

THE BERTHON BOOK
2020-2021



BERTHON
YACHTING SINCE 1877

WELCOME

A warm welcome to number XVI of the Berthon Book, which we have put together for you for the extraordinary year 2020. The year to end all years, and with the Covid-19 crisis not yet behind us, despite lockdown and lots of challenges there are some great articles which we hope you will enjoy. Berthon clients and supporters rallied around to provide us with the most amazing material so massive thanks to them. Absolutely our favourite Berthon publication, it features not just articles about yachting, but many more subjects that we think you will like to read about. The imagery is fantastic too, much of it provided by our scribes. As ever, the full Berthon fleet is featured. This year enlarged with listings from our new office in Sweden, as well as more listings from Berthon Spain - as this office develops. Available in both hard copy and digitally, we hope that you will enjoy XVI and we look forward to helping you with your yachting dreams in 2020 and far beyond.



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 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 UK

Bath Road
Lymington
Hampshire
SO41 3YL
England

00 44 (0)1590 679 222
brokers@berthon.co.uk
berthoninternational.com

Berthon France

11 Avenue Henry Clews
F-06210
Mandelieu La Napoule
France

00 33 (0)4 93 63 66 80
brokers@berthonfrance.fr
berthonfrance.com

Berthon Scandinavia

Ängsvägen 16
473 33
Henån
Sweden

00 46 304 694 000
brokers@berthonscandinavia.se
berthonscandinavia.com

Berthon Spain

Carrer de Jeroni Pou 17A
07006
/ Edificio Dux –
Calle Porto Pi 4 - 1 07015
Palma de Mallorca

00 34 639 701 234
brokers@berthonspain.com
berthonspain.com

Berthon USA

40 Mary Street
Newport
Rhode Island
02840
USA

001 401 846 8404
sales@berthonusa.com
berthonusa.com



CONTENTS XVI

COVER IMAGE **Sail GP** on the Solent, Needles Lighthouse. Photo © Lloyd Images.

REVIEW OF THE MARKET

Pages 06-09



Of course nothing could have prepared us for what 2020 had in store. Brexit was expected, but the total shut down of our Planet because of Covid-19 took mankind by storm. During this hiatus the Berthon Sales Group kept calm and carried on, opening a new office in Sweden, strengthening the offices in the UK, France, Spain and the USA, and delivering new and brokerage yachts. Sue Grant writes about the journey and how the market is fairing in these uncharted waters. www.berthoninternational.com

ÎLES DE LÉRINS

Pages 22-25



Just 5 k's from the Bay of Cannes lie these 2 captivating islands together with a couple of uninhabited neighbours. Something of an open secret, many who visit the Côte d'Azur to enjoy its wonderful climate, fantastic waters and superb cuisine, are unaware of what lies so close to them. Accessible by ferry www.cannes.com/fr/decouvrir-cannes/cannes-en-images/iles-de-lerins.html (although so much better on your own yacht), Eduard Brinzei knows them intimately and describes them and their ancient prisons, hermits and so much more... www.berthonfrance.com

THE ISLAND OF ORUST, SHIPBUILDING, 1253 AND ALL THAT

Pages 40-45



Berthon Scandinavia is the newest Berthon Sales Group office. It is found in Henån on the beautiful Island of Orust, home to all those legendary yacht builders of then and now. Amongst the roll call are Hallberg-Rassy, Najad, Sweden Yachts, Forgas, and Malo - to name but some. However, the art of boat building has been practised on this lovely island for centuries. Magnus Kullberg from Berthon Scandinavia tells the story. www.berthonscandinavia.com

THROUGH THE LENS OF YACHTING PHOTOGRAPHER MARK LLOYD

Pages 12-19



Preparations for the Berthon Book were just beginning when the lockdown came. With no possibility to get out on the water to take a cover shot for the Berthon Book, Mark Lloyd kindly agreed to let us have this outstanding shot of Ineos rounding the Needles. Better still, he agreed to write for us about his 2 decade career as one of yachting's most famous yachting photographers. Of course the imagery is outstanding. www.lloydimages.com

WILD COOK – PASTURES NEW

Pages 30-35



No Berthon Book would be complete without an article penned by Garry Eveleigh, one time apprentice at Berthon and well known forager and cook. Well known to all in Lymington, 2020 saw him move to live in Mallorca, the home of Berthon Spain. Of course Garry soon saw the lay of the land and so this year he writes of Mediterranean sunshine, grapes, good wine and the gathering of the local olive crop. www.wildcook.co.uk

CROQUET

Pages 52-55



Most of us have played croquet, normally in our youth amongst family and everyone always remembers that the grown-ups cheated! Originating in the 1400s in France, it has survived and flourished down the years. Aside from being the antidote to family boredom on a lovely summer's afternoon, it is also a competitive sport. Played internationally, and regulated by the World Croquet organisation, Isabel Moss from Berthon writes. www.berthoninternational.com

Pages 60-65

INTERNATIONAL SUPER YACHT DESIGN AND ESPEN OEINO - AN INTERVIEW



© GUILLAUME PUISSON

Espen Oeino is an innovative yacht designer who has been responsible for some of the most exciting and awarded yachts and super yachts launched in the past 25 years. Yachts like REV and OLIVIA O have set the standard for super yacht design and his drawing board is busy. As dealers for

Windy Boats in the UK and France, we have experienced his brilliance first hand with the designs that he has delivered for Windy. Berthon's Ben Toogood chats to him.

www.espenoeino.com

Pages 72-73

FELIXSTOWE FLYING BOATS - MAY, HARDEN & MAY



© RAF MUSEUM HENDON

One of the charms of working for Berthon is uncovering its rich history. Brian and Dominic May are the 4th generation to own and run Berthon. We were fascinated to hear from David Scott who came across the firm of May Harden & May owned by forebears of Brian and

Dominic, whilst researching the

history of Airco which was the largest aircraft manufacturer during World War I. Part of the Airco Group, the Mays built over 70 flying boat hulls for the war effort. His book "George Holt Thomas, The Man Who Created Airco" is available from davescott321@btinternet.com (all profits to Thames Valley Air Ambulance).

Pages 80-82

FORT ADAMS, NEWPORT, RHODE ISLAND



Newport is home to Berthon USA, and it is like an onion. Every year we peel away another skin to discover another extraordinary facet of this lovely town. Fort Adams is a distinctive landmark unmistakable if you approach Newport by sea, built in the 1800s by a Frenchman.

Designed to defend the harbour and town, it has never fired a shot in anger, but is a glorious structure and well worth visiting. Jennifer Stewart from Berthon USA explains.

www.berthonusa.com

Pages 88-89

A SHIPWRIGHT'S TALE



We all find models of yachts of all shapes and sizes compelling, they give insight into their life size sisters and are things of beauty. Some are better than others, and some of the very best have been built by Malcolm Darch from Salcombe. A time served shipwright, he has made a career in creating the most

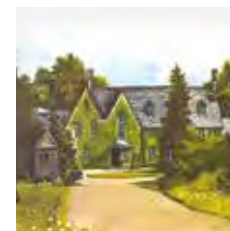
outstanding models both classic and contemporary. They are recreated faithfully and he researches every commission. He writes for us. malcolm.darchshipmodels@virgin.net

Pages 92-97

WHAT DREAMS ARE MADE OF - YACHT RACING

Professional sailor Steve Hayles works at the highest level preparing and managing Grand Prix yacht campaigns internationally. He is currently looking after a 72' mini maxi campaign. When you see these yachts out on the water, do you ever think about the preparation, shipping, and organisation that goes into getting each yacht to the start line? Once there she needs total support, and then organising to the next event often with massive time pressures. It is a very full time, full on job. Steve explains the process.

THE MARGARET RUDKIN PEPPERIDGE FARM COOKBOOK



Pepperidge Farm cookies are iconic. Last year we published articles about the amazing Margaret Rudkin - grandmother to Berthon USA's Bill Rudkin. Feeling that we had but touched the surface, a call to Bill prompted the arrival courtesy of DHL, of a fantastic cookbook (still in print) written

by his grandmother. Bill's food bible, he picks out some of his favourite recipes. www.berthonusa.com

Pages 102-107

Pages 112-115

WWII AND BERTHON BOAT COMPANY - 75 YEARS ON

VE Day this year celebrated 75 years since Victory in Europe and the end of the War to End all Wars. It was a happy sunny day and a marvellous antidote to the Covid-19 shut down. This got us thinking about WWII and the part that Berthon played. Of course Berthon was busy building boats for the War effort, and Berthon archivist Brian May provides the facts and figures. www.berthon.co.uk



REVIEW OF THE MARKET

BY SUE GRANT

Since I sat down to write this section for the 2020 Berthon Book, the world has changed fundamentally and I feel that myself and my fellow shipmates aboard the good ship Planet Earth are navigating waters that have no accurate charting and it seems that satellites are in short supply and the depth sounder is uncalibrated. Who could have predicted the far reaching changes to our lives that Covid-19 would have bought, a few short months ago?

The past months have brought to Berthon, and millions of others, a whole new way of life, with restrictions in movement which would in other times been frankly unthinkable. I had always been fond of scribbling for this publication from the sanctuary of my garden shed at home, away from the noise of the office. This year in March, it became my primary place of work, home to literally tons of paper and a place of frustration when it's charmingly rural internet signal did not keep up with the pace of office life.

In 2020, the Berthon Sales Group has learnt a lot about itself, and about the use of technology and about a new and more personal way of working. Our team in the UK, France, Spain, Sweden and the USA has never been stronger. We have all grappled with Microsoft Teams, Discord and the rest, as well as the need to communicate remotely which has meant that we have done more of it – and from a business and personal perspective – it has been brilliant!

The down time for many marine businesses has been an opportunity. We took that time to unpack our branding, update our offering, build a new website, do those training courses on the black magic that is Excel and the rest that never had a look in before, and to spend lots of time in contact with our clients.

More importantly, we have understood the market, improved our service and worked around those restrictions so needed to keep people safe with FaceTime viewings, granular information and trying harder.

For those in our industry who gave up, it has been a miserable time, whilst those who dug deep and kept going, the market is still there, yachts trade and the business continues albeit to a different rhythm. The thing about a yacht is not just about the object, but how she makes you feel, and where she can take you and how she binds you, and your friends and family together. Covid-19 is a leveller, it does not take prisoners. However, it has demonstrated the frailty of life and the importance of quality time doing things and going places with those about whom you care. This is time which may not come again.

The Berthon Book is an annual affair and as the date of its compilation drew closer, my heart sank. The idea of putting together a lifestyle publication where the importance of getting out there plus photographer to see, touch and write was daunting. I was also worried that as our contributors are specifically only Berthon clients, friends and supporters, that the last thing that they would do would be to write for Berthon in the teeth of a crisis. How wrong I was! Despite the challenges, the subjects, articles and imagery are, I think, epic. Thank you so much to them all for helping us create a lifestyle magazine from as it were, the garden shed.

Whilst I won't pretend that 2020 has been easy, the market has been surprisingly resilient and the doom-mongers who banded around value drops of 30% or 40% for yachts have been wholly wrong. Whilst this may have been the case in some countries for property, yachts are portable and our market is truly international. Of course there are some segments which have been vulnerable; mature, large, investment hungry yachts being most notable – but this was the case pre-Covid too. Because of the restrictions fewer yachts will be built in the next 12 months and this is good in value terms for newish brokerage yachts. This enhancement of value then trickles down the brokerage fleet.

Of course location remains a barrier – practically wherever your yacht, and this is a limitation that will remain with us for a little while longer.

New yacht deliveries were unaffected in 2020 with international deliveries of Windy, Pearl, Solaris, Iguana, and Moody, some delayed due to shut downs, but this part of our business has been relatively straight forward. Of course the future of boat shows with the nightmare of keeping people safe, both exhibitors and visitors, will lead to a new way of showing and marketing new yachts, although we expect that the major boat shows will survive and return post Covid-19.

As the 2021 season stretches ahead of us, we have good levels of interest and clients have the appetite for new build which is great. The shipyards that we represent have all adapted, made the needed changes to keep people safe and are carrying on building yachts, thereby proving what we always knew, which is that they are the best of the best.

It has been a dramatic year across the international offices and we have all worked closely together to coordinate our activities to deliver the best possible service.

In the UK, it was a super difficult time when the Berthon Shipyard shut in March, sending over 100 amazing craftsmen home as well as the bulk of the management team. We followed but kept on working and managed sales via FaceTime, put the sales in progress to bed and gained listings. A staged return to the office in May enabled us to take advantage of the opportunities in the market.

In France, there was total shut down, but through the crisis, berths and yachts were sold, new yacht deliveries were managed and our brokerage listing portfolio uprated. The Cote d'Azur remains an astonishing place to yacht and with our active brokerage division and sales for new Windy and Pearl, the business is now gaining momentum again.

Berthon Spain has also navigated the storm with panache. The service part of the business continues to develop and whilst this was super challenging through the crisis we are rebuilding this on solid foundations, and today have simply never been busier. Simon Turner who joined us from Northop & Johnson in July, provides a great foundation for yacht sales in Spain. Our new office opposite the Club de Mar is now open and having worked with Simon for more years than I care to remember, both at Berthon when I joined the business prior to the ice age, and later as a trusted colleague broker, this is great for Berthon and a big personal plus for me too. ►►

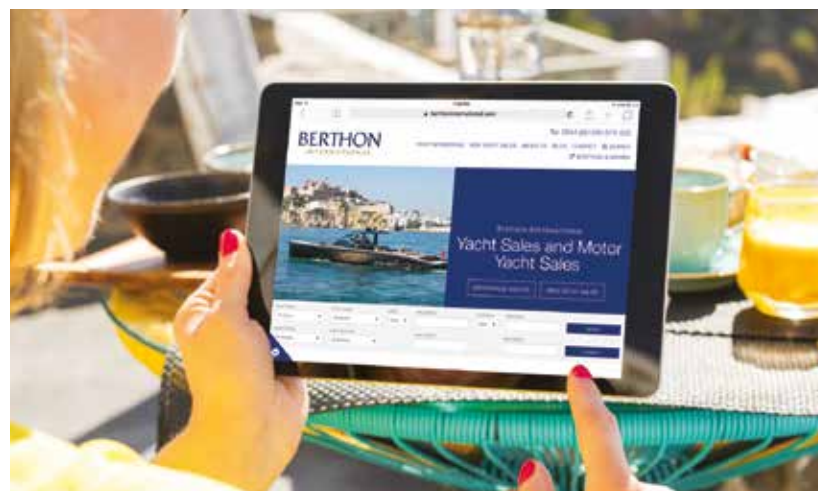


Berthon USA stopped for business in March. In the beginning of May, someone switched the lights on again, and with 5 deals agreed on the first Friday of May, the USA team have not stopped ever since! Prices are not under pressure, but what clients do demand is excellent service and high quality yachts that they can get out on the water and aboard without fuss and have fun. I hesitate to mention hot cakes, but the Moody brand which we represent in Newport, certainly seems to share many of the same characteristics.

Of course Berthon Scandinavia is a new addition to the Berthon family this year. With offices in the beautiful Island of Orust, and home to some of the best cruising grounds on the planet, Magnus Kullberg and his crew, formerly of XLNT Yachting, are a great bunch of people who share our ethos. Like Berthon UK, Berthon Scandinavia is agent for Solaris Yachts and our new team in Orust are the go to people for all those beautiful Scandinavian yachts like Najad, Hallberg-Rassy and the rest. Yachts that are wintered in Sweden are tucked up ashore in heated sheds with all their kit stored separately. This is a massive benefit for the new owner as teak decks, GRP, systems and the rest don't take the wear of a yacht stored outside in the elements. The office also has a healthy business with yachts lying elsewhere and we are all working together to extend their reach and client base. We are delighted to have such charming new members of the Berthon family.

So Covid-19, a new way of working and Brexit too! This brings more challenges and opportunities as far as VAT and cruising in the Mediterranean are concerned. The Berthon Customs Warehouse is a key part of making this work, offering flexibility for our client base.

This year brought a new website and we hope that you may have already visited. We wanted to provide a simple, clear website with good information about both our brokerage fleet and also our new yacht offerings. You will find plenty of video, granular information and articles about sale and purchase that tells you the stuff that you need to know rather than what a salesman thinks you should be told. The rise in the importance of other social media channels has also seen new focus for Berthon on YouTube, Linked-In, Facebook and so on. As the months pass we will be further developing and enhancing this part of our offering so please do come and have a look often at what we are up to, and of course if you are looking for a yacht we hope that you will find your new magic carpet on **www.berthoninternational.com**.



Looking forward we see changes on their way in yachting and we see planet friendly technologies being in the vanguard of this. Our sister company, the Berthon Boat Company, is heavily involved in the refit of those mature yachts that I mentioned earlier and many others besides. Delivering more friendly solutions to power generation and the rest are the future. We have all recognised our own mortality in the last few, horrible months, and so going carefully and treating the planet gently is a priority for our clients and it is good to see that the industry is stepping up with the technology that will make this possible. Of course none of this is perfect, but we've seen fast development in the past few years.

So what of life beyond the garden shed...? We see a leaner, more efficient and more thoughtful yachting industry where we adjust for a changed world, and the needs of our clients to own yachts that can take them far, sail quickly using the best of modern technology, provide easy maintenance or fantastic yet planet friendly performance via the throttles. We also see a lower key yachting experience, where getting out on the water is confined to family and friends, and where exploring and the quality of the experience is what counts.

As you turn this page to more interesting things, you will find a diverse selection of articles on all manner of subjects and we hope that these will make you smile. We are also showing our new yacht stable and do ask us more about any that catch your eye.

Within these pages you will also find the complete Berthon pre-owned fleet taken across 5 offices on 2 continents. Here you can choose anything from magic carpet material of exotic hue, to the last word for high latitude sailors, to a cup collection machine or maybe the clockwork yacht that drives like a Ferrari on speed or a cruiser that is wickedly indulgent. These yachts are available internationally and we look forward to chatting to you about them be it in Newport, Mandelieu, Orust, Palma or Lymington and to working with you to find the weapon of choice for your yachting plans, and to welcoming you to our Berthon family.





FPB 97' > ICEBERG

€6,750,000 + VAT
Palma de Mallorca

The largest and fastest of the FPB fleet from Dashew Offshore, made flesh by Circa Marine, Down Under in 2014. Repowered with 500hp John Deeres, she is capable of transatlantic passages at over 12 knots and has the breathtaking capability of surfing at well over 20 knots. The last word in rugged explorer motor yachting without compromise. In immaculate good shape and available to explore an ocean of your choice.



**SUBSCRIBE
TODAY**

FOR ONLY

£19.99!

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: 71AN

Lines open Monday to Friday from 9am to 5pm (UK time)

Overseas: +44 330 333 1113



magazinesdirect.com/71AN

£19.99 payable by Direct Debit every six months. Offer open to new subscribers only. Offer closes 31 October 2021. 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-Friday 9am-5pm UK time). Calls 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.





Through the lens of yachting photographer - **MARK LLOYD**

PHOTOGRAPHY BY © LLOYD IMAGES

If you follow sailing events, browse sailing websites, read sailing magazines or follow sailing in the national press, the chances are high that you'll have seen Mark Lloyd's pictures before.

One of the world's most renowned sailing photographers, the New Forest-based photographer has spent the last two decades documenting the sport's most iconic moments.

From the cutting-edge America's Cup monsters to the ocean-munching IMOCA 60s of the Vendee Globe, from the blisteringly quick SailGP foilers to traditional Olympic classes, Lloyd's photos are unmistakable for their style, beauty and ability to perfectly capture moments in time. ►►

SAILGP SYDNEY, AUSTRALIA



THE OMAN AIR MOD70 IN ACTION AT LA ROUTE DES PRINCES, VALENCIA, SPAIN



ALEX THOMSON AT THE VENDEE GLOBE



THOMAS COVILLE (FRA) ONBOARD 'SODEBO' HIS ULTIMATE TIMARAN

OPPOSITE

TOP: TEAM GBR AT THE F50 GRAND PRIX, SYDNEY 2019

BOTTOM: FRANCOIS GABET ONBOARD HIS MACIF 'ULTIMATE 105FT TRIMARAN', NEW YORK

Like so many of the best lensmen, Lloyd cut his teeth in newspapers. A job working in the darkroom at legendary East Midlands press agency Raymonds was followed by a stint in New York, covering events across the pond for the world's media.

On his return, Lloyd freelanced for the national papers. A chance meeting during a shoot at Downing Street unexpectedly opened the door to the sailing world.

"I was on a shoot for the Daily Mail and while standing outside I met Mark Pepper and the team from BT Global Challenge," Lloyd said. "We got chatting and clicked. A few weeks later he commissioned me to cover the homecoming of Mike Golding's Group4 IMOCA and Ellen MacArthur's Kingfisher following the Vendee Globe."

"I knew I had to offer something that others weren't doing at that time, so I shot it from a different angle. It was a pivotal moment for me - I got the shots and from there my career was established." ►►





The combination of Lloyd's technical wizardry combined with his creativity and can-do attitude soon made him the go-to guy for teams, events looking for something a bit different.

Gigs with the Extreme Sailing Series, pioneers of the 'stadium racing' format, and Middle Eastern sailing project Oman Sail solidified Lloyd's reputation for delivering incredible imagery from the most challenging shoots.

"I remember going sailing with [French offshore sailing legend] Loick Peyron, with me at the top of the mast railing around," Lloyd recalls. "Then there was a shoot from this crazy Vietnam-style helicopter that the Omani government provided for us. The pilot didn't speak any English and it was completely inappropriate for the task but so much fun – I think we almost blew Shirley Robertson over at one point."

Among Lloyd's most memorable images are those now-famous stunts from British round the world sailor Alex Thomson and his HUGO BOSS IMOCA 60.

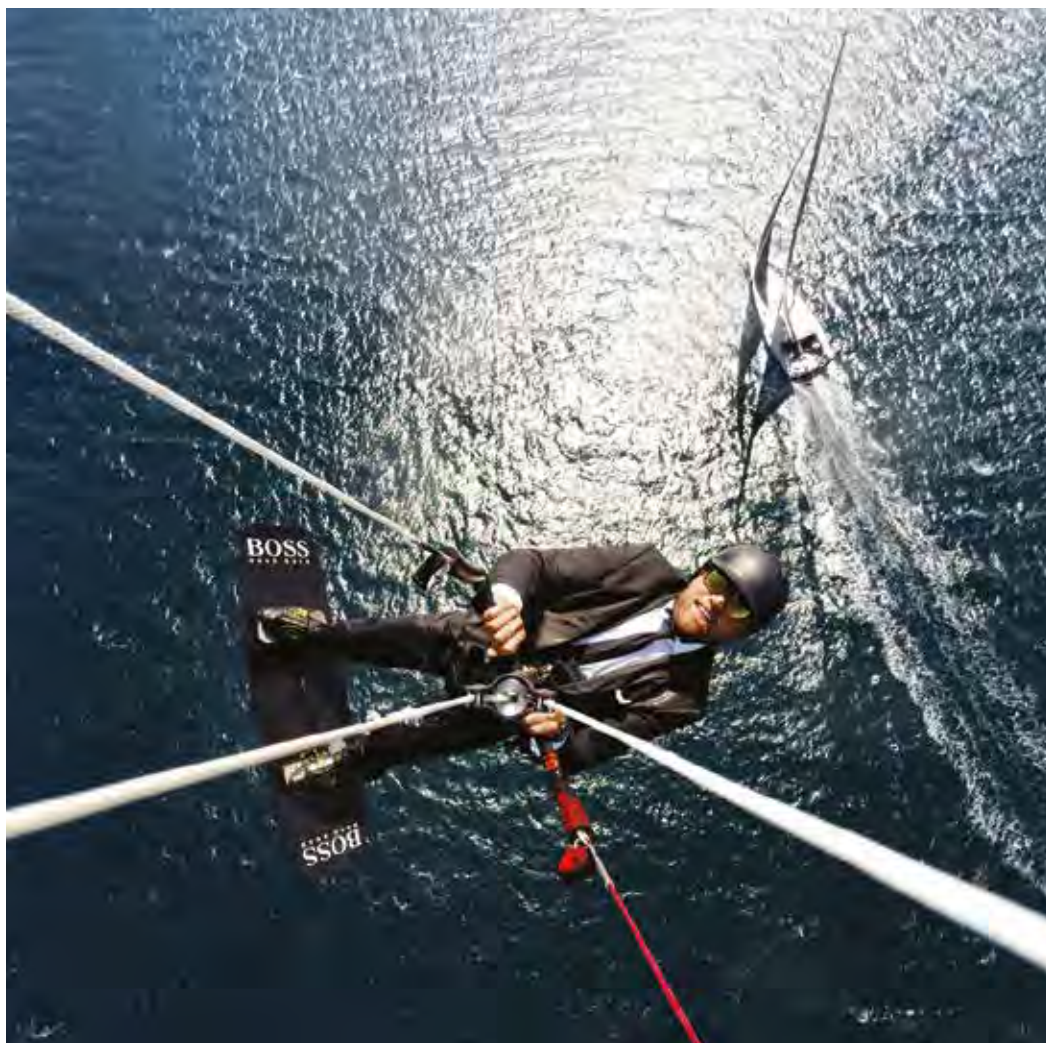
First it was the Keel Walk. Sharply dressed in a Hugo Boss suit, Thomson filled the leeward water ballast tanks until his Open60 was heeled right over, then canted the huge swing keel in the opposite direction, lifting it clear from the water. With trademark cool, he sped up to the boat from a jetski, and sauntered out onto the orange keel blade.

Blasting alongside in a rib, Lloyd fired off shot after shot. The moment the pictures were released they went global.

With Lloyd's input, the stunts got bigger, better and even more creative. When Thompson again heeled Hugo Boss over to 45 degrees and scampered along the 30-metre mast untethered, Lloyd was there to perfectly capture the feat and the ensuing swan dive. ►►

ALEX THOMSON THE SKIPPER ON THE HUGO BOSS IMOCA OPEN 60 RACE YACHT WALKING UP HIS MAST





THE SKYWALK - ALEX THOMSON SKIPPER OF THE HUGO BOSS IMOCA OPEN 60 RACE YACHT

OPPOSITE

TOP: RICHARD MASON - SAILING A FOILING INTERNATIONAL MOTH

BOTTOM: BRITISH AMERICAS CUP TEAM LED BY SIR BEN AINSLIE 'TEAM INEOS UK'

Just when it seemed there was no stunt that could top the Mast Walk, the Sky Walk was conceived. Thomson's most daring and dangerous stunt involved him kitesurfing behind Hugo Boss until hitting a certain speed, then using his kite to catapult high above the boat before parachuting back down to the water.

Needless to say Lloyd nailed the pictures, and the world's media duly ran them. When asked how he captured mind-blowing photos of the world's fastest, most powerful racing yachts:

"It's about the people," he says. "The sport is great but there is always someone in control, there is always someone driving it forward and that's what is important to capture. I took what I had learnt in the studios of London and New York and mixed it up with the sport."

Before the Covid-19 pandemic struck, Lloyd was juggling shoots with Sir Ben Ainslie's INEOS Team UK America's Cup challengers at their training base in Cagliari, Italy, with documenting the British outfit in the debut season of SailGP.

Both boats lift clear of the water on foils: Ainslie's is a never-seen-before 'flying' monohull while the SailGP GBR team use a turbo-charged version of the 2017 America's Cup cats. Both can hit speeds of almost 60mph.

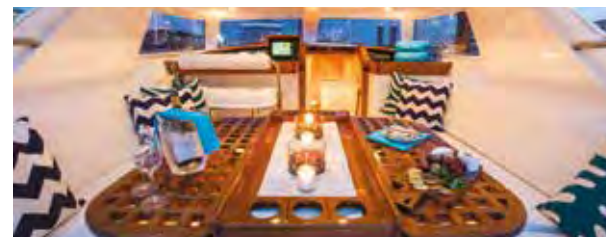
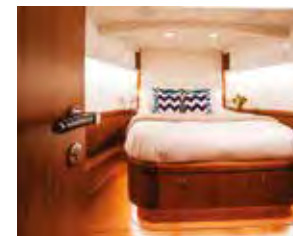
When asked if you can describe what it's like to shoot either of these high tech yachts "it's like standing on the roof of your car at 50mph or snowboarding with a camera. The trust with either the team whilst you're onboard, or the partnership with a chase boat driver also help make the pictures you see published. Beautiful to photograph, amazing fun, and I'm really lucky!"



HUMPHREYS 77' > AGLAIA

€1,200,000
Palma de Mallorca

Astonishing, gleaming composite mile muncher from Rob Humphreys, Goss Challenges and HYS in 2002. She was totally disembowelled by our very own Berthon Boat Co in 2016 and very little, main structure aside, remains. New paint, decks, systems and a fantastic 21st century designer interior makeover are all included. The works cost substantially more than the current ask. Now cherished by Berthon Spain and maintained to a standard rather than a price.



UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

84' CUSTOM FRERS SLOOP > METOLIUS

US \$800,000 + VAT
East Mediterranean



Made flesh by probably the finest shipyard on the planet, the attention to detail and craftsmanship from the Royal Huisman Shipyard is evident wherever you look. Definitely a glamour yacht and she is offered in full cruising trim, fresh from a refit this spring, including all new rod rigging. She is ready to turn heads.

GARCIA 75' > ANNKA I

€1,095,000
Portugal



From Berrett/Racoupeau and the magicians at Garcia in 2009. Funky grey metallic hull livery, proper sailors' cutter rig with fully battened main, twin wheels, good dinghy storage, protected cockpit and Starship Enterprise interior. This comes in bright primary colours and is full of clever touches from gimbaled owners' berth to proper man/woman cave. Fab access to systems, of tin so unbreakable and ready to roll.



LERINS ABBEY (ABBAYE DE LÉRINS) ON THE ISLAND OF SAINT-HONORAT

ÎLES DE LÉRINS

BY EDUARD BRINZEI, BERTHON FRANCE

The enchanting **Îles de Lérins** lie in the sparkling Mediterranean Sea, just 5 k's away from the Bay of Cannes. Made up of 2 enchanting islands and a couple of uninhabited islets, this small archipelago on the Côte d'Azur is home to stunning anchorages, fascinating history, pine scented forests and some rather talented monks.

The islands are a marine paradise with coves of crystal clear waters that provide a perfect anchorage between Sainte Marguerite and Saint Honorat. It's a popular spot during the summer, where many enjoy swimming, snorkelling and picnics on board. However, to really appreciate the beauty and tranquillity of this idyllic location, the secret is to hang on just a little longer. By sunset, most have been lured back to the night life of Cannes and Antibes, allowing you to enjoy the peace of a near-empty anchorage, dining on deck with the lights of the French Riviera twinkling from the mainland.

The coastline around this archipelago is beautiful and well worth admiring from the water. However, these islands do deserve a shore trip and to do this, you would need to take one of the frequent ferry shuttles from Cannes or Nice. Please read on and once you've tried it, I'm sure that you will agree that both the islands of Sainte Marguerite and Saint Honorat will warrant multiple visits to their interior. ►►



THE ÎLE SAINTE-MARGUERITE AND THE ÎLE SAINT-HONORAT OFF THE FRENCH RIVIERA, IN CANNES © MAIRIE DE CANNES - AXIS DRONE

THE ISLAND OF SAINTE MARGUERITE

The largest island, named Sainte-Marguerite, is covered by Aleppo pines and eucalyptus trees, entirely planted by man during the 19th century. Marguerite's Fort Royal is notoriously famous for the incarceration of a secret prisoner during the reign of Louis XIV. The story of the Man in the Iron Mask and the rumours surrounding him have been recounted over time, most famously in a novel by French writer Alexandre Dumas in the 1840s and more recently in a Hollywood movie starring Leonardo de Caprio. The identity of the prisoner has never been revealed and remains a secret to this day. The story goes that the unfortunate man was refined and well-mannered, fuelling rumours that he was highborn. Numerous theories surrounding his identity have surfaced over the years from the disgraced son of the King, to the bastard child of the King's mother and that of a secret twin brother. The detailed history can be explored at the Fort Royal and its museum, 'Le Musée de la Mer' (Museum of the Sea). It is a must for anyone visiting Sainte-Marguerite.

With the pine forest surrounding the lagoon of Batéguier providing sanctuary to a host of migratory bird species, Sainte Marguerite attracts many bird enthusiasts and hikers. There are numerous hiking trails to explore throughout the 152 hectare forest, and hiking is the best way to discover all the island's secret nooks, crannies and coves. A full coastal loop is around 8 km's and may be walked in about 3 hours. The trail at Dragon Creek on the southerly side leads to small coves, much loved by day trippers who come to enjoy the beaches and views of all the lovely yachts at anchor.

There are around 20 residents lucky enough to have a privileged address on the island. During the summer months they share their picturesque village with the many tourists, offering light refreshments at snack bars and restaurants.



FORT ROYAL ON THE ISLAND OF SAINT-MARGUERITE

THE ISLAND OF SAINT HONORAT

Saint Honorat owes its name to the hermit who founded its Abbey. Sainte Marguerite (name sake to the main island) was his sister. A community of Cistercian monks have lived in the monastery here since the 5th century. Saint Honorat's 'Abbaye de Lérins' has several cloisters and chapels but at its very heart is the Monastery Tower, which was built in stages over a prolonged period of 3 centuries. The tower was originally used as a fortress until the 14th century, when the monks transferred the relics of Saint Honorat to its Chapelle St Croix. Over the subsequent centuries a number of cloisters were built around the tower until finally, by the late 15th century, the tower found itself at the centre of the monastery building. The church here is open to visitors, who are welcome to share prayer times with the monks throughout the day.

Tourists can enjoy wandering round the island to visit its chapels and will find that the monks are delighted to give visitors guided tours. Several 10th century chapels and some 11th century ruins are dotted about within strolling distance. In particular, the ruins of Chapel of St Michael to the north are quite enchanting. Close to the Chapelle de la Trinité, are found the fortified batteries and one of the island's two hotshot furnaces which date back to 1794. The furnaces were used to heat cannonballs to high temperatures, so that they were red hot when fired out of the cannons. All this can be explored via paths meandering through the olive and pine trees. It's a very peaceful way to spend an afternoon.

After exploring all that history and the architecture, you may wish to head to the Saint Honorat vineyard. The island's vintages are celebrated and their quality is recognised by oenophiles the world over. Passionate wine producers since the Middle Ages, the monks skilfully cultivate their 8 hectares of vineyard, using ancient methods to produce exceptional reds and whites. A number of liqueurs are also produced, including a Limoncello they have named Lérincello, distilled with the lemons of nearby Menton and an aromatic, herbal liqueur named Lérina. Needless to say, a vineyard tour and wine tasting should be a compulsory part of any tour.

Both islands are accessible all year round by a 16-minute ferry ride from Cannes. Sainte Marguerite also has a ferry departing from Nice – this takes about an hour. There is truly something for everybody from beaches and hiking, flora and fauna, culture, history and museums, wine and restaurants. With so much to discover ashore Les Îles de Lérins, one trip alone would only touch the surface of what they have to offer.

Or of course, you could just admire it all from your anchorage on a lazy, summer's afternoon...



THE VINEYARDS OF LÉRINS ABBEY (ABBAYE DE LÉRINS) THE ÎLE SAINT-HONORAT © MAIRIE DE CANNES - AXIS DRONE

DIXON 73' > LA LUNA

£985,000 + VAT
Spain



Of composite by King Marine with carbon spar and in-boom from 2008. Lovely flush decks and a proper deck saloon with twin wheels and one of the best interior layouts that we have ever seen in this size. Still with her first family, she was conceived and built for reliable, fast, safe and comfortable ocean passages. The nautical miles beneath her keel are positive proof that she delivered. She now looks forward to a new ownership and to doing it all again.

DIXON 80' > TIGA BELAS

€900,000
South of France



Captivating blue yacht from Dixon and Austral in 2001. Clever construction of cedar core, e-glass and Kevlar, she is for sure a pocket superyacht, her build and systems speak of a much larger yacht. Carbon spar, lovely deck saloon and charming cherry interior, coded to boot and always the prettiest yacht in any anchorage.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

HYLAS 70' > AMANTE

€70,000 + VAT
Spain



Handsome and capable blue water cruising yacht, whose conservative lines belie her slippery hull shape from Frers – she is quick. From 2007, immaculately maintained and much updated. In-boom furling main, centreboard, nice non-teak decks and 4 enormous cabins for many friends and much family – and crew if you wish. Super value.

GUNFLEET 58' > LATOBE

£1,250,000 + VAT
Palma de Mallorca



2017 hatch with contemporary lines by Castro, she comes with a drop keel and twin rudders and it has to be said, wickedly fast sailing. Downstairs her 4 cabin layout in maple is amazing and light floods in – it's a seriously great space. Prepared for a planet circuit, a crew change is required and you are on the crew list now, her owners will not take her.

TREHARD 90' > DARK STAR OF LONDON

€790,000 + VAT
South of France



Martin Francis in 1982 of tin, with a lift keel and flush teak decks that go on forever. Epic interior layout for charter or very big families with 5 cabins + crew and a vast entertaining cockpit. Zero houred at C&N Gosport in 2000 as BUZZY B and cherished since, she has now been put to bed undercover, her programme complete. Barn find of truly epic proportions, the new topsides paint has never been wet.

72' GIORGETTI MAGRINI > PACIFIC WAVE

£299,500
Caribbean



Suave sailing yacht as only the Italians really can, she first hatched in 1986. We know her well and have catalogued her blue water career as well as the frequent nautical makeovers that she has enjoyed – she has been loved. Currently chartering with great success, her light and airy interior is perfect for entertaining. She offers docile handling with exciting sailing and Italian verve.

20M CUTHBERTSON MAXI RACER > PHANTOM

€299,000
Italy



This yacht is a honey, from 1973 from Cuthbertson and Cassian and drawn by George and Cassian. Get behind the wheel and you will find that the sailing is sublime, and from the dock she looks amazing. Much updated and reworked through life, a yacht that looks good from absolutely every angle is a rare thing, and this one more certainly does...

SOLARIS

YACHTING EXCELLENCE SINCE 1974



NEW SOLARIS 64RS



SOLARIS
YACHTS

NEW 40 44 47 50 55 NEW 60

NEW 64RS 68RS NEW 74RS NEW 80RS NEW 111

BERTHON
INTERNATIONAL

Alan McIlroy: + 44 (0)1590 679222
Richard Baldwin: + 44 (0)7971 405236
Magnus Kullberg: + 46 304 694 000
Email: brokers@berthon.co.uk
www.berthoninternational.com



BUILT
FOR SAILORS

WWW.SOLARISYACHTS.COM



HISTORICAL CENTER OF PALMA DE MALLORCA, SPAIN

WILDCOOK : *Pastures New*

BY GARRY EVELEIGH
PHOTOGRAPHY BY CAROLINE EVELEIGH

By early May 2019, we had whittled our list of preferred rental properties down to just two; it was make your mind up time.

Just a 20 minute drive in our hire car from Palma Aeroport and, once again, our Air B & B hosts were waiting to greet us. We had stayed with Juan and Irini on many previous visits and they made us feel like family every time.

Our choice of location on the island was very central and very rural for many reasons – access to any one of the many beaches was easy and access to the abundance of varied mountain walks was even easier. The added bonus (as if we needed one) was the fact that we could travel an 18 minute train journey, costing €3.70 return, from our village station to the final stop - Plaça d'Espanya. A short stroll from the station, you quickly lose yourself in the maze of shops, tapas bars, art galleries, markets and street entertainers of Old Town Palma.



GREEN AND PURPLE OLIVES

Our first rental property viewing was at 10.00 the next morning.

As we drove through the opened wrought iron gates of house No 1, Caroline and I looked at each other and in unison said “Wow”. We both knew instantly that we wouldn’t be spending much time viewing property No 2. The driveway was approximately 150 yards long, our little finca that nestled in the centre of the plot was partly stone clad from ground level up, the rendered area above was colour washed in a faded curry powder yellow, the roof areas were traditional terracotta tiles with emerald green painted shutters on every window – this was going to become our home for six months ... *ahhhhhh*.

Our new landlord Juan and his wife Marilen greeted us from the shade of the front terrace – waving and smiling as if we were long lost friends. The interior was as we had expected, very Mallorcan, right down to the decorative plates hanging from the walls. The front covered terrace faced east and at the rear of our little piece of paraiso was a huge covered area with a massive rustic table for meals and outside furniture for relaxing in the heat of the day. Beyond the shade of the terrace was a further 10m of tiled patio, the boundary of this suntrap and parallel with the house was the 10m x 4m crystal clear swimming pool. Little did we know then that by the time of our arrival in late summer, we would be swimming while also scoffing fat, sweet grapes plucked straight from the vines that grew in regimental rows away from the far side of the pool. Beyond the vineyard, there were countless, as yet unidentified fruit trees, along with numerous rows of evergreen citrus trees growing to the left of the old barn. On the first floor, the landing area and large en suite bedrooms gave access to the formidable balcony. I very swiftly imagined myself swigging an ice cold can of Estrella while watching another glorious sunset over the Tramuntana Mountains that were barely spitting distance to the north of our location – stunning - we were hooked – in fact, I was already in the landing net. As we were about to depart, Juan gestured with both arms opened wide towards the rows of olive trees on either side of the driveway; “By late autumn, we will harvest maybe 1000 kilos”. I couldn’t wait!

Roll on September! ►►

I arrived solo on the 28th of August, the animals would be here in four days with Caroline arriving the day after. Juan and Marilen were waiting at the house to meet and greet, with the normal cheek to cheek kisses and hugs. Very kindly they had purchased some essentials for my arrival, including local red wine and some cold beer, already in the fridge. We did the quick tour of the house and Juan talked me through the water supply, the electric and fuse box; the gas was simple – it was bottled. Before they left, we exchanged telephone numbers and Juan insisted that I call him if there was anything I needed to know.

The four o'clock sunshine was still very warm and the pool looked inviting. I cracked open an ice cold beer and waded into the pool up to my neck. With a beer in one hand, I took a selfie while posing a cross-eyed, tongue-out smile – sent it straight to Caroline, saying “hurry up!!!”.



TRAMUNTANA MOUNTAINS LANDSCAPE ON MALLORCA ISLAND, SPAIN

Olives are totally inedible when picked straight from the tree. The intense bitterness is caused by the oleuropien and phenolic compounds that the olives contain and must be removed, or at the very least, greatly reduced in order to make the olives palatable. Purple olives are marginally the healthiest to eat as they contain an extensive and impressive range of health-protective compounds, however, eating green or purple olives makes little difference as they are both stuffed with plenty of monounsaturated fats and minerals such as iron and copper. They are also rich in Vitamin E, plus antioxidant polyphenols and flavonoids which have anti-inflammatory benefits, yet olives have no calorific value.

My knowledge regarding olives is nothing by comparison to my knowledge of wild fungi; all I can tell you is they're very tasty and come in green or black. My new found teacher, Juan, began my education by informing me that there are over 500 species and 1000's of different varieties of olives – that was the end of my first and only lesson!! Ten years ago, Juan had planted a random selection of forty olive saplings and the grove has gone on to produce very decent crops for the last five years.

Many olive trees in the Mediterranean region have been scientifically verified to be 2000 years old. The drought friendly root system of the olive tree is virtually indestructible. Should the fruit bearing section become damaged or destroyed by fire, severe cold weather or disease, the rooting system will very quickly push up fresh young shoots and the olive tree will thrive once again.

Like most other fruiting trees, the olive tree branches occasionally need to be cut back, the process of pruning will enhance the quality and quantity of fruit that individual trees will produce. In their wild state, the olive tree will become a shrubby, bush-like plant growing to 30' or more. This common, straggling hedgerow plant will produce 1000's of olives that will ripen to the size of petit pois. Allegedly, so my teacher tells me – these small fruits when harvested will create the very best olive oil ... I'll have to pick a couple of hundred kilos one day to find out!!!

Several weeks and a couple of noisy local fiestas later, it was suddenly mid-October. Juan had said that we would be picking olives before the end of the month. We then had the mother of all thunderstorms; the banging and crashing lasted thirteen hours and with it, enough rainfall to fill every well on the entire island. The wet clay soil in the olive grove sticks to your boots extremely well – within five steps each welly boot weighs in at about 10 kgs ... the olives would have to wait. The autumn sunshine quickly baked a crust on the muddy surface of the olive grove and on the 5th of November, we started picking. Two huge bundles of fine mesh netting were suspended from the beams in the old barn, then ceremoniously lowered into the wheelbarrows waiting below. Brightly coloured plastic hand rakes with finger-like, flexible tines were the only tools required. Oh, plus an enormous round of sourdough loaf, cheese, handmade local cold sausages, red wine and agua gaseosa – this was tea break!! ▶▶



OLIVES READY FOR HARVEST



TOOLS TO HARVEST

The large green coloured, fine-meshed nets are stretched out on each side of the trunk of an individual olive tree; where the seams meet they are overlapped to stop your quarry escaping. Then, using the brightly coloured hand rake, you begin to comb your way through the branches, the finger-like tines easily dislodge the ripening olives along with a good quantity of leaves and twigs. Between the two of us, we could comb clean an individual fully laden olive tree in 30 to 40 minutes. The green netting contained the fruits and leaves of our labour. With one of us at each end of a net, we folded it in half lengthways to trap the olives in the crease and then carefully work them towards one end; this created a trawl-like cod end that contained a ball-shaped mass of olives, each cod end would be emptied into the wheelbarrow before the large green nets were put in place under the next tree.

When the wheelbarrow was full, the olives were carefully tipped into the boxes and crates that were ready and waiting for delivery to the press. Having stripped the first eight trees, a good couple of hundred kilos was loaded into the back of the vehicle and we were heading for Juan's favoured cooperative. Our destination was a fifteen minute drive through the spectacular scenery in the foothills of the Tramuntana Mountains.

In my head, I had visualised the olive press as an antiquated giant milling stone contraption, probably powered by a donkey or two and maybe we would finally see some olive oil next week after we had gathered and delivered the rest of our olives. How wrong was !! This really was 21st century stuff – we were third in the queue for the weighing scales. To our left was the olive washing



OTTO, 'EVERYTHING'S A GAME!'



ANOTHER TREE PICKED CLEAN...



FILLING THE BOXES



'THE 3 AMIGOS' - GARRY, OTTO & FINN

and grading machine with conveyor belts at each end; olives and debris going in and freshly washed clean olives heading to the masher, hurtling out of the other end. This was efficiency! We parked next to the scales, a quick “hola” and it was get your olives on the scales – there were now four cars behind us!!

The computerised scales spat out our chit – it read Juan Oliver Pozas 237kgs. We loaded up our empty containers, moved the car and made our way inside the cooperative building, not a milling stone or donkey in sight!!

We made our way through the processing area toward the office passing some impressive looking machinery that was purring away quietly; an automated bottling machine was filling two 5L containers every five seconds!! Then the manual workers screwed on the lids and loaded the sturdy looking trolley cages with the freshly filled 5L containers; each four

tiered trolley contained 400L of green, liquid gold. The receptionist had already printed six sticky-backed labels Oli d’Oliva Verge, Propietari Juan Oliver Pozas, Litros 26, Garrafes 6.

As we drove away, I was still in disbelief, my donkey powered olive press imagery was a million miles from what I had just witnessed. The back of the vehicle was full of empty boxes and crates plus six bottles containing 26 litres of the finest hand raked olive oil. The 5L bottles of freshly pressed olive fruits were understandably cloudy, however, the intense olive aroma was mind-blowing. Juan had told me the oil would clear and be ready to use in a few days. He was bang on, again! On our return to the finca, Juan presented me with a 5L bottle and said, “we’ll do the same tomorrow, heh”. I replied “venga mañana, adios”. Juan was still laughing as he drove away.



OLIVES HEADING TO THE PRESS



GREEN LIQUID GOLD



MY LANDLORD, VARIADOS PARTNER AND FRIEND FOR LIFE, JUAN



OLI D’OLIVA - STRAIGHT FROM THE PRESS

DISCOVERY 55' > FLORENCE O

£575,000
Lymington



#32 of this iconic series from 2010, we know her well. She left Berthon Mission Control in 2019 after a nautical makeover including rigging, prop, batteries, Hybrid touch and stacks more. She rattled up to Scotland and then enjoyed a more leisurely cruise to the Canaries before a dash across the Atlantic and hence to the Caribs for the winter season. A freighter has delivered her back to base and she's now ready for more.

DISCOVERY 55' > SEADUCED

£495,000 + VAT
Lymington



2010 Disco that has a cruise of around half of the planet beneath her keel. Refitted for a north Atlantic circuit, sadly these owners will not take her – but you could. Automated rig, serious amounts of bells and flutes for blue water, lovely maple interior and faultless good manners at sea. Iconic, benchmark blue water yacht, come and see for yourself why it is so.

DISCOVERY 55' > NGALLA MAYA

AUS \$950,000
Freemantle, Australia



British magic in 2007 from the hand of Ron Holland with total capability, she is the perfect vehicle for 2 handed planet circuits. Much uprated and updated by these owners, she sparkles. Also positioned in God's own cruising ground and ready for you to experience all that the Pacific has to offer.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

DISCOVERY 58' > AQUALUNA

£1,150,000 + VAT
Lymington



2015 build with flag blue topsides livery, proper sailing fully battened mainsail and traditional single wheel. Epic light wood interior and of course she comes with the signature Discovery raised saloon and interior watch keeping station. Sweet lines from Ron Holland, her owners have form as Discovery sailors and so her specification is thoughtful and practical for 2 handed world cruising. Gleaming at UK Mission Control and ready for the pacific and beyond.

DISCOVERY 57' > ON A WHIM

£950,000
Lymington



White liveried Disco from 2012, she was the first of this great sisterhood to splash and was much feted and reviewed then – ask Mr Google for the details. Lovely teak and wenge interior, Formula furling spar with Reckmann at the sharp end, and great spec. Never ridden hard or put away remotely wet. Epic blue water yacht from Blighty.

PEARL 95' / 004

Priced from £5,495,000 + VAT
South of France



Fresh from her build yard and ready for the end of the 2020 season, she is the fourth of this great sisterhood to splash. The result of a very successful collaboration between Dixon Yacht Design and Kelly Hoppen she is the flagship of the Pearl Motor Yacht fleet. She demonstrates what is possible given innovative design, fanatical attention to detail and total commitment to providing the best possible yachting experience for her owners. Perfectly formed at every level.

PEARL 80' / 007

£3,097,319 + VAT
Palma de Mallorca



She comes with a brace of V12 MAN 1,800hps and a very full specification to go with her 5 year warranty from Pearl. Her Kelly Hoppen interior is epic and speaks of a yacht much larger than 80 feet. Dixon Yacht Design have provided a stable and well found design for comfortable passages, and she also comes with Sea Keeper, hot tub and all manner of other kit and caboodle far too numerous to mention here. She is put simply, the business.

...PEARL



WIDEN YOUR HORIZONS

The all new Pearl 62 is the only yacht in its size to offer 4 double guest cabins and the choice of a jet-ski garage or a crew cabin. Cutting-edge Volvo IPS propulsion with joystick control and station keeping feature is an added plus along with an industry leading 5 year warranty.

...

Discover more at pearlyachts.com



| 62 NEW | 80 | 95

Exclusive dealer for UK & France

BERTHON UK - pearl@berthon.co.uk - +44 (0) 1590 647427

BERTHON FR - pearl@berthonfrance.fr - +33 (0) 613 43 71 38

www.berthoninternational.com

BERTHON
INTERNATIONAL



BR MARTINSSON & BÅTVÅRDSVARVET

THE ISLAND OF ORUST, SHIPBUILDING, 1253 AND ALL THAT

BY MAGNUS KULLBERG, BERTHON SCANDINAVIA

Boats have been synonymous with the Island of Orust, located in Bohuslän on the Swedish west coast, for centuries. The first record of the Island's shipbuilding can be traced as far back as 1253, when King Håkon Håkonsson had a ship built in Ramshult, Lyresund. It is true to say that ships and shipbuilding are the very essence of this region and have been down the ages.

The build of large vessels around Uddevalla can be traced back to the Middle Ages. In 1557, it is believed that the citizens of the city were commissioned to build a warship for the Danish navy.

During the fourteenth and fifteenth century the fishing industry on the outer coastline grew steadily. Because of this, those who lived there became involved in all aspects of shipbuilding as the demand for fishing boats grew; as well as other craft. ►►



BR MARTINSSON

After Bohuslän's transition to Sweden in 1658, shipbuilding within the Orust fjords increased. As ships were lost in the recurring wars of the period, Orust became a prime location for shipbuilding. Timber here was easily accessible, there were plenty of water saws and Orust's skilled, experienced shipbuilders did the rest.

The Orust yards saw a further upturn in the mid-nineteenth century when freedom of trade was introduced bringing with it increased volumes of freight. Numbers of ships rose significantly and shipbuilding boomed.

The northwest of Orust - Kungsviken, Brattås and Svineviken – were also famous for shipbuilding, along with the shipyards of Söbben in Torps parish. Yet more yards prospered in Orust's interior with yards in Slussen, Krogane and Syltenäs. There were also yards that appeared in Lyresund. Shipbuilding had become big business!

By the end of the nineteenth century, the region was seeing a decline in traditional shipbuilding. Large numbers of cutters were by then being imported from the UK. These were very popular with the ship owners, and as a result they out-performed the Orust built yachts. Thus, the large ship builders were forced to either close or to reinvent themselves, manufacturing other products.

However, what goes around comes around, and by the mid-twentieth century, traditional shipbuilding had again become a popular niche market for the region. Some yards concentrated on building commercial boats, whilst others built pleasure yachts, first in wood and then in GRP.

In the early 1950s, Allmag's shipyards in eastern Orust started to experiment with fiberglass boats. Yacht building using fiberglass evolved over the next 10 years and after that GRP production really took off in Orust. Building yachts in GRP is now the region's largest industry. Yards that operate on Orust and its surrounding areas read like a Who's Who of quality yacht building - Hallberg-Rassy, Najad, Malö, Regina, Fantasi, Sweden Yachts, Forgus and Vindö.

With such a strong history, it is no surprise to learn that the Island of Orust has some of the finest service yards on the planet. ►►



BÅTVÄRDSVARVET WOODEN BOAT



WORKING DOCK AT ORUST YACHT SERVICE

Bohuslän is the most westerly part of Sweden, located at Skagerrak and Kattegat stretching from Göteborg to the Norwegian border. Bohuslän has numerous middle sized and small islands and rocky islets, but also 3 of the 6 biggest islands in Sweden - Orust, Tjörn and Hisingen. Orust - the home of Berthon Scandinavia - is an island about an hour by car from Göteborg airport.

The sailing season runs from April to September, with the weather peaking from June to August. The water temperature is around 18-22 degrees during "high season" and in shallow waters it can be even warmer.

Recent decades have seen an increase in foreign yachts visiting Bohuslän, mainly from Scandinavian countries and from northern Europe but also from the Mediterranean, USA, and even Australia and New Zealand.

Why is this area so unique and worth exploring, you ask?

The beautiful, long days are popular with those who want to enjoy sailing from dawn until dusk. The sun rises over Berthon Scandinavia in Henån around 4 a.m. in mid-June, setting about 11.30 p.m. It barely gets dark overnight. Night sailing and barbeques on nearby islands are super popular. It is a fantastic lifestyle.

This unique archipelago offers fair weather and protected anchorages. There are many islands where you can dock using a stern anchor, and countless marinas to choose from. The locals are wonderfully welcoming.

Many yacht owners fall in love with this special place and decide to keep their yachts in Henån. Only a day from Norway and Denmark and less than 3 days from the Baltic Sea, it is an ideal cruising ground.

Berthon Scandinavia have a long and very close co-operation with great local service yards. They all have good facilities and experienced crews - Bröderna Martinsson Shipyards, Orust Yacht Service, Båtvårdsvarvet, Vindö Marin and Adams Boat Care. They can help with berthing, inside winter storage, general yacht service or upgrade projects.

Bröderna Martinsson Shipyards

- Winter storage and maintenance
- Refit and installations
- Spare parts
- Authorised Volvo Penta and Yanmar service
- Hallberg-Rassy maintenance specialist

Orust Yacht Service

- Winter storage and maintenance
- Refit and installations
- Authorized Swan service center
- Hallberg-Rassy maintenance specialist
- Spare parts
- Guest marina

Båtvårdsvarvet

- Winter storage and maintenance
- Wood and varnish restoration
- Hallberg-Rassy maintenance specialist

Vindö Marin

- Winter storage and maintenance
- Refit and installations
- Spare parts
- Guest marina

Adams boat care

- Winter storage and maintenance
- Refit and installations
- Spare parts



ABOVE: AT ANCHORAGE HJÄLTÖN INSIDE ORUST
BELOW: PASSAGE TOWARDS INSIDE ORUST (FROM MAGNUS HOUSE)



VINDÖ MARIN & ADAMS BOAT CARE

HINCKLEY SOU'WESTER 50' YAWL > SPIRIT

US \$250,000
Portsmouth, RI, USA



Captivating yawl from one of the finest yacht builders on Planet Earth, made flesh in 1979. Like a piece of fine furniture, she has been cherished. The paint sparkles, the sails are fresh and the electronic wizardry is thoroughly 21st century.



VAN DE STADT 41' > ALBATROS

€97,500
Holland



From 2006, built for a most experienced yacht owner who has spent a lifetime in the supervision of super yacht build so this marriage of the traditional with 21st century technology really does work. With the option of a shallower draft, she has an atmospheric interior and a lovely traditional sail plan. Of course she is gleaming and has been built with the idea of easy maintenance much in mind.

40' COLIN ARCHER > MOA

SEK 2,495,000
Henån, Sweden



Charming Colin Archer design, very closely related to SVOLVER. Made flesh in 1991 by Randesund Shipyard the wooden yacht wizards, she had a total nautical makeover by our friends at Orust Yacht Services in 2015. Bags of character, a unique yacht bereft of woodworm, baggy wrinkles or rough edges.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

HOEK 90' > WHIRLWIND

€1,190,000
South of France



Andre Hoek and Holland Jachtbouw in 1998, devastatingly pretty yacht of tin offering awesome sailing with a practical layout above and below decks. Three double cabins each with ensuite for owner and guests. She also comes with two crew cabins and a separate crew mess. Superb living areas with lower saloon, upper saloon and protected cockpit.

SPIRIT 54' > SOUFRIERE

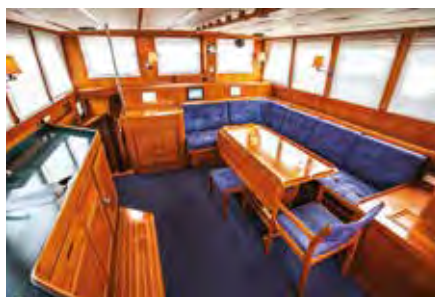
£595,000
Howth, Ireland



The 007 of the Spirit fleet, she was the Bond Boat in Casino Royale. From 2006, aside from her movie career she has amassed a vast array of silverware thanks to her slippery McMillan design. Now also set up for 2 handed performance sailing, captivating good looks aside, she is of course also ferociously quick.

ALTENA DUTCH PASSAGEMAKER > CANICHER

£445,000 + VAT
Lymington



Otto Brinksma and Altena in 1998, and still with her first owner. Handsome and practical go anywhere explorer that runs on fumes and has a range of around 5,000 nautical miles. Single 215hp Cat plus a get me home, lovely traditional teak interior flooded with light, enormous flybridge and super cool engine room. Also in wizard good shape including new paint.

LINSSEN GS 470AC MK II TWIN > OTTERS WAY OF BEAULIEU

£349,950
Lymington



Full displacement motor yacht as they can in Holland, she hatched in 2006, and she is still with her original owners. In epic mechanical and cosmetic condition, powered by a pair of 140hp Vetus diesels, which are as quiet as mice, and she runs on fumes. Stabilised, lovely atmospheric interior and absolutely no rough edges.

HARDY COMMODORE 42 > ACHATES

£265,000
Lymington



Rare into brokerage captivity, from 2002 she is a little used and massively well preserved example of her class, and shows her years little. Of course the widget list is long, and the build quality is outstanding, she comes with a lovely handmade interior and great systems fit. Proper clockwork yacht, conceived and build for northern European use with a big flybridge but also stacks of inside space to cater for our shocking weather hereabouts.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

HUNT 52' > HIGHLAND LASSIE

€995,000
Sardinia



Faultless execution and fantastic design from the Hunt office from 2010. Unusually she has all the forms and badges for full EU use to go with her 705hp Cats, bow and stern thrusters and very full specification. Fab sea boat, beautifully put together and maintained to a standard, and never a price.

45' DALE NELSON > VITA

£465,000
Lymington



First splashed 2004, TT Boat Designs and Dale collaborated to produce the best of the best. Pukka 2 cabin layout, a brace of 575hp Cats provide plenty of oomph and the sea keeping and handling is of course, legendary. Cherished in this ownership, she is now available after a nautical makeover involving many truckloads of splosh, hence she is now gleaming and running like a top.

63' NIGEL IRENS MODERN CLASSIC > MOLLY BAN OF DUBLIN

€600,000
Ireland



She comes with unmistakable Irens' lines, and a super low displacement length ratio so she is super-efficient at her 14 knot cruise made possible with a single 300hp Cummins and some fuel fumes. Epic cockpit makes her the ultimate support boat, great main saloon for driving, cooking, and socialising. Elegant yacht made flesh by Tuco Yacht Værft in 2008, she is unique.

CMB 18M TRAWLER YACHT > NESRIN HANIM

€299,000 + VAT
East Mediterranean



Semi-displacement trawler yacht with stacks to recommend her from 2010. 3 cabins, a brace of 380hp Yanmars which provide a comfortable 10 knot cruise and stacks of caboodle. This includes a boat deck with a crane, full air con, watermaker and stacks else – and all for this miniscule ask.

CANADOS 70' > OCTOPUSSY XIII

€385,000
South of France



Handsome flybridge motor yacht from the Canados people in 1990. Although of more mature years, she had a total nautical makeover in 2017 including nice new decks. Now shipshape and Bristol fashion, powered by a brace of 1,100hp MANs and with room enough for 8 bods plus crew. Her biggest modesty is quite clearly, her price.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

TRADER 64' SUNLINER > KUNA

£649,000
Palma de Mallorca



Star ship motor yachting for the Mediterranean is brought to you by this great Tony Castro designed yacht – she is perfect for extended periods enjoying azure waters in total comfort. Twin 700hp Cats, Wesmar stabilisers, air con and all the other warm water necessities. From 2008 and in sparkling good shape.



TRADER 535 SUNLINER > FAIR TRADER

£235,000
Spain



Very clever motor yacht from the Trader people, she first splashed in 2001. Wonderful covered after deck for alfresco most things, she is running on a pair of 669hp Cats. She comes with new copper coat, updated electronic wizardry and many other recent mods. With all the Mediterranean kit and also a very modest ask.

TRADER 535 SUNLINER > LYDIA M

£249,995
East Mediterranean



The bell and flute list for this clockwork yacht is far too long to consider listing here. From 2000 with twin 660hp Cats, hydraulic bow and stern thrusters and on and on, she is the perfect platform for living well in azure waters and enjoying shipboard life.

CROQUET

BY ISABEL MOSS, BERTHON UK
PHOTOGRAPHY BY © HARRY SHUTLER

Croquet has certainly been the perfect outdoor family game to enjoy during the turbulent summer of 2020, with many old croquet sets being rescued from garden sheds and dusted down in an attempt to make the best of cancelled holiday plans. Most of us will have fond memories of enjoying croquet games on the lawn on a lazy summer's afternoon. Many will have happy, childhood recollections of playing croquet with favourite uncles, aunts and grandparents, siblings and the rest, with panting dogs and Pimms for company; and with everyone cheerfully cheating like mad! Fans of classic children's literature will recall Alice in Wonderland's rather alarming game with the Queen of Hearts, who used live hedgehogs as balls, pink flamingos as mallets and the Queen's playing card soldiers as hoops! But where did it all start and what of the game of croquet today?



The modern form of croquet that we all now enjoy has been around for over a 100 years, with many evolutions and variations occurring along the way. However, its origins can be traced back as far as the 1400s, when French peasants enjoyed a game called *Paille Maille* - knocking balls through willow hoops. The game it seems, grew in popularity in other countries (a Florentine carnival song from the 1500s mentions a game called '*Palla Maglio*', or mallet ball) before finally reaching England in the 17th century. During the reign of King Charles II, London's royalty and gentry enjoyed playing what they called Pall Mall in the shadow of Buckingham Palace, on the stretch of road between St James Park and Trafalgar Square. And yes, that is how 'Pall Mall' and that famous stretch of road historically got its name.



After losing favour for a couple of centuries, it was resurrected by the Irish as a game called 'Crooky' around 1850. It was once again introduced to England where it became a popular garden party game and the first outdoor pursuit to embrace equality, allowing both sexes to play together. This proved particularly popular amongst women, as they found themselves finally able to play a game on an equal footing in the company of men.

The game has evolved over the years and seen many different rules and variations both at home and abroad, and from *Paille Maile* to *Crooky*, but all forms have involved balls, mallets and the hoops. The pronunciation overtime changed from 'Crooky' to 'Croquet'. ►►

PRIVATE CROQUET LAWN AT LADYCROSS LODGE



PLAYERS AT LYMINGTON CROQUET CLUB

IMPRESSIVE CROQUET LAWN



Croquet is not just a summer lawn game to be played at home with rules that we like to make up as we go along (because we can't quite remember how we played it last summer). England is peppered with countless croquet clubs, where locals enjoy competition and camaraderie whilst getting a good dose of exercise and fresh air. Get serious about play and it morphs into a highly skilled and tactical sport which is played at international level. With serious play comes serious rules.

There are two popular forms of croquet played today; Association Croquet (AC), and Golf Croquet (GC). At a competitive level, both games require a flat, grass lawn about the size of a tennis court, plus four coloured balls. Black and blue balls play against red and yellow balls, against single opponents or in pairs. The croquet balls pass through the hoops with very little clearance, making accuracy with the mallet coupled with clever tactics key in outwitting an opponent essential to win. To make sure we got the

rules right, we asked Margaret from the Lymington Croquet Club to explain the rules:

"Golf Croquet is easier to understand, as players take it in turns to play one shot at a time, in rotation. The first player to get their ball through the hoop wins that hoop for their side, and then everyone moves on to the next hoop to contest that one and so on... Accuracy of position and strength of shot are key, along with the ability to hit away the opponent's ball if it threatens to score the hoop first!"

"In Association Croquet each ball must pass through each of the six hoops. Players can earn extra shots with skilful play. Angled shots and forward planning are an essential part of this technical game."

CROQUET HOOPS AND CENTRE PEG



Both GC and AC are played at international level and regulated by the World Croquet Organisation. The WCO have members from all 4 corners of the globe and international championships are hosted at croquet clubs around the world. Both GC and AC also have an International Women's Champion League.

Over recent years, croquet has become popular with politicians and rappers alike. Footage of John Prescott enjoying a family croquet game led to increased sales of croquet sets one year, as did P Diddy's A-list croquet garden party held to celebrate a star awarded to him on Hollywood's Walk of Fame.

The beauty of this summer game however, is that anyone can play it! You don't have to be amazing with a mallet to enjoy a social game with friends or a bit of fun with your kids, grandchildren or neighbours. It is very easy to set up and also relatively

IMAGE BY PHILIP HUTCHENS FROM PIXABAY



in-expensive to purchase all the bits you need. You don't even need a garden the size of a tennis court, and in fact for novices and children the distances on a pitch of that size would be impossible for them to manage. As long as you have a reasonable patch of fairly flat lawn and maybe some Pimms for the grown-ups and cordial for the little ones, croquet is a fabulous way to enjoy a bit of sunshine and friendly competition. We've all found ourselves with some extra time in the garden during the spring and summer of 2020. You may even have a croquet set waiting to be rescued at the back of the garden shed. Now's the time to fish it out, before the autumn kicks in – *Paille Maille* it is, as they said in the 1400s in France!

OYSTER 72' > CRAZY HORSE

€700,000 + VAT
Gibraltar



From 2005, rebuilt from the keel up in 2016 including new decks, paint, rig, sails, systems and interior for a world cruise that sadly is now on ice. Full carbon construction and carbon rig from Richard Matthews, she started life as OYSTERCATCHER – she is so much more than just an Oyster 72'. She is light, fleet and very strong, now de-tuned for relaxed and comfortable cruising. She gleams.

OYSTER 575 > SOPHISTIKATE

£895,000 + VAT
Palma de Mallorca



#8 of this great mile munching sisterhood she hatched in 2011 in time to prepare for the Oyster World Rally. She's now been there, done all that (nice t-shirt by the way!) returning from Down Under on the back of a freighter. Now spoodled by Berthon Spain and ready for her new family and whatever adventures they have in mind.

OYSTER 655 > ROULETTE

£950,000 + VAT
Lymington



Very superior crustacean from 2007 with enormous amounts of carbon foam, nomex and other yacht building wizardry to drop the weight. She also, of course, comes with a carbon spar. None of this has compromised the comfort quotient so she has a full interior in maple with Franchini brushed stainless steel fittings and all the cruising gear; yet she is still blisteringly quick.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

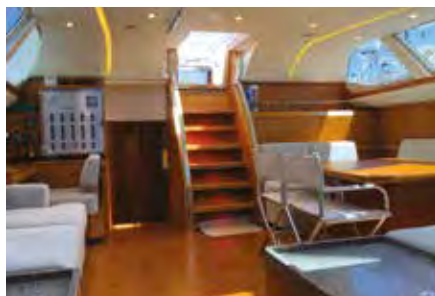
berthonscandinavia.com

berthonspain.com

berthonusa.com

OYSTER 725 > ROSINHA

£1,995,000 + VAT
Palma de Mallorca



2016 splash, Humphreys and SYS with enormous panache. Built for a world cruise, she has a carbon V boom and proper sailor's sailplan, lovely teak interior and those fab hull windows mean that light floods into the main saloon. Thoughtful and extensive specification, this owner has cruised her in the Caribs and Mediterranean and has found her to be a super platform from which his whole family lives well. Skipper cherished, she is both shining and very modestly priced.

OYSTER 82' > RIVENDELL

€1,925,000 + VAT
Palma de Mallorca



Number 12 of this capable, do the world, no fuss blue water conveyance from the mollusc people, she hatched in 2009. Superb family sailing yacht that also has the volume and layout to charter well. She is in gleaming good shape with a carbon spar, sailors' rig and enormous specification. Perfect for living well.

REICHEL PUGH 52' CUSTOM > CAPE FLING II

US \$495,000 + VAT
Cape Town, South Africa



From the McConaghy stable in 2011, she is quite unique with twin rudders and twin wheels, delivering an epic drive inshore and for coastal racing. Most of her controls are hydraulically operated for easy performance sailing. Manageable, swift, performance weaponry.

COOKSON 50' > ENDLESS GAME

€500,000
Italy



The Cookson 50' is rare into brokerage captivity – this sisterhood is one of the most iconic ocean racing yachts ever to splash and this design has collected much of the significant silverware on the planet. This yacht has been significantly upgraded in the past 2 years including a great sail wardrobe, increased canting angle and bulletproof hydraulics.

CAPE 31' > FLAME

£85,000
South Africa



#1 of this great series of sports boats drawn by Mark Mills, she first splashed 2017. Complete widget list, and a friendly ask to allow her next owner to buy the cloth that suits his programme be it one design or local rule. 1 piece carbon mast and amazing good fun to be out on the water aboard.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com



RAMBLER 88'

POA
Port Royal, SC. USA

One of the most iconic racing yachts currently on the planet, she is able to take line honours in any ocean and sails well on handicap too. From 2014 from Juan Yacht Racing and NEB, and now with a new longer canting keel and new rig giving lower displacement for Mediterranean sailing. Enough said...







ESPEN OEINO

LEFT: REV OCEAN - A RESEARCH AND EXPEDITION VESSEL AND SUPER YACHT BUILT IN ROMANIA

INTERNATIONAL SUPER YACHT DESIGN AND ESPEN OEINO

- AN INTERVIEW

BY BEN TOOGOOD, BERTHON UK
PHOTOGRAPHY BY © GUILLAUME PLISSON

Whilst growing up in Norway, you must have enjoyed a lot of boating and spent a lot of time on the water. Is this what led you to take up a career in Naval Architecture?

I have always wanted to be a Naval Architect and must have drawn my first yacht, when I was 4 or 5 years old. I grew up in Oslo and enjoyed to ski (still do) and was a member of the local sailing club.

My world was very much production motor boats and sailing yachts, however my Mother was from the West Coast of Norway and my Grandfather owned a shipyard, where they maintained and re-engined ships. I first visited the South of France during my schooling in Normandy, which is when I first became aware of larger yachts. I went on to study Naval Architecture in Glasgow. ►►

Before starting your own firm, you worked with Martin Francis, a legendary sailing yacht designer. How was this, and what projects were you involved with when working for him?

I worked with Martin on a number of sailing yacht projects, and later on the design of the team's first motor yacht. With the team only having designed sailing yachts to date, I found myself in charge of this important project, despite my young age. The design subsequently won a competition and the motor yacht is now owned by a close friend. I completed another yacht with Martin and then started on my own in 1994.

How does the relationship that you build with your yacht owners inform the eventual design and build?

The key is to be a good listener and remember that you're helping clients to design their yacht and to understand what they have in mind. Not everyone is good at expressing themselves, they know what they "don't like", but not necessarily what they want. You must try to guide them.

You always start with the layout, which is really the heart of the yacht, keeping in mind and respecting certainly volume distributions, which can change depending on her purpose. We see clients will often refer back to what they know, and we bring experience of what works from past projects.

What do you think is the most important development in yacht design and build in the last 10 years?

Finally, in the last 2 years we have really seen clients concerned and pre-occupied with environmental issues, where before it was mainly journalists. There has been a real change in attitude and people are really concerned – this will inspire a whole new generation of yachts.

Fuel consumption is an issue and we see that clients are now willing to optimise hull form to burn less fuel and are willing to cruise slower.

Few people realise how fuel intensive it can be to cruise at high speed with a displacement type boat. If you are pushing the limit of hull speed, for example a 90m to 100m yacht increasing the speed by 20% from 14 to 16 knots uses 2 and half times more fuel.

At the end of the day, a lot of yachts spend most of their time at anchor or in port. The environmental considerations are then really about emissions, such as black water, garbage and power generation.

People are finally coming to terms with the fact that you spend more time outside rather than inside. There are trends to use or implement much larger windows and for example on BOLD there is a huge winter garden, which can be opened up and used as a multi-purpose area.

People who go boating, whether its yachting or motor boating, should be the people most concerned about the environment. We are all becoming more conscious.



REV OCEAN PROPELLER



REV OCEAN - AT 183 METRES (600 FT) IN LENGTH AND AT 17,440 GROSS TONS, THE LONGEST MOTOR YACHT IN THE WORLD

We are all trying to be kinder to the planet. How do you explore this with your yacht designs – in particular project REV is already receiving a lot of attention both for her size, as well as for her green credentials?

The owner of REV is also owner of the first Windy SR52 Blackbird. He is very hands on and this project is close to his heart and very ambitious. The project started off much smaller, but by the time we worked through the stakeholder requirements, particularly with regard to the scientific side and exploration, she grew in size and we ended up at 180m. I think this is going to be the most sophisticated research vessel out there – the most important project of my career.

Her specification includes laboratories, two helicopter pads, moon pools for submarines and trawling equipment, class rooms and lecture halls.

We have tried to make her as green as possible, but one challenge is that she will spend a lot of time in the Antarctic and range is an important feature. She can offer up to 100 days of autonomy in terms of provisions, catering and range of approx 20,000 nautical miles. This yacht needs to be able to go anywhere and has been designed to be “as green as possible”.

We would be fascinated to learn about your vision for the 37 Shamal and how your relationship with Windy came about?

We started a few years ago designing the tenders for the bigger boats, and it was through the tenders that we started working with Windy.

When I grew up in Norway, Windy was already very well established and were certainly at the top of their game and still are today. They were always at the forefront of design, particularly in the 70's which was an incredible era for Scandinavian design and boat building. What we have tried to do with the Shamal, was to look back - allowing us to better look forward for the future.

We have now built between 9 and 10 tenders with Windy - these projects are hard to publicise as they are so confidential. The quality from Sweden is amazing and there have been some very cool designs. ►►

We started off discussing what the project should be and what was important to retain in terms of continuity and DNA, but we also wanted to start a new chapter.

The big difference is that when we design a custom yacht we sit down and discuss requirements and it's a relatively straight forward process. With a production boat you try to define what the project "should be", whilst working to satisfy various requirements from numerous dealers.

What is your favourite yacht/design project?

REV is a very special project to my heart, and feels like she has a noble purpose. She is such a visible and high profile project. The Silver series are really a departure as a high aspect ratio and light weight yacht – we are looking back to the past to inspire for the future.

OLIVIA O is also very special as she is inspired from the commercial world. A completely unusual yacht, she will be one of the best sea keeping yachts out there... if not the best by far, due to her bow shape. A very inspiring owner, who loves his boats.

We made our name with a yacht called SKAT - her owner is a mathematician, very logical and wanted to respect the materials. Today she is considered one of the top 10 most iconic yachts.

What do you have on the drawing board at the moment?

I can't talk about this! – REV is really one of the only projects which was public from day one.

I can say we have been involved in two smaller cruise vessels for a Norwegian Company called Hurtigruten. These were the first hybrid diesel electric cruise ships, designed for operation in Antarctic waters and built at Kleven Yards in Norway.

What do you love most about what you do?

You start discussing, make some sketches and then the projects evolve, start their build and then are launched and come to life. You then meet them around the world... I have always been attracted to international business. You see it move from a piece of paper to this big moving object with a relatively small team. You meet a lot of interesting people with lots of high profile clients. They are all unique with very interesting life stories.



THE 85M BOLD SUPER YACHT HELICOPTER PAD



THE 85M BOLD SUPER YACHT WAS BUILT IN 2019 BY SILVERYACHTS

How do you feel the COVID-19 pandemic will impact the super yacht industry and client aspirations for the future?

We expect clients will want yachts designed and built to take on longer voyages and offering more controlled environments. There will be a desire for increased facilities, class rooms; and we have all seen that we can work remotely and don't need to sit in the same room to get things done.

One of the biggest things from this pandemic... we are all looking first hand at how the planet has been healing, allowing for the lack of air traffic and car traffic.

We have to adapt in this new situation and re-invent ourselves.



THE 85M BOLD YACHT IN THE MEDITERRANEAN SEA, SARDINIA

BOTIN 56' > FLING 16

US \$1,495,000
Newport, Rhode Island



MARTEN 49' > SUMMER STORM

US \$665,000
Antigua



2009 Reichel Pugh that comes with a full nautical makeover of late and she has been in the chocolates consistently in the past few years. Lift keel, epic sailing, unbeatable for cruiser racing under the 50 foot mark.

TP 52' > SPIRIT OF MALOUEN VIII

€550,000 + VAT
Lorient, France



Made flesh by King Marine in 2018, she is big sister to the TP 52' fleet. Twin wheel, twin rudder and push button controls via her hydraulic set up make her fantastic for inshore and coastal racing. Also potential potent offshore, seriously malnourished ask.



2011 Green Marine rocket ship with Super Series specification. Plug and play in all respects and has an IRC sail configuration too. Was RAN, drawn by Judel Vrolijk and is fuelled and ready for take-off now.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

BOTIN 65' > HIGH SPIRIT

€1,500,000 + VAT
Valencia



King Marine and Stas Trasevskii in 2015 with a simply enormous specification and high tech build to enable her to deliver on the brief of being competitive in all styles of racing and also able to cruise quickly. She certainly delivers and has been well loved but rather sparingly used to date. She is now offered at a fraction of her build cost.

SHIPMAN 63' > LUNNA A

€695,000
Palma de Mallorca



The Shipman 63' delivers 4 en-suite cabins, carbon build, J&J performance, deck saloon, twin rudders and epic good looks. From 2008, this yacht has a spectacular paint job, and has been skipper maintained as well as being totally uprated for a super swift ARC passage 2019.

GRAND SOLEIL 50' > MERRYIN

£295,000 + VAT
Channel Islands



Judel Vrolijk and plenty of Italian flair from 2012. She was built for a most experienced yachtsman with build supervision by a surveyor whose attention to detail is legendary throughout the yachting industry, she is totally sorted. Lovely teak innards, twin wheels in carbon and great electronic wizardry as well as fab sail wardrobe. For sale as her owner isn't using her as much as he should – but maybe you could?

SWEDEN YACHTS 45' > SWEYA

£229,950
Lymington



Thoroughly class act from Norlin and Ostmann, and made flesh by the Sweden Yachts team in 2001. Handsome flag blue topsides livery, a much loved member of the family which has been treated to lots of new toys and upgrades – i70 instruments, fresh batteries, water maker and on... Set up for long distance, with her self-tacker and intelligent deck layout she is perfect for shorthanded, yet something of a wolf in sheep's clothing when the race track beckons.

SWEDEN YACHTS 45' > HOTSPUR OF AMBLE

£229,500
Scotland



From 1999 she is looking fab, shining from every angle and with zero rough edges. Practical and power cruiser racer from Sweden with a wonderful safe cockpit for family sailing and easily controlled sail plan. Also comes with a wonderful insides for 6. Seriously quick given the right tools.

X-612

SEK 2,985,000
Gothenburg, Sweden



Nils Jeppesen and those ferociously efficient bods at X in 1996. Much updated through life with nice Hybrid touch and lots else, this handsome cruiser racer, does both with panache. Great innards with room enough for 10 of you, awesome deck layout upstairs and astonishing, fast, powerful, ear to ear grin smile sailing, every time.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

ADVANCED 66' #3

€2,750,000 + VAT
Italy



Semi-custom fast cruising yacht from Reichel Pugh with a Nauta interior, this outstanding yacht is taking shape in a build shed in Italy now. Available for delivery in 2021, she offers easy, fast sailing, an intelligent interior and superb build. Customisation to your specific wish is possible at this stage. Contact us for the griff.

BALTIC 66' > SEI TU II

€95,000
Italy



Judel Vrolijk and Vismara joined with the Baltic crew to create this super cool cruiser racer in 2005. She is still looking uber contemporary, and is beautifully put together mostly in full carbon – which of course allows her to perform under sail even in the most modest of zephyrs.

SLY 53' > STEVE WONDER 2

€245,000 + VAT
Marmaris, Turkey



Proper cruiser racer that will shine on the regatta circuit, whilst providing civilised fast cruising for her new family. Lostuzzi design of carbon, first splashed 2008. Apart from being very easy on the eye she is also modestly priced so is kind to the wallet.



FARR 520 PERFORMANCE > GODSPEED

€199,000
Azores



From 2004, seriously quick to sail and great fun, she shares her hull with the Farr 52 One Design, only instead of pipecoats, there is an altogether more civilised interior in this yacht. There were only a brace of 520s built so if you miss her, there will most certainly not be another along sometime soon.

FARR 60' > VENOMOUS

£189,950 + VAT
Cowes, Isle of Wight



Fab offshore race yacht by Carroll Marine in 1998. Simple, clean deck layout and bunks beneath for 16 and a civilised saloon. Seriously updated by these owners, she is an effective platform for line honours and for a serious charter programme.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

81' WHITBREAD MAXI > ROTHMANS

€190,000 + VAT
Stockholm



From 1989, she is the stuff of myth. Now restored to as close to the original as makes no difference, yet with uprated electronics and 21st technology where it's wanted. Would be a fantastic platform for charter, although she is used privately just now. Offered at a price that does little to reflect either her condition or her historical importance.

CHALLENGE 72' > CHALLENGE BUSINESS 45

£195,000 + VAT
West Country, UK



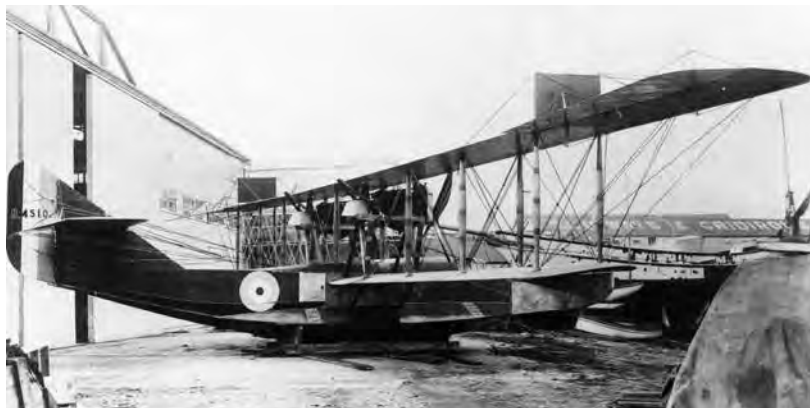
The Challenge 72' sisterhood number 11 exceptional yachts, designed by Rob Humphreys and built by Devonport for Chay Blyth's Challenge Business to race around our planet against prevailing winds and currents (why on earth did they do that?!). After a serious accident, ashore we might add, she is structurally repaired and ready for fit out to Cat Zero and some epic adventure sailing.

FARR 65' > ALBATROSS II

£135,000
Lymington



Bruce Farr in 1999, one of a series of capable go anywhere yacht and gosh have they travelled! Perfect for adventures and sail training the world over. Currently on sticks, she's looking forward to more oceans. Currently at MCA Category 2 but can change up a gear to Category 0 should you wish.



Felixstowe Flying Boats

MAY HARDEN & MAY

BY DAVE SCOTT

PHOTOGRAPHY BY © RAF MUSEUM HENDON

I visited the Solent Sky Museum in Southampton, seeking information about May Harden & May, who had been acquired by Holt Thomas's organisation, The Aircraft Manufacturing Company (AIRCO), to build flying boats.

AIRCO, founded by George Holt Thomas in 1912, employed Geoffrey de Havilland as Chief Designer in 1914. Progressively during World War 1 AIRCO, based at Hendon, expanded by creating new companies, acquiring existing companies and using contractors to manufacture aeroplanes, flying boats,

airships, aero-engines, and propellers. This collection of businesses, whilst being part of the AIRCO Group, continued operations under their original names, including May Harden & May, which became a prime subcontractor. By 1918 AIRCO were the largest aircraft manufacturer in the World.

The first successful flying boats were designed and built in the USA by Curtiss. John Cyril Porte joined them from England, but at the outbreak of the First World War, Porte returned home, and re-enlisted in the Royal Navy Air Service and was stationed at Hendon. He arranged for the Admiralty to purchase 2 Curtiss H4 flying boats and base them at Felixstowe Air Station, with a further 8 being built under licence in England.

This was the beginning of flying boat involvement by May Harden & May who, in 1915, built the hulls for the 8 Curtiss H4s with the flying structures built by AIRCO at their Hendon works and with final assembly at Felixstowe.

Porte worked progressively to improve the design of the hulls at Felixstowe improving their operational capabilities for the North Sea, and the subsequent designs built in England were called Felixstowe Flying Boats.

May Harden & May were experienced builders of high performance yachts, and they were able to use this knowledge to manufacture flying boat hulls. Each flying boat was then ready for final assembly at Felixstowe. Then AIRCO moved their entire flying boat design team from Hendon to Hythe and the full build from hull to completion was carried out in Hythe.

When flying boats were required, AIRCO went to the little yard at Hythe, where the beautiful hulls were first turned out. As demand increased the typical light wooden sheds of a yacht builder's yard rapidly gave way to a much larger construction shed. This in turn was greatly extended and then a specially designed building for hull construction built, with extensions provided by H.M. Office of Works and designed by Sir Frank Baines; this building now has listed status.

Two 190hp gas engines, running on producer gas, each driving a 120kW generator, supplied power for the site, and a new slipway was constructed enabling launching at any state of the tide.

The company built a number of hulls for other manufacturers including Phoenix and the famous Fairey yard in Hamble, on the Solent using the new lamination process that made the hulls stronger and lighter.

Porte designed a huge flying boat, which was nicknamed "The Baby", with a wingspan of 124 feet and a ply covered hull 56'10" long, powered by three Rolls Royce Eagle engines.

This had a single step hull with the planing bottom with an accentuated V-form cross section. Ten were built by May Harden & May with final fit out in Felixstowe.

The majority of Felixstowe Flying Boats built by May Harden & May were called the F2A, and later the F5. The firm turned out an astonishing 71 of them.

Although designed around the Curtiss H12 the F2 and later models had significant improvements, especially in hull design, by Porte. The hull had a 20 degree vee bottom with two steps and was constructed from Mahogany double diagonal planking 4" x 3/16" with a varnished fabric interface. The planks secured together with 1/16" copper nails and planking secured to the ribs with brass screws size 4 x 3/4". (A section of hull and rebuilt nose section can be seen at the Norfolk & Suffolk Aviation Museum).

Two 345hp Rolls-Royce Eagle V111 engines provided power with tractor propellers. They had a crew of four with pilot, second pilot/navigator (in an open cockpit), engineer and wireless operator. They were fitted with four Lewis guns, one in the nose cockpit, one in the upper rear cockpit and one each in the waist section providing the armament. There was room for two 230lb bombs carried in racks under the lower wings. The wingspan (upper wing) was 95' 7 1/2" with the lower wing 68' 5", an overall length of 46' 3" and a maximum loaded weight of 10,978lbs with a maximum speed of 95 mph at 2000ft.

The total airframe price was £6,738 with Rolls-Royce engines at £1,622.10s extra each (instruments and guns at additional cost). The planes were primarily used for anti-submarine and general reconnaissance work.

Although there were other builders of Felixstowe Flying Boats, May Harden & May were the "Design Authority" for the whole Felixstowe series.

Harry Povey joined May, Harden and May (AIRCO) in 1917 from the Royal Aircraft Factory at Farnborough as Works Manager, and he would later become a stalwart of the great de Havilland Aircraft Company. After this Alec Harden joined AIRCO as a director and the May brothers auspiciously returned to boatbuilding in Lymington because the end of World War I, saw the enormous demand for aeroplanes disappear and AIRCO were struggling for work. Although they converted existing military aeroplanes for civil use, and designed and built civil types, insufficient demand led to the closure of the company in 1920.

The site at Hythe has survived to this day. After AIRCO moved out it was used by Supermarine to build flying boats and later was the base for the Empire Flying Boats. Jason Carrington is now (in 2020) using the very same sheds building carbon race boats including the INEOS Ben Ainslie Racing America's Cup challenger.



TOP: CONSTRUCTION IN THE ORIGINAL WORKS MAY HARDEN & MAY
BOTTOM: FAIREY ATALANTA N4 IN THE NEW EXTENSION

NAJAD 390 > ANAKENA

£100,000
Lymington



Karlsson designed Najad from Sweden in 1991. She comes with furling everything so she is very easy for 2 handed mile munching. Her decks and joinery are quite remarkably fresh for her year. She has only cruised locally since 2014 but has the smarts and sea keeping to go further.



NAJAD 332 > MOSTLY LOVE

US \$150,000
Wickford, RI. USA



Pocket Judel Vrolijk from 2004, we have known her since the egg, we delivered her as a new yacht. The apple of her original owner's eye, she has been cherished, put away undercover every winter and never when wet. Lovely Swedish cruising yacht.

NAJAD 373/019 > OASEN

€142,000
Mainland Spain



From 2000, the Judel Vrolijk lines give her plenty of throttle under sail. Comfortable mahogany innards as Najad could and lots of nice updates 2016 and later including sails, rigging and stacks more. Sorted for relaxed Mediterranean sailing and also with the caboodle for northern waters too.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

HALLBERG-RASSY 48'/064

SEK 5,950,000
Gothenburg, Sweden



2012 build, the Rassyfarian team at their best, she is booted and suited for mile munching 2 handed – that said – there is plenty of room for others if you must. Push button hydraulic rig, recent standing rigging, Benzonni passerelle and stacks else. She spends her winters as snug as a bug in a heated shed, so is gleaming.

NAJAD 460/038

€338,000
Tuscany, Italy



Judel Vrolijk Najad hatched 2004 which from then 'til 2016 spent glorious short summers afloat in those wonderful Swedish waters of her birth, and the winders tucked up snug in a covered, heated shed. Push button everything, copious amounts of kit – she even has a washing machine! Now positioned in the sunny waters of the Mediterranean and she's ready to roll.

75' POLAR KETCH > MAR Y POLES

€395,000
France



4 wheel drive sailing yacht that we know well, she first splashed in 1979. Rugged steel construction, centreboard and ketch rig – perfect for exploring the outer reaches of the galaxy, she is very comfortable in the cold places. Lots of accommodation, twin screw and much updated by these owners.



MYSTIC 60' > JUST JOIA

£350,000
En-route to Valencia



Frers and Ta Shing combo in 1990, one of an iconic sisterhood of yachts of 11 that have won hearts and minds the world over. Capable, fast and secure, easy to handle and with epic accommodation. This yacht was dismasted by the Berthon in the 90s and had another big refresh of late. Most things that whistle and whirr are 21st century. Perfect to cruise all the planet's oceans aboard.



UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

MOODY 66' > MUSTIQUE

£795,000
Corfu



Dark blue magic carpet from Bill Dixon and VT Halmatic in 2005, she was completely disembowelled in 2019 and now comes with new engine, gen, engine room, upgraded interior, new decks and stacks more. Astonishing record on the charter circuit and is an AI family blue water yacht too. Perfect for planet circuits.



FRERS 60' > NAMAQUA

£325,000
Lymington



2000 build by the astonishing SYS of VALSHEDA and large Oyster fit out fame. One of the Mystic class, but only she was built in this great yard, hence she is super special. In-boom and push button everything, atmospheric mahogany interior, and all the caboodle for straight forward circuits of our planet. The price tag is super friendly.



NAUTICAT 42' PILOTHOUSE > PILGRIM OF ARDFERN

£230,000
Lymington



From the pilothouse people to lines by S&S in 2002. New paint and lots else of late and her next owners will also have the joy of a brand new engine, not yet cranked in anger. Very well sorted and capable cruising yacht with iconic build quality and handsome good looks.



MOODY 45'AC > SILKEN TIES

US \$250,000
Jamestown, RI. USA



2012 Bill Dixon design is perfect for local cruising and long legged for bigger voyages too. Nice, recent Quantum sails and smart new canvas, spacious and comfortable interior and easily handled sail plan. Seriously good to go.

MOODY 45' CLASSIC > JANIQUE III

US \$370,000
Jersey City, NJ



Bill Dixon and the Moody team in 2014, these yachts are just the job for East Coast sailing with their easy systems, great deck layouts and spacious innards – this yacht has 3 cabins in just 45 feet! Very shiny and comes with a nice flexi deck which we love as we know that it will absolutely never wear out!



TOP-LEVEL SAILING. ONE-LEVEL LIVING.

The new Moody DS41

Exclusively created by Moody:
a saloon with real all-round
visibility, seamless glass surfaces
and magnificent panoramic views.
The interior and the cockpit merge
into each other without a single step.
That's what a genuine decksaloon
yacht is like. The new Moody
Decksaloon 41.



BERTHON USA
INTERNATIONAL YACHT BROKERS

40 Mary Street
Newport, RI 02840
www.berthonusa.com

Jennifer Stewart
Alan Baines
Bill Rudkin
Mark von Drashek

Phone **+1 401 846 8404**
Email sales@berthonusa.com



TOP: ARIEL SHOT OF FORT ADAMS - PHOTO BY ©BILLY BLACK BOTTOM: ENTRANCE TO FORT ADAMS STATE PARK



FORT ADAMS

NEWPORT, RHODE ISLAND

BY JENNIFER STEWART, BERTHON USA

Newport is an astonishing place, nestled on the water's edge of the Eastern Sea border, it is a small place with a big heart and a lot going on. Our office is in the heart of the town and it is filled with yachting and the sea. When Berthon are putting together this annual publication, Newport just keeps giving with its stately homes, tennis, jazz, historic houses and famous cliff walk. This year, I wanted to tell you a little about Fort Adams, a National Historic Landmark, which will be well known to all those who have sailed our local waters.

Yachts entering Newport Harbor from the sea will first pass the Castle Hill Lighthouse, and then, marking the entrance to Newport Harbor, sits Fort Adams. This extraordinary building and its surroundings are now a State Park and they are open to the public. If you find yourself in Newport, they are well worth a look.

Fort Adams was built between 1824 and 1857, and remained in active use through World War II. It is the most complex coastal fortification in the United States. Designed for both land and sea defense, guided tours provide scenic views of Newport Harbor from atop the walls. It is also possible to have access to the underground listening tunnels, deep beneath the fort.



In partnership with the State of Rhode Island, since 2001, the Fort Adams Trust, a 501(c)3 not for profit organization, has invested over \$10 million in the Fort's restoration. Tours of this unique fortification include access to the restored areas, and you can also have a look at areas that are targeted for future restoration.

Mounting her flagpole was apparently quite interesting, as the flagpole was so massive that a crane was necessary to lift it into place, and the crane could not fit in to the fort grounds. So, the crane operator had to drop the pole over the walls without any visual on its location!

Fort Adams was originally built as a US Army post in 1799, and named after the then President of the United States, John Adams. In its current format, it was designed by Brigadier General Simon Bernard, a Frenchman who was one of Napoleon's engineers after the war of 1812. It was designed to defend against both land and sea attack. The walls are made from granite shipped in by schooner from Maine, shale quarried on site, and brick that it is believed was manufactured in Rhode Island itself.

Brick and stone tunnels were built in the outer walls of the fort, which is unique to Fort Adams, so that any possible intruders trying to access the fort underground would be heard.



ABOVE: QUARTER MASTERS 1936

TOP LEFT: FORT ADAMS INTERIOR YARD TOP RIGHT: FORT ADAMS CASEMATES BEFORE AND AFTER RESTORATION

BOTTOM LEFT: FORT ADAMS TUNNELS PHOTO BY ©RICHARD BENJAMIN BOTTOM RIGHT: FORT ADAMS CASEMATES MUSEUM

This is how they got their name as the listening tunnels! Although the majority of these are now in need of restoration, several are open and can be seen on the guided tour. Not bad considering that we are now 180 years on!

Although Fort Adams was an active military base through 5 major wars (Mexican-American, American Civil War, Spanish-American War, World War I and World War II), it never actually fired a shot in anger! During World War II, nets were strung from the Fort across the Bay to trap enemy submarines on their way to the Navy base further down the Bay. Today, those nets can still be seen in piles on Navy Land at the end of the Island.

In 1953, the ownership of Fort Adams was transferred to the Navy, which still has a huge presence in Newport. Even today it houses Navy families on the property. At one point President Eisenhower lived at Fort Adams. That particular Commander's house is now not surprisingly called Eisenhower House.

Today it is used as a venue for private functions including weddings.

An atmospheric and very lovely place steeped of course in history, it sits ►►



TOP: WEDDING TENT AT FORT ADAMS NORTH LAWN BOTTOM: THE VOLVO RACE STOPOVER IN NEWPORT



right on the water facing west, so the sunsets are pretty spectacular. I have spent many an enjoyable event there myself, truly one of the best views on the planet.

In 1965 Fort Adams changed hands again, this time to the State of Rhode Island, and in 1976, Fort Adams was declared a National Historic Landmark. In 1994, the Fort Adams Trust was formed partnering with the State in 2001 to keep the Fort open to the public and seek funding for continued restoration. Very much a local affair, my 93 year old neighbor was actually one of the founders of the Trust and she helped me with this article and the great imagery.

Many of you may have seen the Fort in media reports of the Newport Jazz Festival and the Newport Folk Festival. It also served recently as host the Volvo Around the World Newport, with the base set up at the Fort. Its austere profile was also in evidence at the 2012 America's Cup World Series. So even if you have never been to our town, you may well recognize this very unique building.

An inherent part of the fabric of Newport, the Newport Rugby plays there in season and there are also various football events. Aside from this it is the place to go for food festivals, swimming, fishing, family picnics, dog walking (myself included), and just general hanging out and enjoying the day.

SAIL NEWPORT, a not for profit community sailing organization, is another local organisation who calls Fort Adams home, running countless sailing events all season, teaching youth and adult sailing, and chartering small boats to its members. Newport's own Tall Ship, the OLIVER HAZARD PERRY, has her own special pier at the Fort, and there are many regattas spread around the Fort in the summer months.

You are always so welcome to visit us at Berthon USA at our Newport offices, but if you are doing so, please do make the time to have a look at the listening tunnels, marvel at the nineteenth century engineering (designed by a Frenchman) and to take in the views at this special and much loved part of the fabric of Newport.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

SWAN 65' > EDEN

US \$590,000
Annapolis



#23 of this iconic sisterhood, they are both captivating to look at and rewarding to sail – as only S&S could. The needed truckloads of splosh have been expended down the years and she is in great shape today. You may remember her as EVA or ROAD TAKEN, a great ketch rigged 65', her spars were replaced for the 2001 Jubilee Regatta in Blighty. Beyond special.

VALLICELLI 65' > LOLA K

€299,500
Palma de Mallorca



Built in Italy with the famous Vallicelli badge in 2003. With her practical non-teak decks, long, lean hull shape, easily driven hull and simple sail plan, she is the antidote to the complicated, elaborate, high maintenance and heavy. Perfect for the Mediterranean and beyond, pit stopped this summer and by the way, also turns heads – always.

BOWMAN 57' > ALERIA

€275,000
Ireland



Iconic, long legged traditional blue water cruising yacht from Holman & Pye. The Bowman 57' sisterhood have traversed to all 4 corners of our planet, and this yacht is no exception. Set up for oceans, with her easy split rig, protected cockpit and comfortable interior she is just the job for magic carpet expeditions of all hues. Also turns heads.

BESTEVAER 60'C > LAST CHAPTER

€490,000
Plymouth, UK



Dijkstra and K&M in 2000, these yachts really are the last word (or is that last chapter?) in rugged, go anywhere blue water cruising either hot or cold. They also come with immaculately crafted joinery and fantastic systems. This yacht has been updated and cherished in this ownership. Magic carpet material of bullet proof hue.

NORDIA 55' > CHARISMA

£425,000
Lymington



Of simply the first quality from the Robert Van Dam Shipyard in 2005. She comes with an automated rig, moderate draft, stunning cherry innards (the joinery is epic) and a vast, well designed engine room. Of tin for all oceans, sparingly used, she is still with her first family. Beautiful Dutch world girdler for you.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

HALLBERG-RASSY 62' > CONTRARIAN

€775,000
Lymington



#14 of this world class sisterhood from the Rassyfarian, Frers combo, she first splashed in 2004. She comes with the Rassy hardtop, furling everything, comfortable quarters for up to 10 if you must, in glorious mahogany and opposite the dining table, 2 of the most comfortable chairs on the planet may be found. Much uprated by this owner including, electrics, electronic wizardry, davits and dink. The ultimate in family blue water with stacks of space at the front for crew should you wish.

DUBOIS 70' > CELTIC SPIRIT OF FASTNET

£699,500
Portugal



Pendennis, Dubois and Redman Whitely in 1993, she was built as BEAGLE for the cold places. Since launch she has explored the cold places extensively including the passage from which she took her original name, but more than that, she has proved herself to be the perfect platform for sailing in the tropics too. For serious world cruising, CELTIC SPIRIT is an essential part of your armoury and she could also MCA code should you wish.

ISLAND PACKET 465 > DIRECT FERRY

£240,000
West Mediterranean



Bob Johnson and the Packet people in 2007, built for this owner to MCA Category 2, but never chartered, in fact she has been sparingly used for local Mediterranean sailing only, although she has been polished, varnished and serviced to virtual extinction. Smart dark blue hull livery, furling rig for easy sailing and comfortable and spacious teak innards. Perfect for family blue water and rather under-priced.

FANTASI 44' > ROSE SALTER

£249,500
South Coast, UK



One of the best designs in this size ever to splash, from Sweden, the Fantasi 44' is deservedly something of a cult yacht. Looks lovely, practical deck saloon, safe aft cockpit and great interior layout. With only 11 on the planet, we are in hens' teeth territory. This yacht has nice updates and no rough edges.

FORGUS 52'

SEK 1,685,000
Henån, Sweden



Vast amounts of fantastic Scandinavian yacht building for a very modest price – and she even has a proper pilothouse! Uprated by this owner for blue water, she now has a north Atlantic circuit beneath her elegant keel. 5 cabins, refreshed of late by our friends at Orust, she is keen to retire from shed life and get back to sea.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

GRAND SOLEIL 50' > STREGATA

£209,000
South Coast, UK



2007 Judel Vrolijk design, in this ownership she has been treated to a new engine, electronic wizardry and standing rigging so she is eminently plug and play. Capable cruiser racer in all the best traditions that is manageable to sail yet still fun. Could also bring a smile to your face on the regatta circuit, given the correct tools.



MALO 42' > ROULETTA

€180,000
Askeaton, Ireland



Unmistakable and thoughtful Scandinavian build quality and the cockpit is absolutely in the right place – at the back. Nice cutter rig and furling everything which is perfect for long distance sailing with modest crew. From 1996 she is bootied and suited for serious blue water and comes with lovely, light and airy mahogany innards.

MALO 42' > GALADRIEL

£182,500
South Coast, UK



The very last of her kind to splash in 2002. She was built for these owners and she comes with a myriad of clever touches and updates born of their experience as seasoned blue water sailors. She joins us from the Caribs where she has been enjoying a number of seasons of winter sailing. She is gleaming.

A Shipwright's Tale

BY MALCOLM D DARCH F.T.C., F.S.N.R.

I first set foot in Berthon in the 60s. I was a timber yachtbuilding shipwright apprentice at Port Hamble, a rival boatyard on the Solent, and a chum was apprenticed at Berthon. I recall seeing SEA BREEZE. Bill Tilman's Bristol Channel Pilot Cutter when I was there.

I had 10 years mastering the mysteries of wooden yachtbuilding in Hamble, and Salcombe as Shipwright to the Island Cruising Club.

Before moving, at Port Hamble I experienced the glory days of early IOR, working on Ted Heath's MORNING CLOUD, and the Admirals Cup yachts owned by Owen Aisher, Ron Amey and others, all of which found their way to the yard for refit. In fact when fitting new



stainless steel genoa tracks to MORNING CLOUD, her owner came aboard for a chat! Turns out that my modification gave the boat a real advantage on handicap when winning the Sydney Hobart race!

At the Island Cruising Club I cared for their 3 large training yachts that some of you may remember - a 72 foot Camper & Nicholson gaff schooner HOSHI, built in the early 20th century, PROVIDENT, a Brixham sailing trawler built in Dartmouth in 1924 and a Milne designed Fife sloop, IRINA VII.

In 1971 I was on the crew of PROVIDENT just after she was bought by the Maritime Trust when she sailed just along the coast to Plymouth to meet the Trust's president, the Duke of Edinburgh.

I was tasked with showing him a cast brass ellipse celebrating the Trust's ownership of PROVIDENT, which I had mounted on a moulded teak plinth, and he asked me what I did for a living... When I told him, he said 'I would love your job, would you like mine?'. I am afraid I had to tell him no thanks!



Next came a period at Tideway Boat Construction in Salcombe, working with one of the best shipwrights in the business, Nigel Chope, now sadly no longer with us. I learnt a lot about shipwrighting (as well as fishing!) from him.

The mid 1970s were a grim time, coming on the heels of Ted Heath's premiership and in the depression that followed, 75% of the UK yacht building workforce were laid off – including me!

I have always felt that sailing and flying have a close affinity – using airflow over either sails or wings to generate either lift or motion. Many connected with flying not surprisingly sailed too, and through working on their yachts, I met people like the test pilot, the first to break the sound barrier Neville Duke with his Robb Yawl CASQUETTE and later his motor yacht SOUTHERN FLIGHT.

Another was Peter Twiss who held the World Air Speed record – being the first to break the 1,000 mph barrier with a Fairey Delta, and another Fairey test pilot Sam Moseley. Another thrill was to meet Jeffery Quill Chief test pilot for Supermarine and the Spitfire.

So the mid 1970s were upon us, it was a crossroads in my life.

I had done the extra year at the College of Technology in Southampton and achieved an FTC qualification with a distinction in yacht design. I was given the opportunity for four years to train as a surveyor with Lloyds. However, I had been in Devon and it had me in its clutches; I was reluctant to head to London to complete my training. My family have roots in this place going back to 1278, and so I settled in Salcombe in the middle of the town and contemplated whether I would be able to make a living as a builder of Ship's models for connoisseur collectors worldwide.

45 years on, I have been building models back to back. Commission number 60 is for a client in Washington DC as a memorial to his late wife and her family, he has commissioned a model of a schooner built by her family in Salcombe in 1867.

My work can be found all over the world, finding homes with clients in Australia, Chile Central American, North America and Holland. Of course some of my models are in Museums and in private collections in the UK.

In 2018 I was commissioned to build a model of the last of 3 big class racing cutters commissioned by John Jameson, the Dublin whiskey magnet in the 19th century. The first was SAMOENA built by Inman and Sons at the Shipyard in Lymington – now home to BERTHON – in 1880, and then IREX in 1884 and IVERNA in 1890 both of which were built in Southampton. IVERNA's wreck lies in Salcombe harbour on the beach and my model of her is shown here.

2020 brought my 70th birthday and with the current world medical crisis engulfing the World, my order book has suddenly dwindled, so that with the completion of my current commission in August, I may well have run out of orders for the first time. I had hoped to continue to build models well into my 70s and I am good for at least another 7 models before I put my tools away for good.

My work building miniature replicas of maritime vessels involves a huge amount of research to ensure that the models are as accurate as possible. Several years ago I was delighted to hear that I had been elected a Fellow of the Society of Nautical Research, who's President is the same fellow who offered to swap jobs with me all those years ago.

During my career, from time to time, my work has come onto the market and I am pleased to say that it has rocketed in value since build. In 1980 I was commissioned to build a model by a client in Salcombe with investment in mind. He asked me to build a model of one of the famous fast schooners for which Salcombe is renowned. These swift transporters of the 19th century carried citrus and exotic fruits, which as today, had a definite shelf life, hence the need for speed. The commission cost him £3,750 and thirty years later, I sold her for him for £48,000. I have repeated this sort of extraordinary return with other models that I have sold for my clients, and of course they are far from unhappy with the outcome.

The image of CICELY – you can see that all the deck furniture and chart house are dovetailed together, there is a laid partially swept teak deck and the hull is fully planked.

She is a beautiful subject to model. In case you are wondering, there is a yacht that I would love to model. SUZANNE – she was William Fife's favourite design and Beken of Cowes has captured her on film – look her up, and if you're interested to have a model of her, who knows what might happen...



TOP: MODEL OF 'IVERNA' BOTTOM: MODEL OF 'CICELY'

SUPERMARINE SWORDFISH 36' > FLAMBOYANT

£