

BERTHON

LIFESTYLE MAGAZINE IX



WWW.BERTHON.CO.UK



Front cover : This amazing cover shot was taken by our friends Steve and Linda Dashev and is the inner harbour at Baltimore, in Maryland. To the right FPB 83' WINDHORSE provides the side drop.

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2013 has been another character building year in our industry. Berthon has continued with its voyage to up its game in terms of the service offered and this has stood us in good stead in terms of sales volumes and market share. Sue Grant, the Sales Division's managing director provides an overview. www.berthon.co.uk

A Challenge in the Arctic

6 - 11

Challenge 72' POLAR BEAR was the first of the 72s to sell during the fleet disposal that we undertook in 2006. Previously AVIVA, she took Dee Caffari around the world twice – once with a full crew and the second solo, both times against prevailing winds and currents. Mark Richardson and his father have developed a great business and had tremendous adventures with their charter guests aboard the yacht in the ice and he tells the story. POLAR BEAR is now for sale via Berthon. www.thepolarfront.com

The London Property Market

12 - 17

With Lymington HQ so close to London, the property market continues to be a talking point not just in the UK but throughout the globe. Peter Young, the managing director of John D Wood & Co. writes for us about this incredible and dynamic market place. With national reach, John D Wood & Co. also have an office in Lymington. www.johndwood.co.uk

Owning a Classic

18 - 21

Tom Cunliffe is a consummate yachtsman, supporter of Berthon, superb raconteur and all round good egg. For this year's Lifestyle he was kind enough to agree to write for us. Well known for his yachting articles, we asked him to write about something a little different – meet Reggie the Bentley, and be entranced. www.tomcunliffe.com

The Tidal Hunter Gatherer

22 - 27

Garry Eveleigh admits that it's not just the delicious shellfish and seaweeds that entice him to the sea bed, it's the gold mine of wild life and stunning panoramic views that will blow your mind, while breathing in the unmistakable freshness of sea air created by the marshes and seaweeds with every falling tide. Garry, who started his career as an apprentice at Berthon, offers various guided foraging nature walks through Limewood Hotel www.limewoodhotel.co.uk and The Pig at Brockenhurst. www.thepighotel.com. www.garryeveleigh.com

Cycle Biomechanics

28 - 29

The 2012 Olympics showed that the Brits are rather good at bicycling. Keen yachtsman Simon Costain, who has owned everything from classics to a Class 40 that we sold for him this year, is at the sharp end of ensuring that these amazing athletes can perform at the top of their game. He gives us the low down on how the human machine is best married to the bicycle. www.gaitandposture.com

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Adrift on the Nile

30 - 35

Cam McLeay has led rafting expeditions for over 30 years on every continent except the frozen one. He also co-led the 'Ascend the Nile' expedition with Lymington local Neil McGrigor in 2005/06, a remarkable boat journey 6718kms up the Nile from the Mediterranean Sea to its longest source in the Nyungwe Forest in Rwanda. A Berthon supporter he writes of the magic of this incredible river. www.adrift.ug www.wild-uganda.com

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Atlantic Salmon - The Bravest Fish

36 - 39

Berthon supporter Simon Moore was unlucky enough to mention that salmon fishing in Russia was at the pinnacle of the sport. We asked to know more, and he introduced us to Mike Daunt, his fly fishing guru who writes for us about the bravest and most noble of fish – the salmon. www.falkusfishing.com

The Legend that is Longleat

40 - 43

Oliver Stanley probably wins the prize for the yachtsman at Berthon who has the most fun with his yacht. She is used enthusiastically year round including many sails with children from the 'Kids Company'. He has lifelong ties with Longleat and writes about this incredible yet very English phenomenon.

www.oliverstanleypartners.com

Ripple down the Generations

44 - 45

Built in 1914 at Berthon Boat Company, at a time when the West Solent One Design was all the go, she has had a long and distinguished career thus far. Spotted by Berthon Group MD Brian May in a somewhat down at heel state, Brian tells the story of RIPPLE and gives an insight into Berthon through the generations. www.berthon.co.uk

A Tall Order for Newport

46 - 51

The SSV OLIVER HAZARD PERRY is destined for completion in 2014. This three-masted square rigger is big news in Newport, Rhode Island, the town which is home to Berthon USA. Barby MacGowan of the Oliver Hazard Perry Rhode Island organisation, the non-profit behind the project, writes about this amazing ship which will provide challenges and education at sea for young people. Berthon supports this incredible and important effort. www.ohpri.org

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Discovery 55' TeAPITI makes sail...

52 - 53

Gisela Roll and Peter Heer are great Berthon supporters having refitted their Discovery 55' at Berthon prior to a world cruise. They have written for us about a trip from Panama to Tenukupara, Nubottiva and the Marquesas. TeAPITI and crew are now in Montenegro and their adventure continues, Berthon often receives consignments of Swiss chocolate from TeAPITI who is known as 'the chocolate boat' to all at Berthon!

Team Humphreys

54 - 59

At Berthon we have sold, refitted and berthed many Humphreys' design, recognisable for their sweet lines and use of thoughtful and well conceived Technology. Rob was kind enough to answer some questions for us about the Humphreys' DNA, Berthon are working on the Tempus project with the Humphreys team. www.humphreysdesign.com



Review of the market

BY SUE GRANT

We look forward to putting together the Berthon Lifestyle magazine each year - it has become part of the Berthon DNA, and this year we welcome you to Volume IX.

As ever, we have had a ball putting the publication together and we continue to be delighted with the great articles that our fab supporters offer to write for us and we hope that you will enjoy reading them. To them, very, very many thanks.

It was always the plan to try to deliver something unique, that would be fun to read and that would cover the other sports and activities which you enjoy, together with subjects that we felt were apposite and current. This year we have everything from white water rafting and salmon fishing in Russia to the London property market. We are hoping that Volume IX will merit a place on your coffee table.



Market conditions continue to be rather unsettled and we see no short term likelihood of a significant improvement soon. We have taken the view that current trading conditions are the new normal and that harking back to the good times pre-2008 has no value. Having said that, it is not all gloomy – our clients are still embarking on great sailing expeditions on azure, white and chilly waters, as well as enjoying competitive sailing of all descriptions and clockwork motor yachting remains very much on the agenda for many; be it haring around at high speed or seriously long distance cruising.

Because yachting is still a universally enjoyed sport, yachtsmen are still buying, selling, building, refitting and planning. This has kept us busy making it happen for them. Confused market conditions, exacerbated by the extraordinary strength of the Euro for much of the year, together with changing VAT, importation, charter and other regulatory hurdles that seem incomprehensible and illogical, have given us plenty to do, as we have navigated choppy market waters with our clients this year.

The Mediterranean market has had a difficult 2013 despite the huge potential in the area with so much of the worldwide fleet still favouring its shores. We continue to be committed to our office in the South of France and the French Berthon crew continue to make progress with both new Windy sales and brokerage. As a centre from which to cover the Mediterranean, this office is key to our success.

The USA normally leads economic recoveries and this has been the case for the yachting business too. Our office in Newport, Rhode Island having had a stellar year in 2012, has grown steadily this year allowing us to expand the operation. We have sent a selection of European listings to the East Coast where they are securing interest – yacht arbitrage is yet another service we offer!

The UK office continues to perform well, although of course as with everything, we are anxious to continue to expand and improve our service. It remains the case that pricing accurately is everything and whilst sales prices achieved are stable (except as a result of currency which is unavoidable) asking prices have fallen to realistic levels. Setting an accurate asking price is more key than ever, and putting a yacht on the market at a price within your comfort zone simply slows the sales process down, and may well lead to a lower price, when a buyer is found, as well as the irritation of running costs, normal depreciation and dealing with normal maintenance.

Windy Boats remain indispensable partners and their advanced plans for the delivery of the first of their new yachts from their purpose built facility in Poland has given welcome relief to an outstanding brand whose pricing has been hijacked by a massively high Norwegian krone. Of course the brand remains reassuringly expensive (and rightly so given the build quality and the incredible ride that these yachts deliver on the water) but this extensive reorganisation has the brand back in the game.

Dashew Offshore launched the FPB 78 this year – an iconic 4 wheel drive motoryacht which is set to become the benchmark. Steve and Linda Dashew will take delivery of hull #1 in 2015. Hull #2 is signed and will be built for a European owner and client of Berthon.

Our friend Charles Watson has now been with us at our Lymington HQ for a year, and we are hugely enjoying our contact with him and the new yacht companies that he represents as well as handling Contest Brokerage in the UK for him.

Discovery Yachts remain an important partner, their iconic 55 will be at the Southampton Boat Show demonstrating that 13 years after hull #1 hatched, this design is unbeatable.

Our blue water yachting roots remain firmly embedded and we continue to list, market and sell, a pleasing number of yachts that planet circuit with huge success. Our grasp of the market for the motor yacht equivalent has also grown in 2013.

Southampton Boat Show will see Berthon showing a number of Windys as well as offering support to the Contest brand. Running concurrently is the annual Berthon Collection – our 19th iteration – and the rather understated catalogue that accompanies this publication describes the epic Berthon fleet which will be available for you to see, touch and write a cheque for this September.

We offer no new faces in the Berthon Sales team, we have the same professionals at Berthon who have been helping you with your yacht purchasing voyage since this publication was born. We continue to work with epic rocket ships with zero comfort that are totally unsuitable for dinner parties, and planet circuiting sailing yachts with all manner of bell and flute. Be sure that whatever sort of yacht you see, we will be offering the best of the sisterhood and that our clockwork yachts really do rock. Please enjoy Volume IX, which comes with our good wishes for fair winds and good sailing. ■



Above

Top : Weaving a course through the ice filled fjords of Greenland provides great photo opportunities.

Middle : The next generation of hunters. These boys are proud of their homes pictured in the background. But living in such a remote world means they will have to leave the town for at least a year to further their studies in Denmark or West Greenland. Most will return.

Below : Anchoring with twin stern lines allows the crew to relax for a short while. One of the biggest concerns is ice which can beach itself on top of the anchor!

Right : Polar Bear is dwarfed by the impossibly steep granite walls of Ofjord, part of Scoresby Sund in East Greenland. The water here is over 1000 metres deep.





A CHALLENGE IN THE ARCTIC

BY MARK RICHARDSON

For a few months at the height of each summer, the dense sea ice that grips the east coast of Greenland will retreat, opening the gates to a perfect Arctic paradise. Amongst the handful of sailors who visit, nobody can deny the power that this land of ice and mountains can wield upon the imagination.

Our Arctic adventures began in 2006, 1500 miles south east at Berthon. The demise of the Challenge Business had presented 11 exceptional yachts to the market, possibly the strongest and most seaworthy vessels of their size ever built. The fleet was to be disbanded and each of the Challenge 72s would be heading in very different directions. Some would become UK sail training yachts, others went to private owners around the world, but all carried with them a pedigree which had been earned on the 'toughest ocean race in the world'.

There was one yacht in particular which stood out as an individual amongst the fleet. **Challenge Business 40** had completed an extra west-about circumnavigation with Dee Caffari, as she became the first woman to sail solo around the world, the wrong way! This yacht was very special, and despite the miles on the clock, she was in fantastic condition.

It did not take long for my father and I to decide that this yacht was perfect for our requirements. We had been searching for a vessel to start a high latitude charter business and thus far had not been successful. We needed a yacht with exceptional strength and stability, whilst offering comfortable accommodation for our clients. Her list of achievements was enough to prove that she was capable of the job but a bigger question at the time was - are we worthy of her? From the minute the contract was signed, the pressure was on!

Given her strength and independence she was renamed POLAR BEAR, a fitting title for a Challenge 72 destined for the Arctic.

Starting a business under any circumstances can be a very challenging time, and our first season of commercially operating POLAR BEAR was no exception. Aside from getting to grips with the scale of this yacht and the systems onboard, we had to somehow find a paying crew for a rapidly approaching Arctic summer season. It seems before you have the yacht nobody believes you can actually pull it off, so they need fabulous pictures and stories from past trips before being convinced! So, a motley crew from the dockside of North Shields on the River Tyne was virtually press-ganged, briefed to expect the unexpected and then sailed 1000 miles north to the Norwegian Lofoten Islands. ►

POLAR BEAR was in her element surrounded by soaring peaks, endless fjords and a never setting sun. Each night we found another peaceful anchorage even more beautiful than the last and always under the watchful eye of the white tailed eagles. We continued to sail north through the Vestfjord before reaching Tromsø and for a few wonderful months we relished in one of the finest cruising grounds in the northern hemisphere.

