

THE BERTHON BOOK 2018

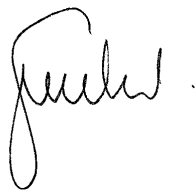


BERTHON
SYNONYMOUS WITH YACHTING SINCE 1877



WELCOME

Welcome to the 2018 Berthon Book Volume XIV, which incorporates some fascinating lifestyle articles that have been created with the indulgence and help of Berthon friends and family. In addition to this, within its pages, it carries text and imagery about the entire Berthon fleet both pre-owned and new build. After 13 iterations of the Berthon Lifestyle Magazine and many more of our annual Collection, we felt that it was time to ring the changes and amalgamate these into this book, which you are now seeing either live or digitally. We hope you enjoy reading our Berthon Book and we look forward to helping you with your yachting plans, whatever they might be.



Sue Grant

Managing Director - Berthon International Yacht Brokers

Director and Editor Sue Grant, MD Berthon

Design Karen Lloyd - studio@karen-lloyd.co.uk

Print Marquee Print - sales@marqueeprint.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

Berthon International Ltd. While every effort is made to ensure accuracy, no responsibility can be accepted for any inaccuracies, however caused. No liability can be accepted of illustration, photographs, artwork or advertising materials while in transmission or with the publisher or their agents. All information is believed correct at the time of going to print. Copyright Berthon ©

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)



[Facebook.com/BerthonGroup](https://facebook.com/BerthonGroup)



[Berthon.co.uk/berthon-blog](http://berthon.co.uk/berthon-blog)



YouTube.com/BerthonGroup

CONTENTS XIV

COVER IMAGE

Hurst Castle on the Hurst Spit on the Solent, England. Photo © Harry Shutler, Berthon.

06 REVIEW OF THE MARKET

A look at the yacht market in 2018. The message for this year is to expect the unexpected. The gigantic political changes this year are a clue. The yacht market is affected by world events, and also the economic temperature. Of course Brexit also gets a mention, as well as the prominence of the USA market. The advantage of working within a tightly knit team in the UK, France and the USA is that the business can take advantage of ever changing trends. The importance of using technology to improve our offering and getting yacht pricing correct remains core. Words from Sales MD Sue Grant. www.berthon.co.uk/yacht-sales-brokerage

12 SUPERHOUSES, FUNCTIONALISM AND A QUALITY OF LIFE

Lymington, which Berthon calls home, is a diverse place with lots going on. It is a centre for the yachting community but also offers so much more. Originally from Sweden, Magnus Ström (a keen yachtsman) is a very talented architect who specialises in clean-lined, contemporary house design. His Lymington practice enjoys an international portfolio of work, including the award-winning 'Quest', which was runner-up in Grand Design's House of the Year Awards in 2017. We chatted to Magnus about his philosophy and his wonderful designs. www.stromarchitects.com

22 THE DETECTORISTS

Our Lifestyle/Berthon Book, would not be complete without a piece from Garry Eveleigh, who started his career as a Berthon apprentice, and since then has turned his hand to many things from foraging to cooking, to running the iconic Puffin cruises, well known to all that venture up Lymington River in the summer, to much more. This year, the much more is treasure hunting and he writes about his latest project which has yielded a hoard of Celtic coins, discovered not far from Berthon's HQ. Garry tells the story. www.wildcook.co.uk

31 THE MAKING OF A HUMAN FIGURE

Lesley Andrews is an accomplished yachswoman, sailing with her husband Dick, in both the northern and southern hemispheres aboard their Bowman 48'. She is also the curator of *Friends of the Garden*, whose aim is to support 3D artists. 2018 saw an extraordinary exhibition of the work of a selection of talented artists in the grounds of the lovely Urchfont Manor in Wiltshire. The editor was lucky enough to attend. Lesley writes. The gorgeous images are by Gina Gordon. www.friendsofthegarden.org.uk

41 PARCHMENT AND VELLUM

Wim Visscher agreed to write for us about parchment making, which is what his family business does. It all started when his great grandfather William Cowley became an apprentice parchment maker in the 1860s. A durable and beautiful material that is far from new – the Domesday Book was written on sheepskin parchment. Today parchment is made by hand in the same way, and still used for some important documents. It is also increasingly sought after by interior designers for covering furniture, wall panels and even private yacht interiors. Wim is now retired and has more time for sailing. www.williamcowley.co.uk

53 ST BARBE MUSEUM + ART GALLERY – A VERY MODERN INSTITUTION

St Barbe is a museum in our HQ's home town - but is so much more than just that. A focal point for Lymington, not only does it tell the story of the coastal strip between the New Forest and the Solent, it remains true to its founder's aim to educate youngsters. It successfully uses history to give context to the challenges of today. Berthon are big fans and a visit to the museum will find a pilotboat bridge, built by Berthon apprentices, alongside artefacts donated by Berthon from a much earlier age. The art gallery provides the backdrop for some astonishing exhibitions of world class calibre. www.stbarbe-museum.org.uk

60 INTERNATIONAL TENNIS HALL OF FAME

Every year as the spring comes around, we are on the hunt for articles for our Lifestyle/Berthon Book. Newport, Rhode Island is an astonishing, vital town and home to Berthon USA. Every year it offers up another extraordinary story linking the past to activities happening today. Jennifer Stewart from Berthon USA writes about the Tennis Hall of Fame, in Newport, which was the home of the US Open until 1914, when it moved to New York. Today it is a vital, restored complex and a mecca for all those who love the game, residents and visitors alike. www.tennisfame.com

72 PROJECT BLOODHOUND – PUSHING THE LIMITS

Royal Air Force fighter pilot Wing Commander Andy Green keeps his yacht at Berthon. His other hobby is far from the relaxation of yacht cruising. He drives the BLOODHOUND Supersonic Car, part Formula 1, part supersonic jet fighter and part space rocket. As Andy says, – I don't care what you've got in your garage at home – BLOODHOUND delivers 0 to 200 miles per hour in 8 seconds – so you'll find she's faster! Not only is the Car aiming to be a record collector, the BLOODHOUND Project is using the story of its technological advances to inspire the next generation of young scientists. Andy writes for us. www.bloodhoundssc.com

80 CURLING – A VERY SCOTTISH TALE

When we heard that the stones used for the Olympian sport of curling practically all come from a small Scottish island in the Firth of Clyde, we were intrigued to know more. Craig Latimer, from Blue Sea Consulting, who helps us with all things yachting in Scotland, immediately knew what we needed and put us in touch with yachtsmen Bill and Alison Paton who have played the game each winter, once their yacht is laid up after the season. Also Lauren Gray – a Scottish curling Olympiad. To them all grateful thanks for this lovely, and very Scottish tale...

Twitter @Team_Muirhead / Instagram team_muirhead

88 OPEN ROCKALL RIB EXPEDITION – IN NO ONE'S WAKE

Rockall is best known to many for its regular mention in Shipping Forecast. A lonely guano covered rock, 300 miles out into the Atlantic, off the west coast of Scotland; it isn't many people's idea of a must go to destination. Keen yachtsman, adventurer and climber Neil McGrigor assembled a team of 3 friends and himself, their mission to take a RIB ride to this lonely place to attach a 15 second flashing light to the rock (which now appears on the Admiralty chart) and to spend the night there before returning to civilisation.

94 LIFESTYLE YACHTING

Sarah and Conor La Grue bought their Humphreys 40' GIVEN TIME from Berthon and she is berthed with us in Lymington. Not content with just planning a circumnavigation aboard their yacht, they are combining this effort with a crowd science project to enable the collection of data about the oceans in which they sail for scientific research. An APP is being created so that this data collection can be rolled out to others in the blue water cruising community. They write about the adventure. www.sailinggiventime.co.uk

102 THE PIG

The Pig at Brockenhurst is a hop and a skip from Berthon, and our clients love it. The great food, relaxed atmosphere and wonderful surroundings are super. Of course there is more than one Pig and we chatted to Operations Director Tom Ross about what makes the Pig tick and why it is so much more than just a collection of restaurants with rooms. www.thepighotel.com

113 THE OPTIMIST DINGHY – FUN IN A LITTLE SQUARE BOX

Many of us remember our first sail in an optimist dinghy and they are a familiar sight the world over, and absolutely the perfect craft to introduce youngsters to the joy and challenges of the art of sailing. Berthon Director Dominic May writes about the joy that this little square box has brought to his 4 children and the adventures and friendships that they have made and enjoyed as a family, sailing and racing these iconic little boats. www.berthon.co.uk/shipyard



REVIEW OF THE MARKET

BY SUE GRANT

Every review or report that I have written in the past 4 years has made reference to massive socio and economic changes for Planet Earth, all of which are felt on a personal and business basis and which impact our market. Of late, the unbelievable events of the previous review, look quite tame when I start to write about happenings in the following year. Look at 2017 and 2018, from Mr Trump's election win, a UK snap election and the America's Cup – pretty big events to follow. Yet the ongoing Brexit happenings, the royal weddings and a birth, plus posturing by Super Powers with trade tariffs and ground breaking diplomacy in Korea, to football – you just couldn't make it up! The unpredictability of currency continues and has made 2018 another extraordinary, unforgettable, and in some ways, a very worrying year.

It would not have been a surprise had yacht sales slowed, as yachtsmen stuck with what they had and waited for calmer economic and political waters. However, quite the reverse has occurred with a record breaking year in 2017 and every sign of good numbers this year too, as we approach another Berthon year end. Not only are pre-owned yachts trading, but new yachts are in demand and the difficulty in the segment is not the sales, but the ability to supply new yachts as manufacturers are now building for clients and not stock. Another feature of the market has been the phenomenal amount of refit, upgrade and repair that is happening across the board from small sailing yachts to mega yachts.

The most noticeable trend in 2017 has been repeated in 2018, which is the growth of interest in the international yacht market from America. Last year this was explainable with a strong US \$. In 2018 the initial dollar set back reversed and American purchasers continued to be canny and play their cards skilfully whether currency is on their side or not.

The new yacht market has been a real mixture this year. It has swung between a lack of supply, as efficient shipyards are focused on building only for clients with few, if any stock yachts which means that yacht buyers have to wait for a new yacht as demand is allowed to outstrip supply. On the other end of this spectrum, 2018 has seen too many yacht building businesses come to grief – Oyster, Bavaria, Nauticat and Najad to name a few. This is a lesson to us all that efficiency, cash flow, building that which the client is interested to buy and selling your product for more than she costs to build are essential for survival. For many, working in the yachting industry is a lifestyle choice, which is not good for the industry or the client. In order to deliver the best service to yachtsmen, we need to be effective and to remember that the normal rules of business apply in yachting too.

At Berthon the world turns and the growth of the Sales Division continues. We are delighted to welcome new members to our number but our core team remains in place. The voyage towards excellence is never ending and this we undertake as a team. Normally team members join us in a trainee capacity and it is pleasing to see them develop, grow and become important contributors.

What has been very apparent in the last 12 months has been the importance of working within a tightly knit group. Operating in an industry where brokers are typically paid on commission, it is natural that the focus is on making the sale rather than offering the best possible advice to the client. We do things differently and as such a large proportion of our business is repeat; it is important to us to offer the right support and advice as we can afford to take a longer term view of our business and to follow clients through their yachting careers without pushing them into a purchase or sale which looks right on the commission statement but less so on her new owner's berth. As a client changes their requirement from sail to power, to performance and so on, at Berthon, he or she will meet more of the Berthon team, as with yacht type change comes the broker whose specialises in that milieu. Working collaboratively in this way makes our team yet closer whilst providing our client with the best possible service.

Despite a lot of activity and sales, as far as the brokerage business is concerned, pricing is harsh and there are far too many yachts on the market that have been available for far too long. Of course in some cases they are in a remote or difficult to access location,



or in terrible condition and so this is understandable. There are also some orphans who are being very badly marketed and where the information and imagery available about them is less than enticing; it is no wonder that they are overlooked.

However, in most cases it is a matter of price and this simply must be corrected. Reluctance to drop price on the basis that it will encourage offers that are too low is simply no argument. Without getting the price to a level that attracts interest, there will be no offers and no sale. If a low offer is made, the yacht owner can say no – but you are then negotiating and have the possibility to agree acceptable terms with an engaged potential buyer. Asking your broker to tell clients that the owner will accept offers and is keen to sell is also not cool. What about those following the yacht or via another broker who do not get the message and do not make the call....? The internet is now all pervasive and if the price is too high a buyer simply clicks onto the next fancy.

Our USA office continues to blossom. With Mr Trump's tax cuts and confidence in the market we are doing a lot of international deals via the office and the UK – USA brokerage arbitrage which has been a feature of our business over a number of years, continues. ►►

In the South of France we had an incredible year in 2017 and the enthusiasm of the international yachting community to spend time enjoying the Cote d'Azur to the full shows no sign of dimming.

As clients are more and more time poor, the promise of warm and dry weather has seen many Northern European clients migrate with their yachts to its azure waters. Perfect for motor yachts, the plethora of iconic regattas and super yacht events through the season, also attracts the performance sailing yacht community and those who enjoy the spectacle.

Palma continues its ascendancy as the centre of yacht sales particularly for larger sailing yachts, in the Mediterranean. We attended the 6th Palma Superyacht Show again this year with a Swan 112' SONG OF THE SEA, CNB 93' SAVARONA and Humphreys 77' AGLAIA. During the show we were appointed to sell the Farr 100' LEOPARD III, and the Swan 112' is now sold. A great event with as many large sailing yachts as motor yachts on display, we believe that this show is definitely set to become a permanent fixture in the yachting calendar.

Sadly the FPB Programme has now closed, with 17 FPBs at an ocean near you, and the last FPB 70' launching next year, Steve and Linda Dashew are having a well-earned rest and enjoying their FPB 78' COCHISE, on the East Coast of the USA. We continue to work with them on the marketing profile of FPB and are on hand to offer advice on residual yacht value and the international service points available around the world that know FPB.

Our new yacht offering is going well, with Windy continuing to deliver on the promise of producing the best handling Sports Boats on the planet. We are busy with the SR superyacht range for use as tenders, for both super yachts and villas alike, with 4 sold in the last 18 months.

We are also now working with Iguana Yachts. These super clever amphibious boats are beautifully engineered, as well as offering great sea keeping and good looks. They have a quiet electric motor to operate their track system and are the perfect conveyance for anyone with a water side property and easy access to a slip or beach.

Cannes Boat Show this year will also see us working with Pearl Motor Yachts who will have their 80' and 95' on display.

We delivered Advanced 80#2 this summer and what a special yacht she is – ask us for all the griff about this extraordinary, fast, world cruising yacht, built with skill and panache in Italy.

Also in Italy are Solaris Yachts and representing this great range of fast, easily handled cruising yachts who like to race too, has seen Berthon on the ground at Düsseldorf and in St Tropez, with clients putting these yachts through their paces against spectacular scenery in glamorous Mediterranean waters.

In the USA, our clutch of European new yacht offerings give those on the East Coast of the USA the opportunity to get out on the water aboard a selection of different craft – Rustler from UK, Moody from Germany and Advanced. There is interest, and sales have been secured this year across this product mix. However, with the new tariffs now in place, we will see what the future holds medium term.

We continue to live in interesting times and external world events have played their part in the rich tapestry of our industry. As ever the stand out feature has remained currency, but this year, for us the key game changer was the introduction of tax cuts in the USA which have now filtered through the system and which has given a confidence boost to American clients. Whilst we deal with a number of clients in our UK and French office, we can also offer support to these clients via our office in Newport, Rhode Island with good no nonsense advice from the team there and use of our USA escrow accounts for holding funds during the sales process. The USA team is also well versed in the yacht purchase and sale process on both sides of the Atlantic, and they carry the added advantage of being in your time zone.

No review or report could possibly close without a mention of Brexit.....the most evident thing about this in our business is that it is making absolutely no



difference to either the price of eggs or yachts, outside some speculation about the VAT treatment of yachts post Brexit, which is very difficult to call at this stage but, it has certainly not slowed up yacht sales or made our client base delay this decision to purchase. This may change as we approach the due date for actual exit and we will be monitoring every nuance. In the meantime, it is a case of keeping calm and carrying on (where have we heard that before).

We hope that you will enjoy the new Berthon Book and as you thumb through this tome, I would ask that you take the time to turn to the pages devoted to the Berthon fleet, be it sail, power, performance, cruising, express or sedate. It is these yachts and the owners who trust us with their marketing and sale who are at the core of what the Sales Division does.

As always the selection of the right yacht from within these pages is yours, but we would ask that you consider the good looking yacht which has never been ridden hard and put away wet, to the express motor yacht that achieves warp drive in seconds, and the contemporary classic that is quite frankly cool to the point of freezing. It may be that you are attracted to a substantial cruising yacht whose systems and rig set up is from the Starship Enterprise handbook. Whatever her style or hue, please ask us for more details of the yachts that suit your needs, as well as the digital offering that exists via Berthon featuring her in glorious technicolour and in full motion.

We hope that you will also enjoy the articles that are found further forward in this publication. The Berthon Sales team wishes you fair winds and good sailing.

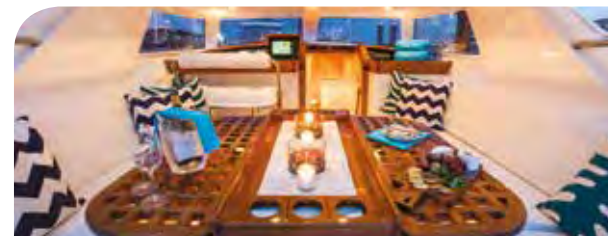
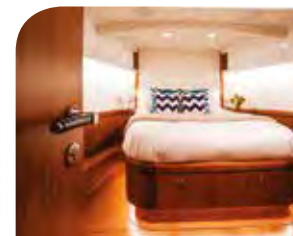
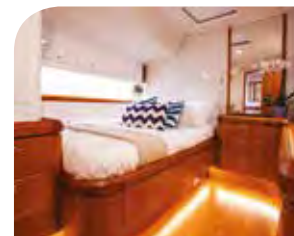




HUMPHREYS 77' > AGAIA

€1,650,000
Palma de Mallorca

Epic mile muncher from the board of the magician and built at Goss Challenges and HYS in 2002. Two circumnavigations later, this owner commissioned a rebuild of eye watering proportions in 2016, which was carried out in the Big Blue Sheds at Berthon. A truly 21st century yacht, both interior and exterior have been sensitively rebuilt and updated. The technology and design is for today and she also has stacks of kerb appeal.





A80

THE REAL BLUE WATER EXPERIENCE



Berthon represent Advanced Yachts in the UK and the East Coast of the United States
brokers@berthon.co.uk www.berthon.co.uk/yacht-sales-brokerage/advanced-yachts

A44 · ^{NEW}A44s · ^{NEW}A62 · A66 · **A80** · ^{NEW}A100

marketing@advancedyachts.it

ADVANCED
YACHTS 

www.advancedyachts.it

SUPERHOUSES, FUNCTIONALISM AND A QUALITY OF LIFE...

