

BERTHON

LIFESTYLE MAGAZINE VIII



Contents



FRONT COVER IMAGE : This incredible shot was taken by Steve Dashew last year of the Intra Coastal Waterway in North Carolina close to the yard where his FPB 83' WINDHORSE was laid up for the winter of 2011. Steve has very kindly allowed us to reproduce this image as well as sharing with you some of his other photography further forward in this magazine. A consummate yacht designer, his latest foray into photography is clearly a huge success.

04 Review of the Market

The Yacht Market continues to be challenging and our focus at Berthon remains to offer the very best service for our client base. We are continuing to take market share in the UK, France and the USA. Sue Grant, the Managing Director of the Sales Division at Berthon reviews 2012.
www.berthon.co.uk

06 The Home of Berthon USA

Newport, Rhode Island is a fascinating town and the mecca of sailing in USA. Berthon USA's Jennifer Stewart writes about the history of this amazing town from 1639 to the present day. Newport Historical Society provide some fascinating photographs. www.berthonusa.com

08 The Restoration of Hynish

The Hebridean Trust recently completed a half million pound refit of Alan Stevenson House in Hynish which offers holidays to disadvantaged children. Michael Stanfield, a Trustee, good egg and enthusiastic sailor writes about this. Berthon have known the Hebridean Trust for many years, and have been proud to work with them on matters marine. The Hebridean Trust is a registered charity and relies for its wellbeing on receiving donations from the public to fund the centre. www.hebrideantrust.org

10 Foragers' Foreshore

Garry Eveleigh tells us about the fantastic food to be found on the foreshore around our Lymington HQ. Lymington born and bred, Garry knows the area like the back of his hand and offers a fascinating insight into the thrills and potential spills of foraging the sea's bounty. www.garryeveleigh.com
Guests at the Lime Wood Hotel can book to accompany Garry on one of his nature and foraging walks 44 (0) 2380 287177, or via their sister hotel The Pig 44 (0) 1590 622354

16 Coastal Property

Perry Letcher from Paul Jackson Estate Agents, went for a sail aboard his Rival 34', starting at Beaulieu, and then sailing to the Needles, before returning to Lymington, photographing and describing the area and property in this part of the Solent. Perry is a well known figure in Lymington and an enthusiastic sailor. www.pauljackson.co.uk

22 A Day of Contrasts at Warborne Farm

George Heathcote gives us the low down on a day in his life at Warborne. He and his family live a massively busy life taking advantage of living in the New Forest. Warborne, a working farm with summer lets, is close to our Lymington HQ and George is a member of the team running the phenomenally successful Royal Lymington Optimist fleet of which his children are enthusiastic members.
www.warbornefarm.co.uk

26 A Fisherman's Year

Fishing is a phenomenal and wide ranging sport and Rob Thompson who operates out of Berthon Lymington Marina is a consummate angler and he tells us just a little about the seasons from his perspective and the different species to be found in Channel waters, caught and enjoyed on the plate. www.beyondthebluecharters.co.uk

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30 Robbe & Berking Classics

Detlef Jens is a supporter of Berthon and he writes about Oliver Berking whose family firm has been making silverware for the great and the good since the 1800s, and who has developed the Robbe & Berking Classic boat yard in Flensburg. A classic yacht aficionado, the family silverware business also continues apace. www.robbeberking.de

36 Ponies In Polo

Giles Ormerod who runs Druids Lodge Polo which is a family run concern and which offers a whole range of services to the Polo playing fraternity. When we asked Giles to write for us, he pointed out that it is the ponies that make the game and that they are the essential ingredient. Everything else takes second place to these amazing creatures and those who train and tend to them. www.druidspolo.co.uk

38 Rubik's Cube

David Kremer is an enthusiastic yachtsman who bought his Oyster 61' SEA EAGLE via Berthon this year. When not out on the water, David runs Seven Towns, the company that distributes the Rubik's Cube and various other games that flow from it. He tells the Rubik's Cube story. www.rubiks.com

42 Team Dashew

Steve and Linda Dashew are something of a legend, with their yacht design, writing and incredible seamanship. Great friends of Berthon, we distribute their FPB range in Europe. Sue Grant took the opportunity to ask some of the questions that we've always wondered about. www.dashewoffshore.com

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48 Queen's Diamond Jubilee Pageant

The Pageant was a truly historic event and the Nelson 75' RUM JUNGLE took part. Her owner Hugh Agnew writes about this special day. Hugh bought RUM JUNGLE from Berthon in 2000 and she is a landmark in Berthon Lymington Marina when her busy programme allows. This year apart from the Pageant she has had a successful London season, as well as chartering for the major regattas on the South Coast including the J Class, the Weymouth Olympics and Cowes week. She will spend the winter season in the Med starting with St Tropez in September. www.rumjungle.co.uk

52 The Ice

Richard Haworth from High Latitudes has prepared a lot of blue water cruising yachts for the ice including a number that we at Berthon have been and are involved with. He runs through some of the many things that have to be considered when contemplating high latitude sailing and the challenges that it brings. www.highlatitudes.com

56 Lymington Shipyard

Berthon has comprehensive historical archives which bring the story of yacht building down the years to life. Sue Grant has picked some pencil drawings by Robert E Groves, that were penned in the 19th century which are evocative of the era. www.berthon.co.uk

REVIEW OF THE MARKET

By Sue Grant

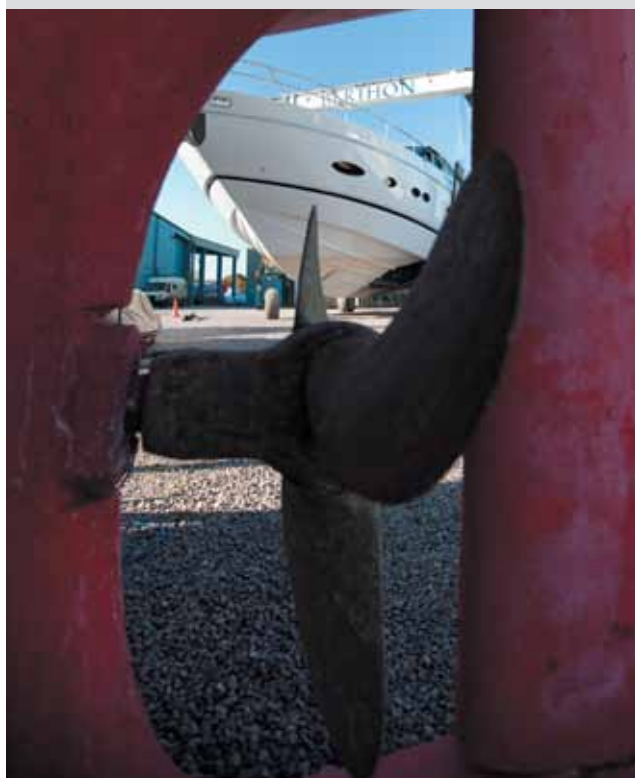
WE WOULD LIKE TO WELCOME YOU TO VOLUME VIII OF THE BERTHON LIFESTYLE MAGAZINE. THE CONTINUING GOOD HUMOUR OF THE BERTHON SUPPORTERS THAT WRITE FOR US IS AMAZING. ALL MANAGE TO SOUND ENTHUSIASTIC ABOUT THE IDEA AND WORK INVOLVED WHEN WE ASK THEM TO CONTRIBUTE! AS A RESULT THE ARTICLES IN THIS MAGAZINE ARE PACKED WITH GREAT SUBJECTS THAT WE HOPE YOU WILL FIND AS FASCINATING AND FUN AS WE DO.

The simple idea that we would focus on the lifestyle surrounding our sport and other great sports and interests that our clients are involved with, with articles written only by Berthon supporters and exclusively for this magazine, continues to work; and makes this, we hope, a personal and fun publication, that is worthy coffee table material.

Our focus on currency has proved to be completely correct in 2012 with our prediction of a falling euro, and the changes that it would bring in our market, coming to the fore in the middle of the year. Although a price correction was

underway prior to the € slide, it was this that continues to re-set the market.

The USA has shown itself to be a massively important market this year; and American buyers anticipated what would happen in Europe, waiting to buy until now. With the US\$ strength against both the euro and sterling, they have benefitted hugely from currency shift, anticipated the fall and are starting to bid accordingly. It has been a stellar year for our Newport Office with a combination of new yacht sales keeping Jennifer Stewart and Alan Baines extremely busy throughout 2012. As agents for new Rustler and Moody yachts, both marques have performed well this year with a Rustler 36' bound for USA waters and a number of new Moodys delivered. The brokerage market has also been busy; the yacht arbitrage where Europeans bought so many yachts in the USA a few years ago has reversed, so expect Americans to come to town in Europe if you are selling your yacht, to yacht shop. Untrammelled by the regulations relating to VAT, RCD and all the other difficulties besetting the European buyers, they have been able to purchase quality



yachts at good prices in Europe, where the US\$ buys a lot.

The UK office has performed well, with increasing numbers of quality yachts coming to our Lymington HQ to be sold. Our policy of pricing realistically in today's market, together with the good transport links from the London airports to us have paid dividends. With fewer international direct flights to the Mediterranean, the UK has become an altogether a relatively more accessible place. Buyers have even less time, and yachts in locations that are difficult to reach and which are not in an area with a selection of similar yachts for sale are simply not getting the viewings and are thus, simply not selling.

Our respect for our friends at Windy Boats of Norway is huge. Difficult trading conditions and a truly awful exchange rate have not deterred Windy from bringing world beating new models to the market and refreshing their current offerings. Their announcement this year that they have re-organised their operation to focus on their Swedish yard with smaller yachts being built in Poland, and with R&D remaining in Norway, bodes well for the future, and is a bold and far sighted move. Sales for us have been solid in the UK and France and an easing of the currency situation in the UK at least is welcome. Turnover is up for us in this part of the business in 2012.

Our office in Golfe Juan is well situated to take advantage of the shifting market with Med euro priced yachts becoming much more attractive on the brokerage market. There has been a marked increase in activity this year; and we are delighted to have Richard Baldwin aboard the Berthon bus,

helping us with our development of this key market.

Steve Dashew, who we have profiled further in this publication, this year created the FPB 97'; with hull #1 going into build virtually before the ink was dry on the plans (or whatever the CAD equivalent is); this is the benchmark for 4 wheel drive motor yachting! She is the real deal. She effortlessly incorporates the best of modern technology and good design without a gimmick in sight.

As the bluewater cruising yacht people, we will look forward to meeting ARC entrants at our party the night before the off on in November in Las Palmas. We continue to work hard in, and to enjoy success in this sector, and our continuing close relationship with Discovery Yachts is working well. The new Discovery 57' is another world beating blue water cruising yacht which you can see live at Southampton International Boat Show 2012.

Talking of Southampton, as ever the Berthon Collection, now in its 18th year and which runs concurrent with the Southampton International Boat Show, has some awesome sailing, motor and performance yachts on display this year. The Collection catalogue that accompanies this production gives you all the griff on this, and we hope that you will join us and come to Lymington to look at what is on offer.

The sales team at Berthon continues to offer a selection of yachts from the impossibly charming to those which are wickedly swift. Our stock of uber sharp rocket ships to those whose ask is embarrassingly modest, to rat race escape capsules, is large. We hope that you enjoy Volume VIII and wish you all fair winds and good sailing.