In those early days of our small charter business, the potential for this yacht in the Arctic was overwhelming. We returned to the UK, armed with great photographs of smiling crew, whales, eagles, glaciers and jagged peaks and it did not take long for the word to spread that POLAR BEAR was available for charter in Arctic Norway.

Encouraged by the number and variety of charter enquiries we received, the financial department allowed us to sail for a second season, this time pushing much further north to the remote Norwegian archipelago of Svalbard. We sailed to 80 degrees north before the ice stopped us, just 600 miles from the North Pole! Cruising along the west coast of Spitsbergen cemented a developing obsession for the Arctic environment and all the scenery, wildlife and culture that go with it. We were hooked.



Our big break came from a Norwegian adventure operator who was looking for a vessel capable of taking a group of mountaineers to the remote island of Jan Mayen. The island is part of Norway, despite being 540 miles north west of the mainland (71 N). Famed for its active volcano 'Beerenberg' which stands at 2277m, it is also notorious for its ferocious weather conditions and inaccessibility.

12 Norwegian scientists and support staff run the base at Jan Mayen and they work 6 month rotations operating a weather station and the enormous Loran C masts which cover the North Atlantic. Living on this island so far from civilization at the mercy of the weather and the winter deserves some serious respect.

The 4 day voyage proved a bit much for the climbers, many of whom had never set foot on a yacht before. To make matters worse, there is simply no way of getting ashore if the ocean swell prevents a dinghy landing. You can only hope for good conditions upon your arrival but it is not uncommon for vessels to stand-off for several days before attempting to don immersion suits and try to get ashore. The water temperature in this part of the world rarely gets above 3 degrees in summer!

For this first trip, and several to follow, we got lucky! All bar one of our groups reached the summit of *Beerenberg* in glorious weather with a view of open ocean in every direction.

POLAR BEAR was getting a reputation as an expedition vessel with a taste for the unusual, and that was the direction we continued to follow. ►



Left : Testing the metal! When following tight leads in ice, a 6mm steel hull feels like an egg-shell.

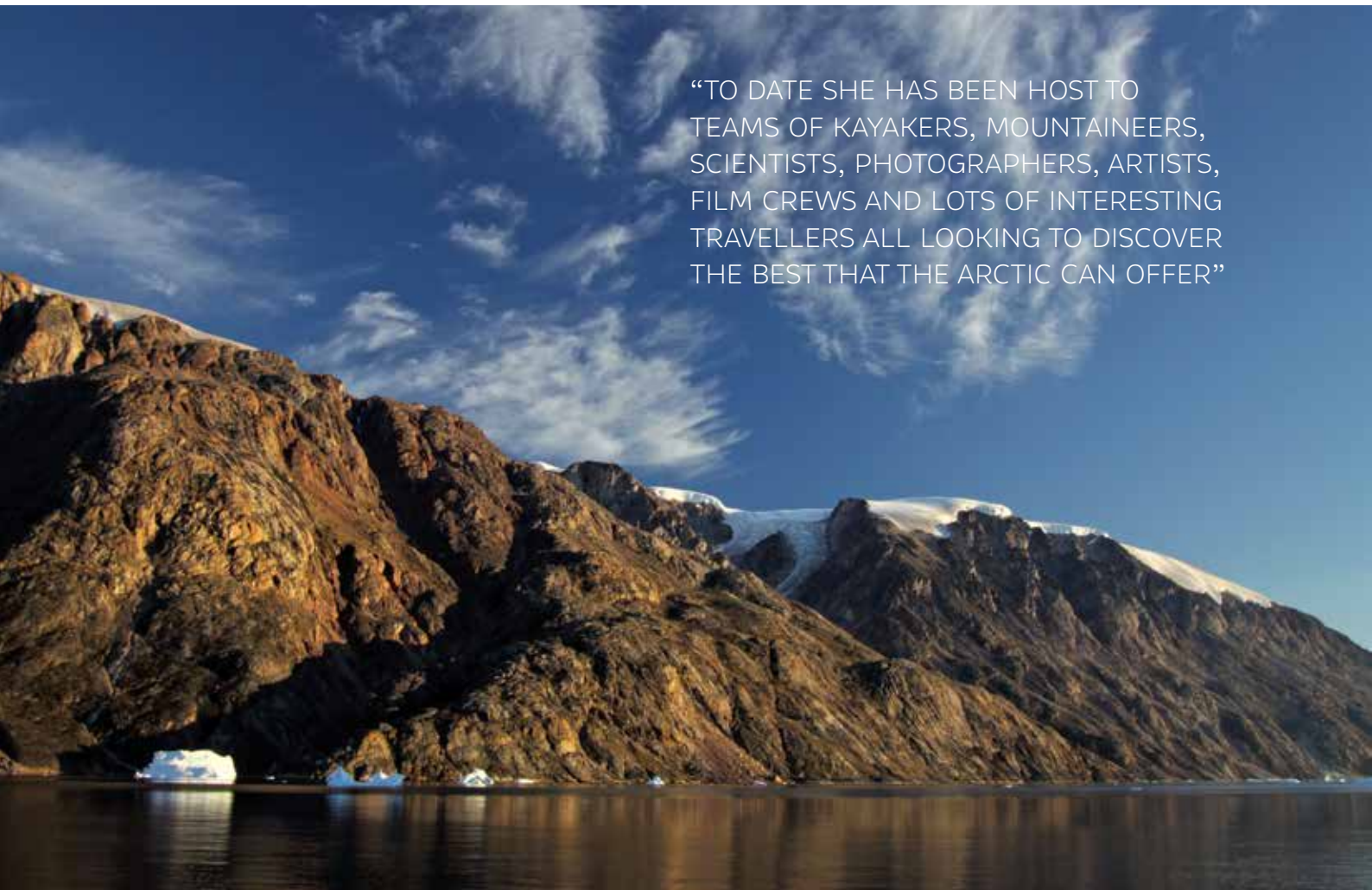
Above : Official iceberg naming ceremony!

“WE CONTINUED TO SAIL NORTH THROUGH THE
VESTFJORD BEFORE REACHING TROMSO AND
FOR A FEW WONDERFUL MONTHS WE RELISHED
IN ONE OF THE FINEST CRUISING GROUNDS IN
THE NORTHERN HEMISPHERE”



Above : Low sunshine amongst the ice produces incredible colours
Below : Great sailing at 75N Isafjordur, Spitsbergen

“TO DATE SHE HAS BEEN HOST TO TEAMS OF KAYAKERS, MOUNTAINEERS, SCIENTISTS, PHOTOGRAPHERS, ARTISTS, FILM CREWS AND LOTS OF INTERESTING TRAVELLERS ALL LOOKING TO DISCOVER THE BEST THAT THE ARCTIC CAN OFFER”



In July 2010 POLAR BEAR took us to the pinnacle of our Arctic aspirations – East Greenland. At 70 degrees North, Scoresby Sund is the largest fjord system in the world striking 300 miles inland, thereafter, 1 million cubic miles of ice-cap extend across Greenland's interior. Everything about this environment is on a grand scale and one feels microscopic in a 72 foot bubble of steel as we tip-toe around icebergs larger than cathedrals.

The coastline of East Greenland is truly magnificent in every respect. The scenery, wildlife, climate and the feeling of being a long way from the rest of the world quickly take their toll upon you.

It is difficult to imagine that anyone could live in this environment, yet, for 350 people who live in the town of Ittoqqortoormit, this is home. Suffice to say that food and supplies are hard to come by this far north, so these people hunt narwhal, polar bear and musk ox to sustain their existence. Their way of life is an echo from a different era when mankind had an intuitive understanding of the land and what was theirs to take. We could learn a lot from them.

POLAR BEAR once again proved herself in this challenging environment, squeezing through ice leads and standing up to violent katabatic winds. Much of her work in Greenland was acting as 'mother ship' to groups of sea kayakers and mountaineers who would embark upon long day-trips from the yacht to make the most of this world class destination. Having POLAR BEAR in the background as the safety vessel gave our groups the confidence to travel lighter and get further, knowing that we were just a radio call away. After each day of activity they could return to the yacht for a hot shower and a bed whilst the crew sailed the yacht to the next set of islands or mountains.

This expedition style of sailing is far from the design criteria upon which POLAR BEAR was built; yet she has adapted perfectly to the job. To date she has been host to teams of kayakers, mountaineers, scientists, photographers, artists, film crews and lots of interesting travellers all looking to discover the best that the Arctic can offer. Few would be disappointed by the experiences they have onboard.

Putting these trips together and operating yacht POLAR BEAR over the past 6 years has certainly been a challenge, but for us, the best job in the world. In a small way, we have added a little extra to the life story of yacht POLAR BEAR and hope to have more great adventures with her in the future. ■



Above : Kayaking around the ice caps

Below : Violent katabatic winds are a constant threat in the high latitudes. Often a beautiful calm morning turns into a fight for survival within minutes

Top right : Wrapping up warm, Susan Sami and Liv Shield

Top middle : Kayaking among giants! The best way to appreciate the scale of an iceberg is from the seat of your cockpit.

Bottom middle : Owner of Polar Bear, Phil Richardson

Bottom right : Skipper and Mate, Andy Dare and Dan Monk

Facing page top : Milneland, East Greenland

Facing page bottom : The future guardians of the Arctic



The London Property Market

BY PETER YOUNG, MANAGING DIRECTOR OF JOHN D WOOD & CO.

In Britain people's homes are their castles and for most, are the biggest investment they make.

As a nation we are very interested in the performance of the property market, in particular London's whose fortunes impact the rest of the country, especially that of the South of England. Why? Wealth trickles out of London into country property either through people selling up in the capital and moving to the suburbs, relocating to the countryside or buying a second holiday home. ►



Gloucester Road, South Kensington, London, SW7
Guide price £3,295,000

This lovely period house, arranged over four floors, was immaculately refurbished a few years ago to an exceptional standard, blending the traditional features with a contemporary style to create an inviting and comfortable family home.

There is also a fabulous west facing garden designed to maximise the light and the space. Opposite the house is the handsome square, Kensington Gate, with its beautifully maintained gardens and to the rear the house has lovely westerly views over private gardens.







“AS EVER THE RARE TO THE MARKET WATERSIDE PROPERTIES, SUCH AS THOSE NOW FOR SALE AT REDROW HOMES’ LYMINGTON SHORES, ARE ATTRACTING INTEREST”

In London the property market is constantly changing as new districts gain popularity, price growth changes the demographic of purchasers and regeneration puts the spotlight on unknown areas of the city. Properties in prime central London (Belgravia, Chelsea, Knightsbridge, Kensington, Holland Park) have proven resilient through the recent financial crisis and have shown extraordinary price increases since July 2009. The European financial crisis and political unrest in the Middle East has driven international capital into bricks and mortar in stable democracies with London being a significant beneficiary as it is widely considered a safe haven.

Whilst “wealth sheltering” is one of the motivations behind international purchasers buying property in London there are many others. It truly is one of the world’s most cosmopolitan cities and one in which the global elite desire a home. It is a world leading financial centre in the middle of two important time zones, is home to several excellent universities, business schools and renowned private schools, has a vibrant arts scene as well as some of the best shops, restaurants and bars in Europe. Added to this is the fact that the international community is welcomed here and London is an easy city to reach with Heathrow Airport being a global travel hub.

It is undeniable that international purchasers have been vital to the health of the central London property market, so too have been British purchasers. Around 50% of our purchasers in prime central London have been British either purchasing a home to live in permanently, a pied-a-terre or an investment property. Low interest rates, coupled with ever increasing demand for rental property has motivated British investors to invest funds languishing in the bank gaining minute returns into property across the spectrum from family houses through to studio apartments. Outside of London in the major commuter belt of north Surrey, John D Wood & Co.’s offices have noticed a trend in local residents buying one or two bedroom flats close to the railway stations to let, generating yields of around 4.5%. ►

The Brook House, Pembroke Road, Kensington, W8
Guide price £6.75 million

This is an impressive and wide semi-detached family house featuring beautiful, well proportioned rooms on four floors only. It has a lovely 84ft south-facing garden and gated off-street parking at the front for 2/3 cars. The property has been completely restored and refurbished, in a style sympathetic with its original period charm and character, using natural materials and modern appliances throughout. It has the added benefit of under floor heating, air conditioning in the bedrooms, and a Sonos sound system in the main rooms of the house.



Rosenau Crescent, Battersea, London, SW11
Guide price £2 million

Situated in this pretty tree lined crescent of Victorian terraced properties, this four bedroom period double fronted house of over two thousand one hundred and fifty square feet retains many of its period features. The property is extremely well proportioned and presented throughout from its elegant kitchen/dining room on the ground floor to the master bedroom and en suite bathroom. Of further note is the cellar which provides useful storage and a garden which is over thirty feet in length.