Berthon's HQ in Lymington on the Solent, is in the heart of yachting in the UK, and the roll call of internationally known designers, yachtsmen and women and technicians is long. Also in Lymington, off the pretty Georgian High Street is a tiny courtyard where 21st century offices occupy old buildings. If you venture right to the end of the courtyard you will discover a light, open-plan office in what used to be the old newspaper print works, and whose walls are adorned with imagery of clean lined, modern, functional architecture. You have stepped into the world of Magnus Ström. ►►



STRÖM ARCHITECTS THE QUEST MARTIN GARDNER



STRÖM ARCHITECTS THE QUEST MARTIN GARDNER - INTERIOR MICHAEL SINCLAIR

Born in Sweden, Magnus was brought up in an environment where houses are machines for living – where a healthy living environment delivers quality of life – large windows bring the outside in, and simple clean lines make using and living in a house a joy. The connection with the outside is ever present – even in inclement weather overhangs allow you to enjoy the environment outside and huge efforts in design make for effortless living – not just the fabric of the house but the everyday stuff too – there is beauty in cups and pots and pans....

His family's summer house saw him out on the water every day sailing Europes, Lasers and Finns and engaging with the natural world around him. Sailing has always been an important part of life and living in Lymington enables him to continue being out on the water (time and work allowing), and to engage with the yachting life here.

He moved to the UK to study architecture at Portsmouth University and brought with him the natural attitude from his home country. From university he moved to Dublin to join a busy, well-known practice in the early 2000s. From there, his next billet was in East End – a hop and a skip from Lymington, where he had a happy 8 years working with John Pardey, latterly as a Director, and honing his skills.

Magnus struck out on his own in 2010. After the 2008 crash, mortgage rates dropped and private residential development was less effected, and he was immediately busy. His first commission called simply – Private House – was never built, but his use of photo-realistic renderings (which was in its infancy at that time) enabled him to provide lifelike images in order to engage with new and potential clients. He was off!

The practice currently employs six staff and manages an enormous work load of fifteen active projects, with many more potential projects in the pipeline. The Scandinavian lifestyle and design aesthetic has certainly been embraced in the UK, but Ström Architects is an international practice with current projects and enquiries from Rhode Island – not so far from our office there - Little Cayman, Sweden, Canada, Australia and New Zealand.

The practice is involved not just with design and delivery of each project; they also are involved with specification of systems and products, such as sanitary ware and door furniture. Occasionally, the lines between architecture and interior design are blurred and the practice will also be involved in the design of fixed furniture, such as kitchens and joinery items. ►►



STRÖM ARCHITECTS PRIVATE HOUSE SWEDEN NU.MA



STRÖM ARCHITECTS PRIVATE HOUSE SWEDEN NU.MA



STRÖM ARCHITECTS HARTROW MARTIN GARDNER



Magnus and his team have won many awards and most recently their design – The Quest – was runner-up in the Grand Designs House of The Year awards in 2017. The house sits over an old quarry, and the discovery of an unknown mine shaft beneath the site during building created some technical difficulties and financial extras. However, the resultant design is simple, warm and enables the owners to live well and to enjoy an immediate connection with nature. There is a large, single-level flexible living space enjoying spectacular views, with bedrooms and study spaces leading off this shared space at each end. A six-metre cantilever contains the master suite and hangs weightlessly over a high Purbeck stone wall, whilst also providing a sheltered parking area beneath.

The use of technology is intelligent and geared towards sustainability. The house is well-insulated and airtight, and the residual heating requirement is provided by an air source heat pump feeding the underfloor heating throughout. Solar panels and heat recovery ventilation further enhance the sustainable credentials of the house. Lastly, the materials used for the building, such as the Purbeck stone, are all locally sourced.

This is all the result of a brief that was 2 pages long, and an instruction to “just get on with it” – Magnus and his team collaborated with The Quest’s owners to deliver them their forever house without fuss.

Most of the houses designed by the practice are on the site of an existing house – normally with a great position but with existing architecture of little merit. Part of the brief is therefore to visualise a totally new design that will take advantage of the environment. One such house lies in Stockholm – on the outskirts of the city there are many islands and the project is only 15 minutes from the city centre. The new building will maximise the great views and enjoy direct access to the water and a pontoon which stretches out into the sea beyond.

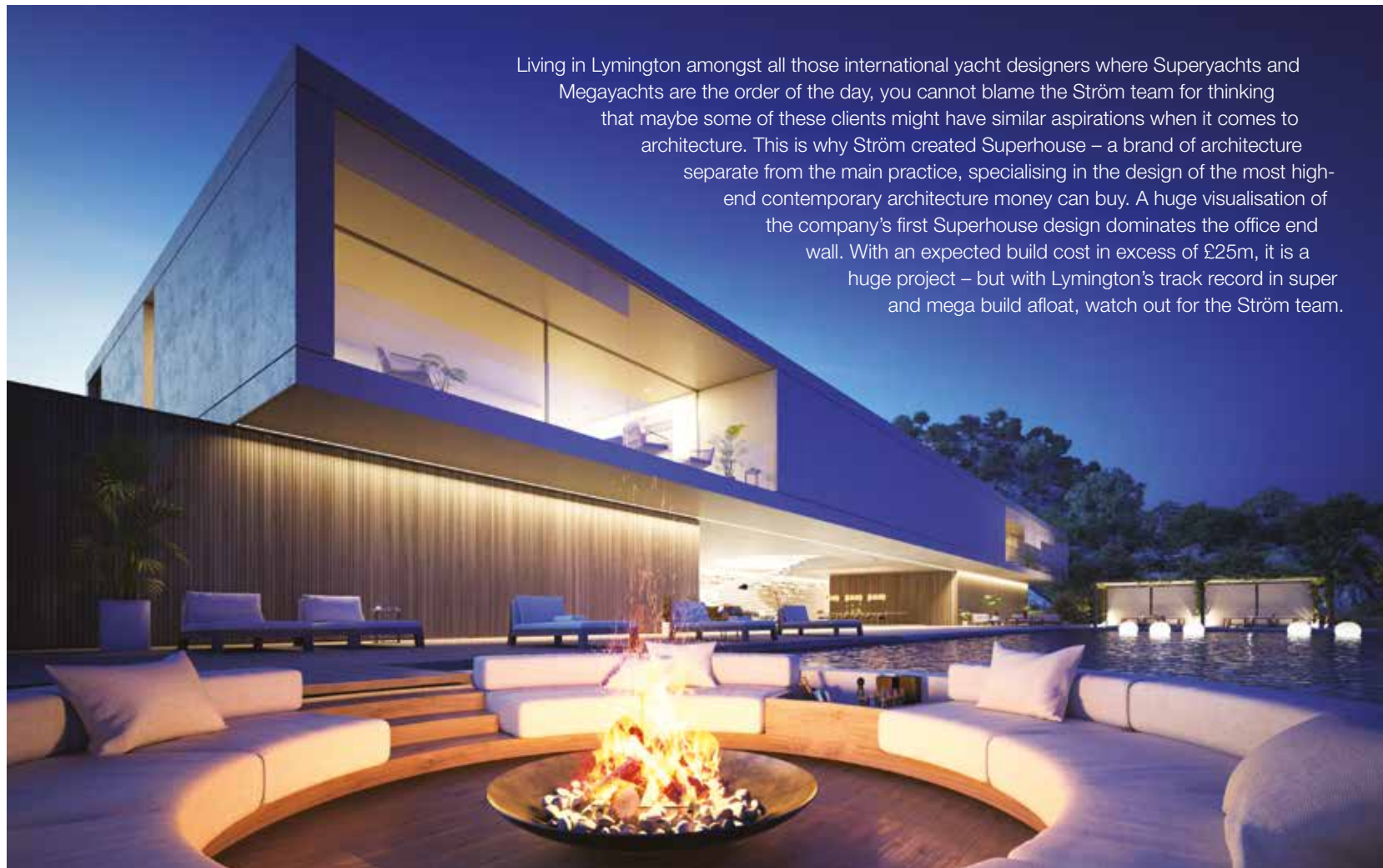
In the UK and elsewhere, an important part of the architects’ job is to work with the local authorities in order to ensure that the planning process is intelligently managed and that the necessary information is available to the planning officers in good time. This requires a detailed and accurate explanation of the expected outcome. Magnus works hard to ensure a reduced risk for the client and maximise possible outcome, so as to avoid projects that can’t be delivered. ►►



ABOVE: STRÖM ARCHITECTS WATSON ANNEXE RICHARD CHIVERS

BELOW: STRÖM ARCHITECTS WOOD PECKERS LUKE HAYES





Living in Lymington amongst all those international yacht designers where Superyachts and Megayachts are the order of the day, you cannot blame the Ström team for thinking that maybe some of these clients might have similar aspirations when it comes to architecture. This is why Ström created Superhouse – a brand of architecture separate from the main practice, specialising in the design of the most high-end contemporary architecture money can buy. A huge visualisation of the company's first Superhouse design dominates the office end wall. With an expected build cost in excess of £25m, it is a huge project – but with Lymington's track record in super and mega build afloat, watch out for the Ström team.

STRÖM ARCHITECTS SUPERHOUSE THE BOUNDARY



STRÖM ARCHITECTS SUPERHOUSE THE BOUNDARY



FARR 100' > LEOPARD 3

€2,950,000 + VAT
Palma de Mallorca

The ultimate line honours yacht, she has collected masses of silverware and records since launch in 2007. A McConaghy build from Down Under, a glamour yacht that is a weapon both on the regatta circuit and on the charter market. She also comes with a removable cruising interior for very civilised, comfortable and fast cruising.



UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS



COMAR 100'RS > SHADOW

€4,250,000 + VAT
West Mediterranean

Of E-glass this and carbon composite that, Vallicelli designed her to be ferociously quick - and they delivered. From 2011 with funky metallic livery and sea creature graphics on her fab One Sails wardrobe, she is also comfortable down stairs. Never raced or rallied, she would for sure be in the silverware if she did, a fact which we are sure will not be lost on her next owner.





ABOVE AND TOP RIGHT: THE FLO EXCAVATIONS



ABOVE: SILVER STATERS OF VARIOUS DENOMINATIONS, PRIOR TO CLEANING AT THE BRITISH MUSEUM

THE DETECTORISTS

BY GARRY EVELEIGH

We had visited this particular field on two previous occasions and although the few finds that we had dug were interesting, there was nothing significant to get excited about. I had been using Google Earth to research the area and one specific image especially captured my interest. I had discovered a definite circular area of shaded grass. The very next day, with print-off in hand, I declared my discovery to my fellow detectorist friends, Kit Layman and Alvin Robinson: "There's a remote possibility that I may have identified a potential circular Celtic dwelling site". My findings were met with much scepticism - Alvin dubbed the area "The Celtic Field".

Over the coming weeks, the Team Deus Trio made two more visits to "The Celtic Field". There had not been any significant rainfall for several weeks and the hard, stony soil was giving up less and less; locating a half decent signal was proving more difficult with each visit.

Twenty four hours before our next visit, Mother Nature played her part in the unfolding story - the heavens opened and over an inch of rain had moistened "The Celtic Field".

Little did we know - the BIG day had arrived! I picked up Alvin and Kit and en route we discussed which field we should choose to detect on today's visit. We had permissions for many fields in the immediate area and, on a previous visit, another of these fields had shown good signs by way of scraps of lead and buttons etc, and was relatively easy digging by comparison to the stony, hard ground in "The Celtic Field".

Alvin and Kit were overly enthusiastic to visit the field with the easy digging option. On the other hand, I was seriously less than enthusiastic and suggested we should start on "The Celtic Field", after all, it had chucked it down and the serious rainfall had given the area a good soaking with the potential likelihood that the fresh, wet soil could possibly produce better signals!!!! ►►



THE PUFFIN CRUISE DUO. GARRY EVELEIGH (LEFT), ALVIN ROBINSON (RIGHT)



THE HALF KILO SILVER INGOT AND VARIOUS LOOSE COINS AND ARTEFACTS FROM ALVIN'S HORD

The Trio had only been detecting in "The Celtic Field" for all of ten minutes. During this brief period, Alvin's first signal produced the first coin of the day, a badly worn bronze Roman sesterius. Less than five minutes later, Alvin's second dig produced a very nice silver stater from the Durotriges tribe. The Trio were now buzzing and, suddenly, the very thought of Garry's Celtic dwelling theory was looking remotely possible.

Alvin's third dig produced nothing! A scratchy, weak signal at first; then, after removing the initial first tidy sod and digging to a depth of six inches, the signal appeared to have completely vanished. Alvin filled the hole and carefully replaced the turf.

We had now been on "The Celtic Field" for twenty minutes. Alvin's fourth signal of the day was also scratchy and weak, however, this time with the turf removed, the target was still there loud and clear. Bang in the middle of the excavated twelve inch diameter hole, approximately eight to ten inches down, Alvin's pinpoint was now squealing like a goodun. Was this one of those very annoying twelve inch deep beer cans or had the "Celts" really been here? We were getting close!!!

Alvin very carefully continued excavating slightly deeper. The soil amongst the mass of varying sized stones was light brown in colour but, suddenly at this depth, there was a conspicuous change in colour and a four to five inch diameter circular patch of black stained soil became apparent. With a little imagination, there was also the potential edge of a grubby looking coin!!!!

Alvin was now using extreme caution and very carefully continued scraping away the brown coloured soil from around the blackened circular patch. A small egg-sized clod loosened and, in that swift moment, imagination became reality, BINGO! Although the silver coins were heavily tarnished with verdigris and char-stained black soil, it was blatantly clear that some of these "blobs" of coins were definitely staters, half staters and quarter staters, we had achieved every detectorist's goal, we had found a hoard!!!!

Job done, the Trio stopped digging. Unbeknown to the other members of Team Deus, Alvin had stored the area FLO, (Finds Liaison Officer) number on his phone just in case this moment should ever occur!!! We made contact and were advised that a team could be at the location the next day..... we filled the hole, replaced the turf and felt extremely anxious about leaving it!!!!

Having re-buried our hoard with its unknown quantity of coins, Alvin began to re-dig the location where the signal had previously “gone quiet on him”, it was less than three metres from the now re-buried hoard. The pre-dug soil was easy to remove and at a depth of approximately eight inches, again there was still no signal; however, digging just a little deeper - “voila” the pinpointer went berserk.....a heavily alloyed blob of Celtic silver weighing in at just over half a kilo. OMG ... could things possibly get any better? The rest of our detecting day was rather insignificant, to say the least!!!!

The next day Kit had arranged to meet the FLO team at a designated location and direct them to “The Celtic Field” while Alvin and I went to the hoard site to re-excavate the hole in preparation for the arrival of Richard Henry and his entourage. As the team began to congregate at our hole in the ground, I said to Alvin and two of the archaeologists who were now present “I’m just going to check a signal that I hadn’t bothered digging yesterday”. This signal was approximately seven to eight metres from Alvin’s hoard and, not surprisingly, the weak and scratchy signal had not changed and was exactly the same as the previous day. Can I be bothered??? For no other reason than its proximity to the first hoard, I decided to dig it anyway and the rest is now history; at between ten to twelve inches deep there was the hallmark, a four to five inch diameter circular patch of black stained soil and BINGO, the Deus Double had been achieved in twenty four hours!!!!!!

Alvin’s hoard contained approximately one hundred and eighty silver staters, half staters, quarter staters and one solitary gold stater, many of the coins were encrusted with verdigris and charcoal stained soil.

Garry’s hoard consisted of between eighty five to ninety encrusted silver staters along with a stunningly beautiful shard of flint blade.

Garry’s theory.....the presence of the solitary gold stater and the shard of flint blade may suggest that these were not Celtic savings accounts to be dug up at a later date by fellow tribal members, the individual hoards could have potentially been gifts to their gods.

Also, with the ground being hard, stony and incredibly difficult to dig, these four to five inch diameter holes would have been virtually impossible to create. They were probably not dug by hand but could have been made by driving burnt, pointed, wooden stakes in to the hard stony ground, changing the stakes frequently for a freshly charred, pointed implement that could relatively easily penetrate to the desired depth, hence the black charcoal staining in the soil.

The coins are presently in the care of the British Museum where they will be cleaned and positively identified by their archaeologists. Eventually, they will probably be displayed in a museum.



DUROTRIGES STATERS

The Durotriges tribe, 50BC to 50AD, was just one of the many Celtic tribes living in Britain prior to the Roman invasion in 43AD. Although they were thought of as barbarians, the Durotriges had advanced cultures and presented a settled society growing arable crops and rearing livestock.

They were known to inhabit modern day Dorset along with parts of southern Wiltshire and Somerset. Within this area, the tribal confederations lived in small settlements, but also occupied large hill-forts that were probably strongholds for dominant chieftains.

Although they issued coinage before the Roman conquest, these coins were a simple design and had no inscription, with no names or evidence of any monarchs or rulers.

TRULY CLASSIC 58' > TOUCAN

£525,000
Lymington



As Hoek can, built in Holland of tin in 2001. Her owners love to sail far 2 handed, so she has been set up to accomplish this feat in comfort and without effort. Epic pilothouse for watch keeping and so much more, she also comes with a thoughtful and practical interior. Of course the head turning is free.

SPIRIT 54' > SOUFRIERE

£630,000
Howth, Ireland



Forever famous as the Bond boat, the glamour is culpable. From 2006, a captivatingly pretty yacht that has form on the Regatta circuit, the silverware collection has been pretty wholesale. Also set up for 2 handed performance work and has been cherished always. She is now ready for her next custodian.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS



SPIRIT 60'DH > SPIRIT OF RANI

€1,780,000

West Mediterranean

Fab and very beautiful member of the Spirit sisterhood from 2012 which has been immaculately maintained and which gleams from truck to keel. Practical pilothouse, she was designed to cup collect yet to be docile for shorthanded family sailing too. She has delivered. Available for immediate, trouble free, head turning delivery.



BALTIC 66' > SEI TU II

€1,100,000
Italy



From Judel Vrolijk, Vismara and with the wizards up there in chilly Finland, in 2005. With drop dead gorgeous good looks and light displacement, sailing her is effortless and passage times are fast. Skipper cherished, the current skinny ask reflects her owners' wish to sell. There is no plan b.

90' IRC MAXI > LA BÊTE

€600,000 + VAT
South of France



The perfect tool for the Maxi Worlds and international regattas throughout the globe. From 2002 by McConaghy and Reichel Pugh – she is put simply – ferociously quick. Last winter saw the conversion of her winch package to hydraulic and stacks more updates. Does IRC with pazz.



SOUTHAMPTON
BOAT SHOW
14-23 SEPT 2018

YACHTING
FESTIVAL



CANNES
11-16 SEPT 2018

NEW SOLARIS 68'

THE REASONS WHY SOLARIS YACHTS MAINTAIN SUCH A HIGH SECOND-HAND MARKET VALUE

- 100% of Solaris yachts built over the past 40 years are still sailing all over the world, loved and cherished by their proud owners.
- Solaris uses exclusively the best materials, components and accessories.
- The yachts are designed and built to maintain over time, the original efficiency.
- They are designed and built to sail for many years.
- Even after five years, they are as good as new.
- Quality is never compromised.
- The high build quality and the exclusive Solaris construction method make Solaris yachts immune to problems such as creaking, doors that do not close while underway and stress cracks that appear on hull, deck and internal structures.

