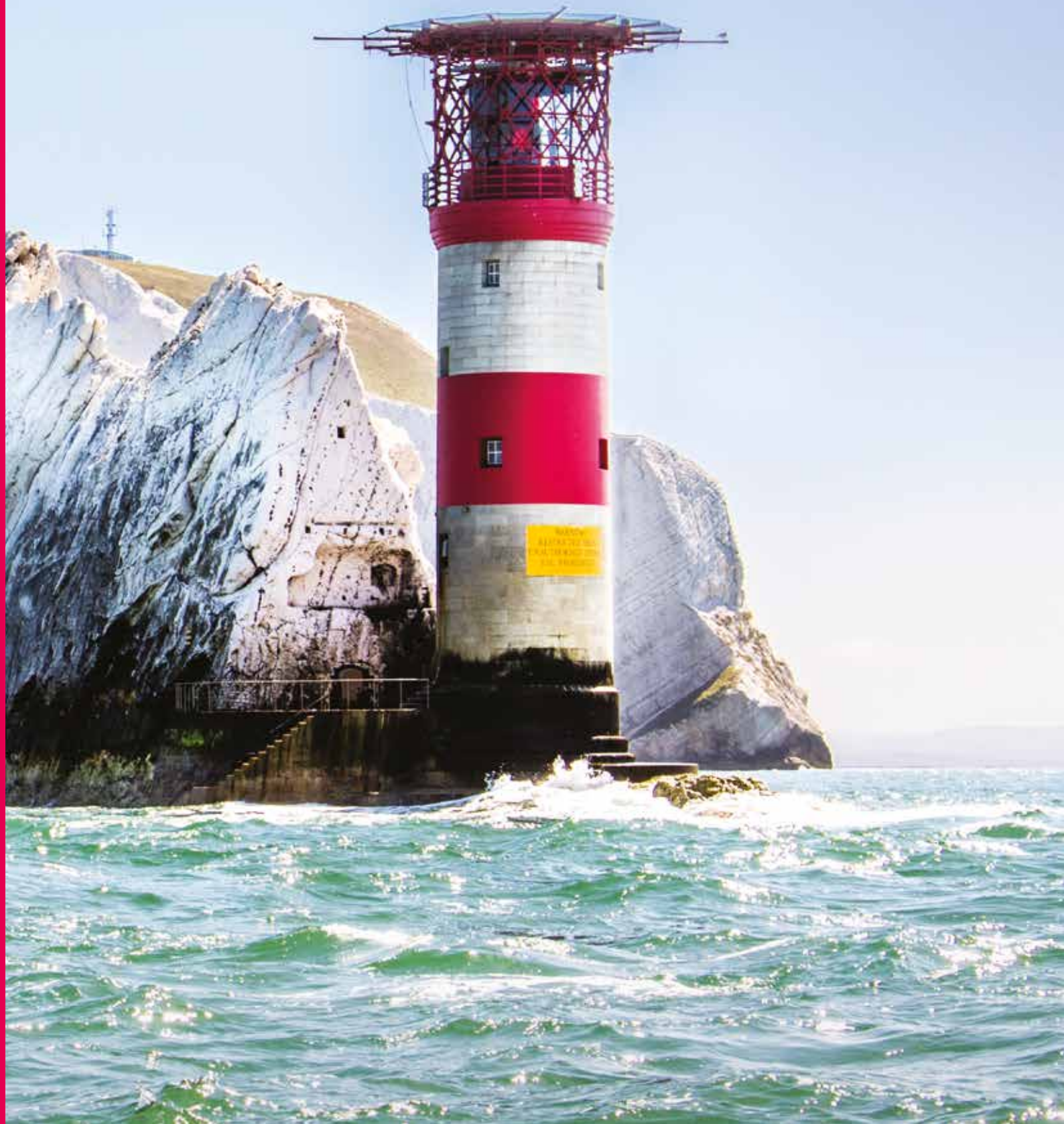


# BERTHON

LIFESTYLE MAGAZINE XIII



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**FRONT COVER** This iconic shot of the Needles was taken by Harry Shutler, the Berthon in-house camera man.

## 04 - 05 **REVIEW** of the market

With market conditions resembling a stiff sail in the Solent, wind against tide, 2017 has been another interesting year. Despite this, the market is moving well and the Berthon Sales team in all 3 Berthon offices have been busy, delivering good results. New yacht sales are also brisk with an Advanced 80' in build in Italy, as well as a stellar year for the Windy brand in the UK and France. Delivering better marketing via modern technology has been the big push at the Berthon Sales Division this year. Words from MD Sue Grant.

**[www.berthon.co.uk/yacht-sales-brokerage](http://www.berthon.co.uk/yacht-sales-brokerage)**

## 06 - 09 The **ICONIC** Battersea Power Station

Rob Tinncknell is the mastermind behind this extraordinary development in the heart of our capital city. He talks about the huge challenges involved in not just developing this iconic building and surrounding area for the 21st century but also ensuring that the infrastructure to support it is in place. An enthusiastic yachtsman, Rob has a Windy 46' Chinook for local cruising. **[www.batterseapowerstation.co.uk](http://www.batterseapowerstation.co.uk)**



## 10 - 11 The changing face of the **BEAUTY** industry

The ability to shop online has shaped the way that we select and buy virtually all goods and services today. Lawrence Huggler, who purchased one of the first Windy Camira 39's to come into the UK, is the Director of Feelunique, which is Europe's leading online beauty retailer. He tells us how the company was started and how important online shopping is now and will be more so in the future. **[www.feelunique.com](http://www.feelunique.com)**



## 12 - 17 **IGUANA** - land and sea

Indigenous to the Galapagos, they give their name to an exciting new range of land and sea yachts that perform well with superb modern looks. Beneath the waterline, they have tracks which enable them to take to the ground and land their guests and crew elegantly in most conditions. We talk to CEO Antoine Brugidou about these fascinating yachts which are new to the market and which are proving popular for a variety of applications. **[www.iguana-yachts.com](http://www.iguana-yachts.com)**



## 18 - 21 **DOGS ON BOARD**

Amanda, Ian and Humphrey McCracken are favourite clients at Berthon. When in Berthon Lymington Marina, laughter always surrounds their Nicholson 476 AURA. Amanda writes about shipmate cockerpoo Humphrey and some of the does and don'ts involved in taking your dog with you when you go cruising, as well as the extra walks (for Humphrey) and jolly good lunches (for Ian and Amanda). Humphrey has taken his humans cruising in France this summer.



**Director and Editor** Sue Grant, MD Berthon  
**Design** Karen Lloyd - studio@karen-lloyd.co.uk  
**Print** Marquee Print - sales@marqueepprint.com

**Berthon England**  
 Lymington, Hampshire SO41 3YL England  
 Tel: 44 (0)1590 679222 Fax: 44 (0)1590 647446  
 brokers@berthon.co.uk **berthon.co.uk**

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**Berthon France**  
 Port de Mandelieu la Napoule, 06210, France  
 Tel: 33 (0)4 93 63 66 80 Fax: 33 (0)4 93 63 64 39  
 brokers@berthonfrance.fr **berthonfrance.com**

**Berthon USA**  
 40 Mary Street, Newport, Rhode Island 02840 /  
 The Newport Shipyard, 1 Washington Street  
 Tel: 001 401 846 8404 Fax: 001 401 846 7349  
 sales@berthonusa.com **berthonusa.com**

 [Twitter.com/BerthonGroup](https://twitter.com/BerthonGroup)

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## 22 - 29 **INTERIOR DESIGN & YACHTS:** The Agony and the Ecstasy

Denise LaVey is an accomplished interior designer. With diverse projects from city apartments to beach houses taking her around the world, she is known as the 'Destination Designer'. Denise's hand can also be seen aboard Linda and Steve Dashew's FPB 78' COCHISE, where the use of fabrics and textures gives the interior a wonderful light and airy feel. Denise shares her take on what works well for successful interior yacht design. **www.deniselavey.com**

## 30 - 33 The Newport **JAZZ** Festival

We tend to think of Newport, Rhode Island as the centre of yachting in the USA, with its huge water front and many regattas. It is the perfect location for Berthon USA. However, it is also the place where the Newport Jazz festival was born in 1954 and it has done much to ensure the development of jazz throughout the world. We are proud to share our town with this extraordinary American institution. Jennifer Stewart of Berthon USA writes. **www.newportjazz.org**

## 34 - 37 INTO THE DEEP BLUE

Kitty van Hagen and her husband Simon are great sailors. They have sailed many thousands of nautical miles and have spent a lot of time in the Pacific which is a big subject in itself. Kitty writes about the magic of the cruising and some of the experiences that they have had in this special ocean. Their Oyster 56' DUET II is now for sale with us. She was the platform from which Kitty compiled the RCC's 3rd Edition of the Pacific Crossing Guide.

**www.rcc.org.uk/reviews.aspx**

## 38 - 45 WHY SAVE THE WHALE?

Anna Moscrop of Marine Conservation Research International writes about whales. SONG OF THE WHALE, MCR's research vessel is well known to Berthon and does very important work in researching and protecting these fascinating gentle giants. MCR is a unique not-for-profit that puts together practical conservation projects to help vulnerable marine wildlife and habitats. They also investigate human impacts including threats such as underwater noise, disturbance and marine debris. This great bunch of people would appreciate any help you can give. For further information contact MCR via Sue Grant at Berthon or directly at MCRinfo@mcr-team.org **www.marineconservationresearch.co.uk/rv-song-of-the-whale/**

## 46 - 49 Wildcook - 30 SHADES OF MUSHROOMS

Garry Eveleigh has contributed to every one of our Berthon Lifestyle magazines and as we put the new edition together we look forward to the next amazing instalment of his Wildcook repertoire. Garry is a local and was once an apprentice at Berthon but his love of nature and all things wild food took hold. This year, in his second Wildcook book, he writes about his favourite seasonal wild mushrooms. His new book, Wildcook - 30 shades of Mushrooms can be previewed at **www.wildcook.co.uk**. Garry's forest walks are a bucket list essential and can be booked via THE PIG at Brockenhurst **www.thepighotel.com** and Lime Wood Hotel **www.limewoodhotel.co.uk**

## 50 - 51 "LIVING THE DREAM"

Long term cruising in the incredible cruising grounds of the Pacific from New Zealand to Singapore and to many points between sounds idyllic. Stedem Wood has visited 14 countries in 3 years of cruising aboard his FPB 64' ATLANTIS, and now has a larger sister, an FPB 70' in build. He points out that whilst cruising, your magic carpet needs to be maintained and cherished in order to guarantee reliable magic flight. Normal every day housekeeping tasks take on a whole new dimension, which is why there is a little more than first meets the eye, to living the dream.

## 52 - 55 The **WILD** Places

Apart from being an accomplished writer, Will Bruton is also a yachtsman and has skippered yachts from an Oyster 625, upwards and downwards. He writes about the call of remote waters, and the ice. Here the level of skill required to make safe passage is great. He explains this, as well as the compelling desire to sail these waters that have seen so many yachtsmen from Bill Tilman whose SEABREEZE and BAROQUE were fitted out at Berthon, to today's adventurers who head off to those chilly waters. **www.williambruton.com**

## 56 - 58 Crown Keepers of the **NEW FOREST** and Sally Fear

Sally is a heroine of the New Forest. Berthon's Lymington HQ is in the heart of this extraordinary area. A professional photographer, she has taken some of the most iconic shots of the New Forest that exist. She has just produced a book which describes the lives and work of the keepers of this special place, under whose guardianship the creatures, fauna and flora are preserved. To order your copy of this great publication visit **www.sallyfear.com/shop**



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# REVIEW of the market

BY SUE GRANT

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Welcome to volume XIII of the Berthon Lifestyle 2017. We like to think that 13 is a lucky number for this publication, which continues to be great fun to plan and put together. As ever, it is the friends and supporters of Berthon who do all the hard work and help us with the articles and subjects which are as diverse as ever. The thread that runs through this publication is that these articles must be a rattling good read and we hope that you will agree that they deliver in spades.

2016 seemed to us an epic year with Americas Cup news, the 64th year of Queen Elizabeth's reign, and plenty of political change. Looking back at what has happened this year, in retrospect, it was all pretty balmy and calm! What with Mr Trump, Brexit, a snap election in the UK, a serious ringing of the changes as far as the French presidency is concerned, and currency exhibiting all the stability of a yoyo – what an interesting time we have had!

The political and economic climate has been rather like a stiff sail in the Solent wind against tide, but despite this, yachts have been selling well in all 3 offices, with the result that we are a very busy sales team with plenty to smile about. There is definitely money following good value pre-owned yachts and for new yacht sales there has been a ready market for high quality product with good contemporary design, coupled with excellent sales support and back up. As yachtsmen are ever more time poor, it is more important than ever to ensure that their yachting is as trouble free and easy as possible.

This year the uprating of our web offering and more focus on social media has been the investment that has occupied us most. Technology is on the march again and we predict that we will see masses achieved in terms of moving imagery together with increases in the speed and accuracy of information delivery in the next couple of years. We are determined to be at the head of the charge with this at Berthon. After all, driverless cars and intuitive joystick control for yachts are already a reality and so strides in what can be achieved online must surely follow.

Our trio of offices continue to work together seamlessly and we recognise the huge benefits that we gain from being a close knit team that actually like each other! We believe that clients should receive the same level of service wherever in the world they come across Berthon and should feel that the Sales Team acts as one to

provide the best guidance and support, and to ensure that clients deal with the person at Berthon who is best placed to advise with the type, size and style of yacht for which you are searching. It makes sense to deal with Jennifer, Alan or Bill if you're buying in the USA, and to be introduced to Bruno and Isabelle on the Côte d'Azur. Elsewhere in the world one of the UK team in our Lymington HQ will help lead the charge.