John D Wood & Co.'s Lymington office continues to receive encouraging levels of enquiries for large country houses, family houses and properties suitable for second homes. As ever the rare-to-the-market waterside properties, such as those now for sale at Redrow Homes' Lymington Shores, are attracting interest.

How has price growth in prime central London affected the rest of London? The record prices achieved have had a ripple effect on what is now known as outer prime London (Fulham, Battersea, Wandsworth, Richmond and Chiswick) as people sell their homes and buy a little further out. Two bedroom apartments in Kensington and Notting Hill are being exchanged for a four bedroom family house in Chiswick, a house in Chelsea is swapped for a substantial house in Battersea just across the river or a house in Kensington is sold and a similarly sized one is bought in Fulham, releasing equity which in turn is used to buy a flat for children. Once again a lack of available properties is forcing purchasers to compete with one another and bidding wars are commonplace with sellers



Albert Palace Mansions, Battersea, London, SW11
Guide price £775,000

A beautifully presented two double bedroom first floor flat in a popular mansion block situated moments away from Battersea Park. The property has been tastefully refurbished throughout to create a contemporary and stylish apartment whilst retaining much of the character of a period property. Lurline Gardens is situated behind Prince of Wales Drive close to the wonderful open spaces and varied leisure facilities of Battersea Park.



able to choose their buyer on the basis of their purchasing position, with those not in a chain and paying cash being preferred.

The UK property market is now a two tiered market with London and the South of England and the remainder of the country operating at different paces. Even within this the market in the South of England is moving at a slower pace to London's. It is encouraging to see signs of life return to the market as buyers are able to access funding through the Government's Funding for Lending Scheme and first time buyers can apply for the 'Help-to-Buy' scheme. The increased liquidity in the financial sector is enabling banks to lend more freely which is creating greater competition within the mortgage market. It is now possible to access some of the lowest fixed rate residential mortgages in history.

Whilst it is impossible to predict the future, it is likely the London property market will remain strong with gradual price rises over the next few years. It will be interesting to see the effect that two major regeneration areas, Nine Elms (between Chelsea and Westminster Bridge) and King's Cross, will have on the city. ■



OWNING A CLASSIC

BY TOM CUNLIFFE

‘You’re quite safe. There’s nothing coming down!’

That’s my wife Ros. She’s turning to peer through the ‘letter-box’ back window, giving me the green light to use the whole road for the next 180 degree hairpin bend as the 1949 Bentley clambers up the Alps.

We’re still 50 metres short of the corner and the engine is running out of grunt in second gear. I flip the lever between me and the door into neutral, let the clutch up, blip the throttle, whack the pedal down again quickly and stuff the stick into first. The straight-cut cog meshes in and Reggie (that’s his name) whines on upwards, securely in bottom. Like this, I reckon he’d climb Everest, let alone an Alpine pass. A glance at the temperature gauge confirms that he’s nowhere near overheating. My heart surges with respect, relief and pure delight as I watch the reflection of the snow peaks in his long black bonnet follow the headlamps around that impossible bend.

Above : Reg takes a rest in an Alpine valley

Below : It’s all downhill now!
Ros takes the air: Reggie’s still cool





This is real driving, and Reggie is a proper car. The experience has only the most tenuous links with my everyday motoring in a turbo-charged Saab. The Swede is comfy, quiet, fast, safe and quite sexy to look at, but nobody takes the slightest notice of it. The Bentley couldn't be more different. When he arrives anywhere at all, the world comes out to marvel at this masterpiece of steel, wood, leather and aluminium. We are on our way back to England from Italy right now. We've done 1500 miles and we've another thousand to go. Our reception across the mountains was nothing short of spectacular. Small boys ran down the street shouting, old men stood silent with a tear in the eye, mothers brought their babies to touch his gleaming flanks and pretty girls peeped into his windows, their mouths forming the mantra of the trip, 'La bella macchina!'

I'm a sailor by calling and my personal yachts have been either venerable classics or faithful replicas. Such craft demand high skill levels, not a little physical fitness and they aren't cheap, yet I've chosen them for some heavy-weight voyages. Like the Bentley, whose demanding service schedule is only ignored by an idiot, keeping a classic yacht smart and seaworthy is a lifelong labour. So why, when the downsides are obvious and all the efforts of mankind are concentrated on making life easier, do I and dreamers like me bother?

One thing's certain. Nobody keeps a yacht or a classic car because it makes sense. It doesn't. It either burns up your money or condemns you to a life of toil. Usually, it does both. We owners stand willingly in the court-room of life, pleading guilty to the twin charges of irrational behaviour and profligacy. There is only one possible defence – passion. ►

“I'M A SAILOR BY CALLING
AND MY PERSONAL
YACHTS HAVE BEEN EITHER
VENERABLE CLASSICS OR
FAITHFUL REPLICAS”

Above : Journey's end. Down the Alps into Italy

Below : Hirta at 75 years old soon
after crossing from Greenland





Top : Tom and his Bentley on the causeway to Holy Island, Northumberland
Bottom : Art on Art. The Bentley enjoying some Italian mosaic

“MY PERSONAL DRIVING
FORCE IS FUELLED BY A
SENSE OF ROMANCE THAT
COMES WITH BEING A PART
OF LIVING HISTORY”

My personal driving force is fuelled by a sense of romance that comes with being a part of living history. I don't want to dip my toe into the river of time. I want it to swim in it. After all, only the past is established as a fact. The present passes in the blink of an eye, making it little more than a temporary illusion, while the future will always be unknowable.

I love the feeling of being one with people from the reality of a different age – self-sufficient folk facing harsher challenges than ours. The romance is not self-indulgence. It is legitimised by hard work, frequent disappointment and sometimes direct physical danger.

Back in the 1980s I owned an Edwardian pilot cutter. I sailed her to Greenland and Newfoundland, to the Caribbean, Russia, Spain and Norway. When I finally sold her, she was over 80 years old, but she never let me down. In exchange for endless input of funds and hard graft, she gave me gifts that no new boat could equal. Wherever she put her lines ashore in those gypsy years, people would appear, drawn to her like moths to a candle. The young were fascinated by her as a sort of fairground curiosity, those in their prime would look at her with esteem, sizing up her details and working out how she functioned, while the old would lose themselves in a reverie of nostalgia. Through this universal attraction, the boat opened doors for my family. She made friends wherever she sailed while we were swept along in her broad wake, beneficiaries of her charisma.

The car does the same thing with eerie precision. Just like the boat, there are always a few who smile patronisingly and say, 'Looks like a lot of work,' as though this were something to be shunned by anyone as smart as them. Generally, I try to be jolly but occasionally, when I've just spent a long summer's day wrestling with some impossible nut on the car, or weeks caulking the boat's bottom, I tell them the truth: 'A boat / car is like life. The more you put in, the more you get out.'

I thought hard about this last winter as my pal and I had the floor out of the Bentley to replace the clutch. Working in the most inaccessible of places, we finished up by painting the brake linkages, the master cylinders and the mighty chassis that is his true skeleton. Nobody but us will ever see what we did, but that didn't matter. We finished the

job properly out of respect for the engineers at Crewe in the dark days following the chaos of 1945. There were no winners and an awful lot of losers back then, yet those men built to the highest standards ever known and we were not about to sell their memory short. What we did in secret made us grow a little taller.

Driving across the Alps was what that beautiful car was born for. The satisfaction as we parked him, shining, harmonious, smelling of hot oil and old leather, outside a hill-top restaurant in the Italian Piemonte, with the owner fussing over him then ushering us to his best table, couldn't be bought with silver or gold. Owning a classic brings pride, delight and fulfilment but, above all, it carries the clear message that the only currency which can buy true riches is sweat, aching muscles, and the devil inside you that refuses to give up. ■



Top right : Hirta on sea trials in Fowey, Cornwall, 1911

Bottom right : Christmas on board. Keeping warm in the classical manner

“HIDING IN THIS SEAWEED HAVEN IS
THEIR ATTEMPT TO AVOID DETECTION
FROM HUNGRY PREDATORS SUCH AS
THE OCCASIONAL HUMAN BEING”





Facing page : Garry and his dog Finn - Falling tide

Above : Black-headed Gull in breeding plumage

Below : Hunter Gatherer - Garry Eveleigh

WILD COOK FORAGING: The Tidal Hunter Gatherer

BY GARRY EVELEIGH

PHOTOGRAPHY BY MATT DUNKINSON

You really need to be at one with Mother Nature to become a truly accomplished hunter gatherer; there is so much more to it than just being able to identify and gather a feed from the wild.

A lifelong interest of anything and everything on the wild side of life has afforded me decades of fascinating exploration.

The simple cry of the Herring Gull always beckons me back to the seashore.

As the tide slowly ebbs away and gradually exposes more and more of the varied sea bed, I lick my lips and almost salivate with thoughts of the delights that will fill my awaiting empty buckets. Walking out on the seabed at the same speed as the tidal waters fall away is my favoured gathering technique. Almost instantly, within the first couple of steps, you may come across patches of stones and small rocks where many varieties of the common Wrack Weeds have established a firm grip. All of the Wracks have many pockets of air trapped within the fronds that enable the rafts of seaweed to float when the tide is high. Without dislodging the seaweed from its anchored position, use one hand to carefully push the wet and shiny brownish-green coloured seaweed to ►





one side and, if you are lucky, you may expose small clusters of grey to purplish-black coloured marble sized Winkles. These small herds of sea snails feed on algae on the incoming tide and then congregate in this manner as the tidal waters ebb away. Hiding in this seaweed haven is their attempt to avoid detection from hungry predators such as the occasional human being but mainly from the many different varieties of foraging sea birds that gather to feast with every falling tide.

A bird watchers paradise, the Solent area's sheltered waters have always been a haven for a great many hungry sea birds. Some of those most frequently seen are Herring Gulls, Black-headed Gulls and the enormous scavenging predators, the Great Black-backed Gulls. There are numerous waders large and small - Curlews with their long curved beaks for probing the soft mud, Red Shanks, which are easily identified by their bright red legs and a constant dipping of their heads, Oyster Catchers – strikingly black and white with a stout colourful beak and usually extremely vocal, Black-tailed Godwits with summer breeding plumage that turns almost as red as a fox, Plovers galore - Green, Golden, Grey and the small, very handsome Ringed varieties, plus the Turnstone, another little wader that gets its name from the way that it feeds. These busy little birds with their black, white and chestnut brown coloured markings chatter away to each other constantly with a *tuk tuk- tuk a tuk- tiuk tiuk* as they scurry about in small flocks feeding at the tide line, using their beaks to methodically turn over seaweed and small stones in a relentless search for small crustaceans and molluscs. Occasionally, enormous predatory Crows and Ravens will even visit the shoreline to forage for small shellfish when the seabed is unveiled with every ebbing tide.

The little black snails of the sea, the Winkles, were once gathered and consumed quite literally by the tonne and were normally sold by the pint. Freshly cooked in simmering water for two or three minutes, they would then be pricked from their hot shells with the aid of a pin and usually dipped in vinegar, seasoned and accompanied with brown bread and butter. One of my preferred ways to prepare Winkles is as a starter, ideal for a dinner party. Remove the freshly cooked meat from the warm shells and toss them in hot garlic butter, then serve with deep fried Laver Weed crackling, thinly sliced brown bread and butter and fresh lemon slices to squeeze. I can assure you – an unusual and delicious appetiser.

Where the subsiding waters reveal a reasonably firm, muddy and sandy sea bed, you can normally expect to find bivalves such as Cockles and, if you are really fortunate, Clams. Both of these varieties of tasty shellfish are filter feeders and live just beneath the surface of the mud or sand. When covered by the sea they extrude an exhalant and an inhalant siphon to extract minute food particles. ►



Above : Picking laver weed

Top left : Raked cockles & clams ready for the bucket

Bottom right : Winkles in the hand ready for the bucket

Bottom left : Winkles - Move the wrack weed and bingo!





Left : Enteromorpha or Gutweed - delicious
Above : Seaweeds in trugg
Below : Cockles & clams into the bucket

With the aid of a small garden rake, and preferably starting where there is still some shallow standing water, simply begin by raking quite lightly in just ten to twelve inch scrapes and in lines two to three feet in length. When you eventually feel the rake making contact with shells or stones, use the rake to scoop the puddle of standing water over your freshly scraped pile of seabed debris; this splashing effect will help to wash away the sandy mud and hopefully reveal your potential quarry. With a little practice and perfecting of your own technique, you will quite quickly discover that gathering a feed of tasty shellfish is very rewarding. Oh and by the way, if you only have a large garden rake, you won't catch more shellfish; your back will simply begin aching that much sooner!!!