Solaris achieves this by using one structural material only (fibreglass), rather than materials with mixed mechanical characteristics such as wood, steel and mouldings bonded together with filler and silicone which react to stress in different ways. The assembly technique requires all the bulkheads and joinery to be laminated by hand to the hull and deck.

In every Solaris, the 40 mm composite (instead of wood) main bulkhead is resin bonded to the hull and to the deck on both sides. The composite chainplates (instead of steel) are vacuum bonded. The longitudinal, transverse and side girders are not an inner moulding construction, but are fully

laminated and resin bonded to the hull. All keels are provided with a mounting flange on the top of the fin, allowing to triple the transversal gap between the 12 30 mm diameter stainless steel bolts connecting the keel attachment to the hull.

The Solaris design and construction techniques follow the same strict principles as the ocean maxi-yachts, where the construction, complexity and the design and installation of the systems call for much higher expertise and experience.

The best token of appreciation of Solaris top quality is the number of our happy clients (boat owners) which since 2013 has grown fivefold.

HISWA TE WATER
BOAT SHOW
LELYSTAD
04.09. - 09.09.2018

CANNES
YACHTING
FESTIVAL
11.09. - 16.09.2018

PSP
BOAT SHOW
SOUTHAMPTON
14.09. - 23.09.2018

SALONE
NAUTICO
GENOVA
20.09. - 25.09.2018

GRAND
PAVOIS
LA ROCHELLE
26.09. - 01.10.2018

SALON
NAUTICO
BARCELONA
10.10. - 14.10.2018

SYDNEY
INTERNATIONAL
BOAT SHOW
02.08. - 06.08.2018

BOOT
DÜSSELDORF
GERMANY
19.01. - 27.01.2019

MIAMI
INTERNATIONAL
BOAT SHOW
13.02. - 18.02.2019

SINGAPORE
YACHT
SHOW
11.04. - 14.04.2019

PALMA
SUPERYACHT
SHOW
27.04. - 01.05.2019



BUILT
FOR SAILORS

ALAN MCILROY - T: +44 (0)1590 679222
RICHARD BALDWIN - T: +44 (0) 7971 40 52 36

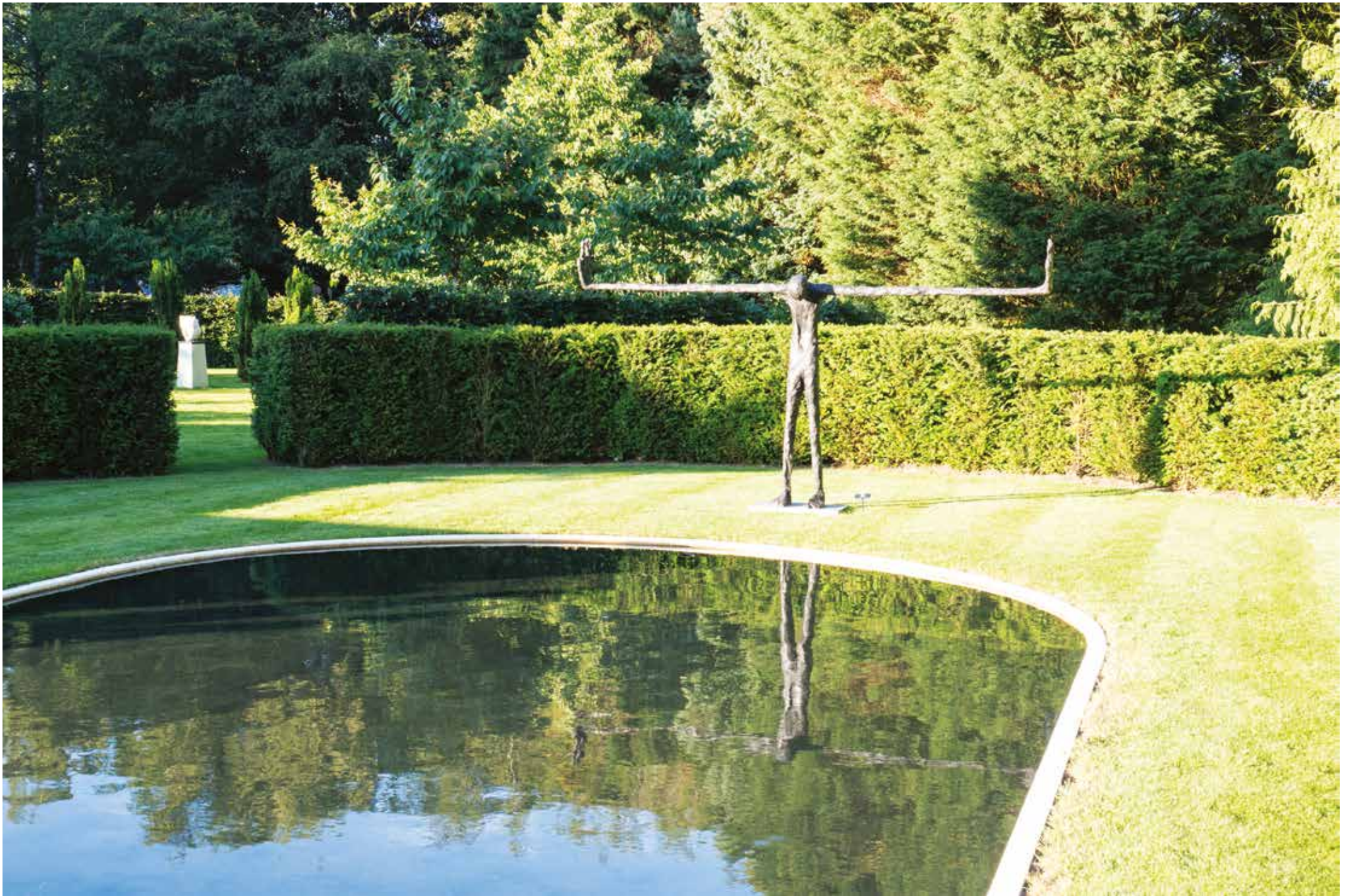
BROKERS@BERTHON.CO.UK

WWW.BERTHON.CO.UK/YACHT-SALES-BROKERAGE/SOLARIS-YACHTS

SOLARIS YACHTS	37	42	NEW 44	47	50	55	58	NEW 64	68	NEW 80
-------------------	----	----	-----------	----	----	----	----	-----------	----	-----------

WWW.SOLARISYACHTS.COM

'INNER SPACE' BY JOHN O'CONNOR



THE MAKING *OF A* HUMAN FIGURE

BY LESLEY ANDREWS

PHOTOGRAPHY BY © GINA GORDON

Urchfont Manor is a fine Grade 2 listed house in Wiltshire, set in 5 acres of grounds. It was built in the late 17th century in local brick, with stone dressings and a stone tiled roof. These characteristics are much in evidence today. Details of the garden layout at that time and in the 18th and 19th centuries are poorly documented. However, we know a lot about the layout and design of 17th century manor houses and fine examples remain in many country houses to this day. Typically these reflect the Dutch and French styles of gardening that were much in vogue at the time. Key features were symmetrical designs with long straight walks and rides typically defined by topiarised trees and shrubs, pleached trees, and formal enclosed gardens. Areas of wilderness might be incorporated in these plans but even these areas were to appear controlled by man. Sculpture was also very much the fashion, mainly in stone, and often imported antiquities and classical style Greek sculptures. Placed in nooks or at the end of rides these were considered essential to complete the views from both the house and garden. ►►

'EQUILIBRIUM' BY EDWARD WILLIS



In 2013 ownership of Urchfont Manor passed from Wiltshire Council to a private owner. He undertook extensive repairs to the house and commissioned garden designers del Buono-Gazerwitz to undertake a substantial makeover of the garden. Their ongoing remit was to reintroduce some of the elements of a 17th century garden but to do that with a contemporary 21st century twist. Their response was to retain and redesign an existing walled garden and long herbaceous border. New elements include box and lavender semi enclosed gardens but instead of geometric shapes the box will be pruned into organic rounded shapes. Similarly there is a new clipped beech maze but it takes the form of a spiral instead of the traditional square layout. In the old orchard, grass has been left to grow and mown paths snake around the perimeter. A wildflower meadow adds to the informality and provides an uncontrolled mix of colour. These and other new features such as yew alcoves and a reflecting pool simply cry out for sculpture to complete the impact of the new look.

In summer 2018 this lack was remedied, at least temporarily. Approached by volunteer organisation Friends of the Garden, the owner agreed that its 2018 exhibition of contemporary sculpture could take place at the Manor. This was a wonderfully serendipitous happening because the Friends' first biennial exhibition took place in 2007, when the Manor was celebrating 60 years of running adult learning courses.

Traditionally much of the statuary placed in 17th century gardens featured the human figure and as a result the work of figurative contemporary sculptors featured prominently in the Friends' 2018 exhibition. The approach to the making of a human figure described here is very much a reflection of our time and completes the 21st century design idea that the owner is seeking.

Two artists, John O'Connor and Sara Ingleby-Mackenzie make life size figures cast in bronze or resin. Their approach to the making and their emotional impact on the viewer is, however, very different. For both the starting point to making is a steel armature. From that John builds a life size naked figure using clay which he shapes and sculpts to create a rough textured surface. From this a mould is made for the casting process in the foundry. ►►

'POISON IVY' BY SARA INGLEBY-MCKENZIE



'I WAS IN TWO MINDS' BY © DOMINIC CLARE



'SUMMER' BY JOHN O'CONNOR



John's work is intensely personal; the form is typically that of his own body and he uses sculpture to explore his own internal world and express a state of mind. This sense of being is reflected in the names given to each piece, '*Inner Space*', '*Beyond Limitation*' and '*Inner Balance*' for example. John keeps the scale of the figure, but reduces its bulk and often extends part of the body, maybe giving it elongated arms for example, to reinforce a particular state of mind. This combination of the physical and emotional state encourages the viewer to contemplate particular states of mind common to us all.

Sara's approach is rather different. For her each piece starts with an imagined story, a character intended to convey a human predicament most often in a gently humorous way. Clothes, shoes and sometimes hats and glasses are essential to the story and Sara's background of having a mother who was a dress designer provided her with a fine sense of style. Sara's figures also start with steel. Her build then involves a sequence of soft and hard wax, silicon rubber moulds, casting wax, and layers of sand and silica. Once cast and the metal has gone through the grinding and polishing process Sara adds colour to give a sense of an imagined personality for each figure. Like John's her life-size figures are slimmed down too but here the intention is to exaggerate the story line and draw the viewer in. 'Sara's '*Poison Ivy*' perfectly illustrates this characteristic. She loiters in the maze, a letter clasped behind her back so inviting visitors to imagine her 'story'.'

For Jilly Sutton 'The warmth of the wood, the quality of the grain and the life embodied in every tree, are reflected in the way I express my passion for the human head as a sculptural form.' Jilly takes old wood from around the remote coastal hamlet in Devon where she lives. Her semi abstract larger than life heads reveal the grain of old wood while the simplicity of her forms conveys a single emotional state, maybe contemplative, certainly thoughtful, sometimes sorrowful. 'Jilly's heads are cast in stone resin to capture both the colour and the grain of the original wood.'

Dominic Clare's heads are but one expression of a wide body of work through which he communicates. Working in wood at a large scale Dominic's work is strong and bold, and often incorporates controlled scorching to blacken, seal and tighten the surface tension. There is a mystical quality about Dominic's heads that refers back to cross cultural links, drawing on his African birth place and a fascination with prehistoric British history. Placed outside these magnificent heads will very slowly weather and change until for future generations they exist only in photographic form or as a memory of what was once there.

'OLD SALT' BY JILLY SUTTON



'Tom Hiscocks' figurative work in laser cut steel reflects the fact that others see us in ever changing ways, all likely to be different from how we see ourselves. These multiple perspectives are illustrated by the way the figure appears different as we move around it and the light and background change.'

Sculpted relief panels depicting the human figure can be described as being half way between a drawing and a sculpture. Giles Penny paints, draws and sculpts. The same semi abstract human forms created from his imagination characterise his accomplished use of each of these forms of art. Giles' work invites the viewer to be amused by the human figure and teases us to enjoy the joke. His '*Waving Man*' made from cast aluminium, was installed at Urchfont on a 12 foot high wooden plinth painted to look like stone. This combination makes the idea of a Roman sculpture installed on a stone column appear absurd but at the same time encourages us to laugh at how we see ourselves.

One other striking sculpture featured the sound rather than the shape of human figures. Twenty five year old artist Alice Jennings won the Friends 2017 bursary award open to young graduate sculptors across the south west. The remit was to design a sculpture suitable for a specific site in the Manor's garden. Alice's brightly glazed ceramic piece '*Cumulus*' reflects forms found in nature and makes its setting come alive. It also incorporates the human voice. In making the piece Alice recorded the sounds in the Manor's grounds. She then worked with a sound recordist to transform these into a composition that could be accessed by visitors using a QR code linked to a website. This interplay between garden design, sculpture and visitors could scarcely have been imagined by a 17th century garden owner.

'FEMALE TORSO II' BY TOM HISCOCKS



'WAVING MAN' BY GILES PENNY



'CUMULUS' WITH ARTIST ALICE JENNINGS





FPB 64' > AVATAR

US \$1,850,000
East Coast, USA

Legendary un-sailboat from Dashew Offshore, built in New Zealand in 2010. With recovery from capsized, surfing capability, enormous range and bullet proof systems, it is no surprise that these yachts are must have equipment for serious cruising yachtsmen. Available fresh from a refit and now totally ready for whatever ocean you prefer.



UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

CLIPPER CORDOVA 60' > INVINCIBLE MOOSE

£595,000 + VAT
South of France



Uber well designed and presented trawler with an epic name from 2012. Still with her first owner, she gleams. She comes with twin 550hp QSC Cummins which use virtually no fuel at displacement speeds, yet over 15 knots is easily on the button when asked for. Big spec from zero speed stabilisers to beechwood innards – her interior is a place of scale that is flooded with light. Modestly priced she must be sold.

NIGEL IRENS 63' CUSTOM > MOLLY BAN OF DUBLIN

€600,000
Ireland



Made flesh at Tuco Yacht Vaerft in 2008, the execution is faultless and she is packed full of Irens-isms, an input from her most experienced owner. Making use of her low displacement to length ratio means that she cruises at 14 knots powered by a single Cummins. Also comes with a terrific interior and the cockpit is a wow. Support yacht extraordinaire and also great for extensive cruising.

GRAND BANKS 59' ALEUTIAN > ESCAPE

£1,200,000
Lymington



Words do not adequately articulate just what a fab yacht she really is. From 2007 she has a wizard for a captain and she is detailed in all respects. She could masquerade as a new launch and you would not know. Twin 1,015 Cats and a ginormous widgeon list for warm or cool waters.

APREAMARE 54' > IL SOGNO II

€350,000
Italy



Captivating Italian motor yacht with a smart dark blue livery and acres of teak and tall gunwhales – she can bustle along at around 30 knots if you floor it. From 2005, this charming little ship comes with twin 730hp MANs and great joinery, together with practical if original design. She has been little used – you could do so much more with her.

...PEARL | 80

pearlyachts.com



STEP INTO THE ULTIMATE OCEAN SANCTUARY.

The Pearl 80 offers an escape that's both exhilarating and unparalleled. From the beautifully streamlined exterior – complete with jet ski garage and hydraulic bathing platform – to the stunning open-plan interior designed by Kelly Hoppen MBE, every detail ensures that your life on the ocean is well and truly catered for.

| 65 | 80 | 95

...PEARL
HEART. SOUL. VISION

Exclusive dealer: BERTHON UK - Ben Toogood - ben.toogood@berthon.co.uk - +44 (0) 1590 647427
BERTHON FRANCE - Bruno Kairet - bruno.kairet@berthonfrance.fr - + 33 (0)4 93 63 66 80



ROLLS OF VELLUM READY TO SELECT AND FINISH FOR CUSTOMERS

PARCHMENT & VELLUM

BY WIM VISSCHER



NOT MUCH HAS CHANGED SINCE MEDIEVAL TIMES

Whenever anyone asks me what I do (or did, I am now retired), I can never manage a quick answer. I say I am a **Parchment Maker** which, after a brief pause usually results in the answer, “Oh yes, parchment paper”. I usually feel the need to explain that real parchment is nothing like paper and then confuse matters by saying it is used for writing on and actually looks quite like paper! Paper making companies spread further confusion by high-jacking the name to enhance the image of some ordinary papers.

Real parchment is a flat, thin, sheet-like material made from the prepared skin of domestic sheep, goat or calf. It is used as a durable writing surface and book pages as well as covers for books and other objects. In many parts of the world, parchment was the only effective writing medium until the introduction of paper-making and then printing in the 15th century.

The earliest known parchments date to 2700 BC. Many famous manuscripts have been preserved on parchment. In the UK, the Domesday Book and the Magna Carta are on parchment, as is the American Declaration of Independence and countless others throughout the world.

Early preparation of real parchment is identical to leather making but leather is made with acidic tanning agents that are largely absent in parchment. This means that parchment does not suffer from the acidic deterioration that eventually affects most leathers. ►►



TYING IN TO STRETCH AND TENSION SO THAT SKINS CAN BE WORKED INDIVIDUALLY



PARCHMENT MAKING KEEPS YOU FIT! THE PROCESS IS CALLED 'SCALDING'



THE SHAVING KNIFE IN ACTION - SHARPENED EVERY DAY



SHAVING SHEEPSKINS 1960

Our traditional way of making parchment relies on skills handed down through the centuries. It is hard physical work. Once each skin is tied into a frame, it is washed and cleaned repeatedly, on both sides. We use a lunar knife and hot water to remove the last vestiges of surface material, inter fibrillary material and grease. Part finished parchments are dried carefully and further work with a much sharper dry knife adjusts thickness. Then more wet knifing is needed before a final drying. All this work is done by hand, the parchment maker adjusting constantly to the varying requirements of each unique membrane. Heavy pressure from the knife blade also stretches and realigns the collagen fibres.

When dried, the fibres naturally glue together creating a flexible sheet. The resultant PH is neutral or alkaline which resists acidic deterioration, this is why so many ancient parchment documents survive today.

My great-grandfather, William Cowley, was an apprentice parchment maker around 1860 when parchment was still in regular use for important civil and

legal documents. Many of them were required by law to be written on parchment to ensure long life.

One such use was Naval ratings service certificates, known as 'parchments' which included the name and date of every ship on which the sailor had served as well as any specific qualifications and identifying features. 'The parchment' was until 1914 a document that was actually printed on a single large sheet of sheepskin, folded once to make four foolscap pages.

William set up in business on his own around 1870 under a railway arch in Newport Pagnell. He employed one 'boy' and although the railway was never completed, William's business flourished.