Berthon USA continues to do well, as the economy in the USA powers on and the value of the US\$ makes the whole brokerage market available and good value to American clients. However, we caution yacht owners the world over to take note that American buyers are some of the most sophisticated purchasers on the planet and they follow currency shift and the market carefully, and always bid having extracted their currency advantage from the equation first. American yacht owners have understood their countrymen well which is why Berthon USA has been so successful in the last 12 months in selling yachts stateside to European buyers as they are good value in the world market. On the whole, despite currency shift, American yachts are as a general rule, rather more keenly priced than those on the rest of the planet, where there is the thought that prices will bear a premium because of the currency shift. This I am afraid simply doesn't cut it with the canny buyer as non-American buyers also react to the way that the market is moving.

The Côte d'Azur has been busy for Berthon France this year, as clients focus on the captivating waters and great lifestyle that the area offers. Our worries about a potential slow down because of the political turmoil in France did not come to pass, but then of course the yachtsmen who enjoy these waters are a truly international lot.

New Windy sales have been busy this year, with the biggest challenge being delivery. Yachts for 2017 were all sold early in the year, and so pre-ordering for 2018 has been much in evidence. The super yacht tender

division has been very busy with 2 SR 52's finding new homes with Berthon clients and a new smaller sister just released. We think that the SR 43' will do brilliantly. We have new product launches of the 27' Solano sportsboat and the 38' Alize cruiser which are generating a lot of interest so delivery slots are filling up quickly.

The FPB Programme continues to perform strongly and in April we saw the delivery of FPB 78#2 GREY WOLF II to English clients. An epic yacht in all respects, she has now embarked on a circumnavigation of Australia, before cruising extensively in the Pacific and then heading to the cold places. Built to MCA Category 0 she will be available for charter in due course, and carries a full compliment of toys as well as a full time naturalist, as her owners take her ability to cruise in the most remote and beautiful places on the planet very seriously; together with the importance of understanding the extraordinary wildlife that she will see whilst doing so. With another sister in build and 2 FPB 70's growing every day, demand for these special Steve Dashew designs continues to be high and we are proud to be the worldwide marketing agents for this benchmark New Zealand brand.

Closer to home, we have Advanced 80#2 in build in Italy for an Englishman. With her crisp Reichel Pugh lines and bespoke Nauta interior, our collaboration with Advanced Yachts has demonstrated to us their commitment to custom build for their clients as well as their technical ability to deliver. The A80 is joined in the Advanced stable by the A44, A62, A66 and A100. The Italians are for sure world leaders as far as delivering a new generation of blue water cruising yachts is concerned. Built of high tech materials with sharp, clean lines and interiors that allow their crews to live elegantly; they are fast, easily handled and definitely the future for cruising both locally and long distance.

The Berthon fleet of pre-owned yachts has seen a lot of changes this year as the market has been brisk. The average value that we are marketing has again risen and we are delighted to be the go to people for all things Discovery. Our grasp of the market in all areas – motor – both semi displacement and planing, race and performance, and cruising is firm, and by having brokers who specialise in these areas, we can stay current on

pricing and indeed on the developments in product that we see coming down the track which influences value and desirability.

Of course over the next couple of years we are looking forward to a stack of changes brought about by Brexit in terms of VAT treatment of yachts in the UK and elsewhere in Europe, possible changes to RCD regulations and new rules for Brits cruising in Europe and vice versa. As of now we have no clue how dramatic the changes will be, but we will be taking advice to ensure that we have the answers for our clients so that they can navigate any potential changes and continue to enjoy yacht ownership and the wonderful cruising ground of the UK, Northern Europe and the Mediterranean.

I would just like to mention an important change to our Collection event, whose catalogue accompanies this publication. 2017 sees its 23rd birthday, and whilst it has been much imitated and copied by others in the UK and elsewhere, it remains a cornerstone of the Berthon offering and we are again delighted by the quality and style of those Collection entrants who have sailed to Lymington to participate in the event. Over the years, the boat show scene has changed and yacht search has become a much more armchair, slippers and keyboard type affair. Whilst the Southampton Boat Show used to be the last word in Boat Shows in September, it is now one of many and clients quite rightly choose the shows that suit their schedule best. This we know well as apart from our commitments in Southampton we also show in Cannes, Newport and Annapolis as well as other boat shows in the autumn season. For this reason, **the Collection will run from the 15th September to the 31st December.** The catalogue features not just the yachts for sale in Lymington but the entire Berthon fleet worldwide.

Our Berthon sales team (*more of a family to be honest*) look forward to helping you with your yachting plans whatever your search criteria. You may be in search of a pocket rocket ship, a mile muncher that's got the t-shirt, a Scandinavian flying boat or something rather more 4-wheel drive. Whatever your yachting plans we look forward to helping with these in 2017 and far beyond. We hope that Lifestyle XIII makes you smile.



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# The **ICONIC** Battersea Power Station

TALKING TO ROB TINCKNELL

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"THE SCHEME WE'RE DELIVERING WAS THE LARGEST PLANNING APPLICATION EVER SUBMITTED IN LONDON, IT'S NOT OFTEN YOU COME ACROSS A DEVELOPMENT OF THIS SIZE IN LONDON, PROJECTS OF THIS SCALE ARE FAR MORE COMMON IN THE FAR EAST."





### **Rob Tincknell tells us how he got involved with the redevelopment of Battersea Power Station -**

Well, the short answer is that I got my arm twisted! I spent quite a lot of 2007 on conference calls with head-hunters looking for someone to lead the project, and in the end, not one person stepped forward. So the owners at the time asked me to run it. It was only supposed to be for one year, but I'm still here.

In a way it's like boating – it's now a passion, not a career. We're working to preserve one of the design icons of a great city and at the same time, build an entire new community. Projects like this don't come along often.

### **What were the challenges of getting the project underway?**

There were several important things which were vital before serious progress could be made.

First and most important was finance and backing, which came with our highly experienced Malaysian shareholders, Sime Darby, S P Setia and the Employees' Provident Fund. Nobody who'd owned the Power Station before them had really had the resources and knowledge to take on the job. The scheme we're delivering was the largest planning application ever submitted in London, it's not often you come across a development of this size in London, projects of this scale are far more common in the Far East.

Of course you can't get serious backing until you have a viable plan, and that did take some time to assemble. One critical element is infrastructure. If you want thousands of people to live, work and visit somewhere, as we do with the future Power Station, they have to be able to get to and from it. So we worked very hard with Transport for London to make the Northern Line Extension happen and bring the London Underground to Battersea Power Station. People said it couldn't be done. As you can imagine, it's not a simple thing to arrange two new Tube stations and miles of tunnels without any money from the taxpayer – but, thanks to the support of the Government, City Hall and Transport for London, we got there in the end. In fact, the first tunnelling machine set off on its journey earlier this year. Once the tube station is complete, building can start on top of it.

Another vital piece of the jigsaw was the site master plan and planning permission for it. This, again, was something that nobody had really had over the history of previous attempts to redevelop the Power Station – a plan with approval from the authorities which was actually financially viable. Again, putting together a plan which was acceptable to all the stakeholders but still capable of making a reasonable return on investment wasn't simple: but it did happen and that was a key enabling moment.

**ABOVE** Photo courtesy of Johnny Stephens Photography  
**RIGHT** Photo courtesy of Johnny Stephens Photography



**So what about the building. What's already been done at the Power Station, and what will happen in the future?**

The first phase of the project is called Circus West, which is made up of new buildings to the west of the Power Station itself. Circus West is just getting its finishing touches now – in fact over 200 residents have moved in – and over 100,000 people have already visited our new riverside public space. We opened the first of the many restaurants, bars and cafes in Circus West Village and others are getting ready to move in later this year: it's going to be a unique experience as we're working with smaller independent companies, not brands you find on every high street in the country.

The second phase is the Power Station itself, which we're going full tilt on at the moment. It's an enormous job, and has to be handled with great care due to the Grade II\* listed status of the building. To give one example, we've had to take down the four famous chimneys completely and rebuild them exactly as they were: the old ones were in a very dangerous condition, quite beyond repair. We've even had to put up a special nesting tower for the building's resident peregrine falcons to live in while the works are going on.

We're also well underway with the third phase, which is south of the Power Station and finishes on top of the new Tube station. That's been designed for us by some of the biggest names in the business. It'll be the only place in the UK that you can live in an apartment designed by Frank Gehry, and there will also be amazing building work from Foster + Partners and Field Operations – the people who did the High Line in New York.

Once all that's done there will be some truly amazing new places to live, to shop, and also to work. The offices in the Power Station building will be, I think, some of the most arresting and recognisable in London. We're very proud that Apple has chosen them for their new London campus. We'll have the largest sky gardens in Europe, cultural event spaces and a new 6-acre public park. We will also rank with Oxford Street as a place to go shopping or eat out – but with a bit more 'selfie' potential. Not to mention the opportunity to go up in a glass lift for a view of London from the chimney tops.

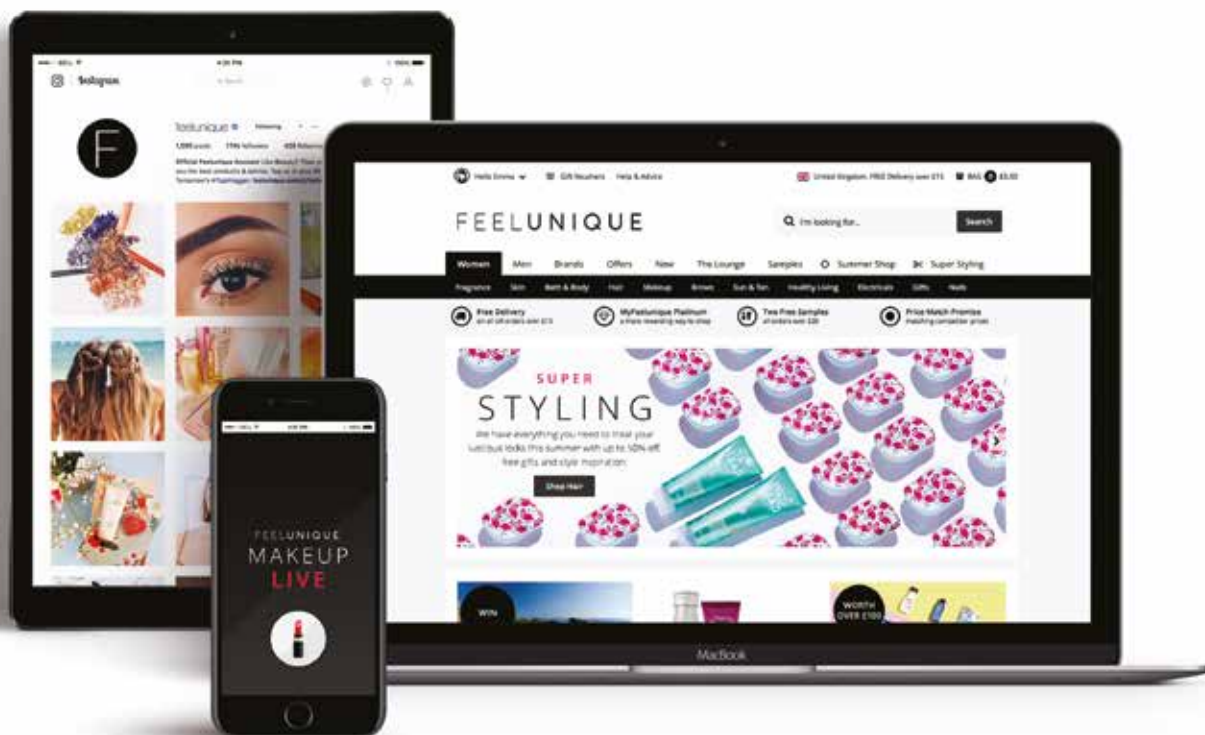
There will be more, but that's what's coming up in the next three to four years.



**What about you and boating?**

I suppose I've always felt a connection with the water from working on a lot of maritime real estate projects over the years: Spencer Dock in Dublin, Clarence Yard in Gosport and Gunwharf Quays in Portsmouth. The Power Station, of course, was always dependent on the Thames in the old days. I'm making sure that there will be lots of day berthing, as well as the river bus (opening this autumn), so that people can visit easily by water.

I personally got into sailing when I was working on the Gunwharf project. We organised various yachting events, and through those I met Sir Robin Knox-Johnston and Sir Chay Blyth. That got me started in yachting, and I've been into boats ever since.



## The changing face of the BEAUTY industry

BY LAWRENCE HUGGLER

Living on an island like Jersey has many benefits - especially for boating - but for shopping it can be limiting and was even more so back in 2005. We had just launched a new hotel, The Club Hotel & Spa and as part of our research we had looked at many great skin care brands for the Spa. Having tried them in spas or at trade shows we found buying more in Jersey and even in London was nearly impossible.

Online shopping was fast growing but still niche in 2005, and most skin care and cosmetics were yet to be available online. We decided that any brand that we were to put in our Spa, we must also sell to customers online - to avoid the issues we had experienced ourselves of not being able to purchase them once at home. This was the birth of **feelunique.com**, which has grown from a tiny start in 2005 to Europe's leading online beauty retailer with worldwide sales approaching £100 million.

For the first few years the challenge was all about convincing brands they should sell online. The mindset in the beauty industry was one of - you can't sell our products online. Customers need to see and touch and test our products. The fact we were growing sales at over 200% year on year of the products we stocked didn't seem to convince many of the big names in the industry that the future lay in e-commerce. It would take over 10 years to finally convince some of the longest established and biggest names to join the online revolution. Now it seems hard to believe, but in 2005 even fashion giants like ASOS only had sales of £13.5 million, so why waste time on tiny outlets online.





**feelunique.com** with customer insights being one of our most powerful tools to help put the right brands in front of the right customer.

While the last 12 years have been about beauty products getting online, the last 6 have been about learning to advertise and market using social media, the next 6 years are going to be about understanding your customer and what they want and how quickly they want change.

