home to Sir Chay Blyth. He writes for us about the Common Riding, a festival that takes place annually to celebrate the drubbing given to English marauders in 1514 on the outskirts of Hawick. www.chayblyth.com

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Wendy Perring of Perring Architecture is a keen sailor and Berthon supporter. She writes about a fascinating project on the Beaulieu River with which her firm is involved. The Exbury Egg will be home to artist Stephen Turner for 12 months from which he can assess the local coastline, its erosion and complex relationship between nature and man. The Egg will be dismantled when the project is complete. www.padstudio.co.uk

58 > THE MUSIC OF THE SEA

Peter Maxwell Brown is an accomplished sailor and supporter of Berthon. He is also a massively skilled organist and is a member of the Royal College of Organists. He writes for us about this iconic instrument and its relationship with sailing and the sea.



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REVIEW OF THE MARKET

We are delighted to welcome you to Volume VII of the annual Berthon Lifestyle Magazine

It seems only yesterday that we were putting Volume 1 together and wondering whether we would find material for it and if it would work. We continue to be lucky and Berthon supporters continue to write for us on a variety of fascinating subjects and Volume VII is no exception.

We hope that you have as much fun reading this as we have in putting it together, and we'd like to give an uber large thank you to our contributors this year. All of them are again, Berthon exponents and all the articles are unique to this publication and were written specifically for you.

2010 for Berthon was hard work, but productive and our results were very pleasing. After graduating from the university of hard knocks in 2009, courtesy of the worldwide recession, we learnt how to anticipate the market and how to stay ahead of the curve in very challenging trading conditions. In 2011, we have built on this experience and have focused on currency, enquiry source and marketing to keep the business growing and expanding our market share.

Our emphasis on currency as the driver for yacht sales has now become something of a cracked record, but remains the single most important factor that drives our market. This has continued to be prominent in 2011 and the weakness of the US\$ has led to more price correction this year.

In addition, it has become clear that we are now in a new world as far as yacht sales are concerned, and we are dealing with an ever more diverse client base as those in the emerging economies develop a taste for yachting and start to take over from the traditional European market which has, with some clear exceptions such as Germany, reduced in size dramatically. The emergence of these new markets is an exciting development and we are starting to see new requirements in the yachts that are needed. We are looking forward to an exciting time as areas such as Asia, India, Brazil and Eastern Europe enter yachting more forcefully.

Marketing is something which tends to go by the board in difficult times. At Berthon, we elected to take the reverse approach, reasoning that our clients, the yacht owners, should receive an enhanced level of service from us in difficult times and therefore we have increased our investment in technology with the Berthon blog, and twitter account as well as more work on our website and increased print advertising for our listings. Publications such as this, our Market Report and Winter Collection have also evolved this year.

Our overseas offices have worked well in 2011, as we see the benefit of team work across the UK, USA and France. Berthon France develops every year and offers a sound brokerage service with excellent local knowledge in addition to the successful distribution of the Windy marque.

In the USA, 2011 has been exciting. The market has been busy and encouragingly we have been selling to Americans who want to get on with life and go sailing, as well as Europeans who have taken advantage of the weak \$. A trend that has been interesting has been American clients who have travelled to Europe to look at and purchase yachts here and then to cruise in Northern Europe and the Mediterranean before returning to the USA. One couple purchased a yacht from us here in Lymington, and she was delivered to St Katherine's Dock where they spent Christmas aboard her in the centre of London, before coming back to Berthon for a refit before departing to spend this season in the Western Mediterranean. She will head over to the Caribbean next season to continue her adventures on that side of the pond.

The Windy part of our business has been understandably disappointing this year, although encouragingly we have an increased number of forward sales signed for delivery next year – mostly from the new model range. Of course currency does not help, but the investment that Windy has made in the product and the exciting new models that they are bringing to the market continues to mark them out as best in class and this has meant that they continue to sell in the UK and France. The residual value is tremendous, assisted both by currency but also by superior build quality and systems installation, because our understanding of the product is unique, we have been busy selling pre-owned Windys throughout Europe this year.

Our relationship with Discovery Yachts has blossomed with a number of second hand Discoverys transacting internationally, as far afield as Australia. These great cruising yachts continue to have a strong following and the new build order book is strong. Our knowledge of this brand has strengthened this year, and with the build yard a mere 20 minutes from Berthon, we are able to show brokerage Discovery clients at first hand the craftsmanship and commitment to the yachts at the yard.

Steve Dashew and his FPB 64s – 4 wheel drive motor yachts with phenomenal range have had a busy year, with 7 either at an ocean near you, or in build. Steve and Linda Dashew took their 83' WINDHORSE across the Atlantic in the 2010 ARC, achieving a relaxed 10 day crossing with absolutely no dramas. Long distance motor yachting is growing in popularity so expect to see more of these yachts in the future, as well as a new 115' FPB on the drawing board now.

We support the ARC and the 2010 ARC saw broker Alex Grabau do his first Atlantic crossing aboard BIG SPIRIT, a Challenge 72' that we sold when we handled the disposal of the Challenge fleet. If you're participating this year, please be sure to come and see us at the Berthon cocktail party prior to the start.

The Ocean Cruising Club, for whom we are the official brokers, offers a wealth of experience and advice to those yachtsmen who are planning to cruise long distance and we are delighted to be associated with this great organisation.

Berthon Main headquarters in Lymington
below...Berthon's massive 75 tonne boat hoist



So, a challenging year, with masses of hard work and pressure, but one which has seen Berthon take market share and learn a lot. Our team of brokers remains the same – so you will be sure that you will deal with familiar faces at Berthon as we develop the business together. We hope to meet some of you at the 17th Collection – our show of quality brokerage sailing, motor and performance yachts which will as ever, takes place concurrent with the Southampton Boat Show. The Collection catalogue which accompanies this magazine will show you the line up of great Collection yachts available in 2011.

It only remains for me to remind you that as ever at Berthon, we offer everything from Gentleman's motor yachts – pre-requisite funnel included, to magic carpets of the blue water variety, drop dead gorgeous classics who's skippers are quite simply magicians; to cup collectors par excellence, together with yachts that need a good spoodle to shine as they ought to – and of course, to wish you fair winds, from us all at Berthon.



MARTHA'S PLAYGROUND

Gliding through the cruising grounds around Newport Rhode Island with GLISSE

On the way to the office one morning in 1999, Twanette Tharp, a year round resident of Martha's Vineyard, got the urge to charter a sailboat for a week, 'it looked like fun so why not?' she thought!

After this introductions to yachting we helped her with her first yacht purchase - a UK flagged Swan 53, SCOUNDREL, renamed MEZZA LUNA, which Twanette picked up from Falmouth, England in January 2000 before heading to St. Lucia. She then spent the next four years cruising all Leeward Islands, Windward Islands and British Virgin Islands, returning each spring to Edgartown via Bermuda. Summers, it was cruising Nantucket, Newport, Elizabeth Islands, Block Island to Fishers Island, and Long Island Sound. In 2004, the adventure over, and the yacht was sold and Twanette focused on sailing a desk in her busy architects' practice.

We kept in touch and when the sailing bug bit again we started with the charter of a Swan 65 named EDEN, which of course turned out to be a great experience for Twanette yet again, sailing around Vineyard Sound, Maine and Newport, with the favorite event being the Edgartown Yacht Club Cruise. The perfect Swan 62 then came up for sale, and Twanette agreed with me that she was an opportunity not to be missed. She had the right layout, was the right size, could charter, and so on. After 8 tense months of negotiations,

and currency bounces, Twanette took ownership of GLISSE in Villefranche, South of France in October of 2010. Fortunately, our experience in selling yachts both sides of the Atlantic meant that she could enjoy the fun of purchase without worrying about the paperwork, taxes, contract and all those other irritating details.

GLISSE was shipped to St. Maarten for a pitstop and Twanette spent a great winter on board her new yacht. With her eye for detail, nothing escaped attention, from upholstery to mechanics! The first event was a Rendezvous in the BVI's, cruising to Cooper Island, Norman Island, ➤





above... Great restaurants at the Vineyard
left...Cruising, Newport Rhode Island, NYC in background



*top...*Traditional East Coast day sailer
*above...*Watery obstacle course



Virgin Gorda and Peter Island, with various parties each evening after a great day of sailing. GLISSE was awarded the trophy for the most elegant and best maintained yacht in the fleet.

Back in Narragansett Bay for the 2011 summer, GLISSE had a very busy summer schedule - cruising up the Bay to Bristol for the weekend, a quiet old New England port, home of the oldest 4th of July parade in the USA; a visit the Herreshoff Marine Museum, then out to Block Island, and back to Newport to watch the New York Yacht Club Summer Regatta. The next special event was the J Class event with 3 of these spectacular yachts of 160' racing against each other; or just watching the daily sailing of various 12 Metres that homeport in Newport.



It is a lazy day sail through the Elizabeth Islands en route to Martha's Vineyard, stopping at Cuttyhunk for a lobster feast. The Vineyard is comprised of six towns with three harbors to accommodate visiting yachts, with great restaurants, biking and hiking. It is one of those places where you will see film stars and other famous people strolling along the streets, including US Presidents!