Sixteen years after setting out on his own, William had bought the premises where he was apprenticed. We know he employed at least



UNLOADING SHEEPSKINS WHICH HAVE BEEN DELIVERED BY TRAIN TO NEWPORT PAGNELL STATION
THE FOUNDER WILLIAM COWLEY IS ON THE RIGHT IN HIS HAT AND WAISTCOAT



WILLIAM JAMES COWLEY, SON OF THE FOUNDER



CALLIGRAPHY AND ILLUMINATION
SINGLE COLOUR USA DIPLOMAS ON SHEEPSKIN - LETTERPRESS PRINTING

ten men and made parchment from domestic sheep, calf and goatskins.
(Calf and Goat parchments are known as vellums.)

As the 20th Century dawned, industrialisation and increasing population meant that the old system for record keeping on parchment, sometimes still hand written, was unsustainable. Parchment was expensive, slow to produce and difficult to print on. The benefits of vastly cheaper paper began to overpower the benefits of strength and durability. Many firms making parchment closed.

By the outbreak of the First World War, William's son James had already taken over the business and it had flourished, cornering a new market from the USA for sheepskin university diplomas. He was followed by his brother-in-law, my grandfather, then by my father and in 1979 by myself. I am proud to say that after 148 years of continuous production we are still in business. ►►





EXAMPLES OF BINDING -
CALFSKIN VELLUM COVER WITH SHEEPSKIN PAGES



BUFFET/SIDE TABLE - DYED GOATSKIN VELLUM



NEST OF SIDE/COFFEE TABLES IN GOATSKIN VELLUM

Although the recession hit us hard with the loss of much of the diploma sales that had sustained us for 90 years, there have always been many other customers. Parchment does have many unique qualities. Text or painting on the surface looks more dramatic and 'lively' than on paper. This is because it has a translucent quality which varies from piece to piece and allows light from behind to illuminate the page, the origin of the term 'Illuminated manuscript'.

So, for amateur and professional calligraphers and illuminators, parchment, usually made from calfskin and called vellum is regarded as the ultimate medium.

Parchment and vellum are also very strong and cope with robust handling. For that reason, it is used for bookbinding and covering furniture, just like its leather cousin but with a longer lifespan. The Churchill memoirs are all bound in Vellum.

Surprisingly, for such an ancient material its cool, creamy surface fits perfectly with the smooth, simple lines and minimalist forms of modern furniture. The same design

trend in private yachts has also seen an increase in demand for interior fitting out in vellum. The advantage that no two pieces look exactly the same while still blending together, creates an individual and unique look to every project. Even if two yachts had identical vellum covered furniture, each would still look unique and different from the other.

The future is challenging. The fast moving 21st century business world does not sit easily with a heritage craft like ours. Despite that, there are still many people who continue to recognise and use the unique qualities of this long lasting ancient material. We are here to supply them and hopefully my successors will still be doing so, and writing about it, in another 148 years!



JO VISSCHER

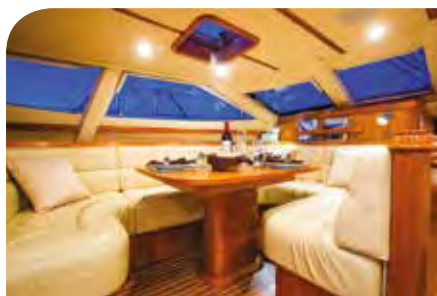
1985



WIM VISSCHER

DISCOVERY 67' > TILLY MINT

£995,000
Lymington



From Ron Holland and the capable chaps in Marchwood in 2009, she is a well found, and very comfortable mile muncher, now famous for her rescue mission in the Atlantic – awesome. Now offered with new decks, superstructure paint, genset and recent rig, sails and much more – she even comes with a recent price tumble.

DISCOVERY 67' > AKAROA II

£725,000
Scotland



As only Ron Holland and Discovery could in 2010, she is available fresh from a far from insignificant Berthon pitstop and she is very good to go. Powered rig, she provides effortless mile munching and she has a fab interior layout for comfortable family sailing or to charter, at which she excelled in another life. Her owners' plans have changed, so she must be sold. The frankly malnourished ask, above our recommendation, reflects.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

DISCOVERY 58' > OFFLINE

£998,500 + VAT
West Mediterranean



First splashed 2015, she is #2 of the great class from the legend that is Ron Holland and the Disco people. With a fab crown oak interior, the light floods in, and she comes with a build spec that is enormous. The planned circuit of Planet Earth has now been cancelled and these owners will not take her – but you most certainly could. Handsome, well sorted – just add water.

DISCOVERY 57' > PEREGRINE

£950,000 + VAT
Lymington



Superior blue water magic carpet from the legend that is Ron Holland in 2014. She is planet circuit ready and with all the new build bugs ironed out, she has a reasonable number of trouble free miles beneath her keel. Super huge specification, magnificent cherry and wenge interior and of course she comes with the signature Discovery deck saloon and interior watch keeping nav station, but 2 of this yacht's many USPs. Recent build in sparkling shape with none of the phaff.

DISCOVERY 55' > BRIZO

£585,000 + VAT
Lymington



From 2010, #35 of this esteemed, benchmark sisterhood, she has navigated our planet in comfort, safety and with total verve. She comes with a current survey and all those irritating little jobs that surveyors' find to make us miserable have been sorted, including new standing rigging fitted this summer. Now ready for her next opus.

DISCOVERY 55' > TIMELESS

£625,000 + VAT
Lymington



From 2012, she is glistening with her dark blue hull livery and sweet lines from Ron Holland. The Disco 55' is unique and the benchmark by which other blue water contenders are judged. With a light oak interior and very full widge list, she has a north Atlantic circuit beneath her keel and is now ready for so much more.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

DISCOVERY 55'/027 > EUPRAXIA

£525,000
Lymington



We know her well, she's from 2008 and she has 2 north Atlantic circuits beneath her keel and has been handsomely refreshed after both. She offers effortless cruising for a couple in great comfort, with stacks of space for guests too. Capable blue water cruising yacht in sparkling condition – truly your magic carpet awaits.

DISCOVERY 55'/039 > SEPTEMBER AM

£545,000 + VAT
Canary Islands



Magnificent 2 handed blue water yacht, she splashed in 2011 for most experienced yachtsmen. She comes with a thoughtful and very workable specification. Also has the lovely Disco Mark II layout that aficionados will dig. Reworked at our very own Berthon Boat Co. in 2017 and now ready for blue, white or azure waters.

DISCOVERY 55' > BLUE COWRIE

£445,000
Lymington



2006 yacht still with her first cheque writer, in splendid mid-blue livery with a lovely maple interior. Her owner's design background has delivered lots of detailed updates and small touches that are, to be frank, inspired. A north Atlantic circuit and masses of happy times later she is now in Lymington to jolly well be sold.

DISCOVERY 50' > KIWI SPIRIT

£675,000 + VAT
Lymington



From 2010, this 50' foot multihull has enormous volume and great comfort below decks. She offers fast, responsive sailing – and all this with all that leaning found aboard her sisters with only one hull. Totally prepped for a planet circuit, her owner's plans have very sadly changed and he will not take her. However, you jolly well could.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

DIXON 73' > LA LUNA

€1,500,000 + VAT
West Mediterranean



The Maestro's brief was to provide a capable and easily handled world cruising yacht – tick. From 2008, with a spacious deck saloon, flush decks forward, carbon spar and in-boom, she sails like a rocket and comes with one of the best interior layouts in this size band that we have seen. Also very well spoolled and must be viewed if you're considering yacht ownership at 70 foot plus.

MAINSAIL 618 > JEWEL

£495,000 + VAT
Lymington



Hatched Down Under in 2005, she comes with powerful lines from Van de Stadt and robust build in aluminium. Refitted 2009 in the USA and in 2014 including new decks courtesy of our very own Berthon Boat Co, she has only 2 crossings of the Atlantic and some cruising each end beneath her keel and her interior in gloss cherry looks like it's just out of the box. Massively attractive and under-priced yacht.

ST BARBE MUSEUM + ART GALLERY

ST BARBE MUSEUM ART GALLERY



Tourist information

OPENING TIMES

SUMMER (Summer holidays)
Mon - Sat 10am - 5pm (last admission)
Sunday 11am - 4pm

WINTER (Autumn - April)
Mon - Sat 10am - 4pm
Sunday 11am - 4pm

Free admission to St Barbe Museum Art Gallery



Dazzle

Camouflage Art Project
14 Oct 2014 - 14 Feb 2015
14 Oct - 14 Feb 2015



ST BARBE MUSEUM + ART GALLERY

– a very modern institution

The small coastal strip between the New Forest, created by William the Conqueror, and the Solent, where Cowes (considered by Brits to be the home of yachting) nestles together with the ports of Beaulieu, Yarmouth and Southampton, is also the home of the Lymington River whose estuary exits into the West Solent, in sight of the Needles and Hurst Castle. St Barbe tells this area's unique story.

Berthon's HQ has its feet firmly planted in the estuary and is proud to call Lymington home. In 1835, Lymington's wealth came from a combination of a jolly successful smuggling industry, and, rather less glamorously, from the salt industry. Charles St Barbe owned the bulk of the Lymington salt pans and his wife Ann gave the money to build a school for the education of poor children, hence the museum's name...

In 2018, St Barbe is still going strong, and the importance of educating children is still core. However, these days it is much more than this. It is also an art gallery, hosting international collections of art and offering a very 21st century take on the intentions of Ann St Barbe, when the first cheque was written and the foundations of its handsome building were laid all those years ago.

Today there is a small team of staff and a whole host of volunteers that help St Barbe to thrive. From the start they have

recognised how important it is that St Barbe connects with the local community if it is to succeed. As an independent local charity, 90% of the funds needed to deliver the St Barbe programme is raised from events and from income generated by the gallery, gift shop and café.

The team work hard to develop St Barbe, key to the success of which is the art gallery. The combination of history, which gives context, and art, which provides perspective, allows St Barbe to be a cultural hub that is relevant today.

At Berthon we are big fans and if you take a stroll into the museum you will see a pilot boat bridge, built by our apprentices, complete with working electronics, alongside the Lymington Scow and other artefacts donated by us from a much earlier age. There is a touch screen computer which allows young people to explore the apprentice scheme available to them, not just at Berthon but elsewhere in our industry. This is a good example of the use of history providing context for the possibilities of today's world.

The redevelopment of St Barbe was a 10-month operation costing £2.3m which was made possible after the award of a Heritage Lottery Fund grant. The transformed building re-opened in July 2017. ►►



THE RATHBONES GALLERY



BERTHON PILOT BOAT BRIDGE



Modern Boat Building

Traditionally, boats were built using a combination of wood and metal. Modern boats, however, are built using a combination of wood, metal, and composite materials. This allows for a more durable and lightweight boat that can withstand the rigors of the sea.



BERTHON
PILOTAGE · PATROL
SEARCH & RESCUE

The art gallery is not commercial; therefore, it is hard work to bring national and international art into the area. It carries the Government Indemnity Standard status which means that it has specific environmental controls and monitoring, as well as security, so that it can welcome artwork from both national galleries and private collectors.

Exhibitions that have been hosted by St Barbe in the past five years include Dazzle: Disguise and Disruption in War and Art – a unique exhibition with artwork from across the UK, Birds of the New Forest by Geoffrey Dashwood and Chris Packham, Art of the Tree by The Arborealists, Out of Egypt provided by Hampshire Cultural Trust, an exhibition of work by Pastel Society members, and The Observatory Residencies Exhibition which showcased work by artists who resided at The Observatory, a sculptural installation which was located in Winchester and Lymington – which isn't bad for a school for poor children in a provincial English town!

The quality of the exhibitions brings visitors from all over the world whilst informing and encouraging the local community to participate too.

The redevelopment provided the opportunity to re-examine many of the museum's exhibits and to look at what informs in today's world. Show and tell no longer cuts it and displays are set up to make you think, question and of course, to provide that good old context.

St Barbe is staffed by many volunteers – they serve in the shop, take your money and help you navigate all the displays and art to get the best out of your visit. All smile broadly and the enthusiasm for the St Barbe mission is palpable.

More volunteers can be found in the King Research Room, named after the King family who had a bookstore in Lymington

for many years. Here they catalogue documents, objects, photographs and plans that have been gifted to the museum over the years. It is a wonderful resource for local people to find out more about their own part of this pretty Georgian town.

Walk down New Street to St Barbe and you are confronted by a civic building which is independently run. Enter through the large glass doors and you're in a busy café. Here you can expect to see tourists and locals enjoying the yummy cakes and truly 21st century coffee, as well as a couple of tables where business meetings are taking place. If it's sunny the terrace outside is a great place to sit and watch the world go by.

Look beyond the gift shop, with its locally sourced crafts and products, to the glass doors which open into the sanctuary that is the art gallery. With the current art collection set against white walls, crisp wooden floors and good lighting you will be transfixed (as well as a little poorer, remember this is a charity which must earn its keep!) Having enjoyed the exhibition, you will turn into the museum to live the story of this special coastal strip through the years. Take the opportunity to be behind the wheel of a very smart Berthon pilot boat – a particular favourite with children and adults alike.

The team at St Barbe are now focused on continuing the never-ending voyage of informing and engaging the local community and high on the wish list is a legacy fund to enable St Barbe to continue to provide the art, context and thrill of discovery to all. In an age of social media and lack of personal engagement, St Barbe is bucking the trend and providing us all with good old-fashioned value – as well as excellent coffee!



CNB 93' > SAVARONA

US \$2,450,000 + VAT
Palma de Mallorca



Very special alloy sailing yacht, originally made flesh in 2001, with a drop keel, carbon rig and fab Danet interior, which is perfect for private or charter use. 2015 saw a rebuild of epic proportions and US \$1.5m later she has new decks, paint, deck gear and all new systems. Even the RIB and sails are new! Her only real modesty is her price.

OYSTER 72' > COOKIELICIOUS

€1,250,000
Palma de Mallorca



The 72' is the optimum size for long legged ocean crossing and works brilliantly with or without crew. This cookie coloured example from 2007 has been immaculately maintained and hugely updated in this ownership. Her work list is very short, and the potential cruising programme available to her new owner is large. Great layout and very generously under-priced.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

OYSTER 575/08 > SOPHISTIKATE

£895,000
New Zealand



Fantastic combo of Rob Humphreys and the mollusc people in 2011, her owners have owned Oysters before so she is spec'ed to the gunwhales with the stuff that you really do need to cross oceans. After a relaxed half circuit of our planet, she is now offered Down Under in spectacular cruising grounds. Immaculately put away, she is now ready for the next leg offering trouble free sailing with absolutely no rough edges.

OYSTER 655 > ROULETTE

£1,124,000 + VAT
Lymington



A very special Rob Humphreys, built by the mollusc people in 2007 for an owner who expects to be first. Carbon spar, carbon foam bulkheads for reduced weight, funky sails and more. Also comes with a stunning maple interior, Franchini polished stainless steel interior fittings – this yacht rocks.

DIXON 80' > TIGA BELAS

€900,000
South of France



Custom build from Austral Yachts, she is an 80 footer that thinks she's a super yacht. From 2001, sparingly used through life, she comes with a charming cherry interior and has been massively updated in this ownership, so the systems are whirring. Perfect for relaxed family sailing with separated quarters for her crew. She is also a thoroughly handsome yacht.

MARTEN 80' > NIMROD

£850,000
South Coast, UK



Judel Vrolijk of carbon with carbon rig and in-boom, hatched Down Under in 2001. Fast, capable mile muncher that enjoyed a rebuild of epic proportions in 2011 and the spend has continued. She was disembowelled for a replacement or rebuild of every system. She is now ready for all our planet's oceans and is offered with a 2018 survey, as well as a rather malnourished ask.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

DUBOIS 70' KETCH > CELTIC SPIRIT OF FASTNET

£730,000
Portugal



Pocket superyacht from Dubois, Whitely and Pendennis, first hatched in 1993. Famous as BEAGLE, twin screw, wickedly swift sailing and awesome build. In this ownership she has seen both poles and many points between, clocking up around 100,000 nautical miles. Lovingly maintained. Epic yacht.



DEVONPORT CHALLENGE BUSINESS 72' > CHALLENGE BUSINESS 45

West Country UK



Designed and built to circuit our planet against prevailing winds and currents – because they could! From 2000, ex-BIG SPIRIT her magma livery is well known throughout the sailing world. After a magic accident (not her fault) she is now structurally repaired and she is awaiting a new owner to complete the transformation to Category 0.

CHALLENGE 72' > IRONBARQUE

£450,000
West Coast USA



Unbreakable sailing machine of steel, she and her sisters remain the benchmark that demonstrates what amateur sailors can achieve, racing one design around the planet against wind and tide. From 2000, famous as the Teddy Bear Boat ex-SAVE THE KIDS, shining in family cruising mode, but could be uprated to MCA Category 0 without fuss, so if you're up for a challenge...



FRONT ENTRANCE FROM BELLEVUE AVENUE

INTERNATIONAL TENNIS HALL OF FAME

BELLEVUE AVENUE, NEWPORT RHODE ISLAND

BY JENNIFER STEWART

The International Tennis Hall of Fame is a stunning façade on Bellevue Avenue at the start of the well-known Ocean Drive. It was built as a social club in 1880 by McKim, Mead & White, for Newport's rich and famous summer residents. In those days Newport was home to families like the Rockefellers, the Vanderbuilts and many more.

It was essentially, America's first country club, and one of the finest examples of American Shingle Style architecture. Having an event on the Horseshoe Piazza is magical, especially on a full moon evening, as you are surrounded by extraordinary architecture - never mind being on Centre Court for the Friday night Jazz Festival concert!

It hosted entertainment events, such as theatre and dancing, recreation including tennis and horse shows, and provided a very special social centre for the Newport community. In 1881, the very first U.S. National Lawn Tennis Championships were hosted here, thus beginning the property's rich tennis history. ►►



THE PIAZZA FRONT LAWN GRASS COURT



GRASS COURTS WITH NEW BUILDINGS 2015

The event remained at the Tennis Hall of Fame until 1914, when it was moved to New York and became known as the US Open. The building thankfully escaped the wrecking ball in 1954 when Newport decided that the space and its rich tennis history would in fact make the perfect location for a tennis museum. Thus, this is how the International Tennis Hall of Fame came into being. The site numbers 7 acres and consists of the Museum, the Newport Casino, the Hall of Fame Tennis Club featuring the world famous 13 manicured grass courts, and now, the newly built indoor courts.

The club is open on a membership basis, but also welcomes drop in visitors, so if you find yourself in Newport for the day, do go along, rent a court and have a great game. The grass courts open in late May for a full summer of youth and adult lessons, tennis clinics, court tennis and fun social events. Both myself and Alan Baines, another member of the Berthon USA team, have family members who thoroughly enjoy their court time and the tennis clinics that are run year around.

It is rare in this time and place that an entire city block becomes available for restoration and rebuild, but the International Tennis Hall of Fame has delivered on this in the past few years. The new facilities closely match the original designs, and now feature a Professionals' shop as well as the new indoor courts. The renovation of the Casino Theatre is also now complete, again with as much historical character as possible retained, including the space for a Gentleman's Top Hat under the seat!