We have seen this with *'fast fashion'* where trends can be developed, produced and in *'store'* in weeks, not just once a season. In beauty with the likes of beauty video blogger **Zoella**, followed by nearly 12 million people on YouTube (most likely over 12 million by the time you read this) can have huge influence. Not just on a particular brand but on a particular colour and style. These trends are only accelerating and the industry is running to keep up. Data behind all the trends is starting to become crucial. What influences a purchase, where does a customer enter a *'shop'* from to make a purchase? Is there a difference between a customer that buys a UK brand in the UK to a UK customer that buys products made in Australia? Once a retailer or a brand can start to see this data they can start to understand their customers and hence the potential customers, and see where they are likely to find these potential customers in the fragmented world of social media and video bloggers. Does a young shopper react the same way to samples as an older customer? These are going to be some of the big changes and challenges for the beauty industry over the next 6 years and the brands that can see the data and answer the questions for their customers will grow and those that don't will be following the old adage *'half my advertising is wasted I just don't know which half'*.

Also going forward a big bonus for the customer is the huge growth in cross-border shopping. **Feelunique** has for years been offering worldwide shipping but now with markets in China, France and others becoming huge in their own right. We are adding brands that customers have never seen in the UK from Asia and France. This will cause headaches to brands who don't fully understand their customers, but will open new markets and allow the customer to experience products more suited to them than ever before, made possible by information, recommendations and the data only online can offer both the customer and the brand.

It's a great time to be an online beauty shopper.

The skin care and cosmetics industry has and is still seeing two of the biggest changes in its history, both brought about by the internet. Firstly, its route to customers is changing fast from department stores to online which has grown from virtually nothing in 2005 to a significant 15% of all prestige beauty sales in the UK today and its market share is growing fast.

The second huge change is much more recent and is where brands need to be, talking and engaging with their customers. 10 years ago it was all about glossy magazines and TV, today the shift to online and social media has been huge. Young brands like **Too Faced** have grown from nothing to billion dollar companies thanks to a huge social media followings. Very recent brands like **Charlotte Tilbury** who only launched in 2013 are now sold worldwide by online retailers and have built huge awareness and followings thanks virtually in total to YouTube and Instagram. The idea 10 years ago, that you could launch a brand and sell worldwide in 3 years wasn't even a dream; now it's critical to success.

Going forward, these changes and challenges for brands will only grow. With beauty products moving online the customer now has more choice than ever before with an online retailer like **feelunique.com** stocking over 20,000 beauty products - a range 10 to 20 times larger than a large department store might stock. The key is for brands to understand where their target customer is and how to speak to them. We are seeing this more and more at



# IGUANA - land and sea

## TALKING TO CEO ANTOINE BRUGIDOU

ABOVE & RIGHT Iguana Yacht Model 29'

Antoine Brugidou is the brains and inspiration behind Iguana Yachts. Bespoke good looking sportsboats/tenders whose handsome lines belie the tracks beneath the water which enable them to take to the ground, they are truly amphibious yachts for land and sea. Their patented undercarriages give them grip on hostile shore lines and they can manage rocky and uneven terrain as well as plenty of mud as the tracks spread the weight. Of course although they are light in regard to other boats of the same size, plenty of weight below (the track system) gives them good directional stability at sea too, where they have exceeded original expectations. We wanted to find out more about these extraordinary beasts.

**We asked Antoine, former senior executive of Accenture, and founder of Iguana Yachts, how he got the idea for Iguana Yachts -**

After 25 years of corporate life, I was ready for a total change. We have a very charming house close to the Mont Saint Michel and the very large sand beaches of Normandy just facing the 365 islets of the famous Chausey Islands. They are notoriously difficult to sail because of the strong currents and the very large tides (up to 15m) which can move the water miles away. A normal boat is therefore very limited, and so we thought how good it would be to have a boat for trips to the various islands and watering holes, whatever the tidal state. Chatting to friends – designers Antoine Fritsch and Vivien Durisotti about the problem, we came up with the idea of a motor yacht on tracks which could cope with mud, rocky shores and which we could use anytime to get around by sea (or mud!). The brief was that the boat had to combine good looks with efficiency. The result was the Iguana Classic and suddenly, I was in the boat business.

**You have 4 models in the range - presumably for different uses?**

Yes, the range has grown to accommodate the different needs of our clients, and the range is about use and lifestyle.

We started with my boat - the 'Original' which is really made for short distance trips and having a glass of wine or a picnic in the middle of islands. She is nevertheless very seaworthy and the layout of seating on both sides of the boat makes it a very appropriate tender. She can seat up to 10 passengers, which is perfect for trips with friends.

The second model to launch was the 'Expedition'. With her suspension seats, she can cope with heavy waves in total comfort and the console offers more protection.

We are in the process of delivering a new version called the 'Commuter'. She is actually a cabriolet with a convertible cockpit, made for any weather. She will be unveiled at Cannes Yachting Festival and Monaco Yacht Show 2017.

Finally, our intention is to manufacture a last version called 'Play' specifically design for fishing enthusiasts and a younger clientèle who want to ski and play. She will typically be used by scuba divers who love the Iguana (large staircase, ...)

Each of these different models is delivered in two models of finishing: classic or exclusive.

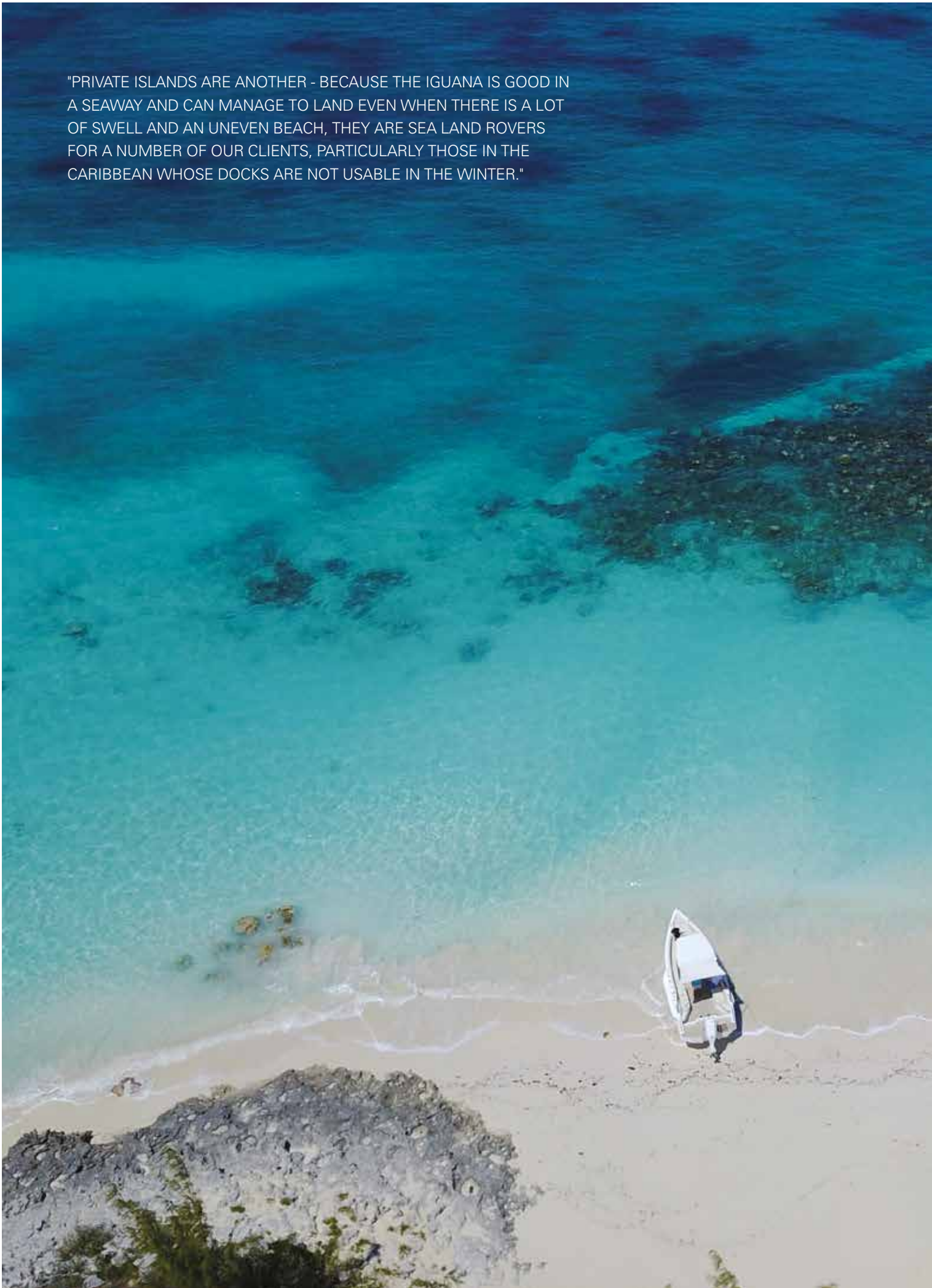




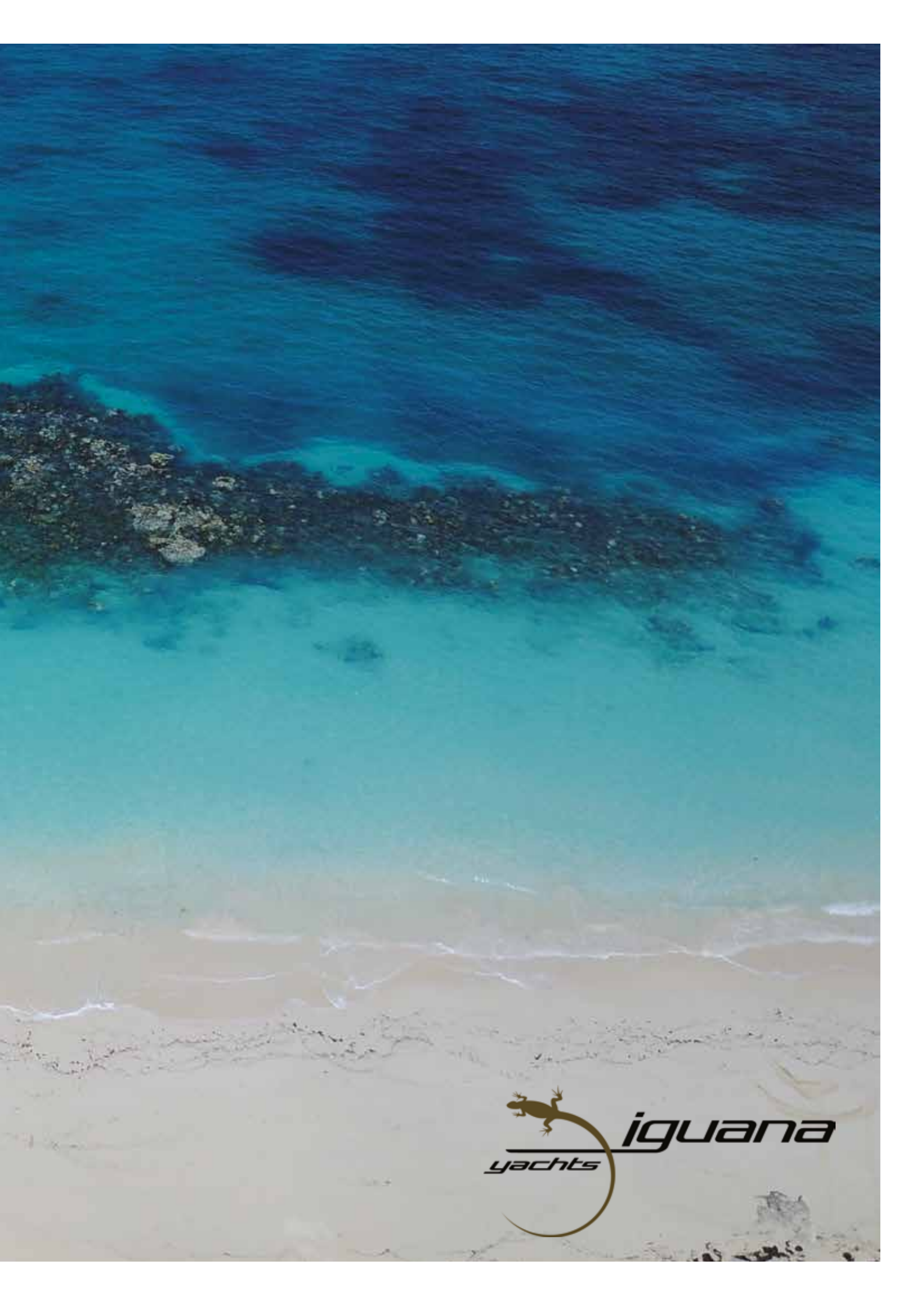
"WE WILL DELIVER A NEW CABRIOLET IGUANA  
FOR THE CANNES AND MONACO SHOW THIS  
YEAR WHICH WE ARE EXCITED ABOUT."



"PRIVATE ISLANDS ARE ANOTHER - BECAUSE THE IGUANA IS GOOD IN A SEAWAY AND CAN MANAGE TO LAND EVEN WHEN THERE IS A LOT OF SWELL AND AN UNEVEN BEACH, THEY ARE SEA LAND ROVERS FOR A NUMBER OF OUR CLIENTS, PARTICULARLY THOSE IN THE CARIBBEAN WHOSE DOCKS ARE NOT USABLE IN THE WINTER."







### **Do you have plans for new models?**

Of course the business is evolving all the time. In 2018 we will develop a new 19 footer which is aiming at a larger clientèle who wants to fit this boat in their garage either on land or on a yacht. We are also working on a 40 footer with bigger range and the option of a cabin. I expect that there will be other new models as we respond to our clients' needs.