A member of the Edgartown Yacht Club, Twanette enjoys many of the events held at this very traditional New England Club, which include 12 Metre Regattas, Edgartown Race Week, and the 88th Annual Cruise. It is a short sail from there to Nantucket, a world famous venue, with its quaint cottages, mansions and its history of whalers, as well as great sailors' watering holes and restaurants. And of course, the Nantucket Bucket Regatta in August where you will see the J Class yachts racing against a Perini Navi or some other Mega Yacht.

Even if you had an entire summer in New England, it would be impossible to get to all the wonderful harbors, a great reason to have a cruising yacht! Head up to Maine or go the opposite direction and visit Mystic or Essex or ports of Long Island.

Plans are now being hatched for GLISSE for 2012 as the Mediterranean beckons! ▀



*top... Glisse in BVI
middle... Time to cool off
bottom... Martha's Vineyard*

THE GREAT OUTDOORS...

make the most of your garden

During the past decade, the concept of the outdoor room has gone from what some considered 'just a trend' to what is now regarded as a critical component of every new home design.



Aware of the changing perception, Landart's design and build model has shown homeowners, designers and builders how these expanded living spaces can enhance our lives - and the value of our properties. In essence, an outdoor room is a space that can be used and enjoyed as much as any indoor living area, where you can relax or entertain in comfort while still feeling connected to your outdoor surroundings.

Entertaining and socialising out of doors is now the cultural norm and a well-designed garden is considered essential to enjoying the complete alfresco experience. Good design and proper planning will give you an outdoor space which can take you from day to night and from season to season.

If you have the space, you might want a more secluded outdoor area such as this one with discreetly hidden jacuzzi (see top left), which gives enormous flexibility in terms of function. To increase privacy and define a space, there's no shortage of screening solutions. Here diamond trellis is used to great effect, letting the mosaic of foliage enclose the gaps, providing a real sense of enclosure.

In terms of style, it's a good idea to take cues from the surrounding architecture. Perhaps a rustic structure with a thatched roof or ranchy looking summer house will provide a focus to the garden as well as tie in with the house. The siting of an outdoor structure will depend upon the function and space available, as well as important considerations like physical aspects such as a north facing plot, neighbouring buildings and roads. Generally speaking, an entertainment area is best situated close to the house so you can move between the two areas comfortably.

Bringing your garden to life is something Landart prides itself in. Exciting water features, and good lighting plans make all the difference. Low on energy consumption, but big on ambience both these elements are easy to install and extremely versatile. LED lights in particular can be installed into just about any flat surface, and with a mercury free lifespan of up to 100,000 hours, they offer the ideal green solution for homeowners, designers, architects and builders. This combined with water features really bring a space to life at night.

Right from its inception in the 90's, Landart's vision was to deliver the whole design/build package to customers. With fantastic designs, low maintenance ground schemes, automatic irrigation systems, and lighting, you'll get something functional as well as good to look at. ■



top left... Jacuzzi, now you see it...

above left... now you don't

above right... A ranchy looking summer house

right... The complete alfresco experience

bottom right... A classic rustic structure with a thatched roof



THE OLYMPICS ARE COMING

With the Royal Wedding of the Duke and Duchess of Cambridge as a warm up act in 2011, the Olympic year of 2012 promises to be a not-to-be-missed year for yachts to visit the UK.



London Bridge in all its glory
(yes, they have to open it for you if you ask)



The big set piece events on the Thames are the Olympic Games (27th July – 12th August) and Paralympics (29th August – 9th September) preceded by the Queen's Diamond Jubilee Pageant on 3rd June 2012.

The Queen's Jubilee Pageant is expected to draw 1,000 boats, including Her Majesty's own Royal Barge, in one of the largest gatherings of boats on the Thames in modern times. Boats will assemble in Chelsea and then make a colourful procession to Greenwich with bands, daylight fireworks and up to 1 million spectators lining the route. Private yachts are being encouraged to join in, but do need to register, see www.thamesdiamondjubileepageant.org. For sailing yachts unable to get under the bridges (air draft 5.5m) there will be some moorings downstream of London Bridge to form an 'Avenue of Sail'.

For the Olympic Games the Thames is a natural gateway avoiding the anticipated traffic congestion. The Stadium is only 3 miles by road from the river at Canary Wharf and there may well be a water taxi service right into

the Stadium up the River Lea from Limehouse Dock. Venues with direct access from the Thames are Greenwich Park (equestrian), the North Greenwich Arena (O2) (gymnastics & basketball), ExCel (boxing, fencing & judo) and the Royal Artillery barracks at Woolwich Arsenal (shooting).

Whether or not for the Olympics, visiting London in a yacht is an exhilarating and spectacular experience. It is hard to wipe the smile off the face of anyone who has done it. The excitement of passing under Tower Bridge (yes, they have to open it for you if you ask) is fantastic thence past the ➤

Tower of London and the infamous Traitor's Gate, 'Abandon Hope all Ye who Enter Here', and turning by HMS Belfast in the shadow of London Bridge.

While not yet perfectly equipped for dealing with yachts, the Thames is improving all the time. There are firm plans for Superyacht moorings in both West India Dock right inside Canary Wharf and at Royal Docks by ExCel and the City Airport. Many are surprised at how big these are; there is room for 100 Superyachts in London should they choose to come and the likelihood is that some 30-50 of these large yachts will be in London over the summer of 2012. For smaller yachts (<30m) there are moorings in Thames marinas and, depending on demand, there could be river moorings.

Meanwhile, there is a whole season of opportunities for other activities around the coast:-

Olympic sailing in Weymouth. There are spectator areas planned although getting close up, even in a RIB or tender, is unlikely. It will be worth making sure that your yacht has good radio, TV and internet connection to follow the sailing as the organisers are determined that this should be the best coverage of sailing ever with live tracking, FM broadcast commentary and TV.

J Class regattas. These are taking place in Falmouth, the Solent and the original America's Cup course around the Isle of Wight, see www.jclassyachts.com. At least five of these magnificent yachts are likely to compete.

12m regatta, will bring upwards of 20 of these iconic yachts will race off the Royal Yacht Squadron and other Solent venues in the first week of July.

Superyacht Cup 22-25th July in Cowes, a selection of the world's most glamorous and expensive yachts racing around the Solent.

Westward Cup 26th to 30th June and linking to the British Classic regatta.

Pendennis Cup, 2-7th July in Falmouth.

Together with all the highlights of the English summer social scene; Chelsea Flower Show, horse racing at Royal Ascot, Wimbledon tennis, Royal Henley Regatta rowing, Glorious Goodwood horse racing and the Open Golf.

All of this should be seen in the context of a season in the UK with the possibility to cruise the West Coast of Scotland, the South West of Ireland, the SW of England, Cornwall and Devon or linking to cruising in the Baltic. Many yachts are also considering this in conjunction with refit work in some of the best shipyards in the world including SYS (Southampton), Berthon (Lymington) and Pendennis (Falmouth).

The watchword for any yachts wanting to get involved with any of this is to start planning early. Berths are still available in Thames marinas and registration is now open for participation in the Queen's Diamond Jubilee Pageant, but both of these are likely to be oversubscribed. Plan early and be prepared to make a commitment now to make your 2012 a great year in the UK. ■



*top... The original America's Cup course around the Isle of Wight
middle... the 2012 Olympic stadium, London
bottom... Sailing in Weymouth, Dorset*



Canary Wharf and the North Greenwich Arena (O2) which will be holding both gymnastics & basketball at the 2012 Olympics.

PLANE SAILING

Most of our yacht owners sail round the world. Not Harry Heijst. In November and December 2010 Harry and his friend Urs Frischknecht, a Swiss professional pilot, flew his Pilatus PC-12 single engine aircraft to Tasmania and back, a 28,262 mile round trip at 260 knots with 32 stops in 6 weeks.



Honiara in the Solomon Islands; the main attraction was the Royal Honiara Sailing Club.



Harry is a very experienced seafarer: a Dutch ship owner, he has owned the 1972 Berthon built Winsome IV for 12 years now. Winsome is a regular in RORC offshore races and Cowes Week and in 2010 he raced her Round Britain winning IRC class 2.