During the restoration, I remember seeing an entire house being moved off the site. The lucky new owner paid US \$1,000 for it, but then had the job of getting it moved. We watched it trundle past with telephone lines and trees coming down to make way for it! ►►



WOMEN'S EXHIBIT



AUSTRALIAN OPEN EXHIBIT

Every July, the only Men's Pro Tennis event in New England (and the only played on grass courts) is held at the International Tennis Hall of Fame, it's called the Dell Technologies Hall of Fame Open. Tickets sell out quickly for the event which is around 10 days, and the town is packed with players in their tennis whites and very loud tennis pants and hats with flowers! Local people host the players. Amongst the players expected to compete in the Dell Technologies Hall of Fame Open this year is the defending champion John Isner. The 6'10" player known for his unstoppable ace, won his third title at the Newport Event last year, and is currently ranked within the world top 10.

The Legend's events this year on July 22nd featured Hall of Fame Jim Courier, along with Lleyton Hewitt, Thomas Haas, and James Blake. A new event on July 20th, was the women's exhibition match featuring reigning US Open Sloane Stephens and US Open finalist Madison Keys. This represented a return of WTA stars to Newport, which provided a huge boost to Tennis Week.

One of tennis' ultimate honours is induction into the International Tennis Hall of Fame. This year's honours were awarded to Germany's Michael Stich, a Wimbledon champion and former World No.2, and Czech tennis legend Helena Sukova, a 14 time major champion in doubles and mixed doubles. They were officially inducted into the International Tennis Hall of Fame on July 21st.

One of the most interesting museums in Newport has to be the International Tennis Hall of Fame Museum. There are over 1,900 artefacts of tennis history on display, with interactive displays including the Roger Federer hologram, call-the-point, and tennis trivia touch table. There are also more than 25,000 artefacts and 300,000 photographs, video files, publications and scrapbooks, which are in the process of being converted to digital files. This means that soon tennis enthusiasts the world over will have access to the whole collection.

Newport is full of activity and surprises from its astonishing houses from the last century to its world renowned jazz to its prominence as the cradle of yachting. The town is vibrant the year round and we are lucky to have our offices here and to live in this special place. As I write this the Volvo race is in town – so now add world class tennis – what a place!



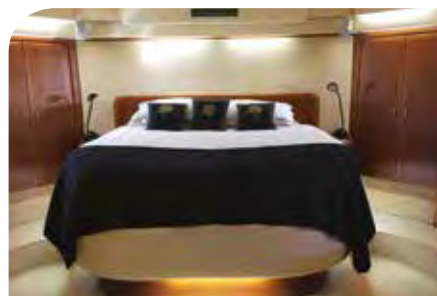
TROPHIES FROM THE START OF NEWPORT TENNIS



NEW COURTS

31M DON BROOKE CUSTOM > PACIFIC EAGLE

NZ \$2,700,000
New Zealand



Jolly useful cruising yacht with moderate draft, automated split rig, a proper pilothouse and an interior that you could get lost in. From 1990, immaculately sorted by this owner and fully coded to charter Down Under. Despite her scale, she is easily handled with a modest crew and for a family blue water adventure, we struggle to see what would suit better.

DUBOIS 24M KETCH > COTTON BLOSSOM

€675,000
New Zealand



From the main man in 1993, the current owners have carried out a sympathetic and effective re-work and she is now ready for more oceans. Operationally and cosmetically she rocks, and is a huge amount of cruising yacht to the €. Currently located in God's own cruising ground and eager to be off.

SHIPWRIGHT 70' > DISCOVERY

£265,000 + VAT
South Coast UK



Dependable British design and built in 1990, she is coded to MCA Category 0 and is the perfect conveyance for adventure sailing with a lid for high latitude if polar bears appeal. Also has huge potential for adventures throughout the planet. Massively reworked in this ownership and looking fresh and smart above and below decks. Rather under-priced in our opinion and good to go.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

MOODY 54' DS

Newport, Rhode Island



2017 hatch, even the wrappers look new. With a good widget list, those chaps at Dixon collaborate with the Moody team to produce a veritable tardis. She offers very comfortable and no fuss cruising and she is perfect for dinner parties or with Pimms. She comes with a proper deck saloon and handsome, easy to handle outers. Available for trouble free cruising now.

SOLARIS 42.027

Italy



Very shiny, good to go, great spec and the wrappers haven't even been fitted yet! 2018 yacht with epic Acebal good looks and Solaris know how and high tech build. Elegant and captivating Italian performance cruising yacht, the wait list for these yachts is long, so we don't expect her to retain wallflower status for long. Call us for all the griff.

HANSE 575 > XIMERA

£395,000
Lymington



2014 Judel Vrolijk with absolutely all the kit and caboodle from air-con to underwater lights, to Fusion entertainment and much more. Great non-teak decks, elegant innards and she sails like a witch. Her Caribbean adventure completed she must now be sold. The price reflects.

ARCONA 460 > MAWIMBI

£245,000
Lymington



Massively useful fast cruising yacht with the cockpit at the back from Sweden, she hatched in 2006. Much re-widged and updated by these owners, she offers pace, no nonsense quality and strong build, as well as mellow, mahogany innards. She is also easy to sail 2 handed and docile when you are solo.

SWAN 56' > KING DADDY

US \$625,000
Newport, Rhode Island



Smart red Nautor's Swan from 1998, she is loved by her owners – and who can blame them. Great accommodation in honey teak, sails like a train on tracks, will regatta, yet will de-power for relaxed family sailing. She is the essence of what Swan ownership is all about.

SWAN 48' > ASSUAGE

£238,000
Lymington



An archetypal cruiser racer from the Nautor stable from 1996, she looks contemporary today with her powerful Frers lines. Top level performer on the regatta circuit, she is weaponised for cup collection. She has also taken her owners far in cruising mode. Of simply the first quality and very far from over priced.

SWAN 48' > MURKA

£260,000
Lymington



From 2000, she is still with her first owners and has been skipper maintained since the egg. Set up to either regatta or to cruise in comfort, she has done both with success. Much updated through life, she comes with a serious racetrack armoury. Evergreen good looks to go with her very green livery.

SWAN 42' > BETTER THAN

US \$260,000
Newport, Rhode Island



She belongs to one of the most fun one design classes on Earth. From 2008, this yacht is totally sorted and is the yacht to buy if you're interested in being in the chocolates. She is also optimised for IRC and comes with a brilliant sail wardrobe. Very shiny and good to go.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

SWAN 68' > SEA EAGLE OF SHIAN III

£450,000
Scotland



Drop dead gorgeous good looks made flesh by the Nautor team in 1993, the years have been kind and the regular arrival of the requisite truckloads of cash have kept her trim. Now de-commissioned undercover, a new owner is sought to awaken her from her slumbers. A very keen ask is included to encourage your cheque writing hand.

SWAN 65' > EVRIKA

£450,000
Lymington



Second series 65 with S&S magic and made flesh by Nautor in 1982. Now in her third ownership she has been charmingly restored to a high standard maintaining her roots, yet with the advantage of reliability of modern systems. Famous as the Pink Floyd boat, she is also probably one of the most beautiful series yacht on the planet.

SWAN 47' MK II > NORDLYS

£99,000
Lymington



With classic S&S lines and from the Nautor people in 1980, we know her well and she is a seriously useful yacht for mile munching – and has form. Totally set up for ocean sailing and comes with a recent engine, rigging and stacks more. Huge amounts of practical iconic yacht to the £.

SWAN 37' > MOJITABEL

£79,950
Lymington



S&S and the Nautor people in 1970, these yachts really do rock. Not only is she exceptionally easy on the eye, she is also optimised for the race track and has benefitted from a series of owners who have invested heavily. Classic pocket rocket.

SWAN 44' MK II > DIRE WOLF

US \$245,000
Westport CT, USA



Practical and stunning cruising yacht from the Nautor/Frers combo in 1998. Of the first quality and like all her sisters, she sails like a rocket. She spends lazy summers on the East Coast before being tucked up in a nice warm shed for the winters, which is why she is looking as fresh as a daisy today.

SWAN 46' MK II > SAVITRI

€199,000
South of France



Number 103 of this great Swan series, Nautor have built more 46s than any other class. They are perfect for regattas, compact for local sailing, and robust for ocean passages. From 1994 she is of the Mark II variety and is in her second ownership. She now requires some spoodling to make her gleam as she ought to, but her bones are terrific.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

VOLVO 70' > TELEFONICA BLACK

£275,000 + VAT
South Coast, UK



Farr racing machine, conceived and built for fast, exhilarating and scary offshore sailing, she is from 2008. Currently employed in light corporate sailing since her gallop around the globe, she also comes with mind blowing amounts of inventory and kit, as well as a very interesting price.

MAXI RACER 20M > PHANTOM

€325,000
Italy



From Cuthbertson and Cassian – a name to conjure with – she was first made flesh in 1973. This yacht is an absolute gem, sailing her today is quite sublime and her good looks are quite simply breath taking. Much updated and uprated to fit her for 21st century sailing enjoyment.

PROJECT BLOODHOUND – Pushing the Limits

BY WING COMMANDER ANDY GREEN, BLOODHOUND DRIVER



PHOTO © TOM MCCARTHY



It has been created to travel faster than any land vehicle has done, ever, and to push back the boundaries of modern technology. The BLOODHOUND Supersonic Car, or SSC for short, is the world's most advanced straight line racing car, designed to drive at an astonishing 1600 km/h (1000 mph). It will cover the length of four-and-a-half football fields in one second, a kilometre in 2.2 seconds. That's faster than any jet fighter has ever been at ground level. By all normal measures, these are impossible speeds, but this is very far from being a normal race car.

The best thing about this Car, from my point of view, is that I get to drive it. As a Royal Air Force fighter pilot, and the holder of the current World Land Speed Record (at 763 mph), I've got some experience of high speed travel and high-performance vehicles. Even so, I've never driven anything like BLOODHOUND – this Car is in a league of its own. During our 'slow speed' testing in the UK, this 5-tonne jet car shot from brakes off to 200 mph in 8 seconds. I don't care what you've got in the garage at home, this is faster.

The massive blue-and-orange BLOODHOUND SSC is a 13.5-metre long masterpiece of engineering, a fusion of Formula 1, supersonic jet fighter and space rocket technology. It uses the world-beating jet engine from the Eurofighter Typhoon, matched with a next generation hybrid rocket that is still under development. In building the Car, our expert design team is using the finest materials and advanced composites, at the forefront of technology and engineering excellence.

The technical demands of driving at 1000 mph are simply enormous. For example, the wheels will be rotating just of 10,000 times a minute – 170 times a second. That will produce a load at the wheel rim of 50,000 times the force of gravity. Yes, that's fifty thousand G. No tyre in history will survive this kind of load, so we are using solid aerospace-grade aluminium alloy wheels. Designing, manufacturing and testing wheels to survive these extreme loads has taken 6 years, some 20 high-tech manufacturers, and the production of 4½ tonnes of a special alloy.

The list of other engineering 'miracles' is a long one. The hybrid rocket technology is being developed for the European Space Agency's next generation of launchers, so we are (if you will forgive the pun), the 'pre-launch customer'. This really is 'rocket science': the rocket exhaust nozzle will be exposed to efflux temperatures of around 2500 deg C, which is twice the temperature of molten lava. The bodywork has to cope with aerodynamic 'stagnation pressures' of up to 12 tonnes per square metre, the equivalent of 3 fully grown elephants all standing together on a small table. This will need to be a very strong Car.

Perhaps surprisingly, there is quite a lot of boat technology in BLOODHOUND's design. For example, the front half of the Car is all carbon fibre monocoque, whereas the rear is a more conventional aerospace structure of steel, titanium and aluminium. To join these 2

very different constructions together, we've used a series of long steel 'fingers' bolted onto the back of the carbon fibre monocoque. Picture the 'chain plates' that attach the standing rigging to the carbon hull of the Volvo ocean race boats – it's exactly the same sort of technology.

The most challenging technical part of this project is simply keeping the Car on the ground. It took over 5 years of state-of-the-art computer simulations, led by Swansea University, to solve the problems of lift, drag and stability to ensure that we can do this safely. The 'computational fluid dynamics' simulations are so advanced that the data from BLOODHOUND will be used for future technology development in a whole range of fields. This is genuinely creating new science and knowledge.

The preparation of the world's fastest race track has also presented a unique challenge. The traditional venue has been North America's dry lakes, but BLOODHOUND SSC needed somewhere even better. After a global search lasting 2 years, we found a fabulous 12-mile long dry lake bed called Hakskeen Pan, in the Northern Cape of South Africa. There was only one problem – a huge quantity of stones scattered on the surface of the dry lake.

Now, over 7 years later, we have the best Land Speed Record track in history, thanks to 300 locals who have hand-cleared 22 million square metres (the same surface area as a 3-lane motorway from London to Moscow). During this 7 year epic, they have lifted over 16,000 tonnes of stones – over 50 tonnes per person. This is the most amazing track preparation task in history, an achievement of truly biblical proportions.

BLOODHOUND has one further very ambitious aim in mind. We are setting out to inspire the next generation of young scientists and engineers with an 'Engineering Adventure'. As the world becomes increasingly dependent on technology, we need more and more young people studying science and engineering. This isn't happening as fast as it needs to, so Project BLOODHOUND is all about creating a 'wow' factor for technology, to reach the widest possible audience.

The Car is fitted with hundreds of sensors and multiple high-definition cameras, which will stream live video and data around the globe every time the Car runs. During our recent low-speed (200 mph) test runs in the UK, we were trending number one on both YouTube and Twitter, with millions watching around the world. Supported by a multinational education programme which is engaging excited children round the globe, this is already delivering the 'BLOODHOUND Effect' we're aiming for.

MULTIPLAST 74' > EXPLORER

€275,000 + VAT
Northern France



Carbon multihull made flesh in 1984, she is still unbreakable. She is a legendary part of the story of performance sailing in the 1990s. 2010 saw a new rotating carbon rig, her caché of records includes a twin win for the singlehanded Atlantic. Floating muscle car which also charts brilliantly, even today. She is a weapon.

TP 52' > HURAKAN

€260,000 + VAT
West Mediterranean



From 2008, she comes with lines from Reichel Pugh. Now set up for inshore IRC and ORC cup collection, she is easily converted to offshore mode. Comes with 2015 Quantum sails, Carbon E6 rigging and all the other go faster gear you need.

TP 52' > SPIRIT OF MALOUEN VIII

€600,000 + VAT
France



Super series TP 52' from 2011 made flesh at Green Marine, in those days a hop and a skip away from our Lymington HQ. Totally plug and play with IRC sail configuration as well as the TP set-up. Born as RAN, she has been a winning yacht from the very beginning.

GP 42' > SILVA NEO

€275,000
South Coast, UK



Super competitive under both ORC and IRC, from 2008. She has enjoyed extensive nautical makeovers in the past 2 years and she is a seriously quick bit of kit. Her owner now wishes to dispose, so all offers within the bounds of decency will be considered.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

VOLVO OCEAN 65' > SCA

€50,000 + VAT
Portugal



The first of the breed to enter brokerage captivity. Perfect for thoroughly uncomfortable, challenging and exhilarating world circuits. Absolutely ready to go, hatched 2013, 2017 saw a total refit from hatch to hull and unlike her sisters, she hasn't sailed since.

KER 51' > TONNERRE 4

€50,000
Holland



Capable, quick and well known on the race circuit, she has collected stacks of silver and is a bit of a legend in IRC circles. Built at Knierim in 2012, she is skipper maintained and massively well-funded – in short – she can put you on the podium now.

21M JERABOAM KETCH > JAIPUR

€50,000
South of France



Split rig, drop keel, of tin – but at the nub of this yacht is the fact that she is exceptionally rapid. From 1990 built to hurtle across oceans and to have the versatility of shallow draft on arrival, she also comes with a practical and comfortable interior in elm. Very clever mile muncher with attitude.

BAY CLASS 64' > LADY POLGARA

£190,000
East Mediterranean



The lines are from Robert Hundy, made flesh by Bay Class in 1986 back here in Blighty. She is a massively pretty yacht with fab tumblehome and looks good from every angle. Of steel with a nice split rig and her owner has spent the past 2 years re-fettling her for more oceans. Handsome no nonsense cruising yacht.

OYSTER 68' > OCEAN INDIES II

£365,000
West Mediterranean



Flexible and ruggedly built mile muncher, she was famous as STARRY NIGHT. Hatched 1991, since then a series of owners have expended the required truckloads of splosh for new decks, new keel (she now draws a modest 2.1m), reworked rig, sails, new hydraulics, generator, paint and so much more. Massive amounts of mollusc and resultant fun to the £.

MYSTIC 60' > RED HACKLE

€295,000
Northern Europe



German Frers and Ta Shing in 1989, the sisterhood has become iconic and she is a unique piece of it with her split rig, teak innards and very red livery. Hugely updated in this ownership, current systems, sails beautifully and of course the head turning is free.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

MORRIS 51' > EIDER DOWN

US \$529,000
Bourne MA, USA



Occasionally a very special and unique yacht will come onto the market and pass through our hands. This is one such yacht. Chuck Paine and Morris, but finished at Robinson Boatyard for the yard owner to replace his Hinckley Sou'Wester 42. Every detail of build and finish is exemplary. She is maintained to the 'nth. Enough said.

FARR 65' > ALBATROSS II

£265,000
South Coast UK



Bruce Farr provides a sea kindly, safe and very fast passage maker that is perfect for ocean sailing at all levels. From 1999, she has been carefully maintained by experienced owners and has the potential to code to MCA Category 0. She is perfect for adventure sailing of all hues.

SWAN 53' > BELLA VELA

US \$1,500,000
Newport, RI - USA



She first met the wet stuff in 2014, this yacht really is far too cool for cats. With her carbon spar and metallic topsides livery, go a classic honeyed teak Nautor interior. She has been cruised in the Mediterranean and the Caribs by this owner, at pace, and in total comfort. Nautor's ability to combine race and cruise has rarely been so potent as with this class.

VALLICELLI 65' > LOLA K

€349,000
West Mediterranean



Sleek good looks, built in 2003, but the nub of this yacht is simplicity. No teak decks, easily sailed, spacious interior and good deck layout. And she is fast. Ask us about her nautical makeover 2018.

FISHER 46' > MARMITE

£265,000
Lymington



She is as British as her splendid and very savoury name and with her Wyatt and Freeman chunky good looks is a thoroughly handsome yacht. Originally born in 1977, she enjoyed a total rebuild by Berthon in 2011, very little of her 70's roots survive, and her current ask is but a fraction of the value of that work. Characterful ketch that works and which is perfect for big seas and adventures.

MOODY 66' > MUSTIQUE

£795,000
East Mediterranean



First splashed in 2005 with a fab blue livery and is the perfect size for owner/driver/paid hand use. She's a busy boat with a fantastic charter programme that extends to both sides of the pond. This business could form part of a conversation about her purchase. Bill Dixon and the Halmatic people deliver a capable, well-conceived and very handsome, go anywhere cruising yacht.