### **What sort of clients are attracted to Iguana?**

There are several segments of clients and interest is always based around usage. The first are those, like me with a seaside property who want to get out on the water easily. Private islands are another - because the Iguana is good in a seaway and can manage to land even when there is a lot of swell and an uneven beach, they are sea Land Rovers for a number of our clients, particularly those in the Caribbean whose docks are not usable in the winter. Iguana is also popular with super and mega yachts for exploring new places with guests. Hotels and resorts also like them for transferring guests from yachts or for trips for the day. All our clients have slightly differing requirements and it is fun to deliver on these and to rise to the differing challenges that this brings.

### **How do you see Iguana Yachts developing as a business?**

We are a very new business and after 5 years of R&D, we sold our first boat in 2011 but the business really started in 2013/14 and there are already 30 Iguanas out there doing it and we have plenty of interest in more (we are increasing our production by 50% every year) and so we expect to grow significantly in the next 5 to 10 years. We will never be a volume business, so I don't see us ever delivering more than 100 iguana yachts a year. Everything is done in house at our shipyard in France and the focus is on maintaining the quality and continuing to evolve the high tech construction that we have developed. There are 25 of us in the business and another 40 or 50 suppliers that work with us.

### **What about the competition to Iguana?**

In fact there has been many amphibious vehicles but we are the first boat that looks and performs like the best boats in market while being able to be launched and retrieved on its own. Our tracks system is patented and we offer a unique solution. We fully expect that more mass produced alternatives will come to the market in time, for the freedom that this type of boat offers. However, we think that there is room for all of us and we will never be in the mass market, and will focus in developing Iguana in accordance with our client's specific requests.

### **How rugged in fact are the yachts and how much maintenance do they need?**

The Iguana is easy to look after. The construction and the landing mechanism is very robust. The outboard of course standard fit like many other yachts with the same maintenance requirements. As she will typically live ashore, provided that the engineering is serviced at regular intervals as you would expect and the exterior is rinsed off with fresh water once she is ashore, there is little else to do.

### **What range do the boats have on land and sea?**

When an Iguana is at sea she has an endurance of around 100 nautical miles. Ashore, our clients don't travel so far, but she will typically take you for 3 miles (but can do more)

### **What do you think will be the biggest change that we see in yachting in the next 5 years?**

I see the use of batteries for propulsion both in cars and yachts as the biggest change that is coming down the track. This relies on the development of battery technology to enable more electrical storage and great reliability than is currently the case. Not only is this very efficient, but it also enables us to be more green and caring of our environment. I think that both on land and at sea this will be a fundamental change. This means that fossil fuels will only be used for specific tasks that electric power does not have the strength to deliver but as a rule that electric power will be the primary source of power. In fact we are already there.

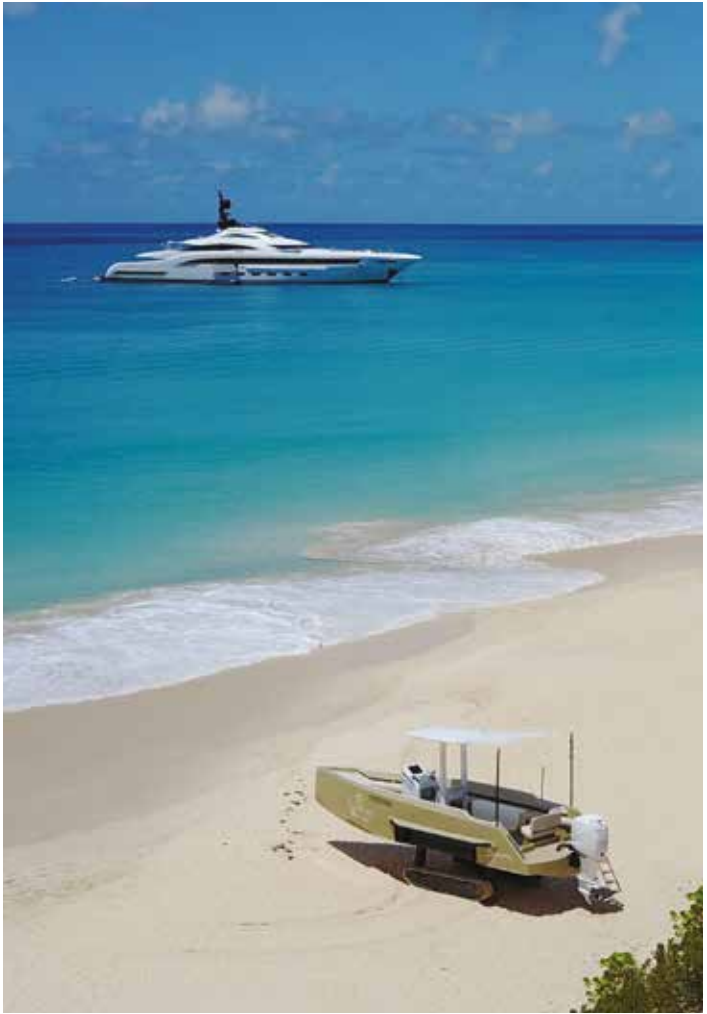
Two years ago we delivered our first electric on land Iguana which is very appreciated by our clients sensitive to sustainability (their number is increasing every day). Today most of our boats are sold with electric propulsion on land. The next step is to use the electric battery as an alternative source of energy for small distance marine propulsion complementary to the outboard engine.

The Iguana range of tenders is extraordinary and here at Berthon we are sure that we will see more of them, as they emulate their namesakes from the Galapagos with similar style and verve.

**OPPOSITE: TOP** Iguana Yacht Model Expedition  
**RIGHT** Iguana Yacht Model 29' accompanying a super yacht  
**TOP LEFT** Iguana Yacht Model 29' in Dubia (photo © Juho Aronen)  
**BOTTOM LEFT** Iguana Yacht Model Expedition





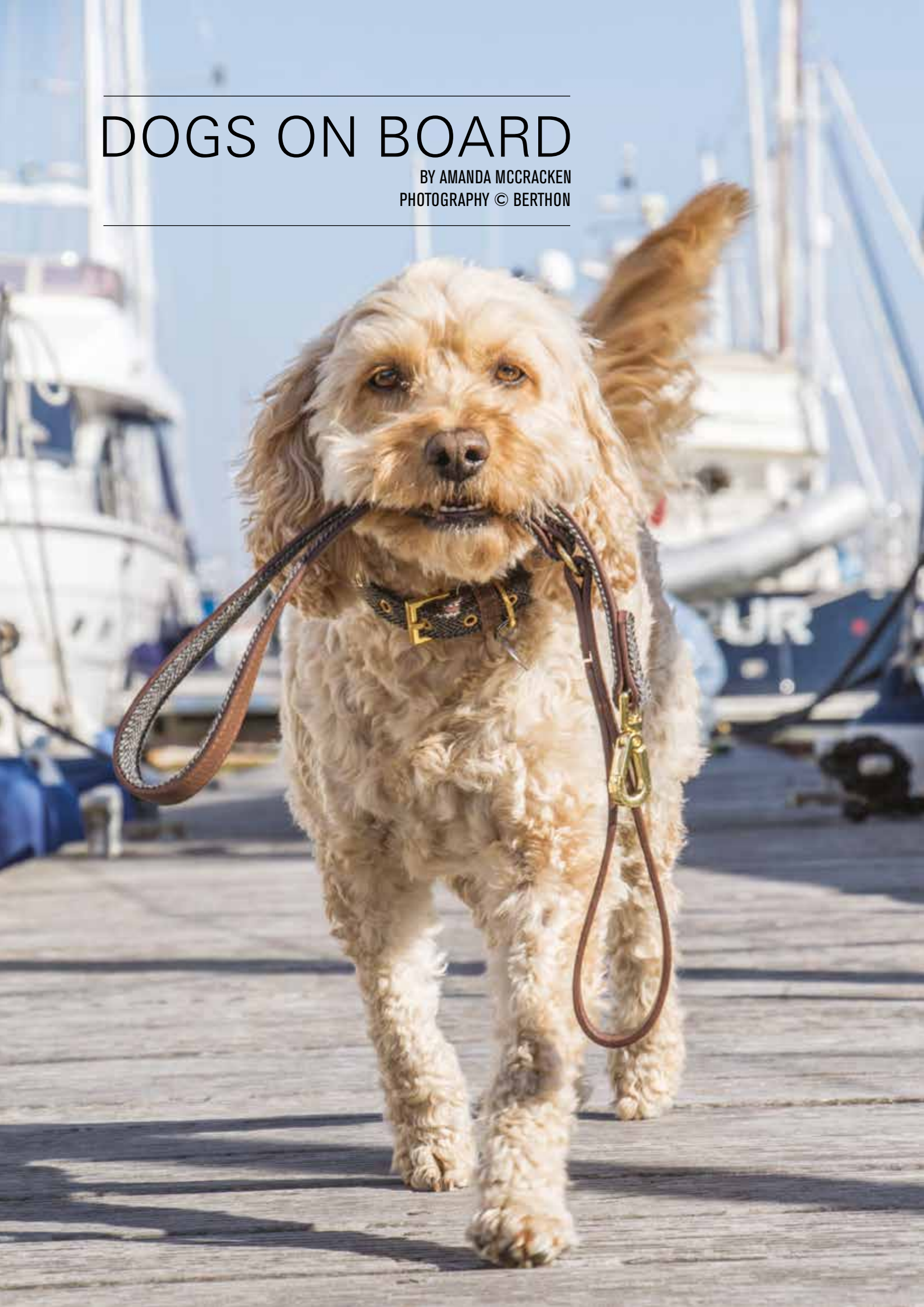


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# DOGS ON BOARD

BY AMANDA MCCrackEN  
PHOTOGRAPHY © BERTHON

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During a career in the superyacht industry I have seen many pampered pets on board, whisked from home to superyacht in private jets and helicopters - a regular occurrence in the HNI community. At the design stage of these superyachts some owners will include plans for installing hydraulic beach platforms that lower into the water, and, even go as far as planting real grass and a tree on the upper deck. Without quite the budget of a superyacht owner we had to think long and hard about having a dog on board, we knew that we would be based in Lympington but would eventually head abroad, but that didn't deter us from adding a pet dog to our crew list.

For those of you who haven't had an introduction to Humphrey, he is a blonde, five and a half year old cockerpoo, who goes everywhere with us - many of you have witnessed him as co pilot in the XK and 'crew/entertainment manager' on board our sailing yacht, AURA OF LYMPINGTON. He is a fabulously cheeky chappy who exudes confidence, has a tail that spins, more akin to a rotating blade on a helicopter, has an insatiable appetite for fun and adores everyone. Humphrey has attended meetings in the shipyard when we have had important decisions to make, checked the work done in the shed and raced along the corridors of power to see Sue Grant and 'Ghillie', her golden lab, (probably for a larger cabin on board)!

After a journey down the M3 from his home his first port of call is always the Dock Office. Unleashed from his car safety harness he races in, jumping the queue of amused yachtsmen paying dues, and with paws up on the desk seeks out his favourite dockies, James and Mel, who always welcome him with open arms and a biscuit, or two. Such is Humphrey's tenacity that he has literally taken it upon himself to be the four legged 'meet and greet' for yachts and their crew arriving on D pontoon, amassing quite a fan club.

Taking a loved pet on board is not to be taken lightly. When we looked at Humphrey as a new member of the family we factored in temperament, size, agility and the fact that the breed doesn't shed hair. Keeping him in check when he was a puppy was eventful to say the least. After a couple of hours sailing he would perform the 'yippee its time to go ashore routine', which entailed several rounds of the deck at brake neck speed! Luckily when he reached two he did calm down, and now we are able to relax on deck with a glass of wine before taking him ashore. However, he will tell us when he's had enough of being afloat by peering through the guard rails (complete with toy in mouth) looking longingly overboard at the tender, his escape pod to fun and freedom.

Although life on board is mostly fun for Humphrey, the tender is the one place we do not allow eccentric behaviour. Before lowering Humphrey into the tender by hand he is kitted out in a life jacket and secure safety line. Engine fired up, he takes up his position, front paws over the bow - he loves nothing better than the wind blowing his ears back. As we reach the shore his party trick is to take the painter and jump off, quite a sight for those on the beach! Then out comes the bouncy ball and frisby. >





When we are underway Humphrey prefers to be secured on a non slip day bed in the cockpit with us, but if conditions become uncomfortable we put him down below, wedging his bed in the galley, where the motion is less pronounced. Humphrey is only 12kg so we can lift him out of danger, but if you have a larger dog you have to consider that lifting them down below is not an option. Tilly's owners on MAGNETIC ATTRACTION (also at Berthon) have the right idea, with only a couple of steps to negotiate to get below.

On board Humphrey has his own cabin, aft deck play area, outdoor shower, toy cupboard, astroturf lawn (for those little emergencies), two life jackets (inshore and offshore), an on deck bed and harnesses to keep him safe while underway, and for those hot sultry days a Med style bimini to keep him cool.

Having Humphrey on board has not stopped us doing anything, in fact, it has added to our friends base; dinghy adventures along rivers and creeks; and we have pounded the coastal paths for miles, but we haven't given up our enjoyment - a jolly good lunch in a restaurant along the way. Some of our favourite places, where Humphrey is welcome, include: The Fish Market and Stanwells in Lymington, The George in Yarmouth (in the garden); The Hut at Colwell Bay on the Isle of Wight, The Jetty at Christchurch (outside), the Crab Shack at Chiswell Beach, and restaurants and pubs on Alderney and the Isles of Scilly.



We regularly visit Alderney, in the Channel Islands, where the harbour authority are happy to accept dogs arriving by private vessel as long as you have not been to the French coast, nor has your vessel been in contact with a French vessel, for example. In Guernsey, we tend to anchor as dogs are not allowed in the St Peter Port marina.