The cooking method for Cockles and Clams is simple. Steam your molluscs in boiling fresh sea water or lightly salted tap water. Once the shells pop open, which only takes a couple of minutes or so, you can then remove the sweet, meaty flesh from the opened shells. Then add the Cockles or Clams, or both, to a freshly made tomato, red pepper, onion and garlic sauce. Toss the sauce in freshly cooked spaghetti, plate up, use deep fried seaweeds as a garnish and get stuck in.....

Another delicious must for Clams and Cockles is to cook them in the same way as you



Above : Cockles & clams marinières with wild garlic & crispy laver weed

would cook Mussels in a very simple favourite dish, Moules Marinière. Sweat down a couple of shallots and garlic; add some fresh herbs and a cup of white wine. Bring the wine to boiling point and steam open your tasty shellfish in the vaporising liquid. Stir the shellfish to ensure they cook evenly and serve when they have all opened. With or without adding cream, you will need plenty of crusty French sticks to mop up the delicious juices. Divine!

The great thing about seaweeds is that they are all edible, unlike wild mushrooms or wild plants. The down side is that a great many of them are as chewy as trying to eat a boiled welly boot, however, some of these varieties still have unique flavours. Chopped and used in small quantities when making fish stock they can add a real flavour of the sea. Of all of the seaweeds you may encounter during low tide escapades, I have my personal favourite three that I regularly use. These are easily identified and found in abundance. Laver Weed is best gathered from rocks where the sheets of purplish-brown, almost cling film textured, seaweed takes root. Lettuce Weed can be found growing in large green sheets. Enteromorpha has grassy looking fronds filled with air bubbles that give this seaweed its common name, Gutweed; these latter two varieties are plentiful and most usually found growing on muddy, shingle seabeds. They are very green and very prolific through the summer months when the sea water is at its warmest. These three varieties are equally as good to eat and absolutely delicious. Wash thoroughly and dry in a salad spinner, then gently pat dry with kitchen towel. Be certain to dry them thoroughly as they spit like mad when cooking. Deep fried, all three seaweeds become seaweed crackling with a crisp, clinging saltiness that melts in your mouth and teases your taste buds for more of that wonderful salty sea experience.

Now, before you get overexcited and grab your wellies and rakes and head off to the shoreline, there are a couple of quite important reminders



that foreshore hunter gatherers should be very aware. First of all, you must arm yourself with an up to date and reliable set of local tide tables for your chosen area of coastal foraging; a rising tide can move at an alarming rate especially during the spring tides. These larger tides occur every fortnight; the neap tides that occur between the springs rise and fall more slowly. Also, during the neaps, the tidal flow will not rise or fall to the heights or depths of spring tides, thus exposing much less of the mudflats.

More importantly, check with the local Harbour Authorities that you are legally allowed to gather a feed of shellfish in that particular area and, most importantly, that the area from which you are gathering shellfish has been categorised as clean water where shellfish are safe to be eaten straight from the sea. I have never met a single person that has enjoyed serious sea food poisoningyou have been warned!!!

Have fun ■



CYCLE BIOMECHANICS

BY SIMON COSTAIN

Cycling is an excellent leisure time activity or taken to a more energetic level, top level sport.

The 'cycle ride' can vary from the one extreme of a leisurely ride in the country with family, to top level cycle racing the like of which we are all now very familiar, having watched the successful GB team in the Olympics 2012, as well as the great results for Britain in the Tour de France in both the 2012 and 2013 events.

From a biomechanical standpoint, cycling involves a lot of repetitive movement whilst we asymmetrical humans, seat ourselves on what are at the very top level, symmetrically designed bicycles.

Cycling has the added exercise benefits of reducing the impact that runners have to sustain on the body by being non-weight bearing, but is cardiovascularly demanding at high level.

There are a number of different factors that one would have to take into account in order to become a semi serious or serious cyclist.

BICYCLE

Broadly speaking there are 3 styles of bicycles, the off road, the hybrid and the road bicycle, although there are many sub categories. The very serious cyclist will no doubt progress from the simpler road bicycle "package" offered by a specialist cycle shop to the more bespoke style of bicycle with the accent on bicycle frame weight and more refined gearing being an important factor for the enthusiastic cyclist.

My advice to someone wanting to take part in cycling at a reasonable level, would be to go to a cycle shop that specialises in tailoring your own body shape to a specific series of dimensions on a bicycle after discussing your cycling goals. It is very important to have your body dimensions analysed and bespoke tailored to the frame size, seat height, style of handle bars etcetera to ensure that biomechanically, the effort that you are delivering through the pedals is transmitted into forward motion on the bicycle in the most efficient manner possible.



Much effort is lost through cycling a bicycle if it is the wrong size of dimensions for your own frame, or you inadvertently select the wrong bicycle for purpose or incorrect tyres, or if the tyre pressures are not as they should be.

PERSONAL PREPARATION AND TRAINING GOALS

It would be very worthwhile speaking to both an exercise physiologist and nutritionist about how you should prepare yourself regarding nutrition and hydration; what styles of cross training would suit you and to take their advice about strengthening your 'core' using pilates exercise. Also, whether you would benefit from some sports massage.

CLOTHING

Some effort must be made to buy the correct cycle clothing and footwear whether or not you use cleats and ensuring that all of the other clothing is fit for purpose.

Clothing must be designed to maintain good working body temperature without allowing you to over cool or over heat all of which will affect performance considerably.

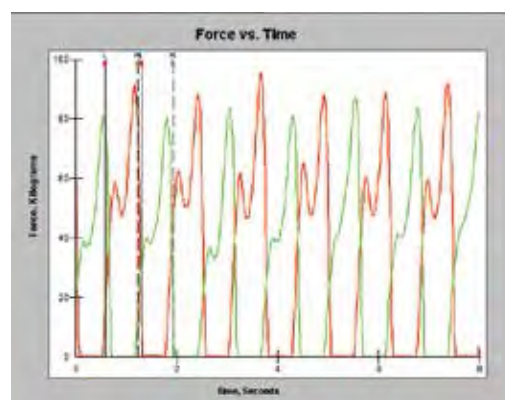
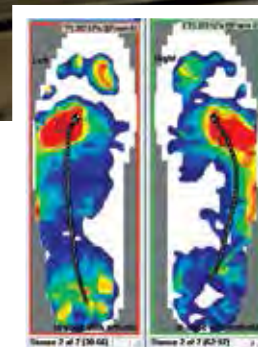
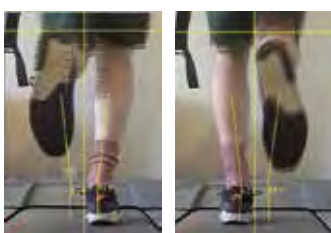
GAIT AND POSTURAL ANALYSIS

Many cyclists and other athletes will visit Podiatrists to have their Gait and Posture, not only on the bicycle but in their every day walking shoes and running footwear, fully computer analysed and the appropriate orthotics, shoe or cleat adjustments made in order to optimise the biomechanical performance of their feet and legs; for this is the main power house of the cyclist and any biomechanical discrepancies will have a knock on and often detrimental effect, on other parts of the body.

To achieve this correctly, the adequately equipped Podiatrist will most likely use high speed gait analysis filming systems, in shoe computerised transducers to analyse the load travelling through the feet, shoes and

pedals to ensure as much symmetry as possible is achieved with adjustments to footwear and pedals accordingly. (Some illustrations of this appear opposite)

A turbo-trainer is often also used as part of this analysis with cameras trained on the cyclist on the bicycle at the evaluation, front back and side views.



Above : Computerised video and 'in shoe' pressure transduction analysis

CROSS-TRAINING

In the specialist practice in which I work in central London, I advocate the importance of cross training for the keen cyclist which may include gym exercises, perhaps light running, fast walking, to intersperse with cycle training.

There are huge health benefits in cross training whilst not forgetting of course the importance of maintaining good flexibility and core strength using Yoga or Pilates techniques bespoke designed by a teacher for you.

Keeping a good cycle training diary is helpful to any practitioner in analysing injury and very useful to you as the cyclist to log your improvements in fitness levels and analysing the effect that different equipment has on your fitness levels. ■



Above : Adrift – Rafting
Below : Wildwater Lodge in Kalagala Falls, Uganda





Adrift on the Nile

BY CAM MCLEAY

Monitor lizards bask on slabs of pink granite in the tropical sunshine, and giant kingfishers vocalize their satisfaction after plunging into the swirling waters for sashimi Nile style.

The cry of fish eagles resound over the thunder of the young river as it plunges into a maelstrom of whitewater, explodes in the air amidst heavily forested islands, and escapes the confines of Lake Victoria. As if in haste, waters loaded with a remarkable abundance of life, depart on the world's longest river journey. This is Kalagala Falls, the stunning setting of Wildwaters Lodge, Joanna Lumley's favourite place on the entire Nile.

The thatched roofed lodge is constructed with an abundance of imagination and flare, only metres from the racing Nile, and the adjacent swimming pool is regularly refilled by the river at high flows. Each of the expansive rooms is nestled into a private location amidst the forest, with unbelievable views of the nearby rapids, private outside baths on each deck and hand basins carved from slabs of pink granite, from which the island is formed. Raised wooden walkways, metres above the forest floor, link the uniquely designed buildings. My brother Brad did a remarkable job in building this property against all odds. I had seriously under-estimated the challenge of extreme construction on a mid-river island. Powerful rapids either side of the island limit access, and although sourcing as much construction material as we could on the island, most of the building material was ferried across the Nile in locally made wooden canoes. ►



‘You don’t even want to go there?’ I was gob-smacked by Jeremy Clarkson’s decision not even to visit Speke’s Nile. How could Top Gear even contemplate a journey to the source of the Nile without first visiting Kalagala Falls and standing at Speke’s source, the place that inspired his legendary statement in 1862 ‘...the Nile is settled..’? The recent Top Gear Africa Special captured the magic of East Africa and the more distant sources of the Nile, but it left alone the wild Nile, a staircase of huge rapids in Uganda that have now become legendary as probably the best one day whitewater rafting trip on the planet.

The Victoria Nile is renowned for its complex and powerful rapids, and the vanguards of heavily forested islands that mark each one of them (they have been barriers to Nile exploration for decades). It flows through Uganda, Churchill’s ‘..pearl of Africa..’ a friendly, equatorial country that gives rise to the White Nile (the longest) and to life in such abundance and variety, the likes of which I have never seen. As a friend recently remarked, ‘You could plant a feather and grow a chicken here.’ It is quite the antithesis of Egypt, where Uganda’s Nile has joined Ethiopia’s Blue Nile to create the waters on which Egypt’s lifeline depends.

I first saw the Nile in Uganda in 1986, and returned 10-years later to lead a first descent of the Victoria Nile, challenging for the first time the rapids that have now become an icon of tourism to Uganda, and the most popular rafting trip in Africa. Our adventure company, Adrift has been joined by the Duke of Cambridge and many other adventurers over the last 17 years in challenging the rapids on an almost-daily basis. William leapt twice from our bungee tower, and then spent a couple of magical days rafting the Nile, camping overnight on one of the mid-stream islands. There is nothing quite like dropping into a raging Nile rapid on an inflatable raft, being launched skyward by the crashing waves and plunging repeatedly into nature’s roller-coaster ride to the ocean. We even swam through ‘The Bad Place’ together, one of the river’s notoriously large and violent rapids – how could I say ‘no’ to the future King of England?