“THE UK OFFICE HAS
PERFORMED WELL, WITH
INCREASING NUMBERS OF
QUALITY YACHTS COMING
TO OUR LYMINGTON
HQ TO BE SOLD”





The home of Berthon USA

By Jennifer Stewart, Berthon USA

Images courtesy of Newport Historical Society

NEWPORT, RHODE ISLAND, 41 DEG 29 17"N, 71 DEG 18' 45"W, A TINY PLACE WITH A WORLDWIDE IMPACT ON THE YACHTING COMMUNITY - THE CITY BY THE SEA.

Founded in 1639 by a group of Colonists in search of religious freedom, a separation of church and state, Newport became a haven for a diverse religious population, with Jewish and Quaker settlers arriving in the 1650's. Newport quickly became the major shipping port in the Colonies due to the easily accessible harbor and her own natural resources. The whaling industry, specifically sperm whale oil production, was a major source of income for Newport and the New England area, along with rum production. This was known as the triangle trade, whereby sugar and molasses from the Caribbean were shipped to one of Newport's twenty two distilleries, and then exchanged for slaves in West Africa, a very profitable business for many founding families. This continued until the trans-Atlantic slave trade was abolished in 1807. And of course, where there was rum, there were pirates, and the local population loved their rascals, doing little to curtail their activities for many years. Locals in fact hated anyone to tell them what to do, especially those in far away England. By 1760, Newport had over 150 separate wharves and many shops and businesses, and was one of the five leading ports in Colonial America.

Then came the Revolutionary War, and Newport, as a seaport, was of vital interest to the British army. In 1776, the town was commandeered by the British Navy, and for the next three years remained under British rule. During that time trade was devastated, wood and supplies were at a premium, and the island was pretty much de-forested. The British moved on in 1779, and the French moved in to town (with General Rochambeau making his home in the colonial mansion directly behind the Berthon USA offices). Unfortunately, the war took a toll on the Newport economy, having been blockaded for many years, and the city struggled to rebuild itself.

The waterfront and beaches saved Newport once again, with the "new money" moving into town in the 1850's. The Vanderbilts and the Astors, the great American capitalists, built huge homes, now known as the Mansions on Bellevue. Newport became the place to be seen and gain your place in the American social scene of the times.

When one thinks of Newport, Rhode Island and sailing, the first thing that comes to mind is the America's Cup races, which were held for many years in this fabulous venue, until of course, the Aussie Team arrived in 1983 and handed us our walking papers! The loss of the Cup was dramatic and forced the local sailing community to reinvent themselves, ➤



“NEWPORT BECAME THE PLACE TO BE SEEN AND GAIN YOUR PLACE IN THE AMERICAN SOCIAL SCENE OF THE TIMES”

Facing page : Newport Postcard

Above : Newport Harbour

Below top : Jennifer Stewart & Alan Baines inside the Newport Office

Below bottom : View of the Newport Office today



and this has been a great success. The New York Yacht Club moved into town as a sailing host and economic presence in Newport, hosting and sponsoring many world class events, and the list still grows each year. Saving yet another waterfront mansion from a developer, the New York Yacht Club is the place to be, with the Spring Regatta, Race Week, Newport to Bermuda race events, Swan Regattas, various World Championships, the Annual Cruise and various one design events. The Club sits on the south end of the harbor, right opposite Fort Adams, the host of the annual Jazz and Folk Festivals.

Local sailing programs, such as Sail Newport, were also founded (with the first meetings held in our office) and now host great events as well, including the America's Cup Series this June and sold out youth & adult sailing programs. Yacht owners are drawn here by the same reasons as the America's Cup boats – fantastic sailing, great breeze, and a community that loves their sailing! We have world class yards and support services, such as Hall Spars, Harken, Goetz (who built about 8 Cup boats), Newport Shipyard, and New England Boat works who built PUMA, a Round the World entry in the Volvo, and is sailing with many local sailors on board. During the summer months, you can easily find two or three sailing events on the waterfront each week - you will see J Class yachts sailing by; the old 12M charter fleet sails daily, and then there are all the other gorgeous yachts that are here, flying flags from all over the world.

Our USA Berthon office has been operating since 1981 on the Newport waterfront, one of the few original yacht brokerages in town. The building was originally a bakery, established in 1876, and the gold shaft of wheat can still be seen on the front of the building.

“MANY OF THE CHILDREN
THAT COME TO TIREE
LIVE IN DENSELY URBAN
ENVIRONMENTS”

THE RESTORATION OF HYNISH

By Michael Stanfield
Photography The Hebridean Trust

IF THE WEATHER IS SETTLED AND YOU FIND YOURSELVES COMING SOUTH THROUGH THE SOUND OF GUNNA BETWEEN COLL AND TIREE IN THE INNER HEBRIDES OR INDEED NORTH TOWARDS THE SMALL ISLES WHY NOT CALL IN AT THE VILLAGE OF HYNISH ON TIREE'S SOUTH EAST COAST. AT 56° 27.20'N 006° 52.80'W WHICH IS ABOUT A CABLE AND A HALF OFF SHORE, THERE YOU CAN FIND GOOD HOLDING GROUND ON A SANDY BOTTOM AT AROUND THE 10M CONTOUR.

Depending on the state of the tide you may take your tender into the little harbour beside the pier or if the tide is out haul it out on the sandy beach on the North side of the pier and harbour.

The village of Hynish was built as the shore station for the building of the Skerryvore Lighthouse, which lies approximately 12 miles to the South West of the Island. Building works started in 1838 and the lighthouse first showed its light in 1844.

The village has been meticulously restored by the Hebridean Trust over the past twenty five years. There is a fascinating exhibition in one of the buildings telling the story of the building of Skerryvore and in another building an exhibition about the history of the Treshnish Isles owned by the Trust. Entry to both is free.

Close to the shore lies Alan Stevenson House, named after the engineer who was in charge of the building of the Skerryvore Lighthouse, the uncle of Robert Louis Stevenson.

Alan Stevenson House, which used to be store rooms, was converted by the Hebridean Trust into a fully catered centre to give subsidised holidays to disadvantaged children from inner cities throughout the UK. A visit to Alan Stevenson House offers the children, some of whom have never seen the sea, the opportunity to escape their day to day lives and experience the heritage and peaceful beauty of the Hebrides.

Many of the children that come to Tiree live in densely urban environments, so when they arrive on the Island they are astonished by its beauty and seclusion. The visit helps build the children's sense of independence, while giving them the opportunity to experience a calmer, yet more active way of life.

Hazel Reid, from Dundee College, that bring groups to the Island on a regular basis, supported their use of the Centre by saying that the students from Dundee College live in the most deprived areas of the city and would never in their lifetimes have this kind of opportunity. For young disadvantaged people there is no doubt that a trip to such a place is a wonderful experience.

The Centre was opened in 1991 by HRH the Princess Royal but has recently undergone a half million pound refit. Alan Stevenson House and its annex can sleep thirty people in modern comfort and has full disabled access including a lift, the first on the Island! The Centre is also let at full rate to wind surfers, botanist, artists, ornithologists and from time to time to wedding parties. The additional revenue is used to help subsidise the cost of the visiting children.



Top : Alan Stevenson House
Left : Children enjoying the outdoors
Right : Aerial shot of the village

“FORESHORE FORAGING
CAN BE EQUALLY
AS EXCITING AND
REWARDING WHETHER
THE TIDE IS IN OR OUT”

THE WILD COOK : Foragers' Foreshore

By Garry Eveleigh
Photography Matt Dunkinson

IT ISN'T THAT I FEEL THE NEED TO PLUNGE HEAD FIRST INTO THE SEA ON A REGULAR DAILY BASIS, BUT FOR SOME STRANGE AND UNKNOWN REASON, I HAVE FOUND IT ALMOST IMPOSSIBLE TO LIVE ANYWHERE BUT NEAR TO THE CALL OF THE SEA.

It could have something to do with the relaxing sounds on those rare but occasional days when the sea is almost flat calm with the gentle “whoosh” of the tidal ripples that lap onto the shoreline and then “whish” as the sand and shingle are gently tumbled back into the sea, or the melodious classical rhythm of enormous waves that almost keep time to the rage of a storm as they repeatedly crash ashore whilst slowly eroding our little Island. And there is nothing to compare to licking the fresh salty spray from your lips and filling your lungs with the ozone freshness of salt sea air while walking along any coastline, especially if it's blowing a complete hooligan of a winter gale. Ahhh....

And then, of course, there are all of those very special scenes and heady seaside scents that belong only to the foreshore – the occasional heat wave will release the salty seaside aroma, as the shingle and pebbles warm and slowly cook the residue of salt spray that penetrated the stone and shingle sea defence during the relentless storms of the previous winter; and the unmistakable muddy, salty smell of

the mudflats that will, quite literally, cling to your clothing long after you have left. With every ebbing tide this pungent aroma is created by the sticky mud that is slowly baked by the heat of summer sunshine; then with the surge of the incoming tide, the baking, salty mudflats soak up a wealth of fresh nutrients and the process begins again.

Foreshore foraging can be equally as exciting and rewarding whether the tide is in or out. The most important ingredient for any successful foraging expedition is a set of local tide tables and good knowledge of the mudflats for the particular area you intend to visit. Losing the odd welly boot in a quagmire might seem quite amusing at the time, however, getting stuck up to your waist in black, oozing, sticky mud while the tide is swiftly rising is the sort of thing that nightmares are made of!

Believe me, I speak from early experience! My brother and I, aged 10 and 8 respectively, ventured out onto the saltgrass marshes in the hope of gathering a feed of gull's eggs. The colonies of black-headed gulls are situated in the relative safety of marshy islands and are only accessible by foot at low tide. These nesting grounds are a complete minefield of winding, muddy creeks and inlets that are only filled by the incoming water, and at high tide the marshes are cut off completely from the mainland. This watery maze with raised tufts of vegetation is a nearly perfect safe haven for the large nesting gull colonies.







Above : Sea Beet



Top : Fresh pasta with
palourdes and sea purslane
Below : Gull's eggs

“JUST ABOVE THE LEVEL OF THE HIGHEST TIDES, YOU WILL ALSO FIND THE SPINACH SHAPED, ALMOST WAXY LOOKING, SHINY LEAVES OF THE SEA BEET PLANT”



You can probably guess what happened - the further we ventured out onto this marshy wasteland, the more nests and eggs we found. Our young and enthusiastic hunter-gatherer instincts kicked in and, before we knew it, our buckets were almost full to the brim. We then attempted to find our way back through the maze to the edge of the marshes nearest to the foreshore. Here one would normally tread carefully down from the very soft mud of the raised marsh to the firm shingle bed of the estuary and simply walk the 100 yards or so back to the sea wall: not so this time! We had slipped, tripped and fallen several times breaking a few more of the fragile eggs with each mishap and now we were faced with our biggest dilemma, the tide was surging in and we were cut off. I was 8 years old, not very big and couldn't swim! Assuming we would never set foot on dry land ever again, I panicked. Luckily my big bro took charge - he held his bucket in his left hand while I took his right hand in a death-like grip; then with my bucket in my right hand, we slipped down the escarpment from our muddy island into the

steadily rising tidal waters. As the sea water rose up to well above our waists, we slowly waded our way back towards safety. Being only four feet nothing tall, this was a terrifying experience. Eventually, after lots of blubbering, we made it to the sea wall where we scrambled back up to the footpath and our waiting bicycles.

I can vaguely remember returning home stinking of mud and soaked to the skin. A large clip around the ear, a quick shared bath and we were sent to bed very early – all this for less than a dozen eggs – we sniggered ourselves to sleep while carefully planning our next excursion.