It is still illegal to take your pet on a private vessel from the UK to France even if you have a Pet Passport, rabies jab, microchip and all injections up to date. Getting Humphrey to southern Brittany for our summer cruise was therefore not going to be as easy as we thought. We looked at flying him from London to airports from Brest to La Rochelle but there are no carriers that transport dogs to any of these local airports. We even looked at flying Humphrey over by private jet, as you can take a dog in the cabin, but this is around £7,000 each way. We also decided a 6 hour drive from the Channel Tunnel to La Rochelle was not for us. After numerous phone calls we decided to bring him into France aboard Brittany Ferries, but beware if you do this, that you cannot use this service as a foot passenger, pets have to stay in a car; or book the overnight ferry which has kennels and dog friendly cabins.

Having a dog on board is a huge responsibility and we have had to make adjustments to our daily routine, including regular trips to shore by dinghy, or, picking a marina that has coastal walks and green spaces close by. The positives outweigh any negatives, and we have found ways of making it work. In our experience dogs are becoming more widely accepted if they are well behaved, and owners keep them under control. *Bon Voyage*





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### TAKING A PET ABROAD

Make sure you know the rules about taking your pet abroad, each country is different.

Your pet must be micro-chipped, and take note of where the chip is on the body.

Make sure you have a Pet Passport, and that your pet has a rabies injection before travelling.

There are two informative websites [www.gov.uk/take-pet-abroad/overview](http://www.gov.uk/take-pet-abroad/overview) and travelling to Brittany [www.brittany-ferries.co.uk/information/PETS-travel-scheme](http://www.brittany-ferries.co.uk/information/PETS-travel-scheme)

or, contact your vet. If you break the rules the penalties are harsh:

your pet goes into quarantine for 6 months, you are fined.

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**ABOVE** FPB 78-1 *Cochise* great room © Steve Dashew



# INTERIOR DESIGN & YACHTS:

The Agony and the Ecstasy

BY DENISE LAVEY





**TOP** FPB 78-1 *Cochise* galley © Steve Dashew  
**BOTTOM** FPB 78-1 *Cochise* stateroom © Steve Dashew



My two biggest passions are travel and design. As such, my work has taken me all over the globe, and I absorb the experience of different environments and cultures into my designs. Understanding how to implement light and the environment into each home is always a priority for me.

That same priority pertains to interior yacht design. The assumption with yachts (one hopes) is that they are always going to be changing environments. Thus, you have to have an approach that allows for maximizing the sensation of space, while respecting the ongoing challenges of shifting light and climates – not to mention the constant need to keep weight light!

This is especially true with Steve and Linda Dashews' FPB designs. When I set to work with the Dashews on FPB 78-1 Cochise, I knew the boat was going to go literally everywhere (FPB 78-1 has already crossed over 12,000 nm in a little over 4 months of cruising). And the landscape and light in Greenland is going to be very different from Fiji. So you have to have a light touch. You want the finishes to be personalized to the client's tastes, but still neutral enough to allow for the outside view to remain the focus.

The photo showing Cochise's great room (*previous page*). Note how the different lighting and external environments shift the look between the great room (*previous page*) and galley shot (*top left*). Day, night, high latitudes, tropics – always changing. This is where soft goods like pillows can really play an important role. We kept the upholstery neutral, but added tufting for texture, and allowed for a pop of color with the yellow in the pillows. The striping in the pillows also adds visual interest. The blonde faux wood flooring reads both warm and cool, and the grain again adds texture, a good contrast with the smooth surface of the ultra modern white lacquer cabinetry finishes. The native American blanket draped over the Ekornes chair is a nod both to FPB 78-1's name and Steve and Linda's fondness for native American design. (Simple personal touches like the blanket can add a sense of individualized design - something that can be helpful particularly if you're dealing with a non-custom yacht.) ➤

"OF COURSE, THE MOST IMPORTANT ASPECT OF DESIGN – FROM MY PERSPECTIVE - IS COLLABORATING WITH THE CLIENT TO MAKE SURE THEIR DESIRES ARE MET WITHIN THE CONSTRAINTS OF THE YACHT'S INTERIOR."



**ABOVE** Denise and her sister Ginger aboard  
FPB 78-1 *Cochise* off the coast of Florida © Steve Dashew

"WHEN YOU CONSIDER THE NEED FOR COMFORT,  
STYLE AND DURABILITY, YOU ARE ALSO TALKING  
ABOUT YOUR GLASSWARE AND FLATWARE."



Where some yachts present the task of trying not to compete with outside environments in terms of aesthetic styling and visual interest, others hold the opposite challenge. So many boats tend to be dark and heavy, with the interior living area far removed from the outside. Windows are often few and far between. Given the limited space of many yachts, it has always been a mystery to me why interior yacht design runs so heavy. Traditionally, one sees a lot of dark wood, dark blue upholstery, heavy brass decorative pieces. Perhaps it is because I don't come from a boating background that my instinct is to always lighten things up.

One of the biggest necessities in a dark or enclosed space is really good lighting – recessed, dimmable – to give you several different options of light intensity and mood.

Another strategy for making an interior feel open involves using artwork. I suggest placing a few pieces in each area. This serves to enlarge the space by drawing your eye to specific focal points within the interior. It also adds a personalized touch, with the clients choosing art that holds significance for them.

FPB 78-1 Cochise's owner's stateroom (*previous left hand page*) serves as a perfect example of this approach to lighting and artwork.

Of course, the most important aspect of design – from my perspective – is collaborating with the client to make sure their desires are met within the constraints of the yacht's interior. For example, when I was recently working with clients on their new Azimut, they were concerned about the lack of space. They were also used to light colors and furnishings in their homes. I recommended they replace much of the dark hull paneling with light, textured fabric, and I replaced the dark wood door fronts on all the cabinetry with a very light (and lightweight), horizontal-grain figured veneer. This served to open up

the space enormously, and helped give the impression of a large, light interior.

Now we come to an area of concern when it comes to designing yachts that we don't run into with homes: the need to have fabrics and soft goods that are environmentally tough, able to withstand a saltwater environment without breaking down. And with linens and towels, there is, as with any yacht, the concern of storage limitations. That's something I think people often forget – you've got a boat with limited capacity; you're competing with spares and provisions for linens and soft goods storage.

When you consider the need for comfort, style and durability, you are also talking about your glassware and flatware. This is actually an area that can be really fun with yacht ownership – when space is limited, every object becomes a statement of personalized style. You'd be amazed at how a table set with the right plates and glassware can really make a saloon's aesthetic soar.

One more note on interior yacht design: the importance of flooring and wall coverings. That again is a function of both the owners' tastes and a need for durability and low weight. With FPB 78-1, Steve and Linda were excited about going modern this time out: the faux blonde wood flooring is both high quality and very lightweight, and added some warmth to offset the ultra modern white lacquer cabinetry. The wall covering is a textured vinyl – again, works great with the variances in temperatures and humidity, and looks rich.

The bottom line with yacht interiors is this: when you combine the owners' aesthetic with the right fabrics, furnishings, soft goods and personal touches, you can create a warm, open, light, lovely ambiance that truly feels like home. And that is what we are always striving for – to bring home with us wherever we go!





I'm a licensed interior designer, and live in Los Angeles.  
Some photos of recent home projects.





ABOVE © Jeffrey R Roberts



ABOVE © Jeffrey R Roberts





"THE 25th BIRTHDAY OF THE EVENT SAW A CONCERT HELD ON THE SOUTH LAWN OF THE WHITE HOUSE WITH PRESIDENT JIMMY CARTER ON HAND TO PERSONALLY GREET EVERY MUSICIAN WHO PERFORMED."



**ABOVE** Cécile McLorin Salvant - Newport Jazz Festival 2015 (photo © Ayano Hisa)

**ABOVE RIGHT** Newport Jazz Festival 1954

**BOTTOM** Jamie Cullum - Newport Jazz Festival at Fort Adams State Park 2010 (photo © Ayano Hisa)



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# The Newport JAZZ Festival

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With our offices in Newport, Rhode Island, we tend to think of this pretty town with its huge water frontage and great sailing facilities, as the centre of yachting on the East Coast of the USA. Of course, Newport is also home to the legendary Newport Jazz Festival. An annual event, it had its first outing in 1954, when it was launched by socialite Elaine Lorillard and her husband Louis. It was held in the rarified setting of the Newport Tennis Casino. Artists performing there included names like Dizzy Gillespie, Bobby Hackett and Billie Holliday, who are household names even today.





Of course the inaugural event was huge and this extraordinary festival has run ever since, every summer. In the early years the Festival was broadcast on Voice of America and various record labels issued live performances recorded live at Newport.

Despite some disapproval from some of the great and good, for whom Newport was their summer playground, and the threat to move the event from the tennis casino, legendary names like Louis Armstrong, Dinah Washington, Gerry Mulligan and Miles Davis were in the early line ups. Even those who are not Jazz aficionados will recognise these giants of the jazz scene.



By 1957, gospel music made its first appearance at Newport on a sunny afternoon, with another icon amongst others, Mahalia Jackson getting a standing ovation from Newport's finest.

In 1958, Bert Stern filmed the festival and in addition to the jazz on offer, the first forays into rhythm and blues from Big Maybelle and rock 'n roll from none other than Chuck Berry were captured on tape. By the end of the 50s around 60,000 people flooded into Newport over a 4 day period to see and listen to its jazz.



The 1960s were a time of turmoil for Newport and its Jazz Festival, it saw the National Guard intervene in Freebody Park where it was staged. First time appearances by the likes of Muddy Waters and John Lee Hooker were accommodated in Sunday afternoon blues concerts. The Festival was back in 1962 with another great line up including an up and comer – Aretha Franklin! The rest of the 60s saw soon to be famous names perform including Frank Sinatra, who arrived by helicopter in 1965 to perform, being joined by Earl "Fatha" Hines and Abdullah Ibrahim.



By 1969, Rock had invaded the Festival with an eclectic offering by Sly and the Family Stone playing on the same platform as Bud Freeman and Bob Wilber.

The 1970s opened for the Newport Jazz Festival with Louis Armstrong's 70th birthday celebration. He didn't play but sang with Mahalia Jackson bringing the night to a climax with a rendition of 'Just a Closer Walk with Thee'... However the following year, thousands gathered on a site overlooking the Festival Field and made a makeshift camp through which most wandered in a psychedelic haze. The Allman Brothers were the only rock act that year, and the group from the site vandalised on stage equipment, tore the lid off a piano and so rather sadly, ended the second incarnation of this great Newport institution.

Despite a hiatus, the Newport Jazz Festival was firmly on the map and it continued to grow to international acclaim – George Wein brought the festival from Rhode Island to New York in 1972 and the Newport Jazz Festival New York was born. Ray Charles, Roberta Flack and Dave Brubeck performed at concerts in venues such as the Yankee Stadium and Carnegie Hall.

- TOP** Jon Batiste & Stay Human - Newport Jazz Festival at International Tennis Hall of Fame at the Newport Casino (Photo © Douglas Mason)
- 2ND** Michel Camilo and Hiromi - Newport Jazz Festival at Fort Adams State Park (Photo © Douglas Mason)
- 3RD** Newport Jazz Festival at International Tennis hall of Fame at the Newport Casino (Photo © Douglas Mason)
- 4TH** Maria Schneider - Newport Jazz Festival at Fort Adams State Park (Photo © Douglas Mason)



In the intervening years the Festival spread to Boston at Fenway Park with artists like Stevie Wonder, Ray Charles, Donny Hathaway and many others performing. Saratoga was also part of the family by 1978 and a number of global festival expansions were undertaken across Europe and Japan. The Newport Jazz Festival had come a long way!

The 25th birthday of the event saw a concert held on the South Lawn of the White House with President Jimmy Carter on hand to personally greet every musician who performed. He said 'I don't believe the White House has ever seen anything like this... this music is as much part of the greatness of this nation as the White House or the Capitol down the way'.

It was 1981 before the Newport Jazz Festival returned home to Newport and a new venue was found at Fort Adams State Park, which is a historic stone fortification on Narragansett Bay. The focus was on day time concerts which everyone loved.

On its 40th anniversary, the Newport Festival was once again on the White House lawn, this time Bill Clinton was the incumbent president and a super keen jazz fan and a sax player. He said 'No event has done more to nurture the careers of jazz artists, none has done more to thrill and delight jazz fans. The Festival's influence has been truly profound.'

50 years on in 2004, a Gala Evening saw Dave Brubeck and Jamie Cullum perform. The Festival has continued to evolve and grow with a change of ownership coming in 2007 which saw festivals in Martha's Vineyard,

San Francisco, Jackson Hole and Mali as well as the founding of Festival of Champions in association with the Olympics with music being made in Vancouver, London and Sochi.

However by 2010, the Festival returned to its roots as a Not for Profit organisation and with the aim to establish festivals in perpetuity with educational initiatives to get students and musicians learning and making great music.

With regularity this astonishing institution celebrates milestones and its 60th birthday was no exception with a feature promoting as ever, emerging artists. The All Star Newport Now 60 Band also took to the stage and then undertook a national tour to celebrate the festival's anniversary across the USA.

The story continues as the presentation of commissioned musical works was made possible in part by the Doris Duke artistic programming fund. This fund has also done much to preserve the look and feel of Newport through its focus on the preservation of the original housing stock. In supporting the Newport Jazz Festival it ensures that these old buildings are enjoyed to the sound of great music being made.

What an incredible story that a small town, which is big in yachting, is also very big making music and has been the trailblazer for an iconic musical form for which we are all very grateful.

The Newport Jazz Festival turns 63 this year and will be presenting as ever a dynamic and exciting programme of the very best of jazz.

**BELOW** Newport Jazz Festival (photo © Douglas Mason)





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# INTO THE DEEP BLUE

BY KITTY VAN HAGEN

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"THE GALAPAGOS ISLANDS ARE A MAGICAL PLACE, WE SPENT A WEEK THERE MARVELLING AT THE EXTRAORDINARY WILD LIFE ABOVE AND BELOW WATER."