Adrift rafting on the Nile is definitely not for the faint-hearted, and I suspect the Duke would get a deep-furrowed frown from the Duchess if he were to suggest it as a couple’s outing this year. However, there are lots of softer adventure options on the Nile, and amongst the most exciting is our impending re-launch of an original African Queen. ►

“OUR ADVENTURE COMPANY, ADRIFT HAS BEEN JOINED BY THE DUKE OF CAMBRIDGE AND MANY OTHER ADVENTURERS OVER THE LAST 17-YEARS IN CHALLENGING THE RAPIDS ON AN ALMOST-DAILY BASIS”





Facing page : Bungee Jump

Right : Bwindi

Below : Adrift - Rafting, river surfing and jet boating



“MANY CUPS OF TEA LATER, I PURCHASED HER FROM YANK, RETURNED HER TO UGANDA AND RESTORED HER HULL AGAIN”

The famous 1951 film of the same name was filmed in both DR Congo and Uganda. By the time this article goes to print, we expect our African Queen to be steaming up the Nile from Wildwaters Lodge with enthusiastic passengers. In the eighties, Yank Evans, a Kenyan, was tasked with improving roads in Murchison Falls National Park, adjacent to the Nile in Northern Uganda. His bulldozer uncovered the remains of one of the boats used in the film. All of her woodwork had been eaten away by termites, and her steel hull was severely rusted below the waterline. He easily persuaded Uganda National Parks to sell her for \$1, and proceeded over several years to rebuild her hull near Entebbe. He also contacted a friend running a steam engine society in England, and told him he was the proud owner of the African Queen; and that he needed a steam engine to power her. In the film Humphrey Bogart and Katharine Hepburn appeared to be on a steam-journey, but in fact she was powered by a diesel engine. Two years after Yank's request, a century-old Brady steam engine and boiler was air-freighted to Uganda for him. In the late nineties, Yank ran cruises on the African Queen on Lake Victoria near Entebbe. However, when he returned to Kenya, he took the African Queen back to Nairobi with him, and she rested on a trailer in his yard for over a decade.

A few years ago, I was holidaying on the island of Lamu with my family and admiring the wooden dhows that shuttled passengers between the Peponi Hotel and the airport. I asked Lars, the proprietor, his advice on finding an authentic African boat for Uganda? He mentioned the African Queen and dug up an old e-mail from Yank offering her for sale. Many cups of tea later, I purchased her from Yank, returned her to Uganda and restored her hull again. We have completely rebuilt the boiler and refurbished the steam engine, and are about to launch her back into the Nile over 60 years after the making of the iconic film. We expect sunset cruises on the Nile to be characterised by nostalgia, the heart-like thump of the steam piston, the roll of old river-boat in the swift current, and the swilling of gin and tonic. ■

Bottom left : The African Queen & Yank Evans, Nairobi 2010
Below : Onboard the African Queen 2010

Top right : The African Queen, circa 1950
Below right : Katharine Hepburn in The African Queen, circa 1950
Below far right : The African Queen streaming, circa 1950







Atlantic Salmon - THE BRAVEST FISH

BY MIKE DAUNT

Above : Playing 26lb fresh salmon - Russia, fisherman Mike Daunt
Opposite left : Nice Grilse - Fisherman Hugh Daunt, aged 9
Opposite right : Seriously pleased - Mike Daunt, fisherman

To me the fish, be it salmon or sea-trout, roach or rudd, mahseer or mackerel has always offered sanctuary, shelter and peace of mind from a madly spinning world.

I have lived in days of gales and rain on a Scottish spate river and times of lazy warmth in May on the kingcup bordered banks of an English chalk stream. I have watched the gentle bobbing of a float on the quiet waters of a reed girt Norfolk broad with the curlews crying and the wind rustling in the withies. I have stood in the clamouring torrent of a mountain river and cast my fly at the salmon's elusive silver for salmo salar will always be the pinnacle of my passion.

They come in mist laden mornings and bat haunted dusks; grey shadows which are suddenly running the tides of our river estuaries.



They have swum thousands of miles from their feeding grounds off Greenland to reach their natal river. They have braved nets and orcas to answer the call for home to reproduce their kind and it is their acute sense of smell which guides them, not just to the river of their birth but to the very place within that river where they were born. They are the Atlantic salmon, the bravest of fish.

I have been so lucky in my life to have fished for them. I caught my first when I was six years old whilst fishing for trout with a tiny rod in a wild Irish river. It was a small fish of 5lbs but it fought like a gladiator and eventually my uncle, with whom I was fishing, landed it for me. As a small boy I couldn't understand why this austere, stiff, unemotional, Edwardian gentleman had tears streaming down his cheeks. "You'll never forget this moment until the day you die," he said. And I never have. Since that long ago time when the world was young, I have caught literally thousands of salmon but even now, every time that my line goes tight, it is a new excitement. My hands and legs shake, my breathing quickens and, if I am lucky enough to land it, I stare at it with awe thinking of where it has travelled and what it has achieved.

Because of greed, pollution, excessive netting and disease there are far fewer salmon in the British Isles than there used to be. There was a

time, before the Industrial Revolution, when they ran the Thames and other major rivers in such numbers that people were sick of eating them. Nowadays there is a huge, concerted effort, led by salmon anglers, to conserve them and, at last, this is having a good effect. We are past the worst and the salmon is well on the way to recovery. Today the most prolific salmon rivers are in Russia. Every year I take parties to the Kola Peninsula where, in the Southern Kola, it is not unusual to catch 20-30 fish in a day and where, in the great rivers of the Northern Kola, salmon of over 40lbs are caught each year. All these fish are taken on fly and virtually every single one is returned to spawn.

The salmon fishing in Russia is almost entirely carried out by the British. In the Southern Kola the main river is the Varzuga with its tributaries, the Pana and the Kitza. The agents for this are Roxton, Bailey Robinson of Hungerford and an ►



“NOWADAYS THERE IS A HUGE, CONCERTED EFFORT, LED BY SALMON ANGLERS, TO CONSERVE THEM AND, AT LAST, THIS IS HAVING A GOOD EFFECT”



average week costs about £5000 not including the airfare. This is an ideal place for beginners as they are guaranteed to catch fish and plenty of them and thus will quickly learn a great deal about salmon fishing with a fly. The fishing in the Northern Kola is entirely different. The countryside is very similar to Sutherland, being rugged and mountainous and the rivers are fast and rocky. This is certainly not fishing for beginners as it needs skill and knowledge but there is every chance of a big fish. When I took my 9 year old son there his second salmon was 20lbs which is bigger than many fishermen catch all their lives. My 22 year old son caught a 42lb salmon which is far larger than anything that I have ever had on my line. The main rivers of the North are the Yokanga, Kharlovka, Eastern Litza and Rynda to name the most famous ones. The fishing can only be reached by helicopter and anglers are dropped off all along the rivers and then collected in the evening.

However, there really is nothing to beat a home caught salmon and the rivers of Scotland still yield some excellent fishing. It is fair to say that the best at the moment is The Tweed but prime time here is more expensive than in Russia. Ireland offers the best value for money of all European salmon fishing, with the West coast, and Connemara in particular, being of unsurpassed beauty. You will also, possibly, have more fun there than anywhere else. Irish salmon fishing is perfectly summed up by the story of the American who had had a bad week and only caught one fish. As he was leaving he said to his ghillie: “Paddy, that salmon cost me \$5000. Wadda yer say ter that?” Well sorr,” replied Paddy, “tis lucky for yerself that yer didn’t catch two.” ■

Above : Sea liced Rock Island - Russia, Fisherman Mike Daunt
Left : Hugh Horseshoe Pool - Russia, fisherman Hugh Daunt

Opposite

Top : Just landed, little Eira -

Russia, Hugh Daunt and Russian guide

Bottom left : Mike Daunt with his guide who is holding a 28lb salmon caught by Mike on the Rynda River in Russia

Bottom right : Head of Rebecca 16lbs - Fisherman Mike Daunt, Russia





The legend that is **LONGLEAT**

BY OLIVER STANLEY

Longleat House is located outside Warminster near Salisbury {1½ hours drive from Berthon}. It was built in 1580 by Sir John Thynne and is regarded as the finest example in the world of renaissance architecture.

The house was extensively internally redesigned by Sir Christopher Wren in 1650s who designed St Paul's and was born in the nearby village of East Knoyle. In many ways the Thynne family who now hold the title of The Marquis of Bath {with the title of Viscount Weymouth being held by the heir apparent} have since 1946 led the way in the use of and development of Stately Homes in Europe.



“LONGLEAT CONTINUED VERY SUCCESSFULLY AS A RESULT OF THE PUBLICITY THE 6TH MARQUIS GENERATED WHICH HAS BEEN CARRIED ON BY HIS SON ALEXANDER, THE 7TH MARQUIS, WHO IS FAMOUS FOR HIS KAMA SUTRA PAINTINGS AND THE WIFELETS WHO BOTH ADD A HIGH DEGREE OF NOVELTY VALUE AND ECCENTRICITY TO THE PLACE”



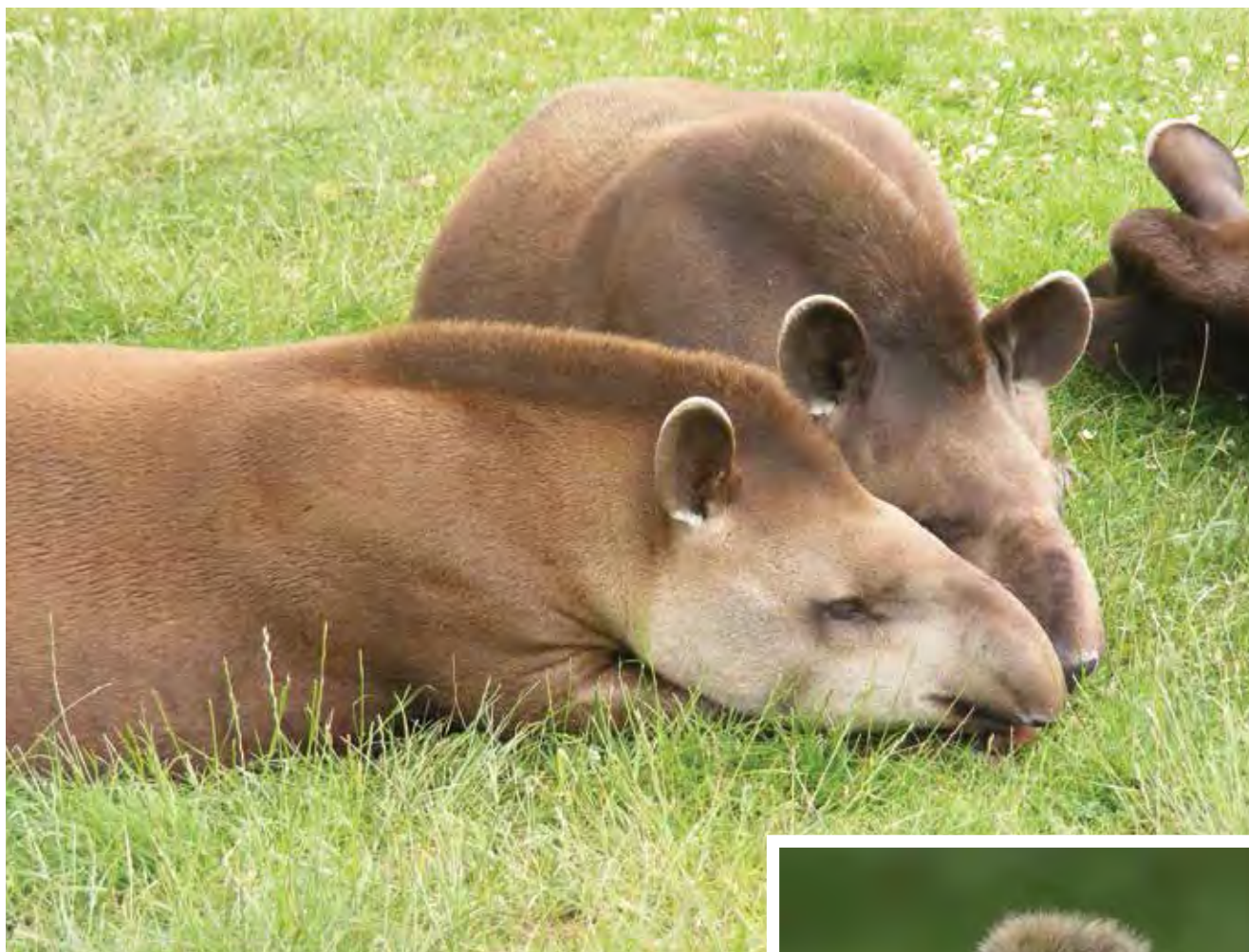
Above : Longleat Maze
Facing page : Longleat House

In 1946 after the Girls School of Bath relocated back to Bath having spent the war in Longleat the house was opened to the public. The 6th Marquis of Bath who died in 1992, never actually lived in the house, choosing to live nearby. Given the level of death duties imposed, he realised that Longleat could no longer survive as a pure landed estate and other sources of income were required.

In terms of the house, its position and the lay-out of the gardens by Capability Brown are the stunning factors. Although the contents of the house include paintings by Raphael, the first ever edition of Caxton Books and the waistcoat worn by King Charles 1 at his execution, it is its position and the surrounding topography which is truly outstanding. These rank it amongst the great houses in the UK such as Blenheim, Chatsworth and Castle Howard.