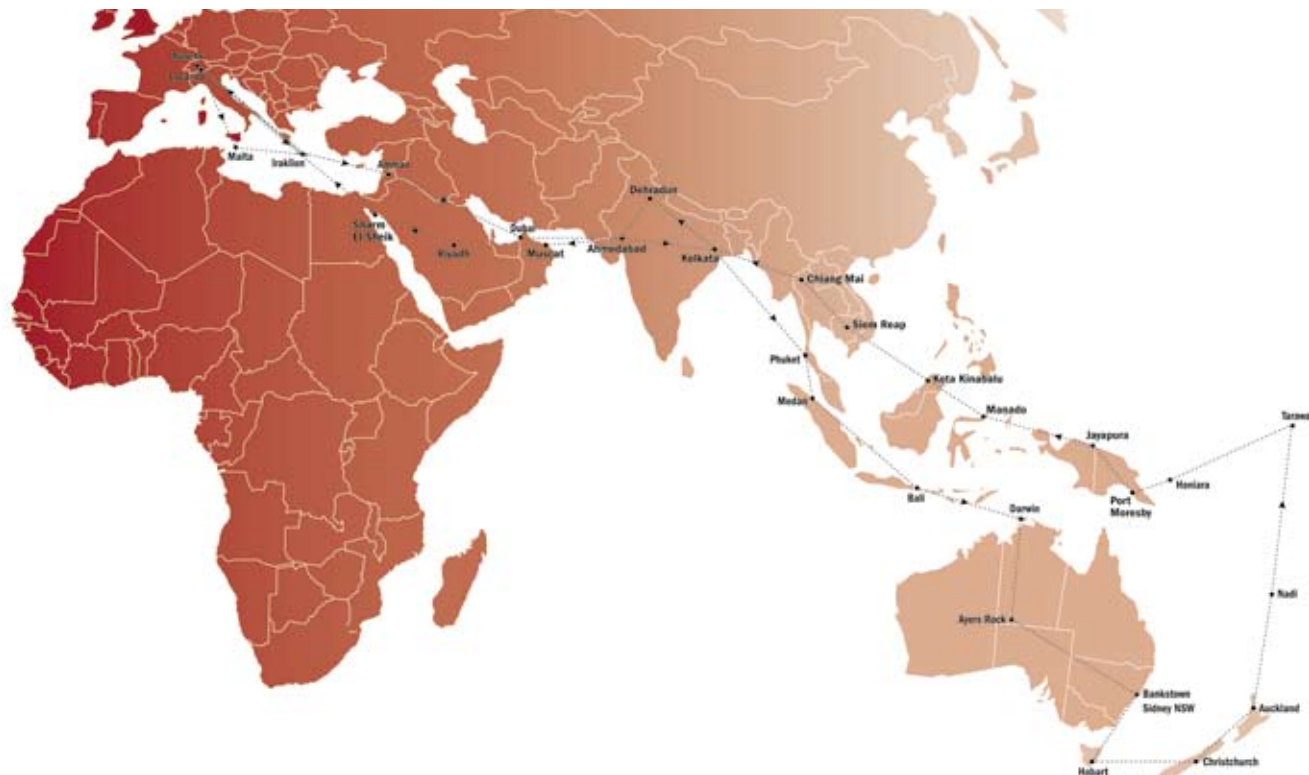
I caught up with Harry for a chat about his latest adventure.

Dominic: What are the similarities between sailing and flying?

Harry: Flying is "relatively" easy to learn for a yachtsman. Sailing is helming, aerodynamics and navigation and so is flying, except the "helming" is entirely different. For example, there is a twist in the wings to help steer in a stall, like the twist in the top of a mainsail. While flying you can only change the flaps, whereas when sailing you can change halyard tension, foot tension, l each tension. Aero instruments are more complicated than sailing instruments. Unlike sailing, flying must be 100%, a failure is fatal, whereas after a failure on a yacht you can get by.

Dominic: Is the flying easy? No oil skins, no waves breaking over your head, no discomfort?

Harry: There is a huge amount of preparation for each leg of a flight. Once airborne, we are bullied through the air by air traffic control. We then set the autopilot and this flies the plane much better than a human pilot. But we must keep checking everything: instruments, outside air temperature which relates to how much torque we put on the engine by changing the throttle, air traffic control, weather and clouds, preparation for landing, we must do the check lists over and over again to stay safe. One gets very tired from the concentration. ➤



top... Harry washing his feet in the Ganges and making his offer to the Gods with the help of the local children

above... The route which Harry and Urs travelled to Tasmania and back, a total of 28,262 miles

top right... Harry and Urs wore pilot uniforms with shoulder epauletts to smooth passage through customs and local regulations

bottom right... Refuelling at Chang Mai





above... The temple at Angkor Wat, Cambodia
right... Approaching Bali



Dominic: With 32 stop-overs, you must have seen some amazing places?

Harry: Bali was fantastic. I have never experienced anything like it in my life. The Balinese were delightful and the island: beautiful temples, beautiful landscape, beautiful nature. It was really hard to leave, we should have stayed another week.

Tasmania was special: 2 ½ hours from Sydney so we beat Wild Oats' record quite easily! Not only had we achieved our destination and half way mark, but I had raced there in Winsome in the 2008 Sydney-Hobart, winning IRC class 4. We met some friends and had a lovely time including a day on the water fishing and re-living the last eight difficult hours of the 2008 race.

Our stop in Cambodia allowed us to visit the three famous temples at Angkor Wat, Angkor Thom and Ta Prohm. Ta Prohm was completely overrun by the jungle when it was discovered. You have to go there to realise why they are so famous.

Rishikesh was a highlight. It was very clean. The area was safe. It was not too hot. The people were very friendly. I washed my feet in the Ganges, and made my offer to the Indian Gods with the help of some local children.

Dominic: Well done Harry, what is your next adventure?

Harry: In November this year I am planning to cross the Atlantic, again in the Pilatus PC-12, again with Urs, via Cape Verde to fly around South America. One day we will fly actually around the world via Uzbekistan. We could not cross the Pacific from New Zealand because the fuel capacity is 1500 litres and at 1 litre per mile fuel consumption, we did not have the range. ▣





Gipsy Moth IV in full flight.

OH SO BRITISH

Gipsy Moth IV, a record breaking yacht for sale

Life changing moments are, I suspect, relatively rare. Being able to pinpoint the actual date, time and circumstance, is perhaps even rarer; 11.30 am on Sunday 12 September was one such moment.

An article in The Sunday Times headlined 'Britain set to lose historic Gipsy Moth' stopped me in my tracks. The article announced that the yacht on which Sir Francis Chichester set his round-the-world sailing record back in 1967, 'is for sale to the highest bidder, and is expected to be bought by a foreign buyer....after failure to secure a permanent home for it in Britain'.

'Most of the enquiries have been from abroad, and many are from wealthy Americans, so it is quite likely that she will end up going overseas' said Sue Grant, of Berthon International, which was handling the sale. There are certain things that are so British, and that mean so much to the history of Britain, that they simply cannot and should not be allowed to go overseas. Gipsy Moth IV sits firmly within that category. On that Sunday, having cleared the decks with our respective families, both Eileen and I decided that somehow the yacht must be kept within the UK.

We have each worked for Cambridge Weight Plan for over 20 years, and in 2005 undertook a Management Buy Out of the company. Eileen started sailing after leaving university, first of all in dinghies, and then in small keel boats, whereas I did not take up the sport until I was well into my forties. During the last ten years we have both chartered with friends in Pembrokeshire, South West Ireland, the Far East and the Med. There was also another, albeit lesser reason for our desire to purchase Gipsy Moth. We are both of an age where the late 1960's was a pivotal time for the two of us. England had just won the World Cup, we were on the point of leaving home for the first time to go to university, the Welsh rugby team was in the ascendancy, and both of us could remember the television pictures of Sir Francis and Gipsy Moth returning to a hero's welcome from hundreds of thousands of people. So from a personal point of view also, the yacht epitomised a very exciting period in our lives.

At this point we had little idea of what we were going to do with the boat, where we were going to keep her, who would maintain her, or who was going to sail her (we're both Coastal Skipper qualified, but not really Gipsy Moth material). Also, how were we going to find the time to devote to her, given that we are both in full time employment in a rapidly expanding company, and take between four and five weeks holiday a year each.

Following a series of phone conversations with Sue at Berthon we finally arranged to go over to Cowes to meet Jon Ely and the rest of his team at the UK Sailing Academy, who were actually selling the yacht. That first meeting cemented the arrangement, whereby Eileen and I agreed to purchase her, and immediately lease her back to the UKSA for £1 per year. We also agreed to make a contribution towards her maintenance and operation for the five years of the lease. For their part the UKSA would insure her, provide a berth in Cowes, maintain her, crew her, and manage an annual programme of events agreed with us as owners.

So, not only were all of our concerns addressed, but there seemed to be a genuine delight on the part of the UKSA that a solution had been found that would continue to see Gipsy Moth promoting their aims of changing the lives

of disabled and disadvantaged young people. This last point really struck a chord with us, because our business life is also about changing people's lives through weight loss and restored self-esteem and confidence.

Sue then took us back to Lymington to see the boat for the first time! I must say that our first look at the boat, standing in the Berthon yard, was quite emotional. It was raining and she looked quite miserable and forlorn. A little bit down at heel. Memories of that film clip of her rounding Cape Horn in those huge seas, putting your hand on the tiller and imagining what was going through Sir Francis's mind, and of her arriving back in Plymouth to the cheers of hundreds of thousands of people, all went through our minds. All the more poignant when you think that this boat played a huge part in inspiring a whole generation of sailors, young and old, to get involved with the sea and to aim to achieve bigger and better things in their lives. We both knew then that we had made a good decision.

In conjunction with the UKSA, an advisory group has been set up covering boat maintenance and crewing, promotion/PR, sponsorship and finance as well as strong links with youth organisations. We have agreed five key aims or guiding principles

- Preserve the boat in the UK
- Optimise access to the boat for members of the public
- Raise the profile of the boat and of the fantastic work of the UKSA
- Keep the boat sailing for as long as possible
- Long term financial sustainability

To this end the UKSA undertook a refit during the winter, largely using students on their boat maintenance courses. A programme of activities has been lined up ➤



GIPSY MOTH IV is put through her paces in the Solent.



for this season, including the Round the Island race, the Panerai British Classic week, the BCYC regatta in Suffolk (giving us a chance to show her off to our families and friends) and Cowes week, as well as some smaller local events. Over the past few months the enormity of what we've done, in buying an iconic 50 year old wooden yacht, has started to hit home a little bit. The next five years are hopefully covered with the arrangement that we have made with the UKSA, and we hope that this will continue well beyond that time. But as we know 'A dog is not just for Christmas!' Gipsy Moth IV could well be capable of continuing to sail for the next hundred years given a reasonable amount of TLC. It is our job to create a sufficiently robust financial model to allow that to happen, and that will inevitably mean a balance of commercial activity and the more 'charitable' ventures, in order to establish long term financial sustainability.