GALLANT 53' > HUCK FINN III

€185,000
East Mediterranean



Another British classic in the making from 1972, from Van de Stadt, her sister EXPRESS CRUSADER took Naomi James around the globe – solo.... Refitted 2017 for proper long distance passages, your perfectly formed magic carpet awaits.

DS54



living on one level
& luxurious comfort

The Moody DS54 is a true ocean cruising yacht.
Her design incorporates a high degree of seaworthiness and independence.
Contact Berthon USA on +1 401 846 8404, sales@berthonusa.com

 **Moody**®



SCOTTISH ISLAND IN THE OUTER FIRTH OF CLYDE - AILSA CRAG

CURLING

– A VERY SCOTTISH TALE

Curling originated in Scotland in the 16th century where the first records of its existence can be traced back to Paisley. It is a sport where players slide stones on the sheet of ice towards a target area called the button – hence the expression - on the button. There are 2 teams of 4 players who take turns sliding heavy polished granite stones across the ice (called the curling sheet) to the button. Points are scored for the stones that come to rest closest TO THE BUTTON at the conclusion of each end – which is when all the stones have been thrown. There is the skip – who runs the team and is the tactics man/woman, the vice skip, second and lead.

The stone can be induced to take a curved path which makes it slide slowly as it turns and this can be further assisted by 2 sweepers with brooms who alter the state of the ice in front of it. Sweeping a stone means it curls less and reduces the friction that slows the stone down. A very skilled sport, an accomplished curler can influence a curling stone dramatically. For those playing at high level it is also extremely physical as the sweeping function which is carried out by all players except the skip, involves a huge amount of energy and effort. Curling ice is not flat, it is showered with droplets of water prior to the start of the game. Sweeping creates friction on the ice which wears these droplets down and allows the stone to travel further to its desired destination.

A very Scottish pastime, farmers and country folk in the winter would play this game on frozen ponds and lakes and it has developed from there and was first played in the Olympics in 1924, however it only became a full Olympic sport in 1998.

Add to this the fact that the best curling stones of granite with riebeckite come from a Scottish island that is 240 acres in total in the outer Firth of Clyde called Ailsa Crag which is home to a healthy populations of puffins but little else – and you really couldn't make it up! ►►



PHOTO © WCF / RICHARD GRAY

So what has curling to do with yachting you ask? Fascinated by the idea of a small island in Scotland offering the material for an Olympic sport we cast around amongst local yachting contacts and were given the details of Olympian Lauren Gray, as well as keen yachtsmen Bill and Alison Paton – curlers all.

Lauren is an Olympic curler playing for TEAM GB and who was the fifth player at the Sochi Games. The fifth player does not play in the competitive matches but tests out the stones prior to the game to assess their subtly different characteristics so that the team can make the best of them during the game. Stones are supplied and curlers do not have their own stones. Whatever the event, the 16 stones needed for the game come from that little island in the Firth of Clyde (although there are a couple of other places that also supply these stones) and are found at curling venues the world over!

In February this year, Lauren's team narrowly missed out on a bronze at the Pyeongchang Olympics. She and her team are training 9 months a year – doing CV fitness, working with weights in the gym and hoping for a place on the Podium in 2022 at Beijing. For many years the Canadian teams dominated the field of curling. With their roots in Scotland and long hard winters, they practised hard as well of course, as calling for those stones from that same little island. However the field has now become more international and the GB team are now one of the best teams in the world.

For Lauren, curling is so very special. She started playing with her 2 big brothers at the age of 8 and has loved the healthy lifestyle, routine and discipline that it has brought to life. A very social game, success has given her the confidence to aim high and despite a degree in English and politics – the call of the stone has it!

Her brother Logan Gray was also an international curler, now a sports commentator who will be watching his little sister very carefully in the hope that she will compete in the Olympic games in 2022..

Of course for Lauren and Logan the journey began at a local rink as these took over from frozen ponds in Scotland where communities gather to enjoy each-others' company and to get these pieces of granite as close as can be to the button. This part of Scottish life is also thoroughly enjoyed by Bill and Alison Paton, both keen yachtsman and members of

the Fairlie Yacht Club. As soon as their yacht is tucked up for the winter, the call of the curling stones takes them to their local rink as it has for many years.

Alison, a farmer's daughter was taught to curl by her father – a very accomplished local player. Their farm was close to Blair Drummond House and the local landowner held curling matches on the frozen pond within the estate grounds, floodlit in the winter evenings – what a spectacle that must have been.

Having married Bill and moved to the town, she spied a new ice rink and was soon curling again with Bill as an enthusiastic pupil. Soon her father was drafted in to assist with training the enthusiastic local participants eager to improve their game and he did a superb job, with the standard rising rapidly under his patient tutoring.

Scotland continues to develop this great sport and there is a new National Curling Academy in Stirling which promotes the sport and gives British Curling Athletics a fantastic facility to train in almost year round. Called chess on ice by some, it is a combination of skill and strength mixed in with a very big dose of tactical knowledge and the need to pit your mental abilities against the competition.

So curling, is the perfect sport for those who like to sail in the summer, but we were also struck by the extraordinary parallels between the 2.....the skill, brain power and physical strength required are very similar. There is also the social characteristics and the possibility to enjoy the game with like minded souls without wearing lycra!

However the thing that tickles us most is the history and the fact that there is nowhere on the planet apart from a small island in the firth of Clyde that can offer up granite of quite the right size and shape to play this game be it Olympian, amateur, British, Canadian, Japanese or yachtsman. So keep an eye out for Lauren and Team Muirhead who will be training hard to earn the right to represent TEAM GB at the Olympics in 2022. We wish them well and hope that we will see them placing those stones on the button then!

“
SO CURLING, IS THE PERFECT
SPORT FOR THOSE WHO LIKE TO
SAIL IN THE SUMMER, BUT WE
WERE ALSO STRUCK BY THE
EXTRAORDINARY PARALLELS
BETWEEN THE 2
”



PHOTOS © WCF / RICHARD GRAY

65' PORSIUS KETCH > TRICIANA

£199,950
South of France



A proper little ship from Holland where they know a thing or 2 about metal yacht building, in 1979. Comes with an immaculate ultrasound survey, lots of updates in this ownership, spacious inners, handsome outers and a spectacular pilothouse. All this comes with a ridiculously small asking price.

ELLIOT 1850 > ZINDABAR

£545,000
New Zealand



Legendary yacht designer from Down Under, Greg Elliot is the brains behind this bomb proof, fast ketch, she hatched in 1998. His yachts sail far, quickly and in total comfort. Short on lounging chairs, long on angular good looks, sea berths and practical, well-conceived features for comfortable liveaboard life. Much updated and re-widged of late.

79' MAXI RACER > OURDREAM

—
Italy



Reichel Pugh maxi racing machine by McConaghy in 1997, updated for easy sailing and super fun for both inshore and offshore regattas. A recent nautical makeover means that the ongoing wallet damage of ownership is much minimised. Masses and masses of express sailing to the cent.

WHITBREAD MAXI RACER > CJ LEGEND

€150,000 + VAT
Northern Europe



A fame machine with a rich history, originally built in 1989. With lines from Dumas and built at Mag, she is gleaming from truck to keel and is in good shape to continue her illustrious career as a wickedly quick and fun charter yacht.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

22M CHIAVARI > BAY VIEW

£249,000
South of France



Handsome and stylish motor yacht from 1972, the wrappers are barely off after a lavish nautical makeover that was completed late 2015. All set up for MCA if you must, now in pukka and fully operational condition and comes with elegant spaces both inside and out for comfortable entertaining and living.



FAIRLINE 50' > GEMINI

£225,000 + VAT
Jersey



Unmistakable Olesinski lines from 2005 with a couple of 715hp Volvo D12s for rapid take off. Well fettled and recently updated, she is fully coded for charter so will wash her face should this be your wish. Can be handled en-famille yet will find room for crew in a commercial role. Lots and lots of elegant clockwork yacht.

AQUILA 27' > FLO

£79,950
Lymington



Handsome and bustling straight line sailing yacht from 2013 with a Nanni T4 that has plenty of zip to get you there and back in time for tea. Nice full keel, great protection for the driver and delightful if bijou interior.

AUSTAL TRI-SWATH 27M > CABLE BAY

€50,000 + VAT
Lymington



And now for something completely different! 2013 multihull of tin, conceived and built for wind farm support – but what an epic tool for serious adventures, cold waters, saving the planet and stuff! Coded to the gills and all in date, seriously for sale. Ordinary, she isn't.

KROGEN EXPRESS 52' > AMUSANT

US \$799,000
Europe



Available for sale via Berthon USA, Krogen know a thing or 2 about rugged, reliable, sea kindly and beautifully crafted trawlers. Perfect for a couple to cruise far aboard, she comes with a charming owl and pussycat hull livery, cherry innards and a very full blue water spec.

TACOMA 62' TUGBOAT > WALLACE FOSS

US \$179,000
Newport, Rhode Island



What a great little ship! From 1897, a recent model she most definitely isn't. Built during the Alaska Gold Rush she has carried passengers, been a tug boat and has towed all manner of cargo – she is a historical marvel. Now a comfortable and characterful home for her current owners – how cool is that?

NELSON LANGUARD 28'

£58,000
South Coast, UK



TT Boat Designs built on the East Coast in 1991, this splendid pocket semi displacement blue yacht, does absolutely what it says on the tin. She comes with twin 150hp Thorneycrofts, the refit complete, she is now ready for the wet stuff.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

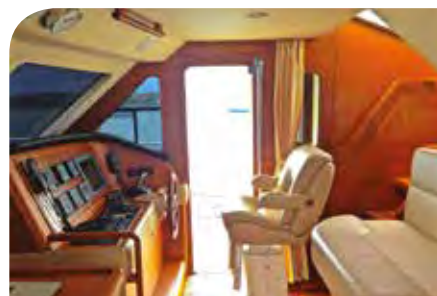
www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

SKAGEN 50' > CALLISTO J

£349,000
Croatia



2007 hatch with her original owner, she was spec'ed for warm water and comes with a very full Mediterranean inventory including full air-con, passerelle, jet RIB and Yacht Controller. Her semi-displacement hull gets a shift on courtesy of her 480hp Yanmars and at more sedate speeds she drinks abstemiously. Also very shiny.

AQUASTAR 57' > KARDAMENA

£950,000
East Mediterranean



Built in the Channel Islands where they know about confused seas and big tides, this wizard sea-boat is still with her first owner. From 2009 with 2 x 885hp Cats and a very full spec for both warm and chilly waters from zero speed stabilisers, to air-con, to twin gensets. Great innards, effortless mid-teens cruising and plenty of row away appeal.

OPEN ROCKALL RIB EXPEDITION – IN NO ONES WAKE!

28TH / 29TH MAY, 2016

NEIL MCGRIGOR, TIM KARY, TONY JENVEY, CHARLES NICHOLSON

BY NEIL MCGRIGOR

Rockall, better known as a shipping forecast sea area than the most isolated, inhospitable, desolate, stinking rock on earth. 300 miles out into the Atlantic off the west coast of Scotland. The remains of an ancient volcanic plug annexed to the UK in 1955 for fear the Russians would use it to spy on missile testing. The last piece of colonial land grab of the British empire. It had been on my bucket list of ticks for 8 years.

No stranger to planning long distance runs in RIB's and having just returned from running down the 1,000 miles of Chilean fjords and round Cape Horn by RIB in January, 2016 had to be the year to flick off the Rockall expedition; by then 8 years in the planning. In 2013 I failed to fly by Paramotor and land on Rockall when my re-fuel boat lost me. I had to ditch into the Atlantic when the petrol ran out! I have ditched an aircraft into water more times than anyone else alive - not a great record.

Scorpion RIB's in Lymington were commissioned to build a 9.8m Serket RIB with various customisations to suit this expedition. To focus my attention the RIB was called ROCKALL! Powered by twin 300HP Evenrude 2 stroke outboards with a 670 litre under deck tank, it was still 50% light on size. A further deck tank and 8 fuel bladders would supplement us to the estimated 1,160 litres required for the 500 nautical mile round trip.

3 very experienced RIB owners from Lymington joined me, all of whom are Ocean Yacht Masters; Tony Jenvey, Charles Nicholson and Tim Kary. The team all had plenty of maritime experience and were known to be cool under duress. Tony had been with me on both the RIB 2003 and 2005 circumnavigations of Britain world record runs. The latter still stands at a continuous 27 hours 10 minutes in the Blade Runner 51, BRADSTONE CHALLENGER.

We had 5 days notice when I saw the weather gods appear to align for the end of May, The Rib was trailed up to Scotland and launched at Dunstaffnage. The 102 miles to Berneray at the north end of North Uist got us to the last point where fuel could be found to top off the tanks before striking off into the wild Atlantic with nothing in sight for 6 plus hours except the same monotonous horizon, way beyond air sea rescue range.

Stornaway coastguard were notified of the time table, the crew, and the purpose of the expedition. Other safety equipment carried was a 4 man valise life raft, EPIRB, Satellite phone and a multitude of other bits and pieces. The RIB was loaded so heavy, hence more fuel would be consumed. We considered this and built in a fuel safety margin.

At 09.14 on Saturday 28th May we left the outer Hebrides. With a passage speed of a steady 40 knots, the speed at which all the delicate fuel calculations had been tagged, put us on a straight line west just south of St. Kilda toward the one way point plugged in as Rockall. 209 nautical miles. Time to run - 5 hrs 13 minutes. Though the wind sea state was calm there was a residual Atlantic swell that precluded any more speed. The engines still occasionally departed the water with a loud bark.

The UK's continental shelf was left far behind and in depths of well over 2,000 metres we were truly exposed and alone. Opinions varied from 8 miles to 20 miles as to how far out we would see the 19m high rock. Taking turns at driving, at 7 miles a tiny speck that could be mistaken as a floater in your eye appeared and grew surprisingly quickly at 40 knots. A Mexican wave of smiles went round the boat, captured on video as the cameras came alive. The truly unique experience was rolling. The monotony forgotten. We had arrived and could already smell the guano dripping down like runny icing sugar on a badly iced cake.

Stopping for the odd sustenance break, 6 hours 50 minutes after we last left Scotland we had arrived at low tide. Our average speed was 38 knots. Approaching gingerly we circumvented the rock taking in the awesomeness of the isolation. Some 130 meters north is the very dangerous Hazlewood Rock just showing at low tide, another remnant of this ancient Atlantic volcano.

We circumnavigated the rock several times looking for the best landing spot. We settled on a small ledge on the south eastern corner, almost in the lee of the swell but not quite. At the true lee, the rock face was east facing and totally sheer. With ice axe in hand, I jumped off the bow and ashore, picking twice as I scrambled up out of the curtain of kelp surf. There were very few suitable cracks to easily put in climbing safety points. The one I used gave way when I attempted to pull Charles ashore and we both ended up back in the boat with the vital ice axe left on the rock!

The second attempt worked and Charles was the next to arrive safely. The climb had begun. This turned out to be not more difficult, but much more dangerous than could

have been anticipated. There was almost nothing for our multitude of climbing protection devices to get any purchase on. Any fall would have been arrested before one hit the rocks below. Charles followed using my rope route whilst Tim and Tony watched from off shore with head shaking in quizzical anticipation. They would be next and it didn't look either fun or safe!

Standing on the very summit was a moment to savour before throwing down a monkey's fist tied to a thin line to haul the 'breaches buoy' up from below. One end was tied off at the top and the RIB engaged reverse to form a taut line on which all the kit was hauled up to the summit. Then it was out with the Phantom 4 quadcopter drone to do some spectacular filming, which of course was another first.

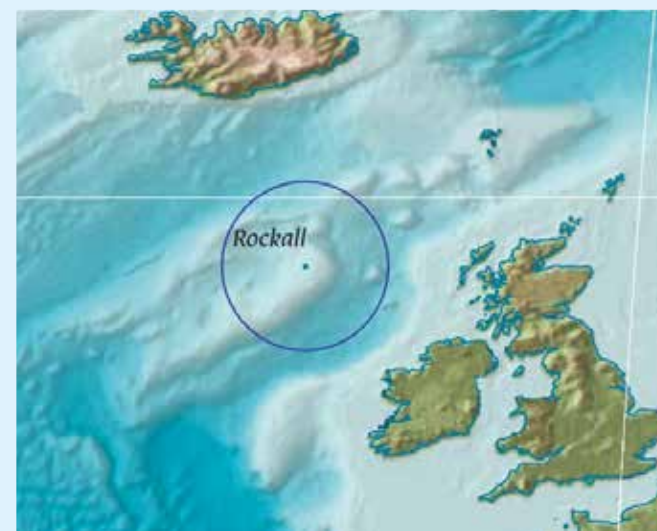
Climbing down to help Tony and Tim ashore to make it a full landing of the team at the same time was not so easy. The tide had turned which seemed to increase the swell washing up the rocks. ►►



RIB ST. KILDA BAY



VERY DANGEROUS HAZLEWOOD ROCK



MAP LOCATION OF ROCKALL

One by one all the others were landed but not before the surf had washed us all into the water, giving us a slippery kelp scramble before the next wave crashed in. The boat was anchored with great difficulty in 60 metres of water on a very long anchor line with bungee that was supposed to ping it back off the rock. It sadly didn't work because of the perpendicular tide flow on the mooring warp. Tim and Tony at that point decided that to safeguard our return boat journey they would sleep the night in the open RIB.

On the only named piece of Rockall, Hall's ledge, Charles sparked up the BBQ for our night's supper of steak au poivre and champagne out of the Fortnum's hamper, whilst I drilled into the incredibly hard rock to secure the light beacon from Hydrosphere that I had promised to mount on Rockall. Flashing white, once every 15 seconds is now Rockall on the Admiralty charts.

Without tents, we settling down after midnight for the night, tied to the rock in our dry suits within our sleeping bags. This was yet another experience never to be repeated! The rock surface was like grease from the white guano which got everywhere and really stank - Yum yum!

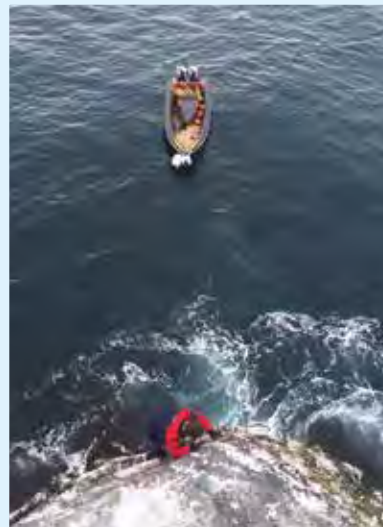
At that latitude north there is hardly any night. It's just grey-light. At 03.20 I noticed what looked like a very worrisome fog bank rolling in from the south and imagined being marooned for ever on that desolate rock. So we decided that enough was enough and started to pack up. However it took some time to raise Tony and Tim, sleeping in the RIB on the VHF.

They took what seemed like an eternity to disentangle their anchoring line but with the Fisherman's anchor, 10 metres of chain and 132 metres of warp all seemingly hanging vertically, the call "knife it" was made! The kit was lowered straight down the vertical face into the RIB. Charles and Neil climbed down taking out the climbing protection as they went. Re-boarding the RIB was surprisingly easy.