These days, gull's eggs are collected only under a strict regulated licensing system, and then only for a very brief four week season. Unless you know a good friend with a licence, I'm afraid you'll have to pay a high price for this spring delicacy as most of the eggs end up at top London markets where they fetch an exorbitant price. Believe me, they're worth every penny and in my view, are another of those must try ingredients before leaving this planet. Bon appetit!



Above : Garry gathering spring delicacies with Hurst Spit & Tennyson Down in the background

Fortunately, there are many other treasures to be gathered without the need to venture out as we did - gathering a feed of delicious edible foreshore greens can be relatively simple. Some areas of our coastline, especially along the tidal edges of estuaries where there is shelter from the constant lashing of waves, edible saltmarsh plants will flourish up to and just beyond the high tide mark. From early April onwards, the plants on the marshes begin to come to life. As spring turns to summer, a lush carpet of plants thrives in the salty conditions - young and fresh delicacies such as sea purslane, several different species of glasswort or marsh samphire and the prolific little ground covering annual seablite. Just above the level of the highest tides, you will also find the spinach shaped, almost waxy looking, shiny leaves of the sea beet plant. When picked young and fresh, these all have a great flavour with a wonderful crunchy saltiness and make the most satisfying seashore salad. Alternatively, use the individual plants lightly blanched as foreshore vegetables. Because of their amazing seaside

flavour, they naturally compliment any fish dish but are equally as good with many meat dishes too. Another “must” to try is pickled sea purslane, marsh samphire or seablite, especially when served with bubble and squeak and cold meat – a traditional and delicious Boxing Day treat. For me, this is also a sure reminder that spring is just around the corner and it won’t be long before I am looking for the early budding shoots of the very many prolific springtime delicacies that abound from as early as mid-March onwards. ➤



“ANOTHER **MUST** TO TRY
IS PICKLED SEA PURSLANE,
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DELICIOUS BOXING DAY TREAT”



A WORD OF WARNING

There are a great many wild plants that are poisonous, some are even deadly. I feel I must warn you that to become a safe hunter-gatherer, you must gain the ability and knowledge to identify with 100% certainty any wild plant that you intend to put in your mouth. Poisonous plants can be just as dangerous as poisonous mushrooms – so if death by plants isn't your cup of tea, or you don't fancy the thought of wading waist deep and losing a welly boot or two in thick, black, stinking mud, you can always join me on a fun, informative and interesting guided foraging adventure.



Above : Lime Wood Hotel
Below : Sea samphire seedlings



COASTAL PROPERTY

By Perry Letcher

Photography Perry Letcher



ANYONE WHO HAS SAILED ALONG THE SOUTH COAST WILL RECOGNISE THE UNSPOILT AND LARGELY UNDEVELOPED AREAS TO THE WEST AND EAST OF LYMINGTON BETWEEN THE URBAN SPRAWLS OF SOUTHAMPTON AND THE GREATER BOURNEMOUTH CONURBATION. THEY WILL HAVE CAUGHT TANTALIZING GLIMPSES OF THE DWELLINGS OF THOSE FORTUNATE ENOUGH TO LIVE ON THE WATER.

I was asked to write a few words about coastal property and needless to say thought it an excellent excuse to jump on my boat, go from Lymington to Cowes for lunch then work my way back refreshing my memory of one or two properties.

As we leave Calshot Castle behind us and head west against the end of the flood, we pass the grey slate hung coastguard cottages then the larger Lepe House (now flats) and soon see Inchmery House – the Dower home of the De Rothschilds and indeed the family's principal residence from wartime (when Exbury House was requisitioned by the Navy) until the late 1980's when the family returned to their main home.



“THESE HOMES REALLY
ARE THE JEWELS IN THE
CROWN WHEN IT COMES
TO COASTAL PROPERTY
IN THE NEW FOREST”



Facing page : Bath Road, Lymington
Above : Palace House, Beaulieu





My first memories of the property were when we were selling it some 25 years ago. The butler showed me round and pointed out the room Queen Elizabeth II stayed in – I might have been surprised if you'd told me that 25 years later she would be celebrating her Diamond Jubilee, Inchmery would be the home to a young couple and I'd still be doing the same job!

Passing Inchmery, we decide to let the flood take us up the stunning Beaulieu River – Exbury Estate on our right and glimpses of the futuristic Eclipse – recently built by an entrepreneur.

On the west bank, four large houses tucked away in the trees and brief sight of a helicopter – these homes really are the Jewels in the Crown when it comes to coastal property in the New Forest – slipways and pontoons give access to the river – one of the few navigable rivers in the country wholly privately owned by the Montagu Estate.

More wooded banks and up to Bucklers Hard with its wide avenue of cottages all of which are owned by the Estate – they are easily identified by their red front doors!

On past the village and what's that stunning thatched home perched above the manicured lawns and delightful topiary? Spearbed Copse and it has been in the same family ownership since the 1950's, so those with aspirations may have to wait!

A collection of 'cabins' in the trees at Baileys Hard provide great weekend cottages and you can launch a dinghy from the slipway.

Opposite is The Tukul – a highly distinctive circular house dating from the 1960's designed by Seymour Harris. Beyond it is a newly built modern house, formerly called Wooden Walls. When my firm sold it in 1986, it was a small colt bungalow which was then redeveloped predominantly in wood. The current owners bought it some 5 years ago and felt the site important enough to put a house of their dreams on it.

"IT HAS BEEN IN THE SAME FAMILY OWNERSHIP SINCE THE 1950's, SO THOSE WITH ASPIRATIONS MAY HAVE TO WAIT!"

Top left : Inchmery House
Bottom left : Bucklers Hard

Top right : Lepe Cottages
Bottom right : Spearbed Copse



Beyond this we should be watching our draft and the tide – local knowledge gives us the confidence to continue right up to the village and Palace House before turning round. Back down the river passing Gull Island and out over the bar. Past Needs Ore Cottages with their outstanding views.

The exceptional coastline continues with a number of large houses – hardly surprising to find that two are owned by pop stars – they enjoy privacy which has in its own way taken over from safety as a major requirement.

From time immemorial man has built where it's safest - from the tops of the hills (and we don't have many here, but the oldest part of Lymington to have been inhabited was the hill fort at Buckland) to coastal locations, where at least one side was fairly safe from invasion – but I digress ...

Another former Beaulieu Estate residence come into sight – The House on the Shore – one of the original summer retreats – also on the Beaulieu Estate is the eponymous House in the Wood only a couple of miles away. Easy to forget in this age of jet air travel that second homes use to be closer to hand – The White House in Milford on Sea which was converted into a dozen dwellings was the former seaside retreat of the original owners of Rhinefield House in the New Forest – now a hotel!





Ellipse



The Tukol



Beaulieu River

We get a glimpse of Pylewell House, set well back and decide to continue on the ebb rather than putting straight back into Lymington.

Lymington is on an estuary, and as has already been alluded to, the surrounding countryside is fairly flat. As such, it is very different from rivers such as the Dart where houses can be “tiered” one above another on the banks with the view being enjoyed by many.

As a result, surprisingly few houses have water views and as we sail past the mouth of the river we can see only a handful of houses – the scarcity of water views means that these properties which do have them sell at a premium.

Lymington has no residential marina development as such though a new waterside development providing 168 flats and houses has been granted planning permission. It is at the top end of the river and some of them will have

outstanding views, but none will have moorings – in this part of the world, unless you are on the Beaulieu River or own one of the three houses in Lymington with private jettys, your boat will either be on a river mooring (for which your principal residence needs to be within 7 miles of St Thomas’s Church and the waiting list could take you into your retirement) or you enjoy the security of keeping it in the Marina with the myriad of benefits they give (not least having craftsmen on the doorstep to maintain and fix!)

Would that I had a Georgian rectory with a private pontoon within walking distance of the shops but obviously with no traffic noise – sadly such a thing doesn’t exist here.

As we head further west from Lymington, again there is a remarkable paucity of water fronted property – passing the former Saltpans and down to Keyhaven – not enough water now for us to go in, but again flat country with one or two



Wooden Walls



Beaulieu River

fabulous houses in Saltgrass Lane which have spectacular views across Hurst Spit to The Needles.

At the end of the Spit, Hurst Castle and down the other side to Milford on Sea with its cliff top flats and houses which enjoy views over Christchurch Bay and down to The Purbecks – we turn home and go back to the Lymington River.

There are several houses in Lisle Court Road with exceptional westerly views and a number more in Walhampton. The main town is of course on the eastern bank where the houses in Bath Road have always appealed to yachties – they can see the river, walk to the marina, walk to the yacht clubs and the town. We can carry on up to the Old Town Quay where there are apartments – Admirals Court with its angular 1970's architecture and Fisherman's Quay from the late 1980's with its award winning design. Probably where I'd be now if not for having an office next door!

Flats in Milford on Sea overlooking Christchurch Bay can be found for from £250,000 whilst a good flat in Lymington with a view of the river can be had for about £400,000; a small house for a little more.

A larger house with a good water view is likely to be seven figures plus. When it comes to frontline properties with direct access to the water, many millions may be required!

As I put the boat to bed in the marina I can't help feeling it doesn't get much better than this!



The House on the Shore

“AS WE HEAD FURTHER WEST FROM LYMINGTON, AGAIN THERE IS A REMARKABLE PAUCITY OF WATER FRONTED PROPERTY”



A Day of Contrasts at WARBORNE FARM

By George Heathcote
Photography George Heathcote & Sarah Heneghan



“IT’S A GREAT PLACE TO
LIVE AND A GREAT PLACE
TO FARM, WITH DEEP SANDY
LOAM AND THE HIGHEST
UV CONCENTRATION IN
THE COUNTRY”

Facing page : George Heathcote at home on Warborne Farm
Above from left to right : Mange tout, letting barns, the sheep

“GIVE HIM A BOTTLE!” I COULD SWEAR THE EWE WAS BLEATHERING AT ME. BUT THE FACT SHE DIDN’T WANT TO FEED HER NEWBORN LAMB WASN’T THE ONLY PROBLEM AT FIRST LIGHT THIS MORNING. HER SECOND LAMB LAY TWISTED IN THE GRASS, STILL COVERED IN AFTERBIRTH, HIS HEART REMOVED BY A FOX. HE WOULD HAVE MADE A FINE LAMB.

Spring can be my favourite time of year, and lambing can enhance this greatly, with the promise of new life. It was a beautiful morning and the fragile sunrise hung over me, promising to let me down later. The ewe had been bottle reared herself, and they always make the most unreliable mothers. We call her Badger, and her twin sister Polar. They had been born amid a thunderstorm 6 years ago, and their mother, one of my best ewes ever, died in the process. I hastily performed a caesarean and pulled out these two beauties; one black and one white, by 2 different fathers. Every year these twins themselves bear twins, and each time they try to persuade me to bottle feed their lambs. Life, death, sunrise, treachery, questionable morals, and I haven’t even had breakfast yet.

As I trudge back across the field, my faithful collie Bash forgiving me everything, I notice that the ewes I have been preparing for mating are nowhere near the fabulously expensive, exotic ram which I have purchased for the job. No, they are crowding around, in very unladylike fashion, the bad mannered, battered old cull which I have been meaning to get rid of for ages.



Above : The Heathcote family

Once the children (Vita 10yrs, William 9yrs, Henry 6yrs) are up it's the usual juggle with unfinished homework, gathering of suitable ingredients for packed lunches, dusting off the (slightly ragged) uniform, and biking to school with the challenge of getting there on time. By the time we arrive I feel I have done a good days work! They all love sailing, and so do their friends, so whether race training, surfing the standing waves or adventuring, after school is very busy. Lymington has a tremendously successful Optimist flotilla, which I help to run and am one of the coaches, but my favourite group is the River Starters -although they prefer to be known as the "Elite Squad"!