It's now nine months since we bought Gipsy Moth. It has been an exciting and memorable period, and we have met many many people who are passionate about the boat. The overwhelming feeling we've had is the generosity of so many people, be it donating paint for the hull, or new sails, or the enthusiasm of the staff at UKSA, and the entire Advisory Group, who are all prepared to give their time and effort and advice. The amount of good will towards the boat is quite tangible. We were thrilled and proud also for Gipsy Moth IV to have been made an honorary member of the British Classic Yacht Club.

All in all, it appears to have been a win win situation. We are excited to have been able to acquire the boat and keep her sailing in the UK. The UKSA are pleased to be able to use the boat to inspire a new generation of young would be sailors. We really believe and hope that the British public is pleased that a vessel that has achieved so much, is still going to be available to be seen, in as many locations as is practical to get her to, and indeed to be sailed by a new generation of young and old alike. (What a nice birthday or Christmas present for a sailor who has everything!) Her story, and that of Sir Francis Chichester, should never be forgotten, and we will endeavour to keep her in the public consciousness for as long as we can. ▣

Gipsy Moth IV was bought in the autumn of 2010 by two Suffolk based business partners, Eileen Skinner and Rob Thompson. Both are now in their early sixties and have worked for over 20 years at Cambridge Weight Plan, a company specialising in the manufacture and marketing of a range of weight management programmes in the UK and in more than 25 countries around the world. In 2005 they undertook a Management Buy Out of their company, and in the intervening years have achieved a six fold increase in turnover. In the autumn of 2010, they started the process of moving the ownership of their company into an Employee Benefit Trust, which it is anticipated will own all of the shares in the company within the next five years. The purpose of this was to create an independent future for the company, and to protect as far as is possible the jobs and wellbeing of the 165 employees who currently work for the company, their families and dependants, and Cambridge Distributors around the world.

JETPOWER

The RNLI jets off to the rescue

After 187 years of innovation, the RNLI is recognised internationally as a leader in lifeboat design and development. Now one of the charity's engineers Chris Eves asks for your help to build the charity's latest lifesaver...

The sight of a modern all-weather lifeboat powering through the waves would seem like something from a fantasy novel to an early lifeboat designer, but it's really just a story of evolution. RNLI engineers like myself are constantly testing and refining to provide a fleet fit for the ever-changing demands on our lifeboat service and the safety of its volunteer crews.

Now is a particularly exciting period of evolution at the RNLI as, this year, we will trial our latest lifeboat design. Berthon have built 23 RNLI 56' Severn Class all-weather lifeboats over recent years, so it is apt that the prototype of the Fast Carriage Boat 2 (FCB2) is now in build at Berthon as I write.

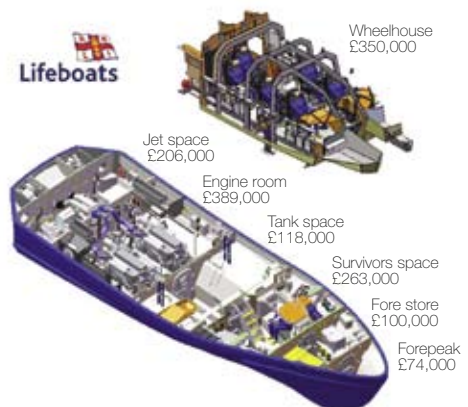
Recently christened as the Shannon class, the FCB2 will gradually replace the Mersey class lifeboat and is designed to build upon the success of its much loved predecessor with greater speed. As the FCB2 Project Manager, it's my job to bring this design to life and get that prototype on the water. However, the cost of each lifeboat is around £1.5M and we need 50 of them over the next ten years. So our charity cannot replace its ageing fleet without the help of donations from people like you.

The FCB2 project started back in October 2007. After some initial disappointment when the existing experimental design proved unsuitable, we undertook model testing of a scale never before carried out by the RNLI. This helped to identify the best design for the job: a hull capable of withstanding the roughest seas and storms.

I was incredibly proud when, against competition from many experienced naval architects, a design by the RNLI's very own Peter Eyre came out on top (funnily enough he is from Northern Ireland so it seems fitting now that the FCB2 has been named after an Irish river). But after the initial euphoria of agreeing the design, we then had to turn that model into a life-size boat: no mean feat, I can tell you!

Our operational brief was that the Shannon had to weigh just 17 tonnes, approximately half the weight of our Tamar or Severn class all-weather lifeboats. But it still had to perform exactly the same as these larger lifeboats, and hold all the same lifesaving search and rescue kit. ➤

*below... FCB2 design
bottom... FCB2 estimated compartment
costs (including structure).
Each lifeboat will cost
£1.5M in total to build*





The type of conditions our volunteer crews and lifeboats have to be prepared to face.

RNLI, Nigel Millard

As if that wasn't enough, the design had to be able to fit through the existing 5m x 5m lifeboat station doors, and it had to be capable of a top speed of 25 knots. It was an engineering minefield.

The only way we could achieve our brief was to learn from previous lifeboats and combine the best of their characteristics with some new ideas to produce our design. Let me rewind the clock and give you one example. Nearly a century ago Holyhead's steam lifeboat Duke of Northumberland launched week in, week out to save hundreds of lives off the Anglesey coastline. It was unique because it was powered by waterjets, rather than propellers. Now, over 100 years later, the Shannon will be the first modern all-weather lifeboat to be powered by twin waterjets, enabling the vessel to operate in shallow waters with great manoeuvrability; this demonstrates marine evolution at its best.

The Shannon class will also be the first all-weather lifeboat that can be recovered bow first. This is achieved using an £850K Supacat tractor and carriage, currently under development, which can then rotate the lifeboat ready for its next launch. It makes the whole launch and recovery process even quicker and safer during a shout.

Designing this lifeboat has been so much more than just a day job. After years of planning and working alongside a fantastic team, it will give me such a thrill to see the FCB2 operational as the Shannon class and to know that the volunteer lifeboat crews are happy with it. Everyone who has been involved in the process can take away a feeling of real accomplishment when the prototype is launched for sea trials, and when the first operational lifeboat is launched to the rescue in 2013.

As a lifeboat service that receives no government funding, we couldn't do any of this without the support of people like you. If you would like to consider funding and naming a new Shannon, which will be saving lives at sea for many years. Turn to the Berthon Contents page 2 for details of how to get in touch.

Now, you'll have to excuse me, but I need to get back to my lifeboat... ▣

NORWEGIAN CHARM

Knut Heiberg-Andersen - The face of Windy

The Managing Director of Windy Boats AS, since December 1990, Knut has skippered Windy through rough waters and calm with consummate skill, and has achieved a direction of travel that assures the company its place now and in the future at the forefront of quality yacht build.

Born and raised in Trondheim in Norway, he studied at the London School of Foreign Trade in South London before returning to Oslo in 1971 to complete his degree.

His first position was with Norcem AS, a Norwegian cement monopoly with an international network and building materials business. He was the Secretary to the Board of Directors – a great management grounding. Norcem also owned Fjord Plast AS – at that time the largest boat builder in Europe.

In 1973 Knut was moved to the USA for 2 years and worked in New York and Denver, Colorado. Norcem's plan was to train him in international business and building related products. In 1974, however, he was offered the opportunity to work in the Fjord part of the business and so his association with our industry began. Returning to Norway he picked up a poisoned chalice including the firing of 200 boat builders in Arendal – not a great way to make friends! That done he left for the Philippines where Fjord Philippines Inc was already established, the brief - to build and sell Norwegian boats built in the Philippines to Japan, Asia, Australia and into the Pacific Region! After a few months Knut was moved from Marketing Manager to MD with a 3 year brief to run, consolidate and sell Fjord for Norcem. This aim was achieved in 1981 and Knut returned to Norcem as Vice President of International Export & Sales.

After a 5 year break from running a company building and distributing safes; Knut was approached by Trygve Hegnar who had bought the Draco and Windy brands. In 1990 his voyage with Windy began. Trygve had a close emotional association with Draco but times were tough and the moulds were old and tired. Knut saw that Windy was the future but that to succeed it desperately needed to transform itself.

Knut says – *"Windy is a state of mind, a desire to build the best and a vision to build a brand better than the others"*.

The turnaround was achieved by a combination of initiatives – new models, new people, and the re-establishment of the previously strong brand in Europe without losing the intrinsic Norwegian Windy culture. The launch of the Windy 33 Mistral and Windy 31 Scirocco were milestone products. A move not loved by the Norwegian press, but the models were highly acclaimed by the European Yachting Press and more significantly much in demand by both Norwegian and European boat owners alike. By 1994 Windy was making money and has done so in every succeeding year, until the recession of 2008 struck.



Knut Heiberg-Andersen

A consummately charming man, Knut and his team are a great support to our Windy sales teams in the UK and France.

The association with Berthon began in 1995 when Andrew Constance and Express Cruisers joined the Berthon Sales Division. Andrew and Knut have been friends since 1973 when Andrew was selling Fjords in the UK, and they met again when Knut joined Windy to find Andrew & Express Cruisers selling his brand in the UK. Over the years Knut and Berthon have worked together to develop the Windy brand and we are proud to call him our friend.