Gatun Lake is the half way point between the Atlantic side of the Panama Canal and the Pacific coast, most yachts in transit have to spend the night before passing through the final downhill locks.

We had already helped friends through a week earlier as each yacht must carry four line handlers, our friends were now returning the favour. With 8 bodies on board a boat that can only comfortably sleep 4 it was a bit of a squeeze but not a problem for one night. Anchored in the lake along with the other yachts in our flight, we decided to jump overboard to cool off, lovely, until someone shouted "Crocs!" They may have only been 'freshies' or alligators but we didn't stop to ask. The following morning various motorboats appeared carrying pilots for our group of yachts. They were a pilot short and it looked like we had drawn the short straw, after some frantic telephone and VHF calls to agents and various authorities we achieved nothing, all we could do was sweat it out under a blazing sky for another day. In the weeds and just above the surface we could see the eyes of these small crocs watching us watching them. Dawn arrived and with it our pilot, we formed a trot with two other yachts and began to negotiate the downward locks. As the final lock gates creaked open we hit the play button on the CD player and out blasted the Hallelujah chorus with all 8 of us joining in. As the crack in the gates widened we finally got our first glimpse of the mighty Pacific Ocean.

Our destination from Panama was The Galapagos Islands approximately 900 miles away. Not an arduous passage although it took us a week due to poor wind conditions. The Galapagos straddle the equator, this was our first time 'crossing the line' and it was exciting to watch the GPS slowly change from N – S. There are strange currents around the Galapagos, at night it was unnerving to hear the sound of breaking water against the yachts hull, we would dash to the chart table, no sign that we were anywhere near a reef. It was these strange upwelling's of water.

The Galapagos Islands are a magical place, we spent a week there marvelling at the extraordinary wild life above and below water. On Simon's birthday, 23rd of March, with a full moon to light us and the volcano on Isla Isabella behind us we set off from the islands that time forgot for Hawaii. It is over 4000 miles to Hawaii and a notoriously slow passage as most of it is through high-pressure systems, meaning light or practically no wind for a considerable distance. With no way of getting weather information we followed the perceived wisdom of heading on a southern trajectory and then turning north.





The ocean was glassy calm. Calms are bad for morale and damaging for gear however the north easterly winds did pick up, they were gentle but oh so welcome, 33 days, 8 hrs and 36 minutes after leaving the Galapagos we eventually arrived at our destination. Hawaii came as a shock. All glass, high-rise buildings, tarmac roads and air-conditioned supermarkets. Not quite what we were expecting...

The sail from Hawaii to Kodiak, Alaska, was sensational. When the lively westerly winds kicked in we were flying, frequently logging 200 nm a day runs in our 45' Duet 1. The water temperature dropped from 25 degrees to 9 overnight. Out would come the thermals and woolly socks. The sun barely kissed the horizon before rising again and pink tinged clouds revealed the mountains of Kodiak Island. This was definitely the most spectacular of landfalls.

Cruising Alaska and the Pacific Northwest was one of many highlights. It ticks all the boxes, I could not recommend it highly enough. Exciting navigation, remote villages where you can be sure of a friendly welcome, an abundance of sea food available on the beaches such as oysters and clams, wild life galore, from bears to sea otters and whales and million year old glaciers at which you can drop anchor and chip a bit of ice for the whiskey.



**LEFT** SUNSTONE anchored in the Alutian Islands (photo by Vicky Jackson)  
**TOP RIGHT** The dance events © Sally Isabel Heins  
**BOTTOM RIGHT** Marine Iguanas © Annabelle Ingram





No less dramatic was our landfall in the Marquesas Islands. The Marquesas are the first landfall in French Polynesia, we had sailed from Porte Vallarta in Mexico, this downwind 3000 nm trip was perfect trade wind sailing. Rest and repairs complete, crews set sail and loose themselves in and amongst the atolls of The Tuamotu Archipelago, the venturesome may sail down to Easter Island and even Pitcairn but more cautious soles will be content to discover black pearls, coconut crabs and play at being a castaway before heading in the direction of Tahiti. Tahiti is the cross roads in the south pacific for yachtsmen, here friendships are renewed and new acquaintances made. Some crews split up and some decide that they have had enough. The Polynesians are without exception the most beautiful people. The main inter-island dance and general festival in Tahiti begins at the end of June and continues through to the 1st half of July. It is one of the many highlights of a Pacific crossing. Although the pacific is being invaded by sailing rallies and sadly, leviathan cruise ships, do trespass into island nirvana. It is still easy to get away from the crowds and discover your own paradise.

It was always our dream to sail those waters and because we fell in love with the islands, the people and the different cultures we wandered about for over 12 years. It would be a pity to rush through in one season as there are such a wide variety of places to visit. Each group of islands have retained much of their own customs and characteristics despite so-called 'civilization', all the villages we visited were friendly and the crime rate away from the big centres virtually unknown. There is everything for everyone. Some choose to ride the 'coconut milk run' trade wind track and cross to Australia whilst others turn south from Fiji or Tonga and head to New Zealand to escape the Cyclone season.



**OPPOSITE: TOP LEFT** Clam © SV Pilgram

**MIDDLE LEFT** Dancing ladies in their mother hubbards © Sally Isabel Heins

**BOTTOM LEFT** Fish Market in Wreak bay © Alan Brook

**RIGHT** Trading for food in Malekula © Sally Isabel Heins





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# WHY SAVE THE WHALE?

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BY ANNA MOSCROP

**CETACEANS** – THE COLLECTIVE TERM FOR WHALES, DOLPHINS AND PORPOISES – ARE SOCIAL AND INTELLIGENT, WITH COMPLEX SOCIETIES AND BEHAVIOURS. TOOTHED CETACEANS (ODONTOCETES) PREY ON FISH AND OTHER LARGER ANIMALS. THEY RANGE FROM THE SMALLEST PORPOISES TO THE DEEP-DIVING, SPERM WHALE, WHICH HAS THE LARGEST BRAIN IN THE ANIMAL KINGDOM AND PRODUCES THE LOUDEST SOUNDS EVER RECORDED IN THE WILD.

TOOTHLESS (MYSTICETE OR BALEEN) WHALES USE COMB-LIKE SETS OF BALEEN PLATES TO FILTER SMALL PREY SUCH AS KRILL, SHRIMPS AND TINY FISH FROM LARGE MOUTHFULS OF WATER. DESPITE FEEDING ON MINUTE MARINE LIFE, THE BALEEN WHALES RANGE FROM THE INQUISITIVE MINKE OF AROUND 9M LONG, TO THE SINGING HUMPBACK OF ABOUT 15M, AND THE HUGE BLUE WHALE, UP TO 30M LONG – BIGGER EVEN THAN THE LARGEST DINOSAURS.

ABOVE Fin whale and striped dolphins © IFAW/R McLanaghan









**ABOVE** Minke whale head shot © IFAW/J Gordon  
**RIGHT** Striped dolphin, Cyprus 2017 © MCR/R McLanaghan  
**BOTTOM RIGHT** White sided dolphin, US/Canada 2012 © MCR/K Froud

My first encounter with a whale in the wild was brief and somewhat unexpected. We had just left the harbour of Saint Laurent du Var, Southern France, in a choppy sea, with the wind on the nose. Most of my team-mates on board R/V Song of the Whale I (a converted second hand Oyster 46, then owned by IFAW) were battling with their stomachs after a couple of nights ashore sitting out poor weather in the marina. I had been desperate to get offshore, this being my first time aboard volunteering with the team, and was enthusiastically on watch, when a huge fin whale miraculously surfaced alongside us, surfing the surging swells of the Ligurian Sea like a vast, blotchy grey torpedo. The whale intermittently blasted its mist of fishy breath aloft as it surged ahead of us, visible for a few minutes, eventually diving and disappearing below the waves. It was a short encounter, but I was hooked; my experiences studying Mediterranean whales using acoustic techniques on Song of the Whale that summer sharpened my focus - I'd always had a keen interest in marine mammals, and more than twenty years later, am still with the Song of the Whale team, working to protect these amazing ocean giants.

Although somewhat fish-like in body form, and totally aquatic in habit, whales are air-breathing, social and intelligent mammals that give birth to live young, who they suckle and rear over extended periods. Many live in large social family groups for their entire lives, and new research suggests that some types of whales exhibit and pass on culture, including songs and feeding techniques. Some species have been known to support sick and dying relatives at the sea surface for days, others deploy baby sitters to watch over their young while they forage at depth. Whales are mammals of superlatives. They are present in all of the world's oceans, ranging from the Arctic, where bowhead whales may live to more than 200 years old, through the tropics to the Antarctic Ocean. The blue whale is the largest animal to ever live on earth; while the smallest whale, the vaquita, found only in Mexico's Sea of Cortez, is one of the most endangered mammals, only 30 individuals are thought to remain; the sperm whale, which has the largest brain in the animal kingdom,

makes incredibly long deep dives to depths of several kilometres, remaining submerged for up to an hour, and some whales can communicate with each other over vast distances, even across an ocean basin. Of the 88 species of whale and dolphin currently recognised, a quarter belong to a group of elusive deep-divers known as the beaked whales. However, we know so little about these beaked whales that new species are quite regularly added to the group. In 2010, for example, two whales stranded and died in New Zealand; after initial misidentification, they were subsequently identified using genetic techniques as never-before-seen spade-toothed whales. In 2014, a dark whale washed up on an Alaskan island, and appears to be a new species that has not been formally named yet. Many more exciting discoveries such as these still await us in those stretches of water once thought to be populated by mysterious sea monsters on historic sea charts, large swathes of our oceans still remain largely unstudied in terms of their marine mammal inhabitants.









**ABOVE**  
**RIGHT**

An unusual sighting of a breaching fin whale. Mediterranean Sea 2013 © MCR/M Romagosa  
SOTW exploring fjords, E Greenland 2016 © MCR/O Boisseau

Humans have a unique connection with whales, from way back in history to the present day – having decimated the world’s populations of large whales, I believe we now have a duty to protect both whales and their oceans for future generations. Although whaling began in pre-historic times, the Basques were among the first to catch whales commercially, with documents dating back to the year 670 detailing trade in whale oil. By the early 17th century, other nations were entering the trade, following Basque techniques. Millions of whales were reduced to barrels of oil that lit the industrialised world in the 18th and 19th centuries. Whaling continued well into the 20th century, by the 1930s more than 50,000 whales were being killed annually. Before the advent of plastic, spring steel and glass fibre, bristly baleen (the filtering mechanism that many species of large whale have instead of teeth) was used for numerous items where flexibility and strength was required including collars, corsets, carriage whips, umbrellas and brushes. Whale blubber and oil formed the basis of a huge range of things, from margarine, to soap, lipstick, and a lubricant for fine machinery. Since the 1980s, due to the severe depletion of global populations, whales have been protected from whaling in most places; and now 13 million people go whale watching offshore in more than 100 different countries, to see live whales in their natural environment, a growing industry that generates ~ 2 billion USD annually.

Whales are true global citizens; they do not recognise national boundaries, many species make incredible migrations, travelling thousands of kilometres a year between cool high latitude feeding grounds and their breeding grounds in warmer low latitude waters.

We are discovering that whales, as large predators, are important indicators ocean health, helping to maintain the ecological balance of the oceans. They are vital to maintaining populations of their own prey, to the mixing and distribution of nutrients, and they help to ameliorate the impacts of climate change (by releasing nutrients at the ocean surface, to fertilize the plant or phytoplankton, providing food for animal or zooplankton, larvae and fish fry, facilitating the ocean’s carbon pump, and importantly taking carbon out of circulation from the atmosphere.

Although now largely protected from commercial whaling, whales and their smaller relatives, dolphins and porpoises, are threatened by a range of other human problems, pollution (from toxic chemicals and plastic), entanglement in fishing gear, noise and disturbance (from ships, oil and gas exploration and industrial activities), and they suffer from collisions with ships... So, it is vitally important to study and effectively monitor their populations, and find practical solutions to the problems they face to reduce risk of deaths and serious injury. Unfortunately there is a growing list of species and populations that are now at dangerously low numbers, including UK and southern European killer whales, Mexican vaquita, the North Atlantic right whale, found off the USA and Canada. Killer whales off the UK coast carry dangerously high concentrations of persistent toxins such as mercury and PCBs, in their organs and blubber; as long lived and slow growing animals – these compounds build up in their bodies and cause reproductive failure and immune system problems. Sad news came in 2006, when a six-week survey in the Yangtze River led to the shocking conclusion that the Chinese river dolphin (or ‘baiji’) was functionally extinct. >



"HUMANS HAVE A UNIQUE CONNECTION WITH WHALES, FROM WAY BACK IN HISTORY TO THE PRESENT DAY – HAVING DECIMATED THE WORLD'S POPULATIONS OF LARGE WHALES, I BELIEVE WE NOW HAVE A DUTY TO PROTECT BOTH WHALES AND THEIR OCEANS FOR FUTURE GENERATIONS."







**ABOVE**  
**RIGHT**

Pilot whale pod, Mediterranean 2013 © MCR  
SOTW photographed from the air off Ireland, 2015 © Irish Air Corps

As it stands, the baiji is the first large aquatic mammal to have gone extinct since hunting and overfishing killed off the Caribbean monk seal in the 1950s.

Although we have made great progress in the last few decades in developing new benign ways to study whales without the need to harm or disturb them, including the acoustic (listening) research techniques developed by our team on R/V Song of the whale, we still have much to learn about whales and their ocean habitats. New species are still being discovered, critical habitats must be protected and we need to find better ways to reduce the numbers of whales killed by ships and fishing nets, and disturbed and displaced by growing levels of underwater noise. Although a global catastrophe, the effects of climate change will be most pronounced on those species that rely on the polar waters for survival; in the northern hemisphere, there are three species of 'ice-obligates' (the bowhead whale, beluga and narwhal) and as the name implies, when the ice vanishes, so will these vulnerable and fascinating species.