Today is changeover day in the barns which we have recently converted into holiday lets. The departing guests have enjoyed themselves so much they immediately book for a week in the summer. They have a dog with them and particularly enjoyed running in the New Forest. It has the largest area of unimproved heathland in Western Europe, the biggest area of pasture woodland too, all threaded together by a vast network of bogs and mires. The Forest is really coming alive, with newborn foals, swathes of heathland orchids emerging, and birdsong ringing all around. All this new life, it heightens the sense of invigoration. We feel so lucky to have this world class resource, literally on our doorstep. In the winter we cross country ski, and skate and, yes, we still sail.

The barns are 170 years old, and very much valued so it was important for us to refurbish them in a way that we would be proud of. My wife Kate and her mother attended to the detail while her father, a retired GP and keen yachtsman, made most of the furniture, and her brother (double Olympic silver medallist) did much of the work. "Put those expensive muscles to good use," Kate insisted. Nick lives on the farm with his Dutch wife Fanny, who runs the farmstays, and their children Dirk and Johnny. Nick has recently retired from dinghy sailing in favour of racing big boats; this is where he now feels he has most to offer.

We have guests arriving later in the day, so I harvest a box of vegetables for them and select half a dozen freshly laid eggs, which I hope will provide a nice welcome. Just after lunch they arrive so I show them round the farm, making sure that I have disposed of the dead lamb. The spring drilled wheat is coming through nicely, and we are harvesting rhubarb, purple sprouting broccoli, mange-touts, broad beans, peas, garlic leaves, rainbow chard, spinach and lots of salad crops. The fruit trees are all in blossom and it is a wonderful sight. I am very proud of the farm, and of our track record – we have won virtually every major food and farming award.

It's a great place to live and a great place to farm, with deep sandy loam and the highest UV concentration in the country. I have the added bonus of some super-attractive farmers' barterers with my neighbours, for example my neighbour



Above : Optimist Sailing on the South Coast

Below : George Heathcote in one of his many fields

“LYMINGTON’S FINEST WILL AGAIN MAKE UP THE BULK OF THE FLEET”

receives regular trailer loads of well rotted manure, and in return I receive a regular supply of oysters! The farm has caused such interest that Discovery Channel commissioned Red Earth Studios to create “Farm Life”, a 13 episode, award winning observational documentary about our life at Warborne Farm.

I just about have time to shear the early lambing flock. For my holidays I will be going up to the Hebridean island of Coll to spend a week shearing with school friend Rob Wainwright. He’s on his fourth career (doctor, soldier, rugby player and now farmer) and as he has never done anything by halves I expect to be working hard. The sheep are very much a sideline for me here now, but all the family enjoy the breeding, and the finest lamb that ends up in the freezer.

I pedal down to school to pick the children up, only slightly late, and am joined by Vita’s friends who will be sailing with

her at the weekend. We come back via the neighbouring strawberry farm, to pick our first of the season. We’re all over-excited as Kate will be joining us this evening. She is an ENT surgeon, and works in London. The job is hard work and she misses the kids terribly, but it’s a good job, she enjoys it and it is, ultimately fulfilling and worthwhile. We’re all very proud of her. Kate’s passion for surgery has meant her working with the very best, in France and now London. She is slowly getting closer to home!

We all go down to the Royal Lymington Yacht Club to prepare and load up the oppies for the weekend. We’re off to Weymouth, where the kids will compete for a place in teams going to the World Championships (Caribbean), Europeans (Adriatic) and various others including Flanders, Hungary and the Greek Islands. The Optimist is unrivalled when it comes to producing phenomenal sailors – the vast fleets, intense competition, bundles of fun, out racing in all weathers I suspect. Twenty years ago the same Selection Trials were populated by Ben Ainslie, Nick Rogers, Ian Percy, Chris Draper etc, who between them now have dozens of Olympic medals and World titles. Lymington’s finest will again make up the bulk of the fleet. It is said that here sailing is the heart of the community and the river is the lifeblood of the town - a pretty Georgian market town at that.

With 6 oppies on the trailer there is hardly room for all the bikes and, most importantly, climbing equipment, for the sea cliffs of Portland Bill offer the most tremendous climbing. This time we’re going to drive there, but two years ago we sailed the oppies there, taking five days (and four overnight camps) to cover the 120kms. It was an epic adventure that was made into a film for Thalassa, and has now been watched by more than 15 million people worldwide.

The Land Rover full of eager children, trailer heaving with apparatus of torture, thrills and spills, we trundle off into the setting sun. How I wish I was 10!





Above : Porbeagle Shark **Below :** Lobster – always a welcome catch



Of recreation there is none
So free as fishing is, alone;
All other pastimes do not less
Than mind and body, both possess:
My hand alone my work can do;
So I can fish and study too.

Izaak Walton—*The Compleat Angler. The Angler's Song. c1653*



THE FISHERMAN'S YEAR

By Rob Thompson
Photography Rob Thompson

LONG BEFORE THE LYMINGTON RIVER BECAME SYNONYMOUS WITH SAILING AND ITS MARINAS, IT HAD SUPPORTED A FISHING INDUSTRY STRETCHING BACK MANY HUNDREDS OF YEARS. THE FISH RICH WATERS OF THE SOLENT, NEEDLES AND ENGLISH CHANNEL BEYOND, HAVE ENABLED THE FLEET OF LYMINGTON BOATS TO REMAIN TO THIS DAY.

The fleet can be split into two halves, the commercial boats (potting, trawling etc.) and the charter boats. The latter cater to the many visiting anglers that come to Lymington from all over the British Isles each year. The commercial fleet operates on a mostly daily basis landing fresh fish - lobster, brown crab and scallops - to the town's quay. Many of the charter boats take anglers locally, but the bigger more modern catamarans offer extended charter to France and the Channel Islands, as well as fishing many of the distant reefs and World War II shipwrecks that abound in the English Channel.



My business takes in both sides of the industry with my year now split between commercial, and rod and line fishing for prime fish - which we tag as sustainably caught – such as Sea Bass, Bream, Pollock and Cod. My chartering also caters for anglers to fish for the mentioned species, but we also target other species such as Porbeagle Shark and Tope, which are now protected commercially but are fantastic opponents in the world of sport fishing.

Spring

After a short break from fishing in January and February, and after annual maintenance is completed on the vessels, my thoughts will turn to the approaching Spring and hopefully the return of the migratory fishes to our waters. The first of these to head westwards up the Channel from Western Approaches are the hard fighting Pollock (sold in your supermarket as Colin). This species has received much press of late as a fish that we as a nation should take to our hearts and palette in place of Cod. It's a lovely white fish, not as big in flake or strong in flavour as Cod, but with science telling us to give Cod stocks around our shores a chance to recover, Pollock makes a great alternative. It's sustainable, and eaten fresh I'm sure that ninety per cent of people couldn't tell the difference between the two. The French have always embraced Pollock and the market prices that can be achieved by landing the catch in France often reflect this. We fish for Pollock from March onwards in the shipping lanes, but as the months move on they can be found throughout the waters of the South Coast.

Not far behind the Pollock comes one of our most beautiful and sought after species for both commercial fishermen and anglers alike; the Black Bream, a species that has grown in popularity throughout the noughties. These fish rarely exceed 5lb in weight, but for their size they are one of the hardest fighting fish in our waters. Their distribution ranges from Littlehampton to the Purbecks in the Spring



Above : 50lb Tope from St Catherines Deep

“THE BASS IS A COMMERCIAL FISHERMAN’S IDEAL CATCH AND ALSO THE ANGLER’S FAVOURITE”

and Lymington is right in the centre of the action. A shoal fish, they are easy to catch, numerous and great eating. I will always offer Breaming to novice groups or family parties with children as the best introduction to the Sport.

The end of April and into May is time for us to visit the charming island of Alderney in Channel Islands. This is purely on a charter basis and trips run from four to six days...our reason for crossing the Channel...one word and in the world of fishing it's the big one... the daddy of fishes...the Turbot...! It's at this time of the year that Turbot and their smaller but equally as tasty cousin the Brill, gather on the offshore sandbanks such as the Schole and Casquets to feed on vast shoals of sand eels prior to spawning. It is many boat anglers' dream to catch a large 'flatty' and Alderney is the place to go...with a great social element to the week, these trips are as much of a break for me as the anglers. Long hours are a must, but the rewards are well worth the effort. ➤

Below left : The mighty Turbot

Below right : 30lb of wintertime Needles Cod – you need a lot of chips to go with this!



Summer

As I write this in early July you'd be forgiven for thinking we've bypassed the summer and moved straight from Spring to Autumn, the rain and wind is horrendous and limiting my days at sea...but when I can get out the fishing is good, more fish have arrived in our waters and at this time of year you're spoiled for choice. The Shark species have all arrived, Smoothhounds abound throughout the Solent, hard fighting Tope run the tide races of St Catherine's Deep and the mighty Porbeagle Shark will be resident in the Channel hunting over wrecks and the reefs of an area known as 'The Rips'. In the 1970s Lymington was the world centre of Porbeagle fishing with Britain's most modern charter fleet running trips from the Quay from May until September. Huge numbers of fish were caught and unfortunately killed mostly for a picture, but the biggest impact on these fish was commercial long lining by the Danish fleet throughout the 80s in the eastern Atlantic. It is a travesty that these stunning creatures have been fished to a stock level that is ninety per cent lower than what it was just thirty years ago. The Porbeagle is now a protected species and no commercial landings are allowed whatsoever. All fish that are caught using rod and line are released by anglers and hopefully we will one day see the stock make some sort of a recovery.

From a commercial point of view, June onwards is this time of year when my commercial boat Phosphorescent (WH1) will be hard at work on the spring tides fishing for Bass. Now Bass is Bass but many refer to it as Sea Bass... it's just Bass; we don't have Lake, River or Pond Bass in the UK so don't be put out when a fisherman pulls a funny face when asked about Sea Bass - he's just miffed that chefs have had to change this regal fish's name to suit a trend. The Bass is a commercial fisherman's ideal catch and also the angler's favourite. It's up there with Turbot and as a sporting quarry nothing comes close. They look stunning,

fight hard and of course taste incredible. We can catch Bass using many methods and baits, they swim everywhere, and believe it or not some of the biggest specimens are caught from within Lymington river itself each year. I fish the many sandbanks to the south of the Isle of Wight with Rod and Line using live baits and lures to catch Bass. Our catch is quickly despatched, kept in Slush ice, then packed into insulated boxes within half an hour to be landed in the best possible condition on a daily basis. Our catch is often collected straight from the Quay and can be on a plane to Paris the same day...such is the size and quality from these waters.

Autumn & Winter

As we approach the colder months I will continue to fish for Bass commercially but from an angling point of view, we are out to target another fish that the Needles are famous for.... and have been since the 60's...in fact today the area is still Mecca...Winter Cod are the quarry. With fish close inshore, they are within reach of anyone with a boat, we even see kayaks joining in the bonanza. These Cod range in size but what we are all chasing is the monster - a fish of thirty to forty pounds in weight. This is as big as they come and there is no better venue than Lymington in which to try and achieve this. Fishing hits a peak in November and Lymington hosts the British Cod Championships - two days, two hundred anglers and thirty charter boats from along the coast fishing south of the lighthouse...Mad Dogs and Englishmen we may be, but a beautiful winter's day sat at sea beats a July day sitting indoors hiding from the rain...