Of course, friends are more than just their business lives and Knut's hospitality has shown us much of the private side of his life. Knut and his wife, Wenche, met in the UK in the late 60's, and live in the hills of Oslo, skiing as often as they can in the winter and spending the summers in



top left... Knut has a passion for food
top right... Part of Windy's production facility
above and right... Head quarters for Windy



Fevik outside Arendal. The thing to remember about Knut is that he is a truly great cook and an invitation to supper is a great event. Aside of that there is salmon and trout fishing as well as hunting and shooting, pheasant and partridge in the UK, and moose in Norway.

He is also a history addict – This is something that has become a passion in the last 10-15 years. His chosen period is the 1500s and time of Henry VIII. He also collects old maps of Norway from the same sort of period – 1550 – 1650. The oldest of these were crafted by the Dutch with the Norwegians joining in at the end of this period. Another interest is in half models, again a very big subject. But above all, Knut is fun.

And the future we asked Knut how he sees things for our industry and for Windy...

"The yachting industry has encountered tremendous challenges in the last 2 or 3 years, and radical changes have taken place – capacities have been reduced, financial restructuring has occurred and a lot of cost cutting has gone on. We need to

adapt to a new world. Our markets have been hit harder than ever before and we are seeing a negative and unpredictable virus spreading throughout the market. Large portions of the industry are still stumbling and looking for ways to get out into the fresh air. There are some good signs, so we hope for the best and plan for the worst.

There is pessimistic talk about the boat business being put back 10 to 15 years in size, recognition and importance. This can be the case if management does not adjust properly for the short and long term concerns correctly, and the current and future business opportunities that are available.

Today currency is against Windy, we build in Norway and Sweden, a strong NOK and super low £ makes it tough to sell our boats in the UK and hardly helps other markets. However, by continuously refining Windy's now unique build quality and class leading offshore performance coupled with our ever developing model mix, we have found that demand for the brand remains as strong as ever.

All in all, there is still much to smile about..." ■

BOKA KOTORSKA

Montenegro's grand scale marina and waterfront project

Captain Spike Thompson is one of the well known people in the superyacht industry. He started his career back in 1984 as a deckhand on Swagman, a 68ft sail yacht, where he earned his nickname Spike (his real name is Phillip James Thompson)

Bay of Koto, also known by
its local name Boka Kotorska



He quickly progressed to skipper and sailed on some of the most famous boats of that time. When his first child was born, Spike and his family made a home in Mallorca, and he, although on land, cherished his strong ties with the superyacht industry. His current engagement is with Porto Montenegro, superyacht marina in Montenegro.

"My first encounter with Montenegro was in 1986. I sailed there on a Swan 46. At that time Montenegro was still part of the Yugoslavia and we sailed from the Croatian islands down to Montenegro. I remember I was astounded by its beauty, but soon afterwards an unfortunate series of events in that region prevented me going back until recently", he says. "a few years ago, at the Superyacht Cup I met Oliver Corlette, Managing Director for Porto Montenegro, marina and village development in Montenegro. We flew together to New York to meet Peter Munk, Porto Montenegro's chief investor and they invited me to join the team".

Porto Montenegro is a grand scale project featuring a state-of-the art marina and a collection of waterfront and village promenade homes. Although opened for just over a year, the first 185 berths at Porto Montenegro are at near-full capacity and another 465 berths are in planning, with 150 dedicated to superyachts. The project is built upon the existing infrastructure of the former Yugoslav naval base. The chief investor is Peter Munk of Canada, founder and chairman of Barrick Gold Company, the world's largest gold mining corporation and other investors include: Lord Jacob Rothschild, ➤



Porto Montenegro marina.



Nathaniel Rothschild, Bernard Arnault and Oleg Deripaska. Spike describes Porto Montenegro as an ideal location for yachts. The entrance is about 140 nautical miles north of the heel of Italy, and 160 nautical miles west of Corfu. "It's a great first or last cruising point. It offers a secure base to clean up and get ready for charter. From here both commercial and private vessels can fuel up without paying taxes, replenish stores and refresh. And you can also clear in and out of Montenegrin customs from your berth. Another amazing thing is that Tivat international airport is only 5 minutes drive away (you can pick up your guests by boat from the airport jetty), and it has a private jet parking space."

Porto Montenegro is located in the UNESCO World Heritage Site Bay of Kotor (Boka Kotorska is its local name) which is a story in itself. Bay of Kotor is Europe's southernmost fjord and the largest natural harbor in the eastern Mediterranean. Its 100 kilometers of coastline twist inland from the open waters of the Adriatic on the southern edge of the Dalmatian coast. Rugged mountains rise from the shoreline, shielding the Venetian medieval towns that cling to the waters' edge and spectacular church islands. "The Bay is a stunning place ideal for adventurers", says Spike. "There are numerous little anchorages to find, deep caves with crystal water if you want to take a swim and hidden beaches with little restaurants where the owner will offer you his daily fish catch deliciously prepared on the grill". "It feels quite different from south of France and that's what I like about it", explains Spike, "it almost feels like it is yet to be discovered. And while in South of France you can't find anywhere to anchor, here you might be the only boat cruising in the Bay". Another joy of being here is eating superb food. "There are a plenty of restaurants along the coast and while variety is not something you should expect around here, quality makes up for that. ➤



top...Koto farmers market
above...Marina complex



top left... Captain Spike Thompson
top right... One of the many restaurants in the marina village
above... View from one of the promenade homes
right... Bay of Kotor which is Europe's southernmost fjord



Everything is organic - vegetables come from the gardens in the villages around the Bay and taste delicious". Spike's favorite is Catovica Mlini, one of the most celebrated seafood restaurants in Montenegro, set in lush gardens in the village of Morinj. "I am regular there and fish is fabulous. I also like a small family run place in the old town Kotor, called Cesarica, where the whole family prepares very simple but delicious food." Don't miss black ink risotto and prosciutto (prshuta in Montenegrin) and Njeguski cheese as an appetizer, its absolute bliss!", explains Spike.

Although not immune to the temptations of western 21st century living with increasing numbers of international restaurants and nightclubs with international DJs; Montenegro, like other countries of the Adriatic region, still cherishes the simple pleasures of life: good food, long Sunday lunches, coffee with friends sipped slowly on sunny, outdoor terraces in the "Turkish" way and long days at the beaches. A perfect day in Montenegro, for Spike, is to get on a boat and explore the area. "You can board your boat and head out of Porto Montenegro for a lunch at Bigova Bay. After enjoying the

freshest fish, lobster or mussels, you can enjoy a swim in the clearest waters you have seen in a long time. Set sail for a night out in Budva, party town of Montenegro. Enjoy a cocktail abroad while you are taking in an atmosphere of this vibrant town and then take your pick dining in one of the many excellent restaurants", says Spike.

Spike is also happy with the way things progressed in Porto Montenegro, his home when here. "It's amazing what we achieved here in such a short timeline", he says. "I remember seeing submarines and war ships around here several years ago and now the marina is filled up with beautiful superyachts. There is also a growing international community living here. It's a proper nautical village now, with shops, bars, restaurants, lido pool, Sports and Yacht Club and international school. There is also 24/7 yacht assist that can help with whatever you want to do to in Montel And there is a lot, from skiing to white water rafting in the world's second deepest canyon in the world. It's on course to become the most comprehensive and welcoming marina in the Adriatic." ■

THE WILDCOOK

The Mushroom Man is a name that I have acquired over the years from taking friends and friends of friends to the forest to identify and gather a basketful or two of edible and delicious wild mushrooms.



Garry Eveleigh

On such excursions, I make absolutely certain that all involved are made very aware of the dangers of eating wild mushrooms. A great many varieties can harm you and even a few will kill you. I have been picking and eating wild quarry for a good many years, proof enough that it can be safe as well as great fun, good exercise and always exciting, so pick up a basket and join me.

If you ever get the chance to visit the pretty Georgian town of Lymington, nestled by the sheltered coastal waters of the Solent in Hampshire, take a stroll from the bustling high street, down the picturesque cobbled hill to the old town quay. On sunny weekends and more frequently through the summer season, you may just bump into the Mushroom Man. Here, though, I am known as Puffin Man, as this is where my business partner and I have been operating our pleasure tripping business, Puffin Cruises, for the past 20 years. Trips set sail at regular intervals on sunny days through the summer season to give holiday makers and visitors the chance to fill their lungs with fresh salty sea air while taking in the stunning scenic views that abound.

I have lived in this area on the southern boundary of the New Forest all of my life and assimilated knowledge and understanding of the wide variety of nature on my doorstep from as early as the age of nine. Before school I would head off on early morning forays, even before the rest of my family were awake, to gather fresh wild field mushrooms and return home with them in time for breakfast before walking to school. Weekends would be spent gathering fresh wild watercress from spring-fed streams on nearby marshland and gull's eggs by the bucketful in the spring. ➤





left... Chanterelle (Cantharellus Cibarius)
above... Cep/Porcini/Pennybun (Boletus edulis)



*left...Garry getting a helping hand
top...Winter Chanterelle (Cantharellis Infundibuliformis)
above...Preparing Porcini for the basket
right...Young Winter Chanterelle*

Through the summer months, my fishing escapades would take me to the old sea wall, a tidal defence originally built to contain the salt pans that were the heart of a major industry from the middle ages to 1865; today, a haven for wild life. At the end of my days fishing for sea bass and flounders, my empty bait bucket would be filled with such delights as marsh samphire or sea purslane; very rarely would I return home empty handed.