The 6th Marquis of Bath was a colourful and very remarkable man – a Liberal MP, the first British Officer into Belson concentration camp, the best dressed man in the world in 1976 and the Chairman of the Football Pools panel until his death. He controversially had the most extensive collection of pictures and memorabilia by both Adolf Hitler and Sir Winston Churchill.

In the early 1960s death watch beetle invaded the wooden fabric of Longleat and this forced him to create a joint venture in 1966 with Jimmy Chipperfield the circus operator to open the first drive-through Safari Park in Europe which originally just had Lions and then rapidly grew to include Monkeys, Giraffes, Rhinos and Hippos in the lake. As a consequence the footfall increased beyond all expectations and the relevant infrastructure had to be built to accommodate this influx. Longleat continued very successfully as a result of the publicity the 6th Marquis generated which has been carried on by his son Alexander, the 7th Marquis, who is famous for his kama sutra paintings and the wifelets who both add a high degree of novelty value and eccentricity to the place. In 2004 the BBC commissioned a programme called “Animal Kingdom” presented by Ben Fogle which acted ►



Above : Tapirs afternoon nap

Right : Female monkey holding baby monkey

Bottom right : MeerKats

Opposite page : Ostrich safari

as a “turbo charge” on the attendance numbers. This programme came to a successful conclusion at the same time as the powers that be hired David Bradley from Legoland as the New Chief Executive. He is responsible for breathing new life into Longleat which he has achieved with great success by improving all the facilities and introducing new attractions. The current Viscount Weymouth who got married in June this year is now responsible for the day to day running of Longleat as the Chairman of Longleat Enterprises.

In terms of a day out, it is perfect as there is something for all ages and you are in the most beautiful landscape and surroundings. The catering offering is now much improved and the attractions are both exciting and appropriate. The family still live at Longleat, with both The Marquis of Bath and Viscount Weymouth having apartments in the main house.

The Thynne family have lived at Longleat for over 400 years {the Queen and Prince Philip attended the 400th anniversary and the 6th Marquis of Bath who has legendary charm found sitting next to the Queen at lunch quite hard work as she did not seem to buy his charm}. They are an eccentric family and hopefully always will be but they have also built the first and arguably the most successful Stately Home Business in Europe and I thoroughly recommend a visit. ■





“IN TERMS OF A DAY OUT, IT IS PERFECT
AS THERE IS SOMETHING FOR ALL AGES
AND YOU ARE IN THE MOST BEAUTIFUL
LANDSCAPE AND SURROUNDINGS”

RIPPLE down the GENERATIONS

BY BRIAN MAY

I have long been fascinated by Berthon's history dating back to the earliest mention of Lentune (as Lymington was then known) in the Domesday Book in 1086.



Above : Sketches 1934-35 by Robert E Groves; Ribbons and Planking, H May in top corner

9 ships of the realm were built for Edward I, King of England between 1272-1307, and under the ownership of Thomas Inman in the 19th Century it built many of the earliest and fastest gentlemen's racing yachts such as the ARROW, ALARM and LULWORTH which competed for the Queen's Cup in 1851, the legendary race that is now known as The America's Cup. Boatbuilding is very different today; however, skills in wood still need to be taught and preserved for future generations. Although boatyards in the UK continue to look after modern yachts, sadly many eschew the traditional apprenticeship whilst also bemoaning the lack of skills available in the labour pool. For me, proper apprentice training is vital.

In the last 4 years Berthon has been fortunate to have won a plethora of national and local awards for its apprentice training and particularly its engagement with local marine businesses and Colleges to promote a long term pro-active relationship between the 2. The result has been over 100 apprentices placed in 20 small and medium marine enterprises in the immediate area with funding for the first year's wages paid for by The Worshipful Company of Shipwrights. Along with free mentoring and administrative support from Berthon the graduation rate after a minimum 3 year course is running at just under 100%, way above the national average.

It has been a fascinating 18 months for me; in March 2012, a local chap turned up with a couple of gouache paintings of the FORTUNA, the largest yacht to have been built at Inmans at 377 tons in 1875. Then I was put in touch with Thomas Inman, the aforementioned's great great grandson who lent a half model of the FORTUNA which one of Berthon's apprentices has copied. Last summer, a gentleman in the middle of Norway contacted me by email with photos of a Berthon Collapsible boat in nearly perfect condition built over 100 years ago. It had lain forlornly in the roof of his father's hotel which was to be demolished this year, 'would you be interested in it?' he asked. I flew over to Trondheim this summer, drove over 500 km to recover a vital piece of Berthon history and returned to Lymington with said trophy. The trip and the kindness of Lars and his mother were overwhelming and worthy of its own story. I am forever grateful for their generosity.

But, the largest historical project to hit the big blue sheds in some years came with the arrival of a West Solent One Design, conceived by my great grandfather Harry May, known as "Puffer May" for his chain smoking habit, as a new racing class in 1924. W-8 was built in 1925/6 and underwent a refit in the early 1950s adding a coach roof to provide a more comfortable cruising interior prior to a round Britain adventure. She arrived at Berthon in November 2012 to be greeted by an expectant troop of apprentices eager to learn traditional skills alongside the modern composite work afforded

by Berthon's every day leisure refit, repair and maintenance work and the RNLI 45' Shannon class build programme.

I bought W-8 (then DINAH) sight unseen over the phone knowing that a complete refit was needed. This reminded me of a recent find in an old deed box. A scion of the family-owned Scottish Grants Whisky Company had dinner with my late father when he had just taken charge of Berthon in 1960. As they rose from the table, the man who had already built a number of substantial sailing yachts pulled a pen from his inside pocket and scribed the back of his calling card thus: Order One boat subject to specification, and signed it. What a gentleman and what a way to exemplify history, where deals were done on a handshake.

W-8 has reinigorated my love of classic yachts and indeed I am learning much about traditional techniques alongside the apprentices, all writing regular blogs on the Berthon website as restoration progresses. A time-lapse camera clicks away as a new deadwood is laminated to replace the traditional wet elm lump that takes the keel's weight. Discussions on various old rig designs which were found and guide us as to where the mast should be placed for optimum performance.

Since her purchase we have talked about floors, knees, splines, cockpit lengths, rudder designs and rudder stock plates. Grown oak frames are being replaced with stronger and lighter laminated iroko which somewhat compensates for the proposed teak (heavier) deck, although, of course, the centre of weight ratios are probably not the same.

I have also changed her name as I felt DINAH was too sombre a name. For those of you who are musically minded the new name - RIPPLE- comes from the song penned by Robert Hunter, long Jerry Garcia's alter song writing ego. Written in 1970 whilst Robert Hunter was in London, it



Above : Painting by Montague Dawson (1895-1973); Strong Breeze on the Port Quarter: West Solent One Designs



Above : 'Arrow' built in Lymington in 1821 for Joseph Weld

was debuted in San Francisco in August that year not far from where I have seen the Grateful Dead a number of times whilst attending Stanford University. To me the words flow wonderfully and resonate well amongst talk of apprentice training; it should create a great anthem for the boat as she sails away from the dock anew. ■

Ripple - The Grateful Dead

*If my words did glow with the gold of sunshine
And my tunes were played on the harp unstrung,
Would you hear my voice come through the music,
Would you hold it near as it were your own?*

*It's a hand-me-down, the thoughts are broken,
Perhaps they're better left unsung.
I don't know, don't really care
Let there be songs to fill the air.*

*Ripple in still water,
When there is no pebble tossed,
Nor wind to blow.*

*Reach out your hand if your cup be empty,
If your cup is full may it be again,
Let it be known there is a fountain,
That was not made by the hands of men.*

*There is a road, no simple highway,
Between the dawn and the dark of night,
And if you go no one may follow,
That path is for your steps alone.*

*Ripple in still water,
When there is no pebble tossed,
Nor wind to blow.*

*You who choose to lead must follow
But if you fall you fall alone,
If you should stand then who's to guide you?
If I knew the way I would take you home.*

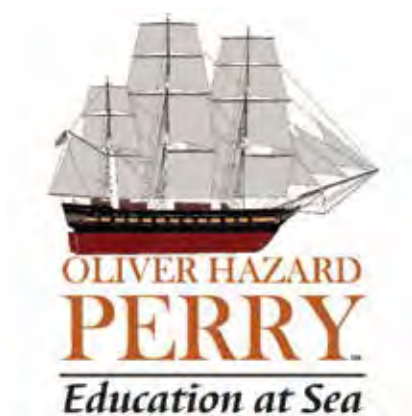


Top right : Collapsible Boat built by Berthon Boat Company circa 1890 found in Norway 2012

Middle : Berthon apprentices laminating iroko for Ripple's refit

Bottom : Ripple with frame template in place





Facing page : 2008 - The hull of SSV OLIVER HAZARD PERRY arrives in Newport, R.I. - Photo courtesy of John Snyder

a TALL order for RHODE ISLAND

BY BARBY MACGOWAN

An educational tall ship for Rhode Island. In 1992 it was just a dream, forming in the mind of Vice Admiral Tom Weschler, USN Ret., who during the USA's 1976 Bicentennial Celebrations helped spearhead one of the most memorable international tall ships gatherings ever in the historic maritime port of Newport, Rhode Island.

The dream was soon to be shared by Bart Dunbar, Perry Lewis and Rick Williams, who joined Weschler's team to bring two subsequent tall ships festivals to Rhode Island in 2000 and 2004. And then, in 2008, as good fortune would have it, Captain Richard Bailey, whose command for two decades had been the tall ship HMS ROSE, caught wind of a steel hull in need of rescue from a Canadian group that could no longer sustain its own dream of building a tall ship. ►



Top : Perry House today in downtown Newport – Photo courtesy of C A Hill

Above : Perry's former home downtown Newport, 1903 – Photo courtesy of Newport Historical Society

Opposite page

Top : Close up of the hull of SSV OLIVER HAZARD PERRY, Rhode Island at Senesco Marine in North Kingstown, R.I. – Photo courtesy of Rod Smith

Middle : Inside the hull – Photo courtesy of Onne van der Wal

Bottom : The hull of SSV OLIVER HAZARD PERRY at Senesco Marine in North Kingstown, R.I. – Photo courtesy of Rod Smith

Fast forward to 2013, and what was once a dream is now a reality. The SSV OLIVER HAZARD PERRY – a 196-foot, three-masted, square rigger – is well on its way to becoming the largest civilian sail training vessel in North America and the first oceangoing full-rigged ship to be built in the U.S. in over 100 years. Its hull was purchased in late 2008 by the aforementioned dream team (now operating as the non-profit Oliver Hazard Perry Rhode Island) from the Canadians, towed 892 miles to Newport, and then transitioned to a shipyard in 2010 when enough funds had been raised for initial building phases. The ship's namesake is Rhode Island's naval war hero Commodore Oliver Hazard Perry, who successfully engaged in the Battle of Lake Erie during the War of 1812. Its purpose is to serve as the state's official "Sailing Education Vessel" and was so designated as fulfilling that role by the legislature and the Governor of R.I. in 2012. Its permanent berth has been secured at historic Fort Adams, which greets mariners arriving from around the world at the mouth of Newport Harbor, and its headquarters for administrative staff, including an Operations Director and a Development Coordinator, is at Perry's former home in downtown Newport. And finally, its captain is none other than Richard Bailey.

"We bought the partially built hull in September 2008 on the same day that Lehman Brothers collapsed. It was the start of a difficult period for fundraising, but in the end it proved to be a great day to shop; we made the purchase for a fraction of what the hull had cost. It may have taken a little longer than we initially hoped, but we survived the poor economy to find increasing support and enthusiasm as times improved," explained Bailey.

"WITH HER COMPLETION DATE SET FOR SPRING, 2014, THE PERRY ULTIMATELY WILL OFFER YEAR-ROUND EXPERIENCE BASED CORE-LEARNING OPPORTUNITIES, SAILING IN NEW ENGLAND AND THE MARITIMES DURING THE SUMMER AND FROM FLORIDA TO THE BAHAMAS (OR THE CARIBBEAN) IN THE WINTER"



OHPRI has raised \$7.5 million in donations; now the last \$3 million is needed to complete construction and begin the first year of operations. With her completion date set for Spring, 2014, the PERRY ultimately will offer year-round experience based core-learning opportunities, sailing in New England and the Maritimes during the summer and from Florida to the Bahamas (or the Caribbean) in the winter. She will be a U.S. documented sailing school vessel, inspected and certified by the US Coast Guard and will have a capacity for up to 36 students on overnight trips and up to 85 for day trips, with 13 professional crew aboard and handicap-accessible berths available.