Below left : A John Dory or St Peter's Fish...one of the rarest visitors to our waters but without doubt one of the most striking fish that swims in the oceans
Below right : Spring Pollock



ROBBE & BERKING CLASSICS

By Detlef Jens

Photography Robbe & Berking

WHEN IN 1909, MR. ROLLS AND MR. ROYCE STARTED TO BUILD FINE MOTORCARS IN MANCHESTER, ENGLAND, MR. ROBBE AND MR. BERKING HAD ALREADY BEEN MAKING FINE SILVERWARE IN FLENSBURG, GERMANY, FOR MORE THAN 30 YEARS. AND, UNLIKE ROLLS ROYCE, THE COMPANY OF ROBBE & BERKING STILL BELONGS TO THE FOUNDER'S FAMILY.





Oliver Berking, 50, manages the company as the fourth generation of owners. He joined the firm aged 22, after having been educated in economics in Hamburg, and took the helm from his father many years later. Robbe & Berking is a world market leader in nearly everything concerning silver. Many fine hotels, gourmet restaurants, government residences, palaces and superyachts have silverware by Robbe & Berking; in addition to many thousands of private households across the world. >

“OR LIKE THE MERCEDES
MAYBACH CAR, EVERY
ONE OF WHICH IS
FITTED WITH 2 CUSTOM
CHAMPAGNE COOLERS
AND SILVER CUPS”



The factory in Flensburg has 170 employees, as the silverware – cutlery, chandeliers and the like - is still made here, just as it always has been. In times of ever increasing globalisation, this is definitely unusual and, in times of economic roller coaster rides, it is also difficult. Oliver Berking bears a great responsibility but takes it, to the outward world at least, easily. He is guided by a firm belief in his inner compass, far away from all hectic trends, from short sighted market research or passing fashions. The world changes, but Robbe & Berking remains as it is.

Of course it is not quite as simple as that. This company has to move with the times, just like any other, but in its very own, special way. “We have to find new markets where old segments are breaking away”, says Oliver. Like, for example, the megayacht of Microsoft co-founder Paul Allen, built in Kiel a number of years ago and which is fully equipped with Robbe & Berking cutlery. Or like the Mercedes Maybach car, every one of which is fitted with 2 custom champagne coolers and silver cups. Or like the princess from the Middle East who ordered a set of cutlery for her palace, consisting of 28,000 pieces. Even in the Kremlin, guests and officials of the Russian government dine with Robbe & Berking silver. Projects like these, Berking explains, are important: “We receive large orders from clients all around the world who equip their hotels, villas and yachts with our silver!” Of the 200 largest yachts in the world, just over half have Robbe & Berking silverware on board.

Yachts are Oliver’s passion, albeit of a slightly different kind. His heart is with classic racing yachts of times gone by, slim, elegant and timeless - like his silver cutlery. Above all he loves the racing yachts of the metre classes, designed and built to a rule that was developed in London in 1906. Maybe this is a personal mission of his, to salvage and save the last remaining examples of these yachts and to restore them to their former glory; or to rebuild them as replicas, true to the original from historical plans and, of course, in the traditional way of wood.

This is exactly what happens in the “Robbe & Berking Classics” boat yard that was founded by him only 4 years ago. It is a story in itself, how Oliver’s private passion developed into what now is a second business for him. In 2006, together with 2 friends, he bought the racing yacht OSTWIND, built in 1939, from the navy in Flensburg. The navy was taking its large classic sailing yachts out of service, and Oliver and his friends desperately wanted to keep at least one example of these historic 12-metres sailing in Flensburg. 12-metres happen to be the elite of all metre-class yachts. Roundabout 20 metres in length, powerful and fast, these awesome yachts were used for over 30 years in the races for the America’s Cup.



“IT IS A STORY IN ITSELF,
HOW OLIVER’S PRIVATE
PASSION DEVELOPED
INTO WHAT NOW
IS A SECOND
BUSINESS FOR HIM”



Opposite top : Robbe & Berking Candelabra
Opposite bottom : Robbe & Berking Silverware

Top right : Robbe & Berking at the beginning
Middle : Wooden yacht building
Bottom : The metre shed





Facing page : Robbe & Berking motor launch
Above : Glorious varnished topsides

“THE ROBBE & BERKING
STERLING CUP THAT
HE ORGANISES ONLY
FOR THE METRE-CLASS
RACING YACHTS IS MORE
COMPETITIVE, MAINLY FOR
12, 8 AND 6-METRES”

Despite this, classic 12-metres are rare. OSTWIND was, as the 3 friends only found out after buying her, more of a wreck than a seagoing yacht. The task of restoring her took 2 years at the end of which Oliver and his friends, together with a troop of boat builders and carpenters, had actually created a newly built yacht of a quality that surprised and impressed professionals from world-renown yards. “With this project we had learnt so much, gained so much knowledge and know-how that I really wanted to utilise this wonderful potential further”, Oliver says. As a consequence, he founded his boat-yard, bang in the middle of an economic downturn, but the first customers soon came and stayed. In the winter, seven or eight classic 12-metres are stored in the newly built shed, more than anywhere else in the world in one location. Apart from the usual repair and maintenance work on these and other wooden classics, the yard has already delivered nine new yachts, all of them in wood to historic plans. At the moment, alongside two smaller boats, a classic 12-metre is being built in wood – the first one in more than fifty years.

And there is more to come. Oliver Berking, silversmith and classic yacht aficionado, has a vision. He wants to put Flensburg on the world map, as the centre for classic yachts in Northern Europe. Only a few months ago he acquired the classic yacht brokerage “Baum & König”; more recently also the “Christmann Collection”, the largest collection of nautical literature, a library of some thousand sailing books, countless magazines and documents. He intends to make this library accessible to the public, as the centrepiece of his planned Classic Yacht Centre.

Already firmly established and very popular are the festivals organised by him. The “Robbe & Berking Classics” (that took place in June this year) rank high in the calendar of Northern European classic yacht events. Hundreds of sailors with their classic yachts regularly sail to Flensburg for this occasion, to meet, celebrate, talk and sail a friendly race.

The “Robbe & Berking Sterling Cup” that he organises only for the metre-class racing yachts is more competitive, mainly for 12, 8 and 6-metres. In the last summer, Robbe & Berking even hosted the World Championships for the 8 and 12 metres in Flensburg.

During the international boat show in Düsseldorf in January 2012, he was awarded with the accolade “Newcomer of the Year”, referring to his boat-yard. “I am honoured to be called a newcomer”, he said, smilingly and with the remark that his main business goes back to 1874. “But what is probably well and truly new is the fact that a pure wooden boat yard is now actively building beautiful, wooden yachts – something that we have not seen for a long time!”

Both go well together: the classic wooden boats that are made in the yacht yard Robbe & Berking Classics and the fine silverware that is made in the silver factory of Robbe & Berking. Both are, in their own way, the expression of the same attitude that Berking has, in silver and in wood, both produce objects of timeless beauty in an ever-changing world.



PONIES IN POLO



By Giles Ormerod
Photography Les Wilson

THE PASSION FOR POLO IS DRIVEN BY A DEEP ADMIRATION; LOVE AND RESPECT FOR THE WONDERFUL HORSES THAT BECOME POLO PONIES. THE PONIES ARE AT THE CENTRE OF THIS MULTIFACETED GAME THAT INVOLVES PEOPLE FROM MANY WALKS OF LIFE.

The logistics involved in the breeding, training and performance of the polo ponies occupy the minds of patrons, professional players, grooms and team managers all over the world. Those who get this aspect right as well as all the other things that are involved with running a well-oiled team are on the road to success.

Polo ponies come from many different backgrounds. For 2000 years local country bred ponies were used. The sport as we know it today was discovered by Indian tea planters watching the tiny tough Manipuri mountain ponies being played by local tribesmen. The Royal Navy first played in Malta on Mediterranean ponies and Arabs. The game spread to America, in particular to Argentina, where the Criollo ponies descended from ponies imported by the Spanish, coupled with the natural horseman of the pampas, provided the basis of the biggest breeding programmes in modern polo. As the game has got faster the influence of

the English Thoroughbred has become critical. The essential characteristic which must be added to the natural speed and agility of the thoroughbred is temperament. The relaxed breeding environment of New Zealand and Australia has provided the source of many top polo ponies today. Some of the most famous polo ponies in the world are retrained racehorses. Many of us dabble in the dream of breeding the ultimate polo pony but it is the Argentines that are ahead of the game at the moment.

People in the polo world use embryo transfers and even cloning, both forbidden in race horse breeding, as a way of buying their way into the top bloodlines. The truth is that breeding is only part of the story. On the one hand there is the problem of being an amateur race driver trying to cope with a formula one car. The other and far more fundamental problem is the training and the conditioning that the polo bred pony needs to receive. You need very different people to see the pony through the different phases of training of breaking, introduction to polo and finishing. Many of us try to do all three but the truth is that very few of us are good at all three phases. The gentleness and patience that are essential to the first two phases are not often to be found along with the competitive spirit of the top player who must finish the





Facing page : The game
Below : Mares and foals at Druid's Lodge

pony by teaching it to play right to the limits of its ability and thereby maximize its potential.

People, when they first become involved with polo ponies are amazed by how easy they are to ride, how patient they are and how manageable. This is a tribute to the grooms who look after the ponies. They see more of the ponies than any of us. The shoeing, the feeding, the general routine and the exercise are essential to getting the best out of a pony. The awareness of illness or injury, the veterinary care and the maintenance of the fields, fences and exercise facilities. The welfare of the pony is of the first importance and getting all these things right consistently is what leads to success.

All of us in polo recognize that the pony is the most important, and most interesting, part of this amazing game. The individual prowess of the players, coupled with team training and compatibility under the umbrella of a patron who finances the team in the way that others might a yacht, a racing car or a football team are all well-known factors of success in other sports. The respect and understanding of all that it takes to mount a polo team is at the very heart of success on the polo ground.

“AS THE GAME HAS GOT
FASTER THE INFLUENCE OF
THE ENGLISH THOROUGHBRED
HAS BECOME CRITICAL”



RUBIK'S CUBE

AN “OYSTER” OF A TOY!

By David Kremer

Images courtesy of Seven Towns Ltd

MY FATHER, BEING HUNGARIAN AND INVOLVED IN THE TOY INDUSTRY, WAS ABLE TO SECURE THE RIGHTS TO THIS SMALL BUT RAPIDLY GROWING PHENOMENON WHICH STARTED IN BUDAPEST.

The Rubik's Cube then took the world by storm in the 1980's selling over 300,000,000 pieces in 3 years making it the world's most sold toy! More than a billion Barbie dolls (the first toy to be TV advertised in the 1950's) have been produced but certainly a single Barbie version has never got close to Rubik's Cube sales and Barbie has been around since 1950. Similarly to Barbie Dolls, there are more games of Chess than Rubik's Cubes in total but Chess sets vary enormously and the “modern” game has been around since the 13th Century.

I think there are several factors that make the Rubik's Cube so unique and engaging. Firstly, it is the utter simplicity and elegance of the “obvious” solution – getting each colour sorted on to one side. Then the fact that it is one of the first commercially produced puzzles that does not come apart. The engineering of the movement is brilliant, it is amazing how the corner pieces can rotate on one face and then swap over to rotate on another different and perpendicular face. It is reasonably straightforward to get one face in one colour but then the level of difficulty increases with the inevitable realisation that the puzzler must undo what has been accomplished so far before being able to progress! It sort of inveigles you and then you find yourself compulsively and in some cases addictively absorbed.