I have been very fortunate to live in this area of such outstanding beauty set on a stunning piece of coast line with the added bonus of being able to reach the very heart of the New Forest in less than fifteen minutes and it has served me well as a hunter gatherer for the past 40 years. It really is a very special place and probably as good as it gets.

The New Forest is quite amazingly home to something between two to three thousand different varieties of fungi, each individual playing its own roll in the ecology of its preferred habitat. Mushrooms are nature's own little recyclers and help accelerate natural decomposition. The many different varieties of fungi absorb food and moisture from their preferred and varied habitat or host, such as living and dead fallen plant debris, branches, limbs and even whole trees that are occasionally blown down during winter storms. They will be slowly devoured as most of the goodness is extracted from them within a twelve to eighteen month period.

The ever present microscopic spores settle on their unsuspecting prey and get to work immediately. The spores will quickly grow and eventually create the mycelium, a web-like system that spreads beneath the bark of fallen trees or rotting leafy layers of the forest floor. The mycelium is, in fact, the plant from which the fruiting bodies or mushrooms will sprout but only when the conditions for that individual species of mushroom or fungi are absolutely perfect; moisture and temperature are the critical factors. As each mushroom begins to grow and develop, they in turn will disperse countless thousands of spores to ensure the continuous work of these extremely important forest organisms.

Of the great many possible varieties of fungi growing wild in the New Forest each year, my own personal picking list is whittled down to just twenty. The top ten are my personal favourites and are unbelievably delicious, however, I will gladly gather the remaining ten for my own use in the kitchen when the top ten are not abundant. All of the remaining varieties have their own important purpose, so simply leave them alone. Take photographs or remember what they look like and expand your knowledge by identifying them on your return home with the use of a couple of good photographic mushroom books. ➤





*above...Ideal Porcini ground
far left...Mixed basket of mushrooms
left...Chanterelles smell of apricot to the
expert forager*



Never take books into the forest as you will soon realise that you are wasting time trying to identify just one mushroom and, to become completely competent at gathering good edible mushrooms that are safe to eat, you will have to learn how to identify individual fungi at every stage of their growing life.

BEWARE ALL MUSHROOMS HAVE POISONOUS LOOKALIKES. Remember the golden rule: never eat anything from the wild unless you are certain that you have made the all important, 100% positive identification; death can be fatal!

Mushroom season is usually thought of as from September until the onset of early frosts. For me, this is always a very special time of the year when the early morning dew creates jewel encrusted spider webs on the plants and hedgerows and still morning air has that unmistakable aroma of earthy decay as the autumn leaves begin to fall. This is true mushroom season when the forest floor can become a carpet of fungi with many different varieties and colours sprouting in great profusion. My personal mushroom season can be almost year round with only January and February being the months that are more usually not fruitful, and no two mushroom seasons are ever the same as the life cycle of all fungi totally depends on Mother Nature.


I know the forest like the back of my hand and my mushroom hunting years have taken me into the deepest and most secret areas of forest where new age mushroom hunters rarely venture. I hunt and gather from the wild simply because of my passion for cooking, so when mushrooms are not readily available there will always be something for the pot such as spring greens, edible flowers, succulent plants, mountains of salad leaves, refreshing herbal teas or seaweeds and shell fish and nuts and berries galore. ■

Top Ten Mushrooms – my personal favourites

- | | | |
|-----|---------------------------|---------------------------------------|
| 1. | Cep/Porcini/Pennybun | <i>Boletus edulis</i> |
| 2. | Horn of Plenty | <i>Craterellus Cornucopioides</i> |
| 3. | Oyster | <i>Pleurotus ostreatus</i> |
| 4. | Chanterelle | <i>Cantharellus Cibarius</i> |
| 5. | Winter Chanterelle | <i>Cantharellus Infundibuliformis</i> |
| 6. | Pied de Mouton/Hedgehog | <i>Hydnum Repandum</i> |
| 7. | Bay Bolete | <i>Boletus Badius</i> |
| 8. | Field Mushroom | <i>Agaricus Campestris</i> |
| 9. | Saffron Milk-cap/Lactares | <i>Lactarius Deliciosus</i> |
| 10. | Cauliflower/Brain Fungus | <i>Sparassis Crispa</i> |



A watercolour of the main family residence at Wrackelford



THE EVOLUTION OF A FAMILY ESTATE

The Wrackelford Estate was purchased by Alfred Pope in around 1860 when the family moved from west Dorset to Dorchester to be close to their brewing interests in Eldridge Pope.

As with anything of timeliness it has evolved and adapted to fit with its circumstances. Alfred was a man who believed strongly in building for the future and was good at adapting and anticipating future trends and needs. This is clearly shown by the foresight in moving and building the then new Eldridge Pope Brewery to sit alongside the new Great Western railway line so the Dorchester ales could be exported to Bournemouth, Southampton and beyond. Equally his love of fieldsports was one of the reasons for the original acquisition of Wrackelford – the Estate sits astride the Frome valley, with its lush pastures leading up to the high chalk downlands. Much of this Hardy-esque ground was open grazing interspersed with gorse and hawthorn bushes. This ground was ideal to fuel his passion for hunting with the Catistock Hunt with whom he was Master for several years, and the delights of the rivers Frome, Sydling Brook, Cerne and Wrackle, all on the Estate and offering gin clear chalkstream fly fishing. For the gun there would have been walked up shooting for pigeons, pheasant and partridge.➤



Deep chalk valleys with mature woodland.

At the turn of the century the Estate was managed with the Manor farm in hand and seven other farms rented to longstanding tenants, with up to a further 150 properties within the villages of Stratton, Grimstone, Bradford Peverell and Charminster.

In true Victorian style the Estate was developed to suit the circumstances – properties were built to support its workers, and extensive renovations were completed at Wrackleford House. On the Estate itself the family undertook a significant tree planting programme of over 300,000 trees giving shape and texture to an otherwise sparse environment. Significantly these trees were planted with game shooting in mind, traditional English hardwood plantations being planted on the valley sides and ridges, rather than the normal valley floor favoured by the hunting fraternity for warm fox cover – this difference allows the Estate today to offer some of the finest game shooting across the deep chalk valleys. Land is one of the few things where the human mark is often a mere scratch, whether we plant trees or construct buildings the landscape remains remarkably unchanged but it is fascinating to see the historic landmarks left behind by successive generations of its inhabitants whether from the foundations of the Iron Age village on Grimston Down, one of the largest unexcavated sites in the country, to the small pieces of

pottery brought to the surface by the plough each year left over from the remains of a Roman villa which is within sight of the 6 mile Roman aqueduct taking water to the top of the hill in Dorchester. Even the carcass of a World War 2 Stuka bomber lies on the Estate where it was buried following a crash in the war.

The war years were hard on the Estate, in the First World War fourteen of Alfred Pope's family were in uniform, remarkably only three were killed in action. During the second World War Wrackleford House was taken over by the Land Army and used as a base until 1945 – much of its furniture did not survive the damp storage that it was placed in at this time – the snooker table rotted and it is amusing to see its slates used as river bank supports along sections of the river – the pocket arches still visible! Much of the downland was ploughed up to help provide food, this then temporarily reverted at the end of the 1940's before again been ploughed for crops in the late 1950s. Today the Estate is still generally under tenanted farms, however several have been joined together to provide larger, more economic units. Thomas Pope, my uncle, farms the main area, which previously would have been made up of five smaller enterprises. Two farms were sold as were many of the properties in the depression of the 50s which helped to pay for significant death duties, but within the last few ➤



top left... The Estate is set in the lush Frome valley in the south west of England
top right... Pheasant and Partridge game shooting
above... Wrackleford House





Fly Fishing on the River Frome.

years we have expanded again to purchase an additional farm adjacent to the rest of the Estate that compliments our sporting activities.

The Estate today is a much leaner place than it was, and is required to run on a much tighter business model than in previous generations.

As with all businesses we try to take advantage of the natural assets that the Estate has to offer and as a result it is probably a busier place than it has been for many years. Today there are four tenant farms, the cottages are mostly used for residential lettings and holidays, the disused barns for small industrial units. The game shooting now sees the benefit of its natural topography and the maturity of the ambitious planting programme a hundred years ago and was recently included in a list of the top twenty shoots. A number of days are sold in addition to our private family days. The river has also been singled out for keeping the balance of the natural beauty of a chalkstream with the careful maintenance and preparation of its banks and is offered mostly on a day ticket basis. With fly fishing instructors, lunch hampers, equipment hire, accommodation and a still water fishery life at Wrackleford is seldom quiet!

The thirty people employed by the main farm and the Estate fifty years ago are now replaced by less than ten, but ten people who are completely involved with every aspect of the Estate.

A family Estate is so much more than the financial asset we hold, it lives and breathes my ancestors and wherever I look I see their mark, and the mark of the local community who have been involved with it over so many years that they make my occupation a mere dot. My role as its current incumbent is to help it steer its course to face the future with a careful blend of financial planning, social integration and hopefully to see my children's families enjoying it as much as I have. ▣

SEA DRAGON

Pangaea Explorations - The state of our ocean

Half-way between Japan and Cape Horn, Australia and Mexico lies Kiritimati, Christmas Island the centre of the Pacific Ocean and current location of Pangaea Explorations' research yacht Sea Dragon.