The next milestone in the quest to build the educational tall ship for Rhode Island came in July when the SSV OLIVER HAZARD PERRY was towed from Senesco Marine in North Kingstown, R.I., to Newport for a Dedication Weekend that coordinated with the July 4th Independence Day holiday. The ship was still unfinished, but the addition of her second deck (for classrooms, a lab, and galley), including an aft Great Cabin, is now obvious, and her lower masts were stepped and she proudly displayed a new paint job-black with ochre accents, depicted in the color renderings that show her in all her finished glory. State officials and the public who turned out to greet her gratefully embraced ►



the moment, accepting the PERRY for what she is: a promise for the future.

"It was the first time the public has seen the ship since she left Newport Harbor three years ago to go to the yard to begin construction," said Jess Wurzbacher, the ship's Director of Operations. "It was significant, for sure, that people got the chance to imagine what the ship would look like when she is completed, but this is much bigger than Rhode Island simply having an amazing tall ship to call its own. This is about changing the lives of children and young adults while inspiring the teachers who devote their own lives to challenging them."

Wurzbacher, who prior to joining OHPRI had spent six years at sea teaching, has been busy engaging top educators in discussions about the SSV OLIVER HAZARD PERRY's integration into Rhode Island school curriculums. Her momentum is measurable in many ways, but most important has been institutions such as Salve Regina University and Roger Williams University committing to sessions at sea aboard the PERRY.

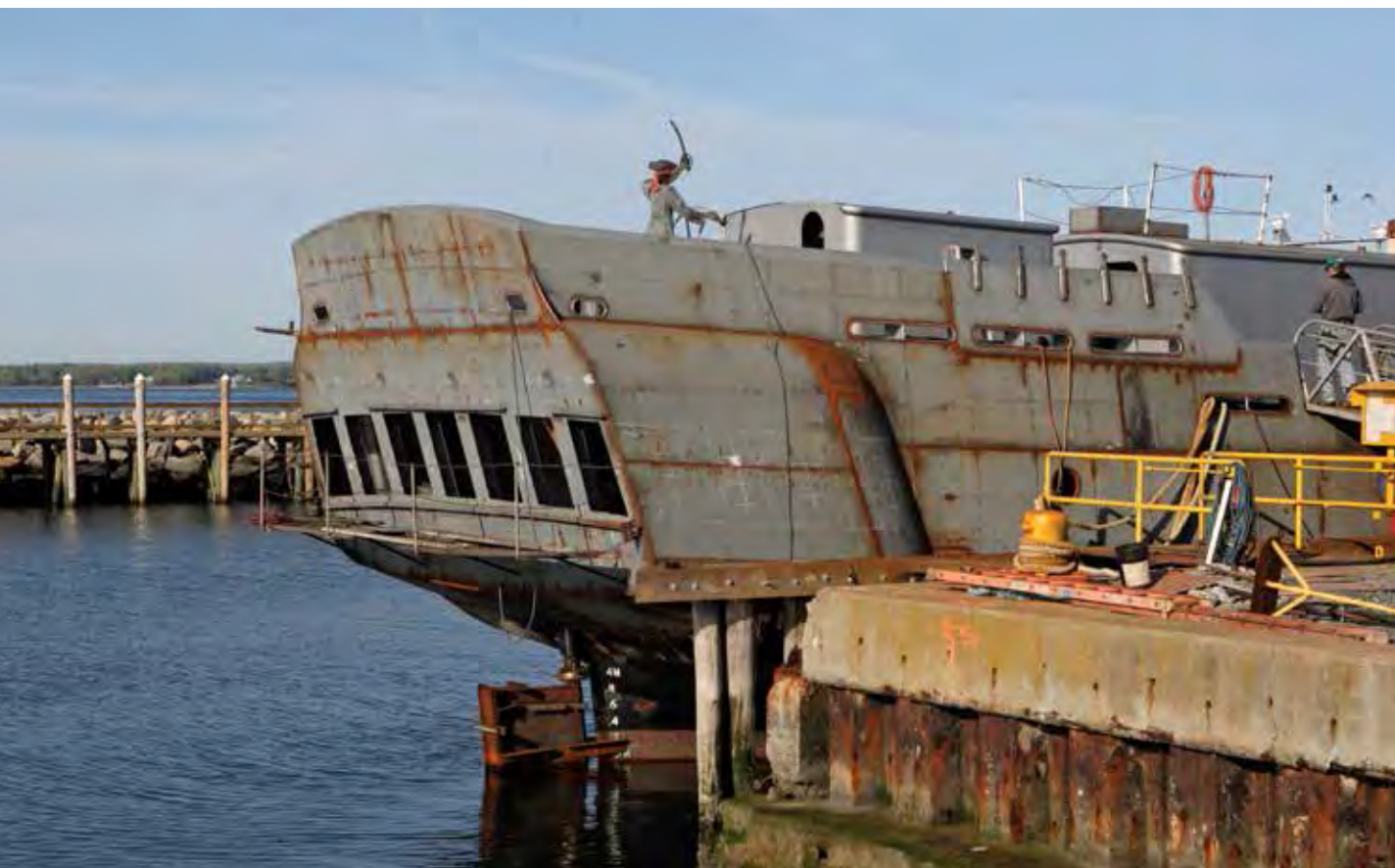
"There is a great opportunity to apply academic concepts learned in the classroom to life aboard a ship," said Wurzbacher, "as an effective way to encourage problem solving and reinforce broad and challenging topics such as vectors and trigonometry in currents and navigation, mechanical advantage when hauling a line through a block and tackle, anticipating weather changes, sampling plankton, recording ocean salinity, and studying maritime history. The topics are endless."

Rhode Island's Commissioner of Education Deborah Gist, who first endorsed the project in late 2010, completely agreed. "Honestly, it's not an understatement to say that this is a dream come true," said Gist after

she took a hard-hat tour of the ship with other educators in March 2013 to see its progress. "It's a dream come true for the folks who have been working on it for all these years and have had this vision, and now for a teacher to be able to imagine the opportunities that our students and colleagues and other teachers are going to have aboard the ship...it's just overwhelming."

Indeed, Admiral Weschler's original dream, which was inspired by successful sail training programs he saw on tall ships visiting Newport from around the globe, is now a broader vision. Once underway, the SSV OLIVER HAZARD PERRY will provide opportunities to people of all ages, including those with disabilities. It also will serve to engage the community's waterfront related organizations and showcase and support the marine trades that are so vital to Rhode Island's economy. (An original goal was to use as many Rhode Island marine trades as possible in the building of the ship has been well honored.) Under OHPRI's watchful eye, the ship will be a game changer in Rhode Island in terms of raising academic success, fueling a world-class marine industry, and adding to Newport's cultural and maritime attractiveness. ■

Below : Great cabin windows - Photo courtesy of Rod Smith





Top & Middle : Dedication event - Photos courtesy of Kim Fuller

Bottom : Dedication event - Photo courtesy of C A Hill



“THE NEXT MILESTONE IN THE QUEST TO BUILD THE EDUCATIONAL TALL SHIP FOR RHODE ISLAND CAME IN JULY WHEN THE SSV OLIVER HAZARD PERRY WAS TOWED FROM SENESCO MARINE IN NORTH KINGSTOWN, R.I., TO NEWPORT FOR A DEDICATION WEEKEND THAT COORDINATED WITH THE JULY 4TH INDEPENDENCE DAY HOLIDAY”



Discovery 55' TeAPITI makes sail...

BY GISELA ROLL & PETER HEER

Panama, Flamenco Bay Marina

PREPARATION FOR THE PACIFIC

Mario, an English speaking taxi-driver, picks us up at the harbour entrance at 06:30. It's raining. Very warm, very wet tropical rain. We're off to the fresh produce markets and shops to provision with potatoes, carrots and so on, for passage to the Marquesas. The stalls have mounds of pineapple, watermelon, papaya, limes, and much more. Next stop is a Chinese supermarket with exquisite snacks, eggs and dried fruits for the night watches. Last stop is a big supermarket where we fill two shopping trolleys. Will it all fit into Mario's taxi? It does. Just.

Five hours later we're back at Flamenco Bay Marina and still it rains. Many hands help to unload our 'thousand' bags into 2 carts and down to the harbour barge that brings us to TeAPITI OF CHRISKA, our Discovery 55'.

Jimmy, the boss of the local mechanical shop, is mounting a new pump for the boom vang with 2 of his boys. Peter is needed. I start to sort and stow the provisions. Outside the rain pours. Inside even with the AC on, it's boiling.

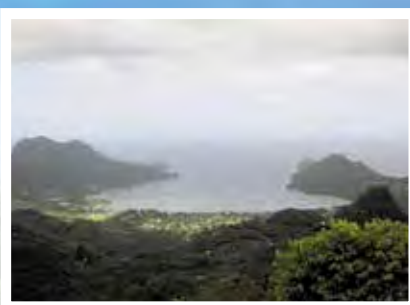
I cook a stew for rough weather, trim spring-onions and leeks to reduce the size, cut parsley into handy small bunches and chop them to freeze. By now, both fridge and the freezer are full but a lot of vegetables and fruits are still lying around. Do you have to put carrots, eggplants,

cucumber and peppers into a fridge? Where to stow them? Into a net above our bunks? Eventually space is found.

From the cockpit I get bad news. The new vang is too short! The supplier got the measurements but made a mistake. Happily Peter found a spare on board, so the problem goes away.

It's still pouring. Jimmy comes down to chat with Peter. As an old sailor he enjoys making small talk. Slowly the rain eases and I ask him what else they have to finish on the yacht. He replies, 'Nothing. I just don't like to walk 300 metres through the rain.'

We continue with storing the many other things we bought for our next trip through the Pacific. TeAPITI slowly fills up and we get hungry but no one wants to cook, so we finally eat the newly cooked stew. We'll make another for the freezer.





01 JULY 2011 / DAY 4 AT SEA SINCE THE GALAPAGOS ISLANDS

18 knots of breeze and we're heading straight to the Marquesas. "Otto", the autopilot, has a lot to do, as we are surfing through the spray. Above us is light blue sky, cumuli and sun. The log occasionally shows 10 knots. Only 2,100 nautical miles to go!

Peter makes tea and we talk about supper. After several days with only light meals, our stomachs have adjusted so we'll have a real treat. Beef fillet and peppers – can't wait.

09 JULY 2011 / DAY 12 AT SEA

According to an old Chinese proverb - The journey is the reward - wise words!

Wonderful sailing, sunbathing, and reading on the aft deck. We look for hours at the sea. Everywhere it's moving, every minute there are new forms and shapes. The sun is shining and its silvery shine on the surface looks like moving tin foil. Towards 17:00 the silvery shine slowly becomes copper and the sun sets with just a few clouds on the horizon.

The next day brings 18 knots of wind and big seas from a recent storm. A few days ago we had to make a jury rig fitting to the clew outhaul on our furling boom and to stabilize the main we put in 2 reefs. In this sea, with such a small sail area, we roll and pitch like a cork, but we get used to it.

15 JULY 2011 / DAY 18 AT SEA

03:50, and I am sleeping in the forward berth, beneath which is our stock of spare parts, Peter wakes me he needs a diesel filter. After some hours without much wind it is now filling in and he sets the genoa and slows the engine to idle to stop it. It stops prematurely and sadly refuses to co-operate by re-starting!

In 24 hours we plan to anchor in a small bay with a sandy beach and rocks on both sides, and having a working engine will be important. Yesterday Peter changed the Separ filter and thought because it was full of dirt that the main engine filter should be changed too. But the engine did not start! To make the situation worse, the communication via Satellite did not work for the first part of the day.

Finally he calls Jimmy, our help from Panama and Philipp in Hamburg. They both give instructions on what to do to solve the problem. He works on all the possibilities they suggest, but nothing works - so we have no engine. In the mean time the starter battery has got weaker and weaker. Peter thinks it must be the diesel pump but to repair this is beyond his capability. We have to sail.

We are too fast. Crazy world. 19-22 knots of wind and with just the main we make 5-6 knots. This means we will arrive at Fatu Hiva, the first island of the Marquesas in darkness. How can we sail without an engine into an unknown bay and anchor? My stomach has butterflies already.

At 03:00 we see a big black wall. We have arrived at the south coast of the island. Despite the full moon the whole island looks like a big black mountain. On the west side the breeze is fluky. It's like being between Scylla and Carybdis. We alternate between dead calm and full speed with a 2 knot current against us.