The team with MCR on Song of the Whale has been involved since 1987 training young scientists and in pioneering studies, which are helping to better protect whales. Projects have ranged from undertaking surveys in previously unstudied areas where no data on whales existed, to informing the designation of new Marine Protected Areas, developing new ways of studying hard to detect species; from initiating efforts to save

Right whales on the E coast of N America – designing detectors to notify ships of their presence, to counting endangered sperm whales in the Mediterranean (where new research soon to be published will provide the first basin wide abundance estimate for the species there). Recent projects have studied this species behaviour off Iceland (where minke whales are still hunted for 'scientific' research), discovered porpoises in the Northern Aegean (where they had not been observed for over 20 years), and studied rare beaked whales off Southern Australia, where oil and gas developments are proliferating and little is known about the whales present there. More locally, the SOTW team has recently assessed harbour porpoise (the UK's smallest whale) distribution and abundance in the UK's busiest waterway, the Thames estuary, and run residential trips from Ipswich where the vessel has its UK base, to engage disadvantaged local young people in discovering and better protecting the wildlife and cultural heritage of the Orwell Estuary, in their own back yard.

This year the SOTW team is celebrating 30 years of conducting pioneering and collaborative marine conservation projects in remote and challenging locations, and developing new benign techniques, including using acoustics. However, the team urgently needs new sponsors to continue its vital work protecting the marine wildlife and training future scientists and conservationists. You could even join the MCR team on their next quest; to sail between the UK and Falkland Islands in the Southern Ocean later this year.



"THE TEAM WITH MCR ON SONG OF THE WHALE HAS BEEN INVOLVED SINCE 1987 TRAINING YOUNG SCIENTISTS AND IN PIONEERING STUDIES, WHICH ARE HELPING TO BETTER PROTECT WHALES, PROJECTS HAVE RANGED FROM UNDERTAKING SURVEYS IN PREVIOUSLY UNSTUDIED AREAS WHERE NO DATA ON WHALES EXISTED, TO INFORMING THE DESIGNATION OF NEW MARINE PROTECTED AREAS, DEVELOPING NEW WAYS OF STUDYING HARD TO DETECT SPECIES; FROM INITIATING EFFORTS TO SAVE LARGE WHALES ON THE E COAST OF N AMERICA – DESIGNING DETECTORS TO NOTIFY SHIPS OF THEIR PRESENCE, TO COUNTING ENDANGERED SPERM WHALES IN THE MEDITERRANEAN (WHERE NEW RESEARCH SOON TO BE PUBLISHED WILL PROVIDE THE FIRST BASIN WIDE ABUNDANCE ESTIMATE FOR THE SPECIES THERE)."





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Wildcook - 30 SHADES OF  
**MUSHROOMS**

BY GARRY EVELEIGH  
PHOTOGRAPHY BY WILDCOOK ©, ZSAZSEVA PUBLISHING  
DISHES BY PENNY ERICSON

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**IMAGE** Hen of the wood  
**ABOVE TOP** Wild mushroom & garlic pesto pizza  
**ABOVE 2ND** Roast quail with wild mushroom & hispy cabbage  
**ABOVE 3RD** Partridge & wild mushroom ravioli  
**ABOVE 4TH** Yorkies - quail's eggs with giant puffball croutons



For most of you, the thought of gathering a feed of wild and delicious mushrooms would conjure up cooler seasonal temperatures, shorter daylight hours and the onset of Mother Nature's stunning autumnal spectacle. This is mushroom season proper, however, with a little bit more knowledge, you too can gather a mushroom feast almost any time of year .... so read on.



ABOVE Winter chanterelles

### Winter – December through February

After the glut of autumnal wild fungi, don't give up! Providing it doesn't rain too much or frosty weather isn't continuous, picking through the end of December is pretty much the norm for me and occasionally, but only when the New Year weather stays unseasonably warm and dry, January and February can also yield just enough wild mushrooms for a feed. It only happens once in a blue moon, a lunar sighting I've seen only a very few times in my life.

This time of year you can find me looking for wood blewits, jelly ears, velvet shank (wild enoki) and my seasonal favourite, winter chanterelles. It's worth walking in different locations of the forest in winter. It will expand your knowledge of the area. When you find a new patch showing the signs of just a few rotting remains or a handful of late edible specimens, log it in your memory bank and, next season, return two months earlier. You may discover you've hit a jackpot. Don't forget, once you've located an area where the mycelium is doing its job of decomposing and digesting, it's just down to Mother Nature producing the correct elements and voila, you're in!

'Think like a mushroom' – the later in the year, the higher the ground and the more dense the foliage. Higher ground won't have become too waterlogged and the extra cover of foliage insulates the ground from harsh frosts giving the mushrooms more chance of growing. Hidden hunter-gatherer instincts are in every one of us, we just need to, 'get with the beat....Baggy.'



ABOVE Beefsteak  
BELOW Oysters

### Spring – March through May

Longer days and the comforting warmth of the sun kick off my wild mushroom season. Over the decades I've developed a set of tips that are well founded and a pretty accurate rule of thumb. From March onwards, as soon as we have a week of settled, dry and sunny weather, watch for butterflies. Usually the first out is the stunningly beautiful bright yellow Brimstone. Other varieties will soon hatch, but their less vibrant colours make them less conspicuous. If it's warm enough for butterflies, it's definitely warm enough to find a feed of oyster mushrooms.

Oysters – easy! Locate an area of forest with fallen giant beech trees and get hiking. With the forest floor just recovering from winter, there's little new growth and last year's dead bracken is still lying flat making it easy to see for a hundred yards or more. Make your way from tree to tree. Don't give in; you'll get lucky. I always take binoculars for getting a closer look at any wildlife and spotting oyster mushrooms from a distance.

In April and May, keep an eye out for dark-green grassy rings in meadows, fields and parks; these are the telltale signs of fairy ring champignon and big fat creamy-white St George's mushrooms, both are delicious and available this time of year – Mother Nature permitting.







**ABOVE** Chicken of the wood with Finn  
**TOP** Horn of plenty

### **Summer** – June through August

We can't depend on heat waves in the UK. The occasional hot week or two can halt wild mushroom growth. By June our woodlands are in full bloom. The leaf canopy helps retain what little moisture the forest floor has and it doesn't take much to keep wild mushrooms growing.

Fallen beech trees producing oysters during the spring have the potential of fruiting right through the year, not forgetting of course, Mother Nature's elements have to be perfect for each variety. Although a fruiting beech tree may appear to have stopped producing on one visit, with just a little more rainfall, bingo – the mycelium will continue pushing up more wild mushrooms.

A downside of summer is bugs. They love mushrooms and our shrooms become readily infested. But hey – there's enough to go around. Only choose young specimens with snow-white gills that have creamy-white or grey-coloured caps; any hint of yellow colouring in the gills means they're past their sell by date.

Through early summer the forest is still easily navigable but as summer wears on the bracken carpet grows at an alarming rate and completely shrouds large areas of the forest floor. Although this makes mushroom hunting slightly more difficult, it helps retain small amounts of moisture and keeps the ground from drying up. This gives our mycelium more chance of producing fruiting bodies.

In the summer months, in my basket, you'll find a real assortment of shrooms including parasols, shaggy ink caps, chicken of the woods, summer cep, field mushrooms, beefsteak and even the odd giant puffball but this time of year my heart belongs to delicate and mouth-watering chanterelles!



**ABOVE** Parasol

### **Autumn** – September through November

It's September and things are beginning to happen! The vibrant green leaves in the canopy above are yellow and soon to turn into a golden blaze. That beautiful smell of autumn leaf litter fills the air and if you're lucky you'll hear the early grunts of majestic fallow bucks preparing for the rut. 'It's showtime in the forest!'

This time of year, with the help of a little morning dew and a bit more rain, the forest floor can come alive with quite literally thousands of varieties of wild mushrooms in all shapes, sizes and an amazing array of colours creating a stunning fungi garden. In early autumn I 'get my eye in' for cauliflower fungus, trooping funnel cap, a variety of boletes such as bay, brown and orange, amethyst deceiver and of course the king of mushrooms – porcini. It's spell binding and gathering a feed won't put a dent in this amazing natural display.

As autumn wears on, early frosts halt the growth of quite a few of these wild mushroom varieties but, fear not, other varieties such as hedgehogs and horn of plenty thrive on the slightly colder temperatures and will have only just begun to think about popping up.

Day-by-day, the forest floor becomes a carpet of dry, golden-brown rustling leaves; this layer helps insulate the ground and will assist our later varieties to grow. The clearing canopy allows more late autumn sunshine through to help warm the ground. Autumn is mushroom paradise so get out there!

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# "LIVING THE DREAM"

BY STEDEM WOOD

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I've been told that a lot lately. It's a catchy phrase, living the dream; often said with a tone of sarcasm or jealousy.

I've been trying to find a quick response because in some ways, beyond jealousy, it seems even an accusation.

As I think about it, there is no quick response that tells the whole story.

On the one hand, I'm visiting exotic places and meeting people from very different backgrounds. I'm taking advantage of learning others' cultures, priorities and values. I've visited 14 countries in the last three years and covered more than 24,000 miles on my FPB 64. Those experiences are hard to relay. Maybe I should just nod and show some pictures of long beaches and shots from colorful visits in exotic places. That's what people back home want to see.

The other side of the story, the one anyone extensively cruising the world will quickly tell you, is that it's also a very active, hands-on lifestyle that demands a lot from those who pursue it.

Maintenance is part of the yacht life and you need to stay ahead of it if you're going to succeed long-term.

Life on a world-cruising yacht has its own culture, values and priorities. Just like visiting a different country, if you aren't willing to do what it takes to fit in, your experience won't be as rewarding or won't last as long as you'd like.

There's no brief description for it; the cruising lifestyle is just as demanding as it is rewarding. For me, that's part of the attraction.

What's also hard to describe, is that I'm a different person for the people I've met and the world-renowned places I've visited.

My cruising rewards include experiencing the natural beauty of diving in Palau, hiking to where Captain Cook scoped how to exit the Great Barrier Reef and meeting people who's lives are very different from mine. With experiences like these, you can't help but come to new conclusions of your own. I've experienced much more than a dream by cruising; I've changed my reality.

For that I'll scrub the waterline and do the maintenance. I'll tote the groceries from distant stores, to a sketchy dock, to the dinghy and on to the boat – and tote the rubbish back the same way. I'll enjoy a slower pace, take the time to do the things I want to do and anticipate that getting things done in other lands won't happen at the pace it would back home. I think the thing I find so hard to describe to others is that many simple tasks are just harder on a yacht.

Beyond just living on a yacht, keeping a yacht ready to cross an ocean amplifies both the demands and the benefits of yachting life. When doing the bigger jobs, I'm going to remember visiting the largest Buddhist and Hindu temples in the world or the history I'm learning or start dwelling on the next destinations on my list.

The FPB concept is a big part of what makes this work for me. The yachts are made to cruise and equipped to keep the necessary jobs as accessible as possible. Without the right attitude or the right yacht, this lifestyle – this dream – just isn't possible.

I've so enjoyed the lifestyle and anticipating where and what I'll do next, that I have a new dream. I've committed to the next bigger FPB, the 70, which will be finished in August of 2018.

My new yacht will be a little more capable, a little more comfortable and make some of the tasks more approachable. Sure, there's more to do on a bigger yacht, but it's not as much more as you might think on an FPB. Some of the tasks have even been eliminated. For example, the stanchions and most deck hardware are all aluminium – no stainless to worry about.

One of the coolest features of the new yacht will be an honest "workshop" or "annex" aft of the engine room, with its own aft entrance. The area will be used for some storage but mostly it's a workspace so I can keep engine room and other maintenance activity out of the rest of the yacht.

Steve Dashew, the designer of the FPB series has just launched his new FPB, a 78. Within the first year of his boat touching the water, he's taken her from New Zealand, where these yachts are built by Circa Marine, to Fiji, "backward" across the Pacific, through the Panama Canal to Florida and is now heading north from there. He even calls his new FPB the "Dream Machine."

That is truly an inspiration.

So as I think about it, when friends tell me I'm living the dream I'm just going to smile, think of my next destinations and tell them, "Yes, you're right."

"I am."





"LIFE ON A WORLD-CRUIISING YACHT HAS ITS OWN CULTURE, VALUES AND PRIORITIES. JUST LIKE VISITING A DIFFERENT COUNTRY, IF YOU AREN'T WILLING TO DO WHAT IT TAKES TO FIT IN, YOUR EXPERIENCE WON'T BE AS REWARDING OR WON'T LAST AS LONG AS YOU'D LIKE."



**TOP** 70 islands Palau  
**RIGHT** FPB 64' deck plans  
**BOTTOM LEFT** FPB 64' © 2010 Carol Brooks Parker

# The WILD Places

BY WILLIAM BRUTON



An ever increasing number of sailors are heading to remote waters in search of adventure. Far from trade winds, rum punch, and the reassurance of nearby rescue - high latitude sailing offers something quite different.

*What motivates them? Is yachting so far from civilisation safe? And how can you go about it yourself?*

Dressed for his office in jacket and tie, Guillaume Danis bears little resemblance to the explorer stereotype you might have in mind. His cruising log and stunning drone footage of the Arctic tell a different story. With 45 Credit Suisse colleagues, his wife and children forming a rotating crew, last summer he slipped lines at St Katherine's Dock bound for Spitsbergen. This year he plans to cruise Greenland. All carefully orchestrated to within his accumulated annual leave allowance.

Before departing London on his first high-latitude adventure, weekends were spent carefully preparing his already well equipped Boréal 44. 'She was my father's boat and it was always his ambition to sail further north. Sadly though, he didn't get chance. It's a boat that's built to go places. The Arctic has always fascinated me and I became determined to make it happen myself' explains Guillaume.