Clive Cosby

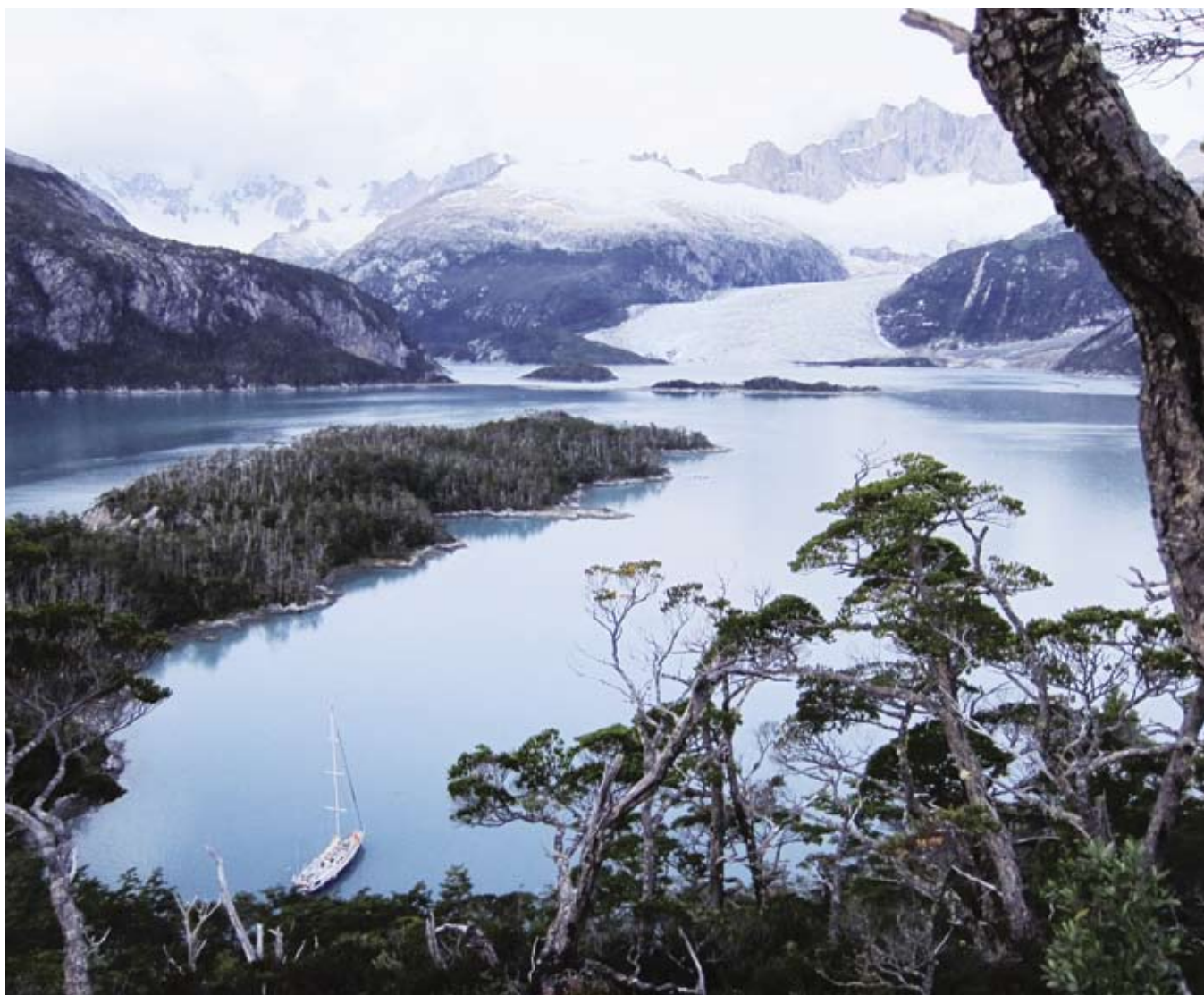
Two years since leaving Lymington following a refit at Berthon she has covered over thirty-seven thousand miles, more miles than each of her previous two circumnavigations as a Global Challenge yacht.

Founded by Ron and Portia Ritter in 2009 with the objective of enabling scientists to have access to remote areas of the world's oceans Pangaea works with different scientific communities; researching plastic pollution, water quality and marine ecosystems. Representing over two-thirds of our planet we still know so little of our oceans and the impact that we are having on their vital life source. The over-riding project aim is therefore to raise awareness through education to create action to protect our oceans.

Focusing on ocean plastic, quantifying the scale of the issue, we have criss-crossed the Atlantic and Southern Pacific to date. Man made plastic is a superb, versatile, cheap, easy to produce, long-lasting and multi-functional material that is also becoming an increasingly common sight at sea, in the environment and our daily lives; we are reliant. Discarded synthetic waste is finding its way down our water courses into the ocean, we find it in abundance photo-degrading, fragmenting, liberally scattered like confetti.

Concerningly there is growing evidence that fish are consuming plastic which is known to absorb harmful chemicals such as POPs, banned in the world today. The scale of the issue is vast; to physically clean it up futile. Whilst huge steps have been made towards tackling the issue there remains a wide gap between the recyclable (most plastics) and the recycled; we all consume too much. ➤





*top... Glacier, Sea Dragon
right... Volunteer scientists in the South Atlantic
bottom left... Sea Dragon and crew, Isla Grande*





Remote locations have become our speciality, a few stick in the mind. St Helena with its rich, lush, rolling hills, warm friendly welcome, yesteryear British feel with Bobbies, 1970s Ford Escorts and unique, slow way of life. All this faces a threat from a mass tourism invasion if the on-off runway plans go ahead. Contrastingly Henderson Island, part of the Pitcairn group and UNESCO World Heritage Site is uninhabited, a beautiful and apparently pristine land-bird sanctuary, white coral sand beach and isolated location. Below the surface a shocking lack of fish, plastic scattered beach and bleached coral, thousands of miles from land where we imagine the pristine oceans roll on forever.

Currently sitting at anchor just north of the equator, the most crowded anchorage we have seen in the Pacific. Looms into sight on the leeward side with four large mother ships; currently two are being filled by huge ocean fishing trawlers. This is the reality of man's demands upon the ocean, miles of nets being dragged across the sea bed, thousands of tons of fish removed from the seas and the attendant pollution that is left behind.

Reef diving along the coast shows the direct impact of man's influence; away from communities the fish thrive in abundance, closer to human activity and coral and fish life is stifled. Like any coastline we have an impact as everything else does, it is just all the more shocking for being so remote. The ocean is still big, blue and beautiful; we just need to be more aware of our consumption, waste and impact, upsetting the natural balance on places close to home as well as beyond our horizon.

Lymington resident Clive is currently the skipper of Sea Dragon and consults for yacht owners and environmental organizations. ■





top left... Jamestown St Helena
above... Sailing under assymetric in the South Atlantic

THE COMMON RIDING

When I was fifteen years old I made two decisions. The first was that I would join The Parachute Regiment when I was old enough and the second that I would return to my home town of Hawick in the Scottish Borders after I completed my service. It did not turn out quite the way I planned.

I have come back to Hawick, it's true, but rowing an ocean while still in the Para's, sailing and eventually taking full advantage of business opportunities that came my way over time delayed my return. It was to be nearly fifty years before I re-settled permanently in my home town.

Hawick is rightly famous for its knitwear as home to global brands such as Lyle and Scott, Pringles of Scotland and Braemar now all sadly in decline. But the town is also famous for its Common Riding Festival, which each year, commemorates the exploits of a band of young townsmen – 'Callants' – who clashed with English marauders on the outskirts of Hawick in the year 1514. The Hawick lads carried the day and, even better, one of their number actually carried off the Englishmen's banner and brought it back to Hawick in triumph. And it was a victory made all the sweeter since the year before, the Scottish Army had met the English on the field of Flodden, in Northumberland and had, I'm sorry to say, come second.

The Callants' success in 1514, though, is now rightly celebrated each year in towns all along the Scottish side of the border but nowhere more proudly or more assiduously than in Hawick, whose lads after all (some of whom were only fourteen years old) licked the English on the day. The Hawick Common Riding celebrations last all of six weeks during spring and early summer and involve the election of a festival Cornet (an unmarried youth, in recognition of the victors' youth all those years ago) whose task it is to lead the Common Riding itself. Each Saturday and Tuesday during the festival the Cornet leads his band of ➤



ILF Imaging

above... Sir Chay
right top... Sir Chay in front of the memorial to the 'Callants'
right... Townspeople head out to the town's boundaries



mounted followers – which can number anything between a hundred and fifty and three hundred riders (townspeople and very often many of their friends too) – out to the edges of the town's boundaries.

The festival culminates with the main celebrations in the first full week in June with horse racing, balls, concerts and a whole lot more and always involving songs and reciting poetry. Everyone joins in.

This festival has very deep significance for the people of Hawick or Teris as we are known, with tales of derring do hailed and enshrined in song and poetry.

Nourishing this sense of history and belonging among the townsfolk starts with the children who can do little wrong during the Common Riding season and indeed they will follow our Cornet on their little ponies and at times, like the other Common Riders, galloping at break neck speed across the Hawick turf and moorland. The children are the future of the town (and the Festival) and the Cornet and his supporters will visit every single school, singing songs and ballads with the children and instilling in them a sense of pride and belonging. They sing such words as 'Scotia's boast was Hawick's Callants', and 'We've a flag won by the valour of our fearless sires of yore'. I was weaned on this history.