With the sun having risen the rock glowed. Charles and I decided to go for a swim and floated around like bloated, oversized hippos. Very soon after we were photographing Killer (Orca) Whales surfacing! We were truly in the wilds of the Atlantic as if we needed any reminder.



STANDING ON THE SUMMIT



CHARLES BEGINNING THE CLIMB



KIT BEING HAULED UP TO THE SUMMIT

Rockall sank to a speck as we made for St. Kilda and civilisation! The water roughed up reducing our return speed to around 30 knots for most of the journey. This also conserved fuel. We still didn't know how much we had burnt and really wanted to make it home. Initially we stopped each time we saw whales and dolphins but eventually decided to press on without the breaks. St Kilda's highest sea cliff in the British Isles were seen about 15 miles out. Word had travelled from North Uist to St. Kilda of our mad expedition and we were surprised by a welcome party of tourists and the National Trust's lady warden.

With a flight to catch, Charles beckoned us to leave after dropping him on the sandy beach at the end of the Benbecular runway. A nonplussed airport security guard on his rounds gave him a lift to the terminal building. Here he changed out of his dripping dry suit whilst in the queue for his ticket for the 16.20 same day flight to Southampton!

The rest of us pushed on down the Atlantic side of the Outer Hebrides and between Barra towards Mull and Oban where we stopped for the night. With Stornaway Coastguard thanked, we had made it back with barely 100 litres of fuel remaining.

Not your every day Bank holiday weekend jaunt! Never again!

“

ROCKALL IS PROBABLY THE MOST DIFFICULT ISLAND TO LAND ON IN THE WORLD, DUE TO ITS SHEER SIDES AND THE ROUGH SURROUNDING NORTH ATLANTIC SEAS, WHICH CREATE HUGE SWELLS EVEN IN CALM CONDITIONS

”

Charles Veley, The Most Travelled Person in the World



HALL'S LEDGE - OUR NIGHT'S SUPPER OF STEAK AU POIVRE AND CHAMPAGNE OUT OF THE FORTNUM'S HAMPER



NEIL FLOATING IN THE SEA



AERIAL SHOT USING THE PHANTOM 4 QUADCOPTER DRONE

GRAND SOLEIL 45' > COSMOLOGY

£159,000
West Mediterranean



Dead flash Italian with slippery lines from the Judel Vrolijk crew. Her original and current owners have enjoyed the ride hugely and have cherished her since hatch in 2006. Compact enough for all those interesting little harbours with their fab tavernas and stuff, yet with the ability to get a shift on for useful passage times and fun time at the wheel.

GRAND SOLEIL 50' > IPA

£170,500
West Mediterranean



2005 Judel Vrolijk 50 that is still with her first owner. Nice pit stop in 2017 she has been virtually unused since then and we think that you could do a lot better. A modest price point is included to encourage your cheque writing hand. Italian pzpzz and no little glamour and with a new suite of sails she would have you in overdrive.

GRAND SOLEIL 50' > CYRENE

€270,000
West Mediterranean



From 2006, with a smart dark blue hull and kitted for comfortable long term cruising. These owners have much enjoyed great sailing and lazy cruising in the Western Med and their zero tolerance policy of replacing and fixing as they go mean that she has been upgraded up the wazoo. Wizard good looks from the Master, Mr Frers.

GRAND SOLEIL 50' > MAGIC DRAGON OF BRISTOL

£99,000
West Mediterranean



Doug Petersen and a dash of Italian magic in 1994, despite her years she is wearing a natty new teak deck 2013, has a full refresh of her machinery and recent rig check. She has been much updated through life and offers pace, comfort and no little head turning ability – and all wrapped up in this modest ask. She should be sold, so offers please.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

GRAND SOLEIL 50' > MERRYIN

£298,500 + VAT
Northern France



2012 Judel Vrolijk design, built for this owner for short handed fast and rewarding sailing. Her build was overseen by his agent who is a legend amongst surveyors; she comes with a teak interior, carbon wheels and absolutely no rough edges.

GRAND SOLEIL 50' > SHAMAL

£125,000
Sweden



With her unmistakable Doug Petersen good looks and dark blue hull livery, she really is the business. Originally launched in 1996, she has sailed mostly in the Med before moving north to rather chillier climes. Massively upgraded including new decks and paint, she's good to go.

GRAND SOLEIL 42' > ROCKET

£79,950
West Mediterranean



Hatched 1991, as her name suggests at the nub of this yacht is simply splendid sailing. During life, her owners have expended many bucket full of the required splosh to keep her current and on the pace. Of course the good looks are from Frers and her innards are great too. All this for this seriously modest figure.

MOODY 45' CLASSIC > JANIQUE III

US \$380,000
Liberty Landing NJ, USA



2014 Bill Dixon, she comes with a fab mahogany interior and 3 cabin layout. Her flexi teak deck will not wear out however hard you scrub! Available to see, touch and write a cheque for at her berth opposite the Manhattan skyline.



LARGE ASYMMETRIC SAIL, NICKNAMED 'BIG RED' - SAILING ACROSS THE CHANNEL

LIFESTYLE YACHTING

BY CONOR AND SARAH LA GRUE

Sometimes, things just don't pan out the way you expect....

We were beginning to round off of a long term work project and we had been thinking '*what is next for us?*' - we'd always wanted to complete a circumnavigation and explore the world and the timing felt right to scratch that itch.

Here began the search for the perfect live aboard cruiser.

We wanted a boat we could long term cruise / circumnavigate on but it also had to work as a base for a new project we had in mind to set up and run whilst we travel. This was to be a crowd science project, where we would recruit other cruisers from around the world and connect them with scientists and researchers to collect scientific data on the oceans that could not otherwise be collected – so we knew that we had to find a pretty special boat that would accommodate our needs.

We trawled the usual websites, were registered with brokers all over the world and we pretty much used every major form of transport to visit boats across the UK, Europe and even as far as Malaysia searching for the right vessel.

Time pressed on, we finished our work project and had sold our home but still hadn't found the right boat.

There had been plenty of 'potentials', but they were either not quite the right fit or more disappointingly, not as described by the broker/seller!

Continuing our trawl through the inter-webs, we came across a link for a very unusual vessel, a custom built 40ft cruiser called Alisara. We know from

experience that custom built boats can be so very specific to the original owner's taste that they can be hard to picture yourself owning, but this custom looked really special.

Only problem was we were due to board a plane to Malaysia in a few days time, to test sail a potential live aboard in Langkawi but we knew we just had to see this custom yacht before we left! We put a call into Sue Grant at Berthon, booked a viewing and we headed for Lymington.

On arrival at Berthon the boat was beautifully presented, immaculately clean, with easy access from a purpose built sales gantry - such a different experience to other boats we had viewed elsewhere, so we were super excited to view her!

Alisara, or now '*Given Time*', was designed by Rob Humphries and built by Steve Etheridge of Seyco Marine, who sadly is not with us any more. She was the culmination of years of dreaming & planning by the original owner, John De Trafford and a lot of open, well developed thinking and sheer cleverness by the team he put together to design and build her for him.

She's a 40ft epoxy, glass and carbon composite build with a unique lifting keel, water ballast and a high performance rotating carbon wing mast. It was this combination of design features that drew us in, as she would allow us to cross oceans safely and comfortably, with the ability to access shallow anchorages and dry out if needs be.

As we took our first steps around her we were totally blown away, she was and is, stunning and full of such great features! We really struggled to take it all in, could she really be our perfect live aboard? The danger of course in buying a custom is you cannot be sure what you are going to get, but the team that John had put together to build his dream yacht had been truly nothing short of world class! The quality of the original build shone through and the information provided by the brokerage team at Berthon explained her features in full detail, which made the viewing process painless. It was so refreshing to view a boat that was even better than described in the advert!

We drove away unable to get the boat out of our heads, so Conor called Sue the next day to register our interest and then we had to jump on a plane to Langkawi. ►►



TOP: CONOR AND SARAH LA GRUE

BOTTOM: ALISARA NOW 'GIVEN TIME'

A week of sailing in the stunning waters around Langkawi test sailing a great Catana 41' catamaran, which was also on our 'potential' list, confirmed two things:

- 1: *We prefer monohulls - for us it's just more rewarding to sail and we both prefer the motion of a monohull – and with Given Time (Alisara) being able to get into 107 cm of water with her keel up, we could have our cake and eat it from an anchorage access point of view.*
- 2: *People say when you see the right boat you will just know it! and it's true, we did! Had we not already had flights and logistics sorted to go out to Langkawi, we would have offered on her there and then!*

On the second night anchored in Langkawi we had a mile long beach all to ourselves and while walking along watching the sun set the plan truly formed. We knew what we wanted and we agreed to get it sorted as soon as we got home, but for now to enjoy the rest of our week.

As soon as the cabin door opened on the return flight Conor was on the phone to Sue Grant. Sue and her sales team made the entire purchase process an absolute pleasure and we have been so well looked after by the entire team at Berthon as we get *Given Time* ready for our adventure.

We wanted to expedite the purchase and opted to take ownership on the hard without a sea trial and get some jobs done ahead of getting her in the water.

John had kindly agreed to come and do a day's sailing with us to teach us the subtleties of her custom rig and set up. He also spent a day going through all the detail of the build, the receipts and the technology contacts and has been just the perfect gentleman to deal with – We very much feel like we are custodians of a vessel that John and his team created and we know we have something very special !

So what was she like to sail? At 12.2 metres long, 4.2 metres wide and carrying her beam almost all the way back, she has a powerful hull form. The rotating carbon wing mast and boom by Formula Spars and sail wardrobe design by North Sails are truly exceptional. That combination together with a very low centre of gravity and 750 litres of pumped water ballast each side (that's like having a crew of eight burly sailors on the rail, but without the food and beer bill that goes with them!) I can honestly say she sails like nothing else we



TOP: 'GIVEN TIME' RAISED SALOON

BOTTOM: 'GIVEN TIME' IN BERTHON'S HOIST

have ever been on. She is fast and powerful without ever feeling on the edge or out of control – with 20 knots of wind fully powered up she will go to windward at 7.6 knots and just 11 degrees of heel, the water ballast transfers by gravity in about 60 seconds and the self tacking jib boom all combines to make up hill sailing no chore at all. Off the wind her performance is just mind boggling. On a late season trip to Cherbourg we carried the large asymmetric sail, nicknamed big red and full main sail almost all the way across the channel and in just 5 knots of true wind from the rear quarter we were making 10 knots through the water – and that's with all of our long term cruising kit on board! She is truly the first of the fast cruiser generation and an exceptional vessel.

We have been progressively getting to know our new yacht and developing our *Given Time*, Fleet Science project in parallel and we can report success on both fronts! We have Prof. Steve Simpson of BBC Blue Planet II fame and Exeter University leading a team working on experiments, data and underwater sound that can be collected by cruisers on passage and at anchor that is fundamental to global marine ecology research. We are developing an APP to allow everyone from beach walkers, to kite surfers, to ocean rowers, to join in the research and connect with the science community globally. We are leveraging our 9 years of experience in education and public outreach in science, technology, engineering and maths – whilst at the same time setting up to share the project and our story online and ultimately in a documentary!

As we set the boat up for the experiments and long term cruising we are in talks with institutes and bodies of learning to look at how we can share the data that's collected. Our aim is for it all to be open source and to share the best and the worst of what we find.

We will soon be looking for a number of yachts spread globally to join with us to complete a beta test programme and then the APP will be finalised and the project will be truly unleashed!

We will be doing testing with Prof. Simpson, with journalists on board later this month, allowing the project to take a huge leap forward in its promotion and to be formally launched this summer.

The team at Berthon have been incredible, from the brokerage team who made the entire purchasing process a breeze, to the team in the yard who were a great help getting her back in the water and the dock masters who are always there to help no matter

what! So much skill and know how under one roof has made this the most amazing place to be based whilst we prepare ourselves and the boat for the circumnavigation and get our global education and outreach project off the ground. So thanks to all the team here for their truly exceptional work!

So if we measure ourselves on our plan that we laid out on that walk along the beach in Langkawi, how are we doing?

Well we have not just a truly extraordinary expedition vessel in *Given Time* but our Fleet Science project also has the support of some amazing companies and individuals and we are extremely thankful for that.



'GIVEN TIME' AT NEWTON CREEK, ISLE OF WIGHT

PASSPORT VISTA 515CC > KRISTINE

US \$650,000
Rhode Island, USA



What a lovely looking yacht she is. From 2008 she comes with all the blue water necessities within a handsome and well-constructed box. Her interior is charming and is unashamedly put together for 4 people. Super-duper American design and build and what a simply enormous amount of glamour globetrotter is on offer – or put more simply – loads of bang for your buck.

SAGA 43' > FAIRTIDE

US \$185,000
Jamestown, Rhode Island



Bob Perry and the Saga team from 1998, she is beautifully put together and likes to get a shift on, offering exhilarating sailing and fast, safe passaging. Set up for 2 handed sailing, she is in glistening good shape and looks forward to more passages and most cossetting in her new ownership.

HINCKLEY SOU'WESTER 50' YAWL > SPIRIT

US \$250,000
Portsmouth, Rhode Island



Classic Hinckley from 1979 which has been cherished since hatch. Frankly, they simply don't make them this way in the 21st century. She is a glory of sparkling paint, gleaming varnish and crisp sails. Even the electronics are state of the art. The very best of yesterday for epic sailing, today.

37' FRED SHEPHERD > BEELEIGH

£28,500
Lymington



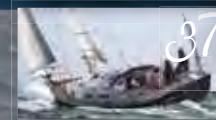
From 1913, she had a very extensive nautical makeover in the 1990s to ensure that she would continue to give pleasure to her sailors in the 21st century. Classic racing yacht that loves to regatta, yet which comes with the creature comfort for elegant, fun, vintage cruising too. All that history for this very modest ask...

Rustler

Rustler 57 | Rustler 44 | Rustler 42 | Rustler 37 | Rustler 33 | Rustler 24



At the heart of Rustler's philosophy is a firm commitment to developing truly unique yachts that are distinctive in looks, design and performance.



Beautiful yachts, beautifully built

Rustler 42

Principal Dimensions: LOA: 12.81m Beam: 4.06m Draft: 1.82m Disp: 11791kg Ballast: 4671kg

Rustler
YACHTS

www.rustleryachts.com

For the USA market, please contact Berthon USA, www.berthonusa.com | 00 1 401 846 8404

FRERS 52' > SASKIA TOO

—
South of France



Drop dead gorgeous, she is a mini Wally in every sense, as well as being the last word in stylish day sailing. She is perfect taken with champagne. From 2005, from Composite Works and Frers, this yacht really is glamour on a stick.

SHIPMAN 63' > HAGAZUSSA III

€785,000 + VAT
North Adriatic



J&J, of carbon, with a gimbaled saloon and drop keel with twin rudders hatched 2010, of course she is also extremely red. Ask us for the movie of her 2012 circumnavigation of the globe, since when she has been totally refitted and is now ready for more of the same. However, the nub of this yacht is, put simply, she is ferociously quick.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

OYSTER 46' > SCARCITY

£425,000

Palma de Mallorca



Hatched 2006, this owner bought her in 2011 and then the transformation started. New paint, electronics, comms, watermaker, carbon passerelle, Quantum sails and so much more. Now very ready for a trip to the moon or further. Perfect couples magic carpet material.

SWEDEN YACHTS COMFORT 34' > C-LION

£29,950

Lymington



A Scandinavian classic from 1983, she does exactly what her name suggests. For the speed merchants amongst you, she is also surprisingly slippery on the race circuit. This yacht is very much loved, her engine has had a proper birthday and she comes with a suite of very funky sails.

FEELING 36' > FREESTYLE

£58,000

Lymington



Deeply cool Joubert design from 2003, we have known her since she was an egg. Proper fixed keel and now in cutter for epic sailing, she's a compact yet perfectly formed yachtsmans' yacht. Stacks of space, so room for all the troops and for all your cruising toot too.



THE WONDERFUL PIG

Many of you will know about the wonderful Pig group. A collection of unique and very British restaurants with rooms, in a selection of great locations. The first Pig opened in Brockenhurst, a hop and skip from Berthon's UK HQ. We asked Tom Ross, Operations Director of Home Grown Hotels, who own the Pig Group what makes the Pig tick... ►►



THE PIG AT COMBE IN HONITON



TOP LEFT: THE PIG IN THE WALL IN SOUTHAMPTON © MEHAU KULYK TOP RIGHT: THE PIG AT BROCKENHURST BOTTOM LEFT: THE PIG NEAR BATH BOTTOM RIGHT: THE PIG ON THE BEACH IN STUDLAND, POOLE

WHY THE PIG?

Director of Home Grown Hotels, Robin Hutson who was also the driving force behind Hotel Du Vin, loved the idea of using country hotels (initially in Brockenhurst) to create a 21st century group which would have a warmth and informality not found in this sector. Traditionally these country hotels had normally been very structured with names like The Park, the Manor and so on. He ate at the Spotted Pig in New York and thought that the Pig would be a great name for the new hotel.

WHAT MAKES THE PIG SPECIAL?

We focus on really excellent food and we have rooms. The key is that our guests are made to feel both special and relaxed. Many high end restaurants expect you to dress up and conform to their culture. You are welcome at a Pig in flip flops and our goal is to ensure that you feel cherished during your stay and you enjoy all that the locations have to offer. Our kitchen gardens are open to guests and all our locations have walks either in the grounds or just outside. The Pig is a place to come to and relax and to be looked after by us.

THERE ARE NOW 5 PIGS. DO YOU PLAN MORE?

We plan to open more Pigs as we find the right locations for the brand. Expect more Pigs in Kent, West Sussex and Cornwall in 2019 and 2020.

WHAT ABOUT FOOD, CHEFS AND THE IMPORTANCE OF HOME GROWN VEGETABLES?

For us growing the fruit and vegetables is core to the Pig experience. Although it would not be possible to grow everything that is served, we like to say that our kitchen garden touches every plate. Our gardeners are a key part of the Pig team and we think of the Head Gardener as another Sous Chef working with the Head Chef. The Head Chef will walk the kitchen garden with the Head Gardener every few days to ensure that the menu can allow for the produce that is reaching maturity. Menus change when rain or sun bring on or delay crops.

In season we bottle and preserve produce that we cannot use on the spot and use this later. Our menus are created to take advantage of this. Just as you would at home. We also use foragers to bring a slice of nature's wild bounty to the kitchen in areas and this too appears on the plate.



TOP: HAYLOFT AT THE PIG AT COMBE

BOTTOM: KITCHEN GARDEN AT THE PIG ON THE BEACH © MEHAU KULYK

DO YOU KEEP LIVESTOCK?

Absolutely. In Brockenhurst we keep 5 pigs, in Bath we have deer and there are sheep at the Pig on the Beach. All Pigs have chickens who supply your breakfast egg, as well as quail. Of course the staff become fond of them but we give them a great free range life and focus on ensuring that they appear on the plate in the most delicious way possible. We work with colleagues like Alan Bartlett at The Pinch of Salt in the New Forest who butchers our pigs then delivers amazing cured joints to the kitchen.

WHAT ABOUT YOUR PEOPLE?

The Pig group has grown quickly and there are around 450 people in the Pig family. As the business grows so does the Pig family and we encourage everyone to move around which develops their skills and also brings fresh new ideas to all parts of the business. Having said that Robin Hudson is most definitely the major ideas person. We also share head office with the Limewood Group – a different take on the market place but with many of the same precepts and they employ another 500 people.

WHAT ABOUT THE FESTIVALS?

We had the idea for a festival about 5 years ago at the Pig in Brockenhurst. We put a small programme together with good food and a guitar player and expected to have a couple of dozen people turn up. 500 arrived and we were off. This year we will entertain 10,000 people at the Smoked and Uncut Festival with glamping at 2 of the hotels, music at the Pig from John Illsley of Dire Straits fame, lots of great food and other entertainment. This festival is seen at the other Pigs too with Paul Carrack at Bath and The Wailers at the Pig at Combe. It is an administrative challenge and very good for the team and the business – as well as being great fun.

WHAT SORT OF PEOPLE WOULD YOU LIKE THE PIG TO APPEAL TO?

We want to entertain everyone from 2 years to 102 years and to make them all feel welcome. We want to be the place where the 21 year old takes his first serious girlfriend for a glass of champagne or the very first place that a young couple stay at when their first child spends his or her first night with grandparents and they have that first weekend away. We want to be that treat, that special place where all age groups have a simply wonderful time. ►►



GEORGIAN KITCHEN AT THE PIG AT COMBE PHOTO © WWW.FELINSKY.COM



DEER AND PIGS AT THE PIG NEAR BATH



WHAT OTHER STUFF DO YOU DO AS WELL AS THE FESTIVALS?

In the Potting Shed we offer reflexology, Indian head massage, facials and de-stress massages amongst other treatments. Because our hotels are in fantastic locations as well as wandering in their grounds, the local area is there to explore. If you are staying with us you can do as much or as little as you wish. We also offer private rooms for gatherings or special occasions.

WHAT ABOUT POP UP FEASTING?

Another new idea which is available at our Smoked and Uncut festivals. We think that alfresco, eating under canvas is pretty special. During the summer Mark Hix joins us with his Ruby Murray House delivering great Indian Curries. Angela Hartnett a superb chef who has run HH&Co at Limewood for the past 5 years. She cooks Italian, Sicilian and Turkish heavy metal style at the various festivals.

If you haven't been to a Pig, we suggest that you try it. From 2 years to 102 years the team from the Pig are keen to make sure that you have an incredibly good time...



ABOVE: POTTING SHED AT THE PIG ON THE BEACH

BELOW: THE PIG BAR © MEHAU KULYK



OLD HARRY ROCKS AT THE PIG ON THE BEACH



JEANNEAU SUN ODYSSEY 36' > MARELISA 2

£64,000
South Coast, UK



Well sorted cruising yacht of modest size, from the Jeanneau people in 2008. She is still with her first owners and comes with all sorts of nice goodies like Quantum sails and in-mast furling. A sailing tardis, she is a great conveyance for easy, no fuss family sailing.

NAJAD 400 > CA CANNY

£184,500
Lymington



Hatched 2002, she first launched the following year. Of course the good looks courtesy of Judel Vrolijk come with the rations. Massively updated through life so you won't need to. Well sorted offshore cruising yacht with a thoughtful specification for warm and cool water alike.

FINNGULF 46' > MEARRA NIEIDA

£159,950
Lymington



Hatched in Finland to sweet lines drawn by Karl-Johan Stahlmann, she joins us at Berthon Mission Control with a circumnavigation beneath her keel. From 2003, she comes with a brand new Volvo D2-55 that has never been splashed and some other nice updates. Splendid for blue water and stacks more.

ISLAND PACKET 36' > KATIE C

US \$67,000
Rhode Island, USA



Robust and handsome pocket cruising yacht with acres of volume upstairs and down, she first hatched in 1991. Owner's elbow grease much in evidence and she comes with nice new canvas, davits and solar panels. Her new owners will have confidence that she is ready to roll.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

SABRE 426 > BHOOTAN

£149,500
Lymington



Jim Taylor drew her, built with panache by Sabre in the new country in 2005. Wizard deck layout with nice easy keep, GRP decks and non-fussy rig plan. Smart teak interior that offers tardis-like space below, she is much uprated by these owners and all for a pleasingly modest price.

NAJAD 391 > INTREPID BEAR

£129,950
Lymington



Evergreen pocket mile muncher from Scandinavia. She first got wet in 1997. The BEAR is packed full of character and kit. Her warm mahogany innards are a great place to be. She must now be sold, she is competitively priced, so will it be you that takes the BEAR sailing again?

ISLAND PACKET 465 > DIRECT FERRY

£280,000
West Mediterranean



Bob Johnson in 2007, the Island Packet is a great example of great design and build from the new country, with generous innards and outers and lots of comfort. With her original owner, she has been sparingly used. All toggled up for MCA coding but never chartered and absolutely not ridden hard or put away wet.

RUSTLER 33' > APACHE

£109,000
Scotland



With striking Stephen Jones good looks and built by Blighty's best in 2014, she is totally ready to go now. Completely captivating she provides sparkling sailing and perfect, dreamy days out on the water. She is also delightfully red.

NAJAD 391 > SQUANDER

£132,950
Lymington



What a super pocket blue water yacht this is. From 1995 she is still with her original sailors, she has looked after them well and they have most certainly returned the compliment. Shining from truck to keel, you will travel far to find such a lovely high quality yacht in this size range.

XO 270 CABIN > BAHARI

£99,750
Lymington



A floating Swiss army knife – she is a ruthlessly efficient way to take to the sea. She does exactly what it says on the box. From 2013 with a rigid aluminium hull, V8 Yanmar which delivers a blistering 40 knots when you ask. Hard core and very clever yacht.

RUSTLER 24' > STORMY DANIELLE

US \$37,000
Jamestown, Rhode Island



With her timeless, classic good looks, and superb build from those craftsmen on the River Fal in 2009, put simply she is an impeccable day sailor. She delivers effortless performance assisted by her modern rig plan and the head turning is absolutely free.

PASCOE SY10

£85,000
Lymington



10 metres of bright yellow weaponry. From 2007, this superior rubber boat is a rare find in brokerage captivity. With her stepped hull, she hurtles along at a jaw dropping 60 knots, and sedate cruising is accomplished at 35 to 40 knots. Buy the best.

UK OPEN 7 DAYS A WEEK

Lymington United Kingdom
Phone 0044 (0)1590 679 222
Email brokers@berthon.co.uk

Mandelieu La Napoule France
Phone 0033 (0)4 93 63 66 80
Email brokers@berthonfrance.fr

Rhode Island USA
Phone 001 401 846 8404
Email sales@berthonusa.com

www.berthon.co.uk

www.berthonfrance.com

www.berthonusa.com

BERTHON

INTERNATIONAL YACHT BROKERS

CERRI MARINE 28' > TENZING

£59,950
Lymington



Italian style and build from 2000, she is both massively easy on the eye and also great fun to drive. Her twin Mercruiser 165hp D-Tronics have just had major surgery by the Berthon Boat Co. and she's running like a very elegant sewing machine.

CRANCHI PELICAN 32'

£64,995 + VAT
Lymington



From the board of Aldo Cranchi from 2006, it's very hard to believe that she's only a modest 32 feet. She manages the tardis thing both inside and out. With D4 225hp Volvos and all the caboodle for warm water, great in a sea way and she's looking as fresh as a daisy.

RIBCRAFT 8.8M > ROBUSTO

£29,995
South Coast, UK



Aptly named rubber boat from 2014 with a 175hp Suzuki and a foot on the floor 30 knots. The Ribcraft contingent have form when it comes to ruffy tufty boating and so you can have confidence in this great design when you're out there in the wet stuff. Immaculately maintained by an experienced yachtsman who keeps all his boats this way.

BOSTON WHALER 279 DAUNTLESS > DEBORAH IV

€95,000
South of France



With a unibond hull and powered by the might Mercury 300hp Verado outboard, she achieves take off in the high thirties. Sweet day boat with all the kit like plotters and stuff. All this rocketing around and fun potential and we only ask the number above.

THE OPTIMIST DINGHY

Fun in a Little Square Box

BY DOMINIC MAY

Optimist: the word conjures childhood's innocent outlook. Hopeful. Positive. Confident. What a brilliant name for a children's dinghy. It amazes me that a child as young as 6 can sail upwind at all, so these little starter boats are a fantastic introduction to both the fun of sailing and the mucking about ashore afterwards.

The Optimist was drawn in 1947 to be easily home-built: it was the biggest hull that designer Clark Mills could make from two 4' by 8' sheets of plywood. Boats are now made of grp, which is much lighter to pull up the slipway, and provides better durability. Over 150,000 have been registered, however the exact number built is unknown because many over time are unregistered. It is sailed in 120 countries: in 2016 I was in Puerto Williams, a Chilean naval base which is the last staging post to Cape Horn and the most southerly settlement in the world and I saw a fleet of twelve Optimists racing. Children enjoying themselves, all over the world in a little 7'9" 35kg bundle of fun: what a great advert for sailing. And these children are the future of sailing. At the 2016 Olympics 85% of the helms were former Optimist sailors.

But you don't have to take it that seriously to enjoy it. The class is well structured for all age groups to learn and as they get older race. I currently have 4 children sailing Optimists. Matilda is 8 years old: she is sailing at the Salterns Sailing Club and has also started on the Lymington River on Tuesday afternoons, racing in her first regatta at sea in June's Berthon-sponsored Open regatta. As well as learning a huge amount and finishing every race in the Regatta (beginners) Fleet, she has made new friends and is now planning her autumn sailing with a group of 5 other girls her age.

Henry is 10 and is making the transition from Regatta Fleet to Main Fleet (racing). He may even try to qualify for the RYA training squad this winter. Freddie, 11, has just done a winter in the RYA squad which emphasises non-dependence, in other words "parents: leave the children alone, don't rig their boats, don't follow them around, let them develop by themselves". Hurrah. Freddie has made good friends of other squad members from different sailing clubs. George is 13 and only has a year left. In the Intermediate squad this year, he has raced for Team GBR at Palamos in Spain and Braass in Holland. ►►



TOP: OPTIMISTS RACING AT PUERTO WILLIAMS ANTÁRTICA CHILENA PROVINCE
 BOTTOM: FREDDIE CARRYING THE GB PLACARD AT THE OPENING CEREMONY IN RIVA DEL GARDA



ROCK CLIMBING ON VIA FERRATA

As a family we take advantage of the wide geographic spread of regattas in the UK to have weekends away, or week-long holidays: Pwllheli, Poole, Largs, Derwent, Grafham, Rutland, Hayling, Cardiff, Isle of Wight, Weymouth. It has to be fun, so I have encouraged all my children to bring along their friends so everyone has someone to play with.

Last summer we had a magical 10 days in Norway for their national championships, with all 3 boys racing for three days. The children also went early morning fishing with our hosts, climbed a mountain to above the snow line and went swimming in the fjord. It was a great adventure.

Every Easter for the last 3 years, we have sailed at Lake Garda in the north of Italy, on the Southern edge of the Dolomites. Not only does this regatta attract well over 1,250 children from 28 countries, but there is also rock climbing on via ferratas (literally “iron path” formed by steel cables) based on World War I fortifications.

In 2018 the gang raced at the French Nationals near Bordeaux where the morning is spent surfing in Atlantic rollers at Carcans Plage, followed by a swift 3 mile cycle ride through Forêt de l'Océan to Lac d'Hourtin where racing starts at 2 o'clock in the afternoon.

We also competed at the Irish Nationals in Kinsale: the local hospitality in Ireland was excellent as usual, great fun for the parents! These are holidays, with plentiful fresh air, abundant sunshine, lots of friends, and big adventure, like in many ways to a skiing holiday but on water.

So what comes next? I am slightly dreading the day when each child becomes too big for an Optimist, which is small and light enough for me to load and unload. The Laser, 29er or 420 are all much larger heavier boats which mean much harder work for Daddy. But the plus side is that children who transition to a new class are generally at the top of the next fleet, indicating that the standard in Optimists is extremely high.

If I have made the sailing fun for my children, that is a great victory against the screen culture of the internet and computer games which predominates their age group. Having fun on the water should not be the preserve of grown-ups, and if our sport is to thrive in the future, starting early is good for my family to join the next generation of yachtsmen and women. And if any of my children decide to join Berthon in the future, his or her experience Optimist sailing will have instilled both a love of our sport and a deep understanding of why Berthon clients are mad for yachting.



TOP: 'SURF'S UP; GEORGE (SECOND LEFT) AND GANG CATCH THE WAVES BEFORE RACING AT THE FRENCH NATIONALS'

BOTTOM: DOMINIC, MATILDA & HENRY ON THE WAY DOWN RAASKARET IN NORWAY

13M MAXI CUSTOM TENDER > GATTONE RANDAGIO

€165,000
Italy



From Custom Tenders in Italy in 1996 – obviously – who else would come up with that elegant, sexy line? 2016 saw the fitting of triple 330 Mercruisers for speeds topping out at around 46 knots. Simply splendid hull shape, which of course means that she is epic to drive. Deeply cool.

WINDY 29' COHO > CALL IT MAGIC

£154,950
Lymington



Seriously shiny 2015 flying machine from Windy that is still with her first owner. She comes with a Volvo D6-400, charcoal Nirrox cockpit dash which by the way, is the business; and a great spec from Fusion upwards and downwards.

REGAL 2565 WINDOW EXPRESS > TANTALUS

£39,950
Lymington



This 27 footer thinks that she's at least 40 feet! She comes with an extraordinary amount of volume and is comfort itself for living aboard and entertaining. Twin 350hp Mercruisers supply the rocket power and she is uber shiny. Also comes with a current survey.

WINDY 25' MIRAGE > PURPLE HAZE

£42,000
Lymington



One of the best handling sportsboat on Planet Earth, from 1999, she also comes with masses of kit as well as those extraordinary Hans Johnson lines. A Volvo KAD44 provides the take-off ability and what an enormous amount of fun is to be had for the number above.



Boat insurance due?

Then make sure you get a quote from us

For an instant quote and same day cover

0151 473 8000

or visit: www.gjwdirect.co.uk

Everything you need

One of the most comprehensive policies on the market.

Outstanding claims settlement

When it comes to claims settlement our reputation is second to none.

Incredible value

Our boat insurance costs less than you think.



Authorised and Regulated by the Financial Conduct Authority
Firm reference number 310496

WINDY 35' KHAMISIN > ZOU BISOU

€169,000
South of France



Benchmark sports boat from Windy in 2010, she comes with Volvo Penta D6s that deliver a heart stopping 49 knots when you floor it. Also has low hours, stacks of service history and is very frugal on the fuel numbers. All that aside, she will offer you the drive of your life.

WINDY 32' SCIROCCO > HOUDINI

€84,000
South of France



Now get out of that! Cruising Windy which will still get a shift on and which of course remains at her core, a driver's boat. From 1999, she's low stress with a large fun quotient and comes with twin Volvo 260hp KAD-44s. Lots of gadgets.

WINDY 33' SCIROCCO > GULLIVER

£109,950
Ireland



Good for travels, from 2006, her Volvo D6 – 350hp shows a modest 310 hours – so there is much more to do! Commodious Windy for family use, she is still fitted with all that Windy DNA so comes with epic handling and an ear to ear smile for her driver and crew.

WINDY 52' XANTHOS > OPUS ONE

£385,000
Lymington



2007 build with those extraordinary Hans Johnsen good looks and fantastic handling. The big beast of the Windy stable is still a no compromise drivers' yacht offering 38 knots plus and a fantastic ride. She comes with Volvo D-12s on shafts and a very full widget list including glass screen, air-con and the rest.



Windy
SPIRIT OF SCANDINAVIA

ACCEPT NO IMITATION.

SYNONYMOUS WITH THE HIGHEST LEVEL OF SCANDINAVIAN
CRAFTSMANSHIP, HANDLING AND BUILD-QUALITY SINCE 1966

MODELS RANGING FROM 26 TO 53 FEET

BERTHON
NEW YACHT SALES

Sole Distributors for Windy in the
UK, France and Ireland

www.windyuk.eu

WINDY 27' SOLANO > COVO

£164,950
Lymington



Only just unwrapped from 2018, she comes with the GTi V8-430 which is delightfully frugal yet delivers the option of heart stopping pace. With this come the signature Windy good looks and terrific handling. Also included is a 5 year warranty and a very friendly price.

WINDY 26' KHARMA > SWEET CAROLINE

£106,000
Lymington



Super clean, never put away remotely wet, from 2016 and comes with the epic drive for which the Windy stable is famous. With a Volvo D3 which delivers around 40 knots when you floor it. No excuses needed, she is in immaculate good shape.

WINDY 25' MIRAGE > 25.246

£54,950
Lymington



The name may not be that catchy, but the high specification and magnificent handling will give her new owner plenty to smile about. From 2008 with an uber frugal Volvo D3 that runs on fumes at a high 20s cruise. Great sports boat with stacks to recommend her, not least her modest ask.

DRACO 620 OCEANCRAFT > DRACO 620.18

£22,000
Lymington



From 1999, this splendid runabout from Norway has low hours and has been tucked up indoors for most of her life when not in use. Does the M25 on a trailer with style, great handling as you would expect. The phrase bang for your buck springs to mind...

RUSH HOUR

A time Commuter owners love



Able to tackle
virtually any
terrain



Transformational
sealed helm and
sunshade at the
touch of a button



Impressive
speeds of
up to 43 kn*



Luxurious
en-suite
cabin



Want to experience what rush hour could be like for you? The Iguana Commuter is ready and waiting for you to sea trial now. Please get in touch to experience the ultimate 'work and play' amphibious vehicle.

Ben Toogood +44 (0)1590 647427 | ben.toogood@berthon.co.uk



*with 400BHP option

SAVE ^{UP TO} 35%

on a subscription to

Yachting World

Yachting World is the most authoritative international yachting magazine, known throughout the world and bought and read in over 100 countries. Take out a subscription today.



0330 333 1113

Quote code: 15WW

(Lines open Monday to Saturday from 8am to 6pm (UK time))

Overseas: +44 330 333 1113



yachtingworld.com/15WW

£19.99 payable by Direct Debit every six months. Offer open to new subscribers only. Offer closes 31 October 2019. Please allow up to six weeks for delivery of your first subscription issue (up to eight weeks overseas). The full subscription rate is for 1 year (12 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. For enquiries and overseas rates contact help@magazinesdirect.com or call +44 (0) 330 333 1113. (Lines open Monday-Saturday 8am-6pm UK time) Call to 0330 numbers will be charged at no more than a national landline call and may be included in your phone provider's call bundle. For full terms and conditions visit www.magazinesdirect.com/terms.





BERTHON UK
WWW.BERTHON.CO.UK

BERTHON FRANCE
WWW.BERTHONFRANCE.COM

BERTHON USA
WWW.BERTHONUSA.COM