We can see some lights but that's all. Our planned anchorage is Hanavave Bay, a deep bay surrounded by steep cliffs. Very nice in daylight but dangerous at night. We wait for sunrise. We stand off for 2 hours and then try again. There are 3 yachts in the bay and slowly we sail towards

them. The nearer we get to the shore, the more the gusts come down from the cliffs from every direction, and of course the current is running too..

Our anchor is ready to launch and we are slowly nearing the shore but the bottom is not shallowing. It's narrow where the yachts are and waves are washing the rocks on both sides. If the anchor doesn't hold we will drift to the rocks. It is madness to go any further without an engine. We gybe and sail away. It takes 2 hours to get out of the lee of the island. 20 hours later we arrive at Nuku Hiva and enter a big bay with the capital of the Marquesas, Taiohae on its bank. In 16m of water we drop anchor and it holds for the next 5 days. What will we experience here?

26 JULY 2011 / ARRIVING IN AHÉ

Tuamotus, Atoll Ahé, Tenukupara

Tuamotus stand for "all motus". A motu is a small atoll with sand and palm trees, exactly our definition or vision of the south sea. This one has a 10 kilometre radius and at low tide you can walk all around, motu to motu. At 08:00 we go through the pass. Our timing is perfect, entering at slack water, we sail through the only passage of Ahé, 200 metres wide. At 09:00 we drop anchor in front of Tenukupara in 7 metres. Light green water filled with fish. Beautiful.

Next morning the mechanic who fixed our outboard after our arrival takes us to his sister's pearl farm. The family produce the famous black Tahiti pearls! She shows us her pearls, which have different colours from green to black to aubergine. We visit the production workshop on a small pier. The bred mussels are collected by divers; washed, cleaned and gently opened with a small wedge.

Two Chinese people put the mussel into a sort of clamp. Using a long tool they insert a small yellow plastic ball and a very tiny substance which supplies the black colour into the shell. The wedge is removed and each shell is stored in single bag within a large net. These nets are stored for 3 month in the water near the jetty. If the shell accepts the nucleus it will produce a pearl. If it doesn't, the yellow ball, now white, will be seen in the small bag. Later the shells are put on a string and stored in 10 metres water for at least 14 months. We are impressed and learn that the best black pearls are grown in the Gambier Islands where the water is 1°-2°C colder. ■



Above : Tom, Rob and Jo Humphreys

TEAM HUMPHREYS

BY ROB HUMPHREYS & SUE GRANT

Humphreys Yacht Design is an international yacht design house which is based close to the Berthon HQ in Lymington. Formed in 1974 by Rob Humphreys, the company has developed massively since then. Rob now works alongside his wife Jo and son Tom in the business together with the rest of the Humphreys design crew. He was kind enough to answer some questions that we'd always wanted to ask...

Humphreys Yacht Design was formed in 1974, and has developed hugely in the intervening years. Importantly there are now 3 x Humphreys in the business – can you tell us a bit about your individual roles....

Bearing in mind the nature of the work it was seldom a case of being able to separate home and business, so the whole family has always been involved to some degree. However, this became more intensive when Jo came in to run the Interior Design side of the business about ten years ago, having shifted across from her role as a Lecturer in Art and Design to do so. Then, slightly later, Tom came in as a Naval Architect, becoming intrinsically involved in all aspects of the business and the driving force for many of our projects. Even our youngest son, Henry, who is a successful Architect in London, has been involved in various projects, particularly at the Superyacht end.

With Jo's involvement we get closer to the very final end of the design loop, to being able to help clients right down to the final finesse of an interior - its fabrics and furnishings, for example - as opposed to just orchestrating the spatial juxtaposition of interior spaces which can be very testing in a yacht hull. We still enjoy working with other interior designers, of course, but there are many Oysters and other high profile boats out there that carry Jo's input and hard work.

Tom started full time work at HYD in 2006, having been commissioned by the then Oyster Marine owner Richard Matthews to design and project manage his 42ft racing yacht 'Oystercatcher XXVI' which had great success. Since then, Tom's contribution has been across the board at HYD and it is fantastic how we are able to use each other as sounding boards. In my early days, the yacht design process was about a lot of theorising leading through to the harsh cut-and-thrust of high level racing, in turn generating feedback and experience to feed into the next project. Tom adds to that same process of course, but at the same time contributes to it with a scientific overlay that we did not have before, running our in-house Computational Fluid Dynamics programmes and supervising all our tank testing and wind tunnel research, as well as his more general design and naval architecture responsibilities.



Above : Challenge 72'

Below : GBR Challenge, America's Cup

“FOR US LYMINGTON HAS REPRESENTED A MARRIAGE BETWEEN MARITIME TRADITION AND THE APPEALING EXPANSE OF THE NEW FOREST BEHIND US, PLUS REASONABLE PROXIMITY TO THE MAJOR AIRPORTS AND TO LONDON”

What do you all enjoy most about yacht design?

The leisure marine industry is big and important, but not so big and important as to warrant the onslaught of bureaucratic interference that tends to sterilise creativity and freedom of expression in other areas of creativity today. We have our regulations of course, particularly in terms of safety, but we don't have to submit to Planning Approval, for example. I love the fact that we stand and fall by the reputation we carve out. We have an academically well-qualified team, of course, but what we rely on to sell ourselves is our yachts out on the water. We live and die by the success or otherwise of the boats we design. I like that, and I suppose it's a blow for old-fashioned values. ►



Above : Oyster 885' Karibu – Photo courtesy of Demler Marine & Christopher Scholey



Above : Ermis – Photo courtesy of Chris Lewis

You and the firm have always been based in Lymington. For a relatively small place we are remarkably well endowed with world class yachting companies. What do you all like best about being based here?

The Solent is probably still considered to be the Mecca of UK yachting, and for any aspiring British designer or marine company it's an alluring place to be. And then when you look at Cowes, Hamble and Lymington each will make his choice for perhaps contributory reasons. For us Lymington has represented a marriage between maritime tradition and the appealing expanse of the New Forest behind us, plus reasonable proximity to the major airports and to London. However, as a designer living in Lymington it is embarrassing to see the high proportion of inferior architecture that is spoiling the town, with what seems like a conspiracy between developers and planners to be-riddle its rich history with a pastiche of gratuitous themed towers that owe more to Disney or Transylvania than the town's heritage. High quality contemporary architecture would be much more sympathetic.

What was the first yacht that you designed?

The first design to have been built was the Quarter Tonner 'The Midnight Special', whose name was reflective of the time of day when much of the work was carried out while I was trying to hold down a day job. An average sort of boat, but the conveyor of many lessons.

You were involved with the Challenge Business fleet of 72 footers that raced around the planet against prevailing winds and currents. What were the challenges in finding a design that would really work in this role?

That was a very interesting project, to design a safe and durable fleet of boats for what was essentially a commercial operation, where any single design problem would be magnified instantly into twelve sets of headaches. I had been active in Whitbread Round the World design and knew much of what to expect, and when we won the job from a wide candidate pool we were able to press on with reasonable confidence. The Challenge people once told me that the fleet had aggregated over one million sea miles, three hundred thousand of them in the Southern Ocean, and all of these miles without major mishap.

You are very well known for performance sailing yachts. What is the most exciting project that you have been involved with to date?

It's really hard to isolate one. I have enjoyed our round-the-world race boat experience, with three different formats designed for Whitbread/Volvo Round the World, the Global Challenge format and the Vendee Globe Race. The latter was particularly interesting, having been responsible for the hull design and naval architecture for Ellen Macarthur's Kingfisher, and being asked to do the job when she was not quite the name she is now. High risk stuff both for her and for us, but great to see her finishing second in what was a really hot fleet. And then of course I look fondly back to the Ton Cup days, with a world championship win in 1985 with Jade. What's really good though is not to have to rely just on past flurries of excitement; with Tom driving the project we have a full-on Class 40 in the water this year, with the potential to be right up there. The office has a wider platform now than when we were pretty well buried in just race-boat design, but we are still thrilled to have the occasional grand prix race-boat project, and in the same way we have very much enjoyed rising to the challenge of power boat design, with the 37 metre Ermis standing out as an exercise in hull efficiency. ►

“I LOVE THE FACT THAT WE STAND AND FALL BY THE REPUTATION WE CARVE OUT”



Open 60' Kingfisher

Interior design is becoming an increasingly important factor in terms of overall yacht design. What are the major changes that you have seen in this area in the last 5 years?

It has become very important for us too, because a yacht is an integrated piece of design. Of course we have always been concerned with interior design to the extent that the success of any cruising yacht depends on making the most of the interrelationship of interior spaces that makes the overall package work, and in this respect we have enjoyed the three-dimensional jig-saw puzzle work that this entails. But until Jo became a permanent member of the team we had not been so happy about jumping into the more finessed aspects of the work. For some clients it has been desirable to have something of a one-stop shop, with some common strands of thought between outdoor and indoor living. Jo knows about the needs of life afloat and has a good eye for space, colour, texture and complicated ergonomics. A number of our Oysters have enjoyed her influence, plus a Norwegian supply ship that enjoyed an extensive refit, and with our design of the 37m motor yacht Ermis Jo's interior design input was integral through the development work. The new Tempus 90 is the latest boat to have absorbed our interior design time.

That said, we still very much enjoy working with our interior designer friends and realise that commissioning a boat can be a magical journey for the client, and that the input required by one will not be the same as that required by the next.

You are involved with design for a number of builders where you have designed and developed whole ranges. A good example of this is Oyster. How do you ensure that the brand's DNA is stamped into each yacht that you produce for them?

It's been a key feature of our work and with every such brand it's a two-way street. We have to be sensitive to the values that the builder espouses, but at the same time we have done a lot to influence the very characteristics that underpin those values. For example, we have always been obsessed with the handling characteristics of our boats, and concerned to ensure seakindliness. Many of the benefits are carry-over experience from the breadth of our high performance racing work, where lessons learnt about the knife edge of sailing give us a benchmark against which we can measure a serious blue water cruising yacht such as an Oyster. Also, the length of our relationship with various clients has been helpful to each project's mission statement. We have designed about fifteen models for Oyster over about eighteen years, and about twenty models for Elan over nineteen years or so.

You are involved with the Tempus class – can you tell us a little about this range.

This has been a very exciting project, and in some ways a cathartic one. In that the range is a modern manifestation of classic heritage one might be forgiven for thinking that this kills the opportunity for creativity. But it's amazing how one can find stimulating challenges in a more prescribed environment. The Tempus Class is meant to convey the ambience of a previous era but we are not backward in embodying it with all that we learnt of high performance naval architecture. We are not using modern tricks like hi-tech construction and T-bulb keels to create a super-charged theme-park; on the contrary these boats are constructed by Arkin Pruva in a robust but highly refined way to produce a durable and lasting yacht that will generate real pride of ownership. We like to think that they have their own integrity and are not simplistic replications of a bygone age.

Of course you have been busy with designing motor yachts – ERMIS is a good example and you also design for Monte Fino. Working on motor yacht designs must be very different from sailing yachts?

Yes and no. For us it has been really interesting work and a very enjoyable new challenge. With a strong innovative bent we love projects that need us to start with a clean sheet of paper. What's certainly not different is that for us it's all about efficiency, just as it was and is for all our yacht racing work. Powerboats over the years have been notoriously inefficient, when there has been no imperative to reduce drag because crude power in its ready and cheap availability would do the job. Those days are gone, and whether the power boat owner's mindset is pricked by new found respect for the environment or by the depth of his bruised wallet the need is now the same - to achieve more for less. This is what we enjoy. Even projects like Ermis, understood to be the fastest superyacht not powered by gas turbines, that speed relies not just on massive power but on a very easily driven hull, fine tuned in the test tank. Indeed, Ermis could have been even faster were it not for an absolute pre-requisite that seakindliness was top of the wishlist. That she can run steadily at 53 knots in one-metre seas I think says much for the way we have worried about how boats go through the water.

As in the case of our sailing boats, where early raceboat immersion led in due course to cruising yacht design, so too has our powerboat work taken us in wider directions, but always with the quest for efficiency at its heart. The Monte Fino 85 you mention is about range and fuel economy - a modern explorer-type yacht that returns amazing fuel consumption numbers. And in a similar way we have been running an R&D programme on a new range of semi-displacement vessels, combining our CFD work with tank testing validation exercises to develop a hull form that is exceptional in the way it runs through the fuel-sapping hump speed.

What's interesting and significant for us is that the mindset required for success in both sail and power worlds is fundamentally the same; it is a desire to question, to understand, to apply new thinking when it's needed, and to optimise. ■

Right : The Tempus 90' build nears completion

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