The Common Riding brings the whole town together with the Cornet visiting not just the schools but every part of the community – hospitals, old people's homes, just everywhere – and during the each visit there are always songs and poetry with everyone joining in. I do not believe there is another town anywhere in the world that embraces its entire community in such a meaningful historical pageant.

And I am here to stay, I have kept my youthful pledge to return to my home town and, recalling the courage, determination and community pride that spurred Hawick's young Callants on to victory against those marauding English all those years ago, I will follow my Cornet. And at seventy one years old I am still riding with him, two hard hours riding out, two hours picnic and then two hours hard riding back. As we locals say "A day out of Harwick, is a day wasted!" ■



THE EXBURY EGG

Local architectural practice 'PAD' are developing a reputation for designing the extraordinary. Known for their contemporary and highly sustainable buildings PAD were awarded the 'Best Residential Project in the UK' in the 2010 Daily Telegraph Awards and recently were shortlisted for the prestigious RIBA Awards. Currently something slightly more unusual is emerging from the drawing board.



The 'Egg' how it will look sat within the Exbury bank of the Beaulieu River



Idyllically located on the Exbury bank of the Beaulieu River of the on the mud flats The Egg is a project that PAD are developing in partnership with ArtSway, a contemporary visual arts organisation based in Sway. The project was initially conceived to bring together architects, artists and engineers to collaborate on exploring new models for rural architecture, through a series of temporary buildings in the New Forest National Park. The buildings will be a resource for interaction and debate on issues of sustainability, recycling, energy conservation and rural development, with artists' inhabitation and activity as the catalyst.

Working with renowned artist Stephen Turner, PAD identified the unusual site in an exploration up the Beaulieu River one wintery February morning. The sinuous form of the river embankment at St Margaret's Creek is in fact entirely manmade dating back to the 18th century and was sluiced at either end in order to retain the water from each tide within linear ditches (clearly visible from above), for the evaporation of seawater in the salt making process. This embankment is effectively an isolated 1½ km long

island accessible only by boat at high water or by the very intrepid at low water.

'The Egg' was designed to accommodate the artist's residency period of up to 12 months. Stephen Turner's work is concerned with aspects of time and the dialectics of transience and permanence. His work often involves spending long periods in odd, abandoned places, noting changes in the complex relationship between nature and the man-made.

Stephen will use the Egg as a studio base from which he can consider the fringes of the New Forest, the permeable edges where one place ends and another might ➤



The artist Stephen Turner's - fort window

start - dividing lines on maps, but which are hard to draw on the land itself. Many visitors to the New Forest National Park are not even aware that it has a coastline that is under constant threat from erosion and this project aims to increase public awareness.

Raising awareness of the past and the unfolding present of this very special location will be the task, whilst living in an ethical relationship with nature and treading as lightly as possible upon the land.

There will be a range of events to involve audiences in debate and discussion around the artists' work, the building itself and sustainable development. The proposed location for the Egg is in an internationally protected site and the land itself has a fragile ecology. Public access to the Egg will therefore be strictly limited due to fragile nature of the site, but a live link and education resource will be established within Exbury Gardens and discussions are also underway with Lepe Country Park, part of which lies within the National Park.

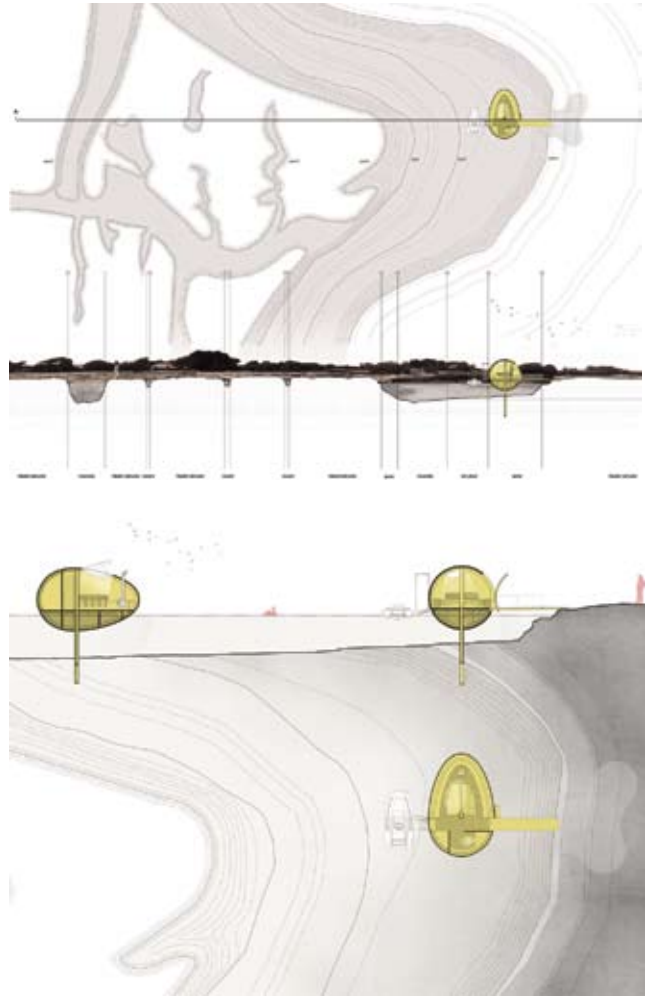
With regard to local skills, materials and technologies in construction – the Egg structure looks towards the local marine industry and will be built locally as a cold moulded plywood

sheathed timber framed structure approximately 6 metres long and 2.8 metres diameter. This continues the age old tradition of timber marine construction which can be traced back many centuries on the Beaulieu River. If The Egg is granted temporary planning permission by the New Forest National Park Authority the structure will be brought to site by boat on a spring flood tide and placed onto a single 250mm diameter post bedded into an almost flat area of mud beach – the structure's only direct fixing into the land. The post will locate into a 350mm diameter socket formed within the egg – invisible from above or from the side, and held within bearings to allow the structure to rise and fall approximately 1 ½ metres in line with the state of tide.

The structure, Stephen's stage, will be most visible at high water – its pure 'ovoid' or 'egg' shape silhouetted on the saltmarsh landscape. ■

The Egg will then travel to various venues throughout the UK where it will be used as an educational tool to raise awareness of sustainability and ecological issues.

For more information on PAD see www.PADstudio.co.uk



top left...Having fun investigating the Exbury mud
top right and middle...Technical plans showing the Egg in position
above...Inspiration for the 'Egg' form

THE MUSIC OF THE SEA

How many times do you cast off from a marina or pull up your anchor wondering whether the wind whistling through your rigging is forte, mezzo forte or worse? Is it the melody you want to hear or shall we stay put you start thinking?

Next time this thought occurs to you think of the effect the wind on the sea has had on musicians throughout the ages. Yes, most famous of all is of course the effect of the sea in Fingals Cave on the island of Staffa off the west coast of Scotland. This inspired Mendelssohn to compose the moving music of that name. Also, the next time you watch or listen to The Festival of Remembrance from the Royal Albert Hall take note of the organ music when the hymn For Those in Peril on The Sea is sung and how the whole harmony of the tune as the organist interprets it evokes the varying moods and passions of the sea set in the words of the hymn.

Ah! Organists! The sea! Sailing! Do they frequently come together? Well, surprisingly, yes they do. Cast your mind back to the famous sailing boat Morning Cloud. Sir Edward Heath was an eminent organist starting his career as the Organ Scholar of Balliol College, Oxford. Politics, sailing and The Territorial Army never dragged him away from the organ. He retired to live beside the wonderful Salisbury Cathedral which houses a magnificent organ.

Roy Goodman FRCO was perhaps one of the most famous boy soprano voices ever at King's College Cambridge when in 1963 he performed to international acclaim Allegri's Miserere. He is now Principal Guest Conductor with The English Chamber Orchestra but also a keen sailing man with his own boat. A visit to Youtube will give you a clip of Roy singing Miserere.

The next time you walk into your parish church or local cathedral and marvel at the sound emanating from the organ and filling the cavernous space with music that makes the hairs on the back of your neck stand up spare a thought not only for the man or indeed woman who is making the organ 'speak' so beautifully but equally for the complexity of the instrument and the cost to keep it in good condition. Like boats they need constant maintenance a thought I suspect that never occurs to many people until they see an Appeal Notice saying £1m needs to be raised to preserve our organ.

The most famous English organ builder was Henry Willis who flourished in the Victorian era. You will find his instruments in many Cathedrals, Parish Churches and Town Halls throughout the UK. He built the Grand four manual organ for the library of Blenheim Palace which the Dukes of Marlborough have kept in wonderful working order and original condition. It is worth going to Blenheim just to see the organ in the Library and the chances are you might be lucky and be there when it is being played.

Yes, I am an organist, a member of The Royal College of Organists, and, a keen sailor.

I started playing the organ at school and subsequently was taught by two cathedral organists. The organ and playing the instrument is an important part of my life and I currently play in Kildare Cathedral in Ireland. Rather like Sir Edward Heath I have to admit to running other interests including sailing but I have always returned to the organ. St. Cecilia has a hold over me!!!

My interest in sailing started when as a boy my family took their summer holidays in Anglesey and we sailed dinghys in Treaddur Bay. I always dreamed of sailing big boats and I have been lucky enough to do just that including a one way passage across the Atlantic. ■



above... Salisbury Cathedral which houses a magnificent organ



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