After sailing so far from the madding crowd for the first time, Guillaume is one of a growing cohort of unlikely cruisers finding themselves under the spell of remote waters above the 60 degree parallel.

Motivations vary, but the old fashioned style of adventure on offer is clearly a big part of the appeal, along with a sense of untapped possibility. For some, a lack of reliable shore power and showers ashore is reassurance enough that they might be onto something quite exciting. So it is certainly not for everyone.





Bob Shepton bought his Westerly Discus 33 DODO'S DELIGHT with plans to cruise in UK waters with family. The boat (and its replacement after a fire destroyed the first Discus whilst overwintering in Greenland) has instead become a reliable, if unlikely, platform for climbing expeditions to the Arctic.

*'The possibility of using the yacht to access countless unscaled cliffs became clear quite early on. In that sense DODO'S DELIGHT was a mechanism enabling a climbing expedition that wouldn't otherwise be possible. There's really no better way to gain access'* explains Bob.

He is joined by a variety of crew, some with little sailing experience. On a recent Greenland trip, he was accompanied by a group of South African climbers. *'They were quite keen on scaling icebergs and planting their national flag on top for a photograph'* Bob explains to an amused audience at the London Boat Show. Behind him an iceberg decorated with stark naked climbers fills the projector screen. Having recently turned eighty, Bob launched his most recent expedition from the Falkland's.

Researching this article, a common trait quickly emerges amongst those I interview. Whilst wilderness sailing above the high latitude parallel is by its nature ambitious, those involved seem to share an almost inherent modesty about their exploits. Treading lightly and without fanfare through such untouched wilderness is perhaps a trademark of the high latitude cruising style.

The decision of where to go first is a big one. Heading north offers more progressively challenging (and annual leave friendly) sailing than the southern hemisphere. *'A cruise to Spitsbergen is certainly an ideal introduction'* says Richard Haworth of High Latitudes sailing consultancy. *'It's somewhere you can get used to the rhythm of high-latitude cruising. It's possible to see some really incredible wildlife as well, without being quite so far off the beaten track.'*

The level of experience and skill of those heading north or south to high latitudes has been the subject of debate in recent years. In the case of what is often seen as the ultimate challenge, The Northwest Passage, Bob Shepton sees the environmental conditions and sheer remoteness as a buffer to unpreparedness. *'Generally speaking, if you've made it up there, you are not only determined, but have prepared and coped with challenges independently already. Many highly experienced sailors don't make it through on their first attempt. Despite the distance you cover to get there, you accept that the ice does what it wants'* Patience is clearly important.

Returning sailors are keen to discuss the environmental realities that they have seen first-hand. *'Whilst the Northwest Passage is opening up due to increasing global temperatures, the ice flows are increasing in number because of this, so it has become dangerous for a different reason'* explains Bob Shepton.

Guillaume Denis's concerns about the changing climate were re-enforced by his trip. *'We were lucky to see polar bears. By the 2050 there will be less than half the 3000 there are now. It is the biggest eye opener anyone could have to how our planet is changing.'*



TOP LEFT

Shackleton Rowett Expedition Order 1921  
Arctic Telegraph 1931

LEFT, TOP & BOTTOM

Photo courtesy of Guillaume Denis  
[www.arcticborealexpedition.com](http://www.arcticborealexpedition.com)

Medical self-sufficiency is something high-latitude sailors must consider carefully well in advance. They go not only beyond the 250 nautical mile range of rescue helicopters, but most significantly, far from any shipping lanes. Yachts in such lonely waters must be prepared to cope on their own, without professional help, and for much longer.

Wilderness Medical Training runs a long established 4-day Advanced Medicine course for laypeople that is specifically designed for travels to remote places where medical services and rescue are poor, distant or non-existent. Second aid is very much the spirit of the course which aims to equip people without a medical background with the skills to care for themselves or their crew for days rather than hours. Skills taught include giving injections, stapling wounds and the management of life threatening fractures. A broad syllabus covers injuries and illnesses and culminates in being "signed off" to obtain a useful range of prescription medicines for a 2 year period.

*'The Advanced Medicine course has been honed over 25 years to cover common medical problems and train people to respond effectively. Excellent teaching, practical experience, a comprehensive field manual and a carefully selected range of medicines are key elements to equipping sailors to potentially do more than "first aid" in extremis. We teach students to systematically examine a patient, which is vital for conveying what's going on should they seek external advice via satellite telephone. WMT is proud to count Skip Novak, BT Global Challenge and many independent yachtsmen as alumni'* says Barry Roberts, WMT's Commercial Director.

The cold weather environment comes with specific challenges. Hilmar Snorrason, Principal of Iceland's Search and Rescue Training School and a Master Mariner has developed a digital training program for Arctic sailing with the help of funding from the European Union.

He is keen to stress its ethos. *The Safer Arctic For Small Craft Mariners Project is available as a free online course. 'It is very focused on encouraging thorough preparation and environmental awareness. Arctic sailors must develop a mindset of self-reliance before they set off' Ten modules, covering all aspects of small craft operation in Arctic waters, downloadable resources, and apps for mobile devices have been developed in recognition of the increasing yacht traffic passing through Icelandic waters.*

So where do you prepare your boat for a high latitude cruise? Guillaume Denis, rather surprisingly, started in central London. *'I was keeping my boat at St Katherine's Dock and found myself in a 400 year-old chandlers called Arthur Beale. As it turned out, they specialise in supplying yachts for cold water expeditions and were a lot of help.'*

Rather incongruously located in the heart of London's theatre land on Shaftesbury Avenue, Arthur Beale has been a supplier to many Arctic and Antarctic expeditions over the years, including Shackleton's. Steeped in history, but a fully functioning modern chandlery, it makes an interesting visit, whether you're heading to Greenland or not.

BELOW

INSET

TOP & BOTTOM RIGHT

Arthur Beale's shop, Shaftesbury Avenue, London

Interior of Arther Beale's shop

Photo courtesy of Guillaume Denis  
[www.arcticborealexpedition.com](http://www.arcticborealexpedition.com)





Refit or commissioning of a yacht for high latitude cruising is often done with a guiding hand. High Latitudes, based in Scotland, runs two day seminars on preparations and offers consultancy services. Owner Richard Haworth, an experienced ice pilot, stresses the need for preparation that starts with the basics. *'It is absolutely essential to get the fundamentals right. To start with, we look at the yacht's stability curve. You need a seaworthy design that will look after you in the event of a knock down. Our clients that head south have to go through the roaring forties before they get to the high latitudes. Going north has different challenges. Either way, you need a yacht that's going to really look after you as foul weather is par for the course'* A lack of harbours mean the ability to anchor in unusually exposed anchorages is crucial. Two or more anchors, extra chain or warp, and drums of polypropylene line to put ashore are common additions to make extended periods coastal hopping safer and easier. Equally, a grasp of the fundamentals of safe anchoring and practice of using multiple anchors is crucial as standard techniques often have to be adapted for less than ideal locations. There is a lot to think about.

There are also a number of unusual pieces of kit that come in handy. Long sticks or 'Ice Tuks' to push small flows away are often fashioned to suit the size of boat. Mark Durham, Skipper of Oyster 66 MISS MOLLY had some made up of a local hard wood in Chile before heading further south.

Whilst conventional wisdom dictates that a metal hull is the preferred choice for those venturing into cold waters, the reality is that many cross the 60 degree latitude line in yachts never built with it in mind. *'When I was in the North West Passage last year I met a Norwegian trying to get though in a GRP trimaran. He was one of seventeen boats that succeeded that season. There are plenty with alternative ideas!'* explains Bob Shepton.

Contact with ice, it is universally agreed, is less than ideal, but goes with the territory. *'The sound of it crunching on the hull as we crept through wasn't very pleasant down below, but it was undramatic on deck once we got used to it. I was a little surprised to find later that we didn't sustain a scratch.'* explains Bob. *'The truth is that you can creep through thin surface ice in a GRP yacht if you have to. It's possible.'*

Oyster skipper Mark Durham read an article written by a prominent high-latitudes charter operator damning the idea of heading into Antarctic waters in a GRP hull on his return. *'In fact, the Oyster 66 proved an excellent platform for an extended southern hemisphere cruise. Though we were careful to work within the limits of our GRP hull.'*

Some preparations take yachtsmen away from the chandlery. A rifle or shotgun is considered essential equipment in Polar bear territory. *'It was something completely new to me, so I took shooting lessons before buying my own. All of these things take time though, getting a firearms certificate was another obstacle to cross. Knowing you have done all you can to prepare when you cast off is important though, it sets you in the right frame of mind'* explains Guillaume.



Whilst the preparations involved for a safe high-latitude cruise run beyond a haul out and anti-foul, it is clear that an increasing number of sailors are undeterred. Sales of yachts built with cold water sailing in mind from designers like **Boreal** and **Adventure Yachts** are on the up. In parallel, cruisers like Bob and Guillaume are proving it can be done. In Guillaume's case, with family and half the office in tow.

Bill Tillman, the doyen of Arctic sailing, was first and foremost, a mountaineer. I don't think that is a coincidence. To distil the appeal of high latitude sailing to many is a challenge in itself, but perhaps best achieved using the adage climbers choose to explain the appeal of their pursuit. Quite simply, because *it's there*.





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## Crown Keepers of the NEW FOREST and Sally Fear

PHOTOGRAPHY BY © SALLY FEAR

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Living in the New Forest is a privilege and at Berthon we are fortunate that our Lymington HQ is within its boundaries. An ancient and special place, it offers sanctuary to wildlife of all shapes and sizes and its iconic ponies and mighty trees are the stuff of myth the world over. Dominic May, one of the owners of Berthon has just finished a 6 year term as its Official Verderer. An ancient role and one which is given to its holder by the Queen, his involvement with the New Forest has underlined to us all the importance of this spectacular place.

Anyone who is closely connected with the New Forest, will have come across Sally Fear who has supported and photographed it and those who care and work on it for around 20 years. Sally is a fierce defender of the Forest and is also an epic photographer. Her ability to get to the heart of the matter using photography is why she has been able to bring this special place to life by the use of photography so successfully. However, her story did not start in the leafy glades of Hampshire, but in a much starker environment.

In 1975, Sally was living and working in London. She loved taking photographs but knew nothing of technique. After winning a Nikon scholarship which earned her £1,000 and a really good camera, she was energised to do more. Still holding down her day job, she spent her annual leave commuting to Newport in Wales where she studied photography. To supplement her income and pay for the course, she waitressed in the evenings and every spare minute was spent, camera in hand taking photographs and honing her technique.

Her subjects at that time were found in Soho and Billingsgate and her ability to get to the essence of her subjects through photography rightly won her acclaim. Her gritty and down to earth images are both shocking and endearing.

20 years ago, Sally moved to the New Forest. After a while she discovered that there was a whole life going on that was not apparent on the surface of her new home. The New Forest drifts, where the ponies are rounded up for marking and checking were a very private affair, and the Commoners managed these events in a very discreet way. Even today they are a bashful lot, but in those days winning their confidence and allowing her to photograph and film them was a sensitive task. Sally managed this and the results are still available to be seen. She learnt to love the ancient ways of this special place and even rode in the drifts, although a bad fall and broken back did slow her down a bit....

In the intervening years, Sally has continued to photograph and record the life of the Commoners, Agisters, Verderers and Keepers. They are the guardians of the New Forest and have been caring for and working in the New Forest since the time of William the Conqueror. The Verderers' run the forest and their Court is the most ancient in the Land. Working with the Agisters who look after the ponies, cattle, donkeys and pigs which roam the Forest and who are owned by the Commoners. To be a Commoner is a special thing and to have Commoners Rights you need to live within the curtilage of the New Forest. There are families that have been commoners for literally generations.





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The New Forest also has guardians in the shape of the Keepers, whose job it is to look after the forest and its wildlife. From deer, foxes and stoats, to butterflies and the fresh water fish that gambol in the Forest's streams. As well as the incredible flowers and fauna that grow and flourish in the heathland if allowed to do so.

They live in extraordinary cottages in the heart of the Forest, often without a mobile signal and their job is to ensure that the ecological balance is maintained so that all of the Forest's creatures, plants and trees can thrive. Culling is an ugly word and the control of certain species to ensure that the rest do well and that they don't damage the ancient and delicate ecological system is a key part of the job; but of course there is a lot more to it than that...

Sally decided that the work of the keepers was unknown and unappreciated by many of us, and that it would be best articulated in imagery. For 5 years she worked with the keepers to understand their magical world, spending days in the company of mighty stags and their hinds, and walking miles to see and understand the special work that the keepers do. Forest keepers are doers and not chatterers and so this was not a small task.

The result is a splendid book with a foreword by Prince Phillip that has been published by Sally, and which anyone who loves the New Forest will appreciate. It has been written not for commercial reasons, but as a way to help to protect the place and the people that she loves.

Sally is concerned that the New Forest faces far bigger challenges than whether people understand what its keepers do. The largest of these is the public pressure and ongoing development of the region in which it sits. It is less than a 100 miles from London and sits close to the large population centres of Southampton, Bournemouth and Winchester. The joy of the New Forest is that it belongs to us all. This means that we can all visit it, get out into it and enjoy its beauty, peace and tranquillity. People do just that, they ride, bicycle, walk dogs, camp and have picnics. They drink in the tranquillity and enjoy the nature, the animals and the outlook. It is extraordinary to have such a special place that belongs to us all.

However, the New Forest also has a delicate eco system. It is not empty, it is full of all those creatures, flora and fauna that make it special. The biggest danger to the Forest is that by overuse and lack of care we will hurt this delicate place in our enthusiasm to enjoy what it has to offer.

If you already live in the New Forest, or if you are visiting us at Berthon, we hope that you will take the time to enjoy this special place. But when you do please tread softly, leaving behind you nothing but your shadow. If you would like to know more about it and its guardians, there are few better places to start than with Sally's book about the amazing Crown Keepers which apart from the imagery, is a compelling read.





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