Having completed a Mechanical engineering degree at Bristol and worked for Rover Cars for a couple of years I took some time off to tour Africa and Asia. On my return to England I was at a loose end when my father asked me if I was interested in following in his footsteps. I took over Seven Towns in the 90's when the Rubik's Cube was not being produced or on sale in any major market and gradually we have built a global brand with annual sales of over \$100million dollars. The Rubik's Cube is still the mainstay but now there are numerous other puzzles, games, books, toys, furniture, T-shirts, apps, books etc.





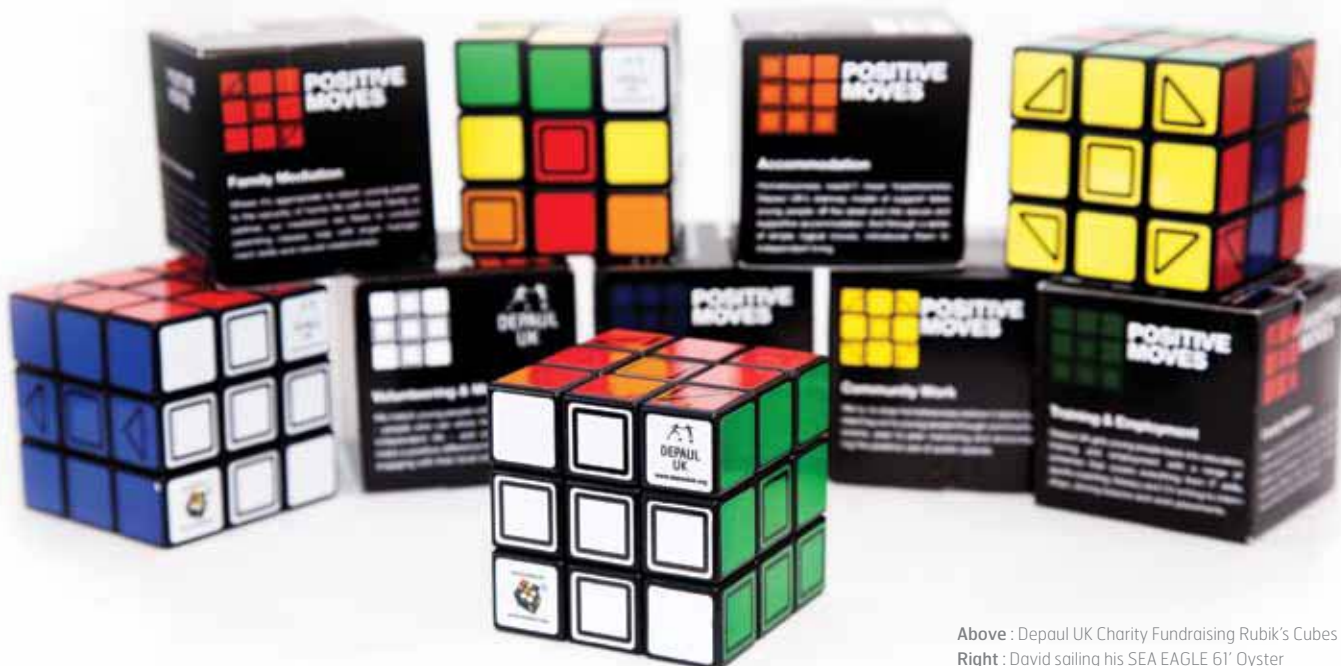
“THE ENGINEERING OF THE MOVEMENT IS BRILLIANT, IT IS AMAZING HOW THE CORNER PIECES CAN ROTATE ON ONE FACE AND THEN SWAP OVER TO ROTATE ON ANOTHER DIFFERENT AND PERPENDICULAR FACE”

As with most brands we have invested heavily into the social media phenomenon. Naturally we have a website **www.rubiks.com** which attracts about 12,000 views per day. We have created videos to explain the different products and give a regular Rubik's news roundup covering among other items, world record attempts and competitions. Did you know that the fastest Rubik's Cube solver Felix Zemdegs posted an average solve time of under 7 seconds for five randomly scrambled Cubes in Jan 2011? Rubik's fans have their own Facebook page (who hasn't?) and within the first four months more than 450,000 fans signed up; reading, listening, viewing and posting stuff showing how vibrant the brand is with today's consumers ranging from 8 to 88 years old!

It's not just all fun though, with Rubik's supporting Depaul UK, the largest charity providing shelter, training and support for homeless youth. A special Rubik's Cube was created where each side represents a different homeless issue; accommodation, training, employment, drug counselling, family mediation and so on. These Cubes are used by Depaul for fundraising when approaching local governments, businesses and individuals. They are used to create awareness, such as when more than two thousand school kids from sixty five schools will get together at the O2 Arena in November to break the Guinness World Record for the greatest number of people solving a Rubik's Cube in one location. Finally they are used to help make a link between young homeless people and their mentors who use a Rubik's Cube as a metaphor for life's problems. It's easy to imagine where you want to end up, difficult to get there but possible if you take small steps, are determined and allow others to guide you through the process.

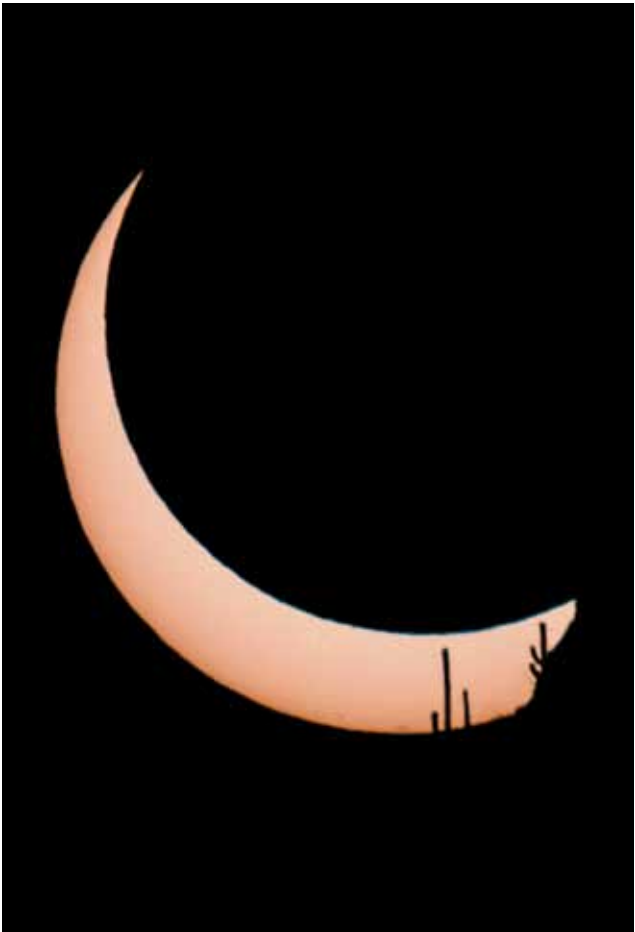
The Rubik's Cube has touched so many people in so many ways; I am privileged to have been a part of the developing story of this remarkable object which is now really a brand.

“A SPECIAL RUBIK'S
CUBE WAS CREATED
WHERE EACH
SIDE REPRESENTS
A DIFFERENT
HOMELESS ISSUE”



Above : Depaul UK Charity Fundraising Rubik's Cubes
Right : David sailing his SEA EAGLE 61' Oyster







Top right : Steve & Linda aboard WINDHORSE
Others : A selection of photographs taken by Steve & Linda

team DASHEW

By Sue Grant
Photography Steve & Linda Dasher

STEVE AND LINDA DASHEW ARE CONSUMMATE YACHTSMEN, INCREDIBLE YACHT DESIGNERS, WELL KNOWN WRITERS AND CHARMING PEOPLE. WE ARE PROUD TO CALL THEM FRIENDS AND THEY HUMOURED ME BY ANSWERING SOME OF THE QUESTIONS THAT I'VE ALWAYS WANTED TO ASK ABOUT TEAM DASHEW – AND HERE THEY ARE!

How did you both meet and what about the sailing that you did then?

Steve "We met on a 'blind date' in the 60s on the family boat at Catalina Island. Linda was an Idaho girl, and hadn't done any sailing. I was busy building a business and racing catamarans. Sailing was a big part of my life, having been conceived aboard a Friendship Sloop, on Long Island Sound, so the family legend goes!"

Linda "Actually, it was not a date. I was visiting LA seeing family, who were invited to Steve's family yacht, and I went too. Steve invited me back 2 months later to crew for him in a Thanksgiving regatta. Turns out I was a pretty good crew! His plan was to send me home with a first place trophy. Sadly, he took one of the markers backwards and long story short, we were second"

Steve "It was love at first sight and Linda moved to LA. She was quickly a top crew and together we won the North American Shark Catamaran class championship in 1966. Numerous records and championships followed, including the first yacht to break the 30mph barrier and then the 31 knot barrier with BEOWULF, finally pushing the speed to 31.58 knots over a 500m distance. Linda was a key ingredient in the racing as she was light, strong, and quick" ➤





You decided to sell up and sail away in 1975 – what yacht did you choose and what did she teach you in terms of what you need and don't need for bluewater cruising?

Steve “We were looking for something in the 35/38’ range, which was what all the cruising ‘experts’ said we could handle. We fell into a lovely 50’ Tripp (senior) designed yawl, custom built a few years before for a fussy owner by Columbia. The owner had a margin call, needed cash quickly, and was will to accept what we had in the way of budget. We did our own survey, paid less than half the market value, and began to prepare her for cruising. Little did we know...”

“What we did right - good ground tackle, electric windlass, storm canvas. We made a few changes to the interior for storage and converted her from race boat to cruiser. We also plugged 21 of the 24 seacocks”

“What we did wrong, a lot - no fans, dark coloured awnings, blue hull, wind vane that was not nearly powerful enough, and a fridge system that worked fine in California, but which proved problematic in the tropics”

“She was a CCA design, akin to the RORC rule, with long overhangs and tender. She was OK in light airs, but hobby horsed up wind, and was uncomfortable in most sea states. Her name was INTERMEZZO”

Top : WINDHORSE

Below left : WINDHORSE in Norway

Below right : FPB 97

Opposite page : WINDHORSE at sea



Your designs have pioneered many improvements in cruising yachts. How have these come about and what would you consider the most important?

Steve “As long term cruising sailors our perspective is somewhat different than the industry norm. The fact that we cruised without insurance also helped to focus our attention on many design and construction issues. Some of the features that were unique when we started with them include” -

- 1 Swim step/boarding platform. First used in 1978/79 on DEERFOOT and INTERMEZZO II as a method of man overboard recovery first and boarding/swimming, second.
- 2 Watertight bulkheads (why would anyone cruise without them?)
- 3 Aft engine room, and owner's cabin forward (better access for machinery, isolation of noise and heat, and optimal ventilation with the owners suite forward).
- 4 Minimal seacocks (typically 3) to reduce flooding risks.
- 5 Hull windows
- 6 Minimal overhangs (waterline is the single most important ingredient in boat speed, heavy weather ability, and comfort, so why give it away?)
- 7 Full length mainsail battens, starting in 1979 with INTERMEZZO II.
- 8 Traction battery banks in the keel, tied to highly efficient fridge/inverter/alternator systems 1988 with SUNDEER.
- 9 Past backstay main/mizzen roach profile (which clears under sail) beginning 1990 with DEERFOOT II. All subsequent boats we have built have this feature.
- 10 First large production yachts to use the SCRIMP (resin infusion process) – starting in 1994 with the Sundeer Series along with large mains, small headsails, swept spreaders, no permanent backstays.

“All of the above came as the result of trying to build more efficient, owner friendly, comfortable, long term cruising yachts”





"IT IS A TREAT FOR ME
JUST TO EXPERIENCE
NATURE AT ITS
MOST EXCITING
AND BEAUTIFUL"

How does your land life compare with your life at sea?

Linda "More hectic! Steve tends to work in spurts, 6 or 8 months at it 7 day a week, 16 to 18 hours a day, finish the project and then take off"

"I love early morning walks with friends and their dogs, taking yoga classes, attending cultural and sporting events, entertaining friends, seeing family, working on home projects, and being constantly amazed at the wild life all around us at our home in Tucson, Arizona. We take the time to work out doing weights and Pilates at least 3 days a week"



Photography is a new departure for Steve. I know that there are other interests like flying gliders – what are the favourite things that you both like to do when not cruising or working?

Linda "We have always been involved with photography with our writing and business. Recently Steve has started doing it for the pleasure of creating something beautiful. Soaring used to be a major part of life ashore, one in which Steve set numerous speed and distance records, but that is in the past"

"We work at the photography as a team, picking subjects, watching the light, keeping an eye out for that ultimate shot. It is a treat for me just to experience nature at its most exciting and beautiful"





You have written a number of books which have become bibles for cruising yachtsmen and the Set Sail website is updated constantly. How easy is it for you to work together on these projects and what is the medium that you enjoy most?

Steve "We have worked as a team for so long that it is second nature. This applies to writing, designing, and our publishing business. Our daughter Elyse built up the publishing and website side of the business and Sarah has been involved with the design and website as well, working with them has been a bonus and very enjoyable"

"Favorite medium.....Internet, no constraints on space or content as you have with the printed book"

What would you describe as the magic ingredient that sets your designs apart from others?

Steve "First, we design for a small market, folks who want to actually go places as opposed to dreaming about it. We are concerned only with what works in the long term cruising environment, with the ability to make fast, comfortable passages sans crew paramount. We pay no heed to marketing, boat shows, or what looks good at the dock. And we are cruisers first, designers and builders second"

"Next, we design yachts on which we'd be comfortable crossing oceans and living aboard ourselves"

"Third, we have kept the business small, there is little overhead, so we've had the luxury of being able to pay the bills, keep our builders solvent, and enjoy the process as well as the folks with whom we work in the process. Our formula would not work with a conventional builder or designer, with large payrolls, overhead, and banker about which to worry"

Above : Mid Atlantic aboard WINDHORSE

Bottom left : WINDHORSE Finishing ARC

Left : The Deshew Family - Steve, Linda with their daughters Elyse & Sarah



QUEEN'S DIAMOND JUBILEE PAGEANT

By Hugh Agnew & Gemma Glanville
Images courtesy of Thames Diamond Jubilee Pageant

ON JUNE 3rd 2012, A THOUSAND BOATS SET OFF DOWN THE THAMES IN THE GREATEST MARINE PROCESSION OF MODERN TIMES TO CELEBRATE THE 60th ANNIVERSARY OF QUEEN ELIZABETH II'S ACCESSION TO THE THRONE.

The motor yacht Rum Jungle was privileged to be one of the over 3,000 applicants selected for a place in the Pageant. We were to carry the Lord Lieutenant of Nottinghamshire and his party.

The Pageant itself was a hugely ambitious project run in a very British way with years of planning and huge attention to detail. The generic passage planning document supplied to each vessel was a marvel to behold and a late decision to close the Thames Barrier was wise, lessening the following flow and reducing the possibility of a 'Le Mans' style crash if one boat ran into trouble.

Rum Jungle's day was the culmination of almost a year's planning. We had been in London for some two months on charter and were based at a new and very good pier, Imperial Wharf, immediately upstream of Chelsea Harbour. Because of this we were the only private boat using this pier, all of the rest being for VIP's, Heads of State and Royalty.



The morning of the day itself saw Glyn, the ever charming and patient pier-master, soothing a variety of bruised egos as some twenty five VIP boats arrived at the pier each reckoning they were more important than the rest. The captain of the boat carrying David Cameron must be the foulest mouthed waterman on the Thames.

Rum Jungle had a holding position until the rowing barge Gloriana set off when we moved up into her berth. As we did so we moved a fender's

width past the whole VIP line, coming nose to nose with a veritable who's who of the world's great and good and earning a 'Hello' from Boris Johnson and a 'better late than never' from Prince Andrew.

Having watched the Queen board the Royal Barge, LMS Princess Royal Class 6201 steam engine signalled the Pageant start above us on the centre of Chelsea Rail Bridge and Gloriana lead the flotilla away. We waited at Imperial Wharf while the whole pageant passed by on its way downstream to Tower Bridge. What a fantastic sight with rowing boats, sea cadets, Dunkirk Little Ships, narrow boats and more streaming by in their hundreds.



Facing page : Gloriana leads the man powered section of the flotilla through Tower Bridge, credited to Colin Baldwin
Above : The Royal Barge, credited to Matt Writtle



The logistics of getting into our slot in the seven mile long fleet were challenging, with only a boat length or so separating those in front and behind and our passenger flotilla moving down three abreast. We were on the North side so passing under the lower arches of some bridges with only a foot or so to spare, even with Rum Jungle's mast fully lowered; all part of the detailed planning that had been put in by all parties.

We had hardly reached Vauxhall when the rain set in for the day and with the cold easterly wind we were soon all freezing while driving from the open upper deck. All the more credit therefore for the Queen and Prince Philip who weathered several hours on the upper deck of the Royal Barge taking the salute and the cheers from each boat as it passed by. It was heartening to see our ensign dipped for the Queen of England by an Argentinian, Rum Jungle's mate and engineer.

REFLECTIONS

The Pageant was a wonderful celebration of the Monarchy. We hope the Queen enjoyed it as much as we did and as much as the tens of thousands of people on the bridges and banks of the Thames braving the cold and rain to join in.

A huge credit must be given to the vision of Lord Salisbury and the execution of his team and the Port of London Authority, in particular, for carrying it off so well and without incident.

In the words of pageant master, Adrian Evans "a new Canaletto moment was created".

Above : The Avenue of Sail, Rum Jungle inset

Right : "London: The Thames on Lord Mayor's Day", A. Canaletto, c. 1750

© The Lobkowicz Collections, Czech Republic.



“WHAT A FANTASTIC SIGHT
WITH ROWING BOATS,
SEA CADETS, DUNKIRK LITTLE
SHIPS, NARROW BOATS AND
MORE STREAMING BY IN
THEIR HUNDREDS”







THE ICE

By Richard Haworth

Photography Mike Powell, Antarctic – Harvey James, Arctic

"I DON'T WANT TO BUILD AN ICE BREAKER". WHEN WE WERE DISCUSSING WHAT HELP STEVE POWELL NEEDED WITH THE BUILD OF HIS OYSTER 62, HE WAS VERY CLEAR ON THIS. HE WANTED A YACHT THAT COULD TAKE HIM AND HIS FAMILY AROUND THE WORLD IN COMFORT AND STYLE, BUT ONE THAT WAS ALSO CAPABLE OF VISITING ANTARCTICA SAFELY EN-ROUTE.

This is typical of many of our clients who are not planning on spending the rest of their lives exploring the Polar Regions, but rather feel that if they are to explore the world by yacht, then that exploration should include some of the colder, more remote corners of the globe. At High Latitudes we have helped many clients fulfill their dreams to visit some of the more unusual cruising grounds of the world. Our core business is offering independent advice to owners and captains of vessels planning adventurous cruises.

We are usually approached by an owner or a professional skipper with an initial desire to visit a particular destination. The most popular are the Antarctic, Svalbard, Baffin Bay and Cape Horn, with some of the more adventurous aiming for South Georgia or the North West Passage. Initial questions are often along the lines of: When should I go? How cold will it be? Do I need a permit? What will the weather and ice be like? Do I need to carry a rifle? Will my boat be strong enough? Will the fuel freeze?

Ideally any project is kicked off with a meeting with the owner or captain on board. As well as being able to discuss the itinerary in detail, this allows us to assess the vessel and her equipment. Pleasingly, the majority of well thought out and constructed modern yachts need a limited amount of modification and additional equipment to make them capable of occasional voyages to the higher latitudes. Hull construction is a major consideration. If the boat is composite or not particularly strong, we will plan the expedition accordingly and be extremely careful when in ice laden or uncharted waters. Tenders and their operation are often the subject of much discussion. The primary reason that we want to visit these places is so that we can go ashore and explore; so it is important that excursions ashore are as easy and as safe as possible. Many yachts now carry RIBs as tenders, which are not suitable for landing on rocky shorelines in any kind of swell (a common occurrence). We prefer to use Zodiac style inflatables with soft undersides. It is also vital to carry a spare tender and outboard should something go wrong with the primary tender.



A photograph of a ship's mast and rigging at dusk. The mast is a dark, vertical pole with horizontal bands of lighter material. To the right, a metal railing runs diagonally across the frame. In the background, the sea is visible under a twilight sky. A small, round, metallic object, possibly a compass or a light, is mounted on the mast. The overall mood is serene and adventurous.

“WHILST THE EXPEDITION IS
GOING TO BE ADVENTUROUS,
WE NEED TO MAKE IT SAFE
AND AS COMFORTABLE
AS POSSIBLE”

We also spend some time looking at the ground tackle of the vessel. In addition to an effective and preferably oversized anchor and chain, vessels should also be prepared to secure to the nearest rocky shoreline. This entails carrying long lengths of floating lines and a set of steel wire strops. Other common alterations and additions include:

- An ice light for fitting to the pulpit when navigating in ice laden waters at night
- Back-up seawater strainers on the main engine, for use in the event that the primary filter becomes blocked (whether by brash ice or a plastic bag).
- Duplex fuel filters on the main engine, as one cannot afford to be choosy about the purchase of fuel in many of the remote areas we visit.

The exact list of requirements for any vessel will depend on a number of factors, not least the exact trip to be undertaken.

At the outset of a project, we are keen to get to know as much as we can about the client's ambitions in the proposed cruising area; why do they want to go there? This way we can then help to plan an itinerary that delivers their objectives. Whilst the expedition is going to be adventurous, we need to make it safe and as comfortable as possible. We will cover the regulatory requirements for permits and any special of customs and immigration formalities for the countries to be visited. We can also advise on exactly what provisioning and refueling opportunities there may be (if any!) in the areas to be visited.

In some cases our involvement can be limited to one meeting and an exchange of e-mails. More often than not this leads to assistance with planning more aspects of the trip and sometimes to specialist High Latitudes' crew accompanying the vessel to assist the skipper as an ice pilot. Larger vessels sometimes also take an expert naturalist to educate and inform the guests on the wildlife that they encounter.

We have assisted a number of clients with the build and preparation of semi-custom yachts for adventurous cruising. We purchased the current yacht of our longest serving client via Berthon and after a thorough preparatory refit she has just spent three seasons in the Arctic. Once we had assisted Steve Powell with the specification of his Oyster, we helped him plan and execute the Antarctic leg of his voyage. Steve had an incredibly successful trip to the Antarctic Peninsular. Not only did they manage to get up close and personal with some amazing wildlife, but they also managed some spectacular mountaineering and diving excursions. After a fabulous journey, Steve's Oyster is currently listed by Berthon.

Most of the modifications that we suggested for Steve's Oyster were also applicable when we assisted Harvey Jones with his expedition aboard the Discovery 55 SAXON BLUE to the Arctic in 2010. Harvey's trip took in the spectacular Prince Christian Sound, in southern Greenland, before heading up the west coast of Greenland and making an icy crossing to Canada's Baffin Island. Again Harvey and his crew had some close encounters with the Arctic's wildlife, but managed not to get too close to any polar bears.



Above : Chinstrap penguins in Antarctica

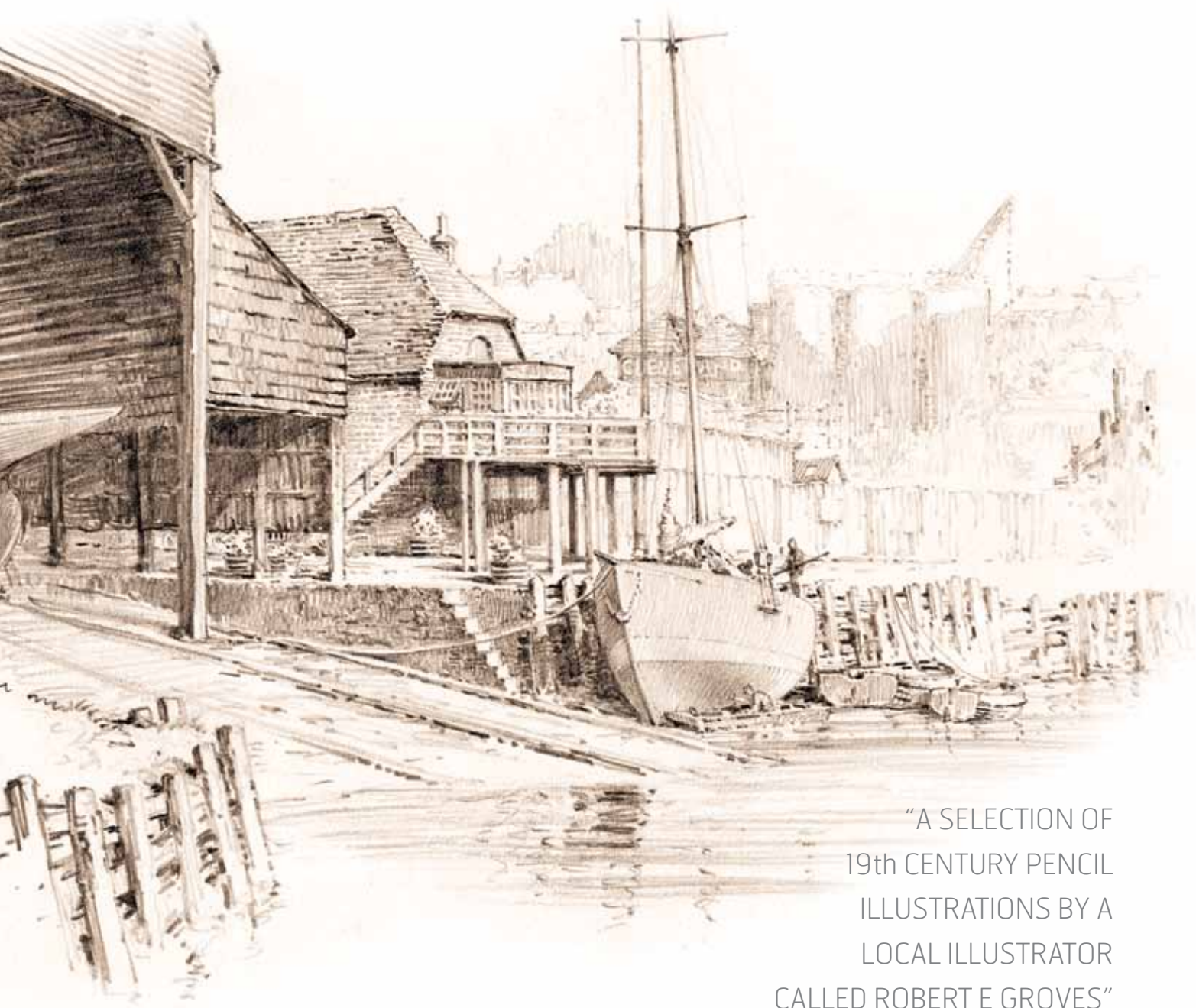


Above : Saxon Blue nosing through the ice of Disco Bay, Greenland



Above : At anchor with the chinstrap penguins





“A SELECTION OF
19th CENTURY PENCIL
ILLUSTRATIONS BY A
LOCAL ILLUSTRATOR
CALLED ROBERT E GROVES”

LYMINGTON SHIPYARD

By Sue Grant

Images courtesy of Berthon Archives

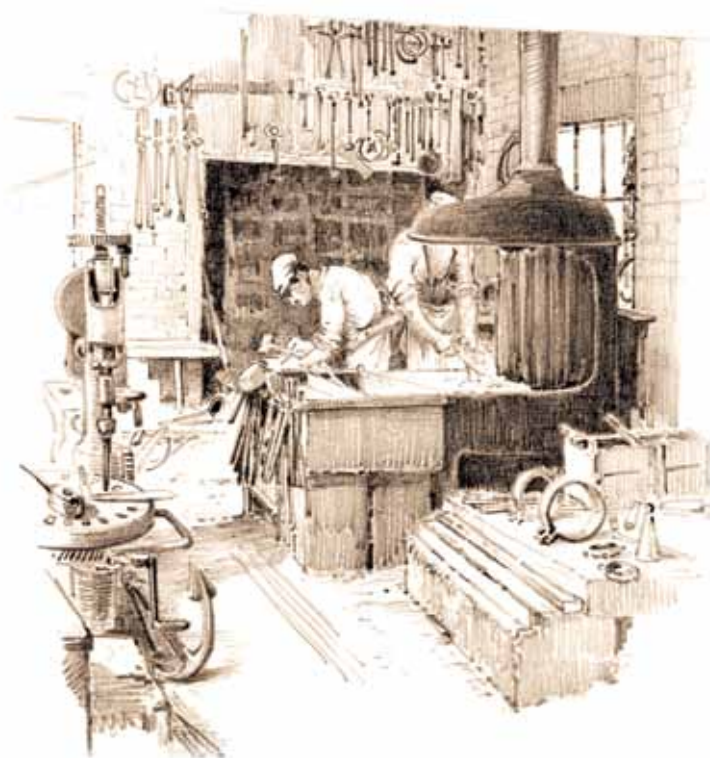
ONE OF THE BENEFITS OF WORKING FOR THE BERTHON GROUP IS THE CONSTANT REMINDER OF THE PASSAGE OF TIME. BERTHON HAS TRADED CONTINUOUSLY SINCE 1877.

Before being bought by the Reverend Berthon, the inventor of the collapsible lifeboat amongst other things; it was the Inman Yard. At that time it built the mighty ARROW and ALARM which were the first of the British challengers for the Americas Cup. Sadly they were close, but no cigar.



Facing page : Lymington Shipyard
 Top left : Shaping the stem
 Top right : Raw materials
 Below : Setting out the oak frames





Above : The Blacksmith's Shop

Below : The Slipway

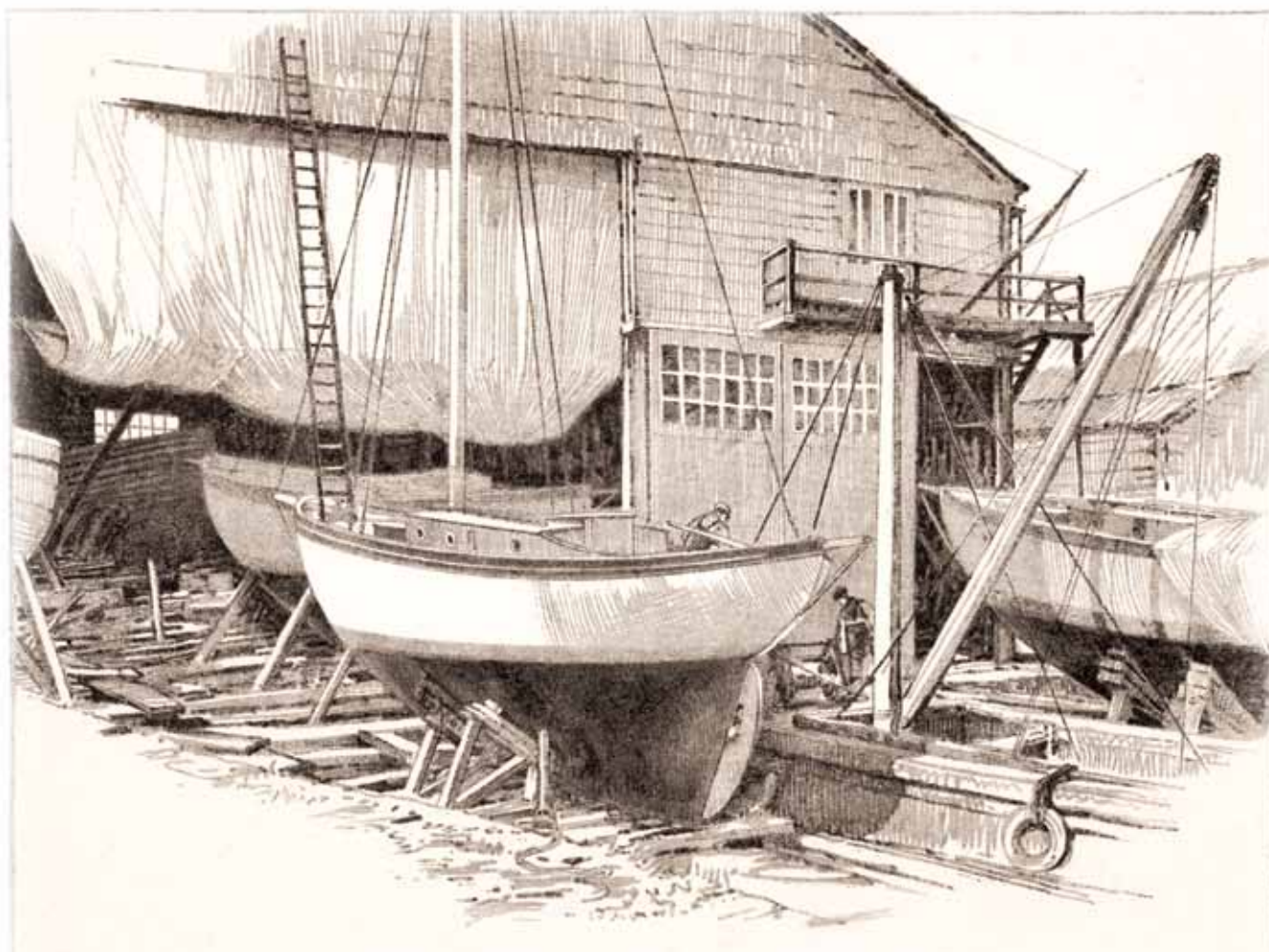
Right : 'A skeleton ship rose up to view'

Nonetheless it is fascinating to consider them growing from frame, to hull, to yacht, in the very place where we all work today.

Because of the continuity of ownership at Berthon – Brian and Dominic May are the fourth generation to own and run the Berthon Group, an enormous amount of material exists in archive which catalogues the history of the Shipyard down the years. Amongst the most charming of these, is a selection of 19th century pencil illustrations by a local illustrator called Robert E Groves. We have picked a few of the series than he penned of Berthon for you to see. These show the yard hard at work building yachts using what was cutting edge technology, in those days.

Of course the yard is now a much more modern affair and the old build sheds are long gone, although the Shipyard house is clearly recognisable in the first image.

'A skeleton ship rising into view' is a reminder of how far we have travelled in terms of construction methods in the intervening years. And yet, seeing a project at Berthon nearing completion today, still occasions the same sense of satisfaction in the current Berthon team, as the craftsman drawn by Groves must have felt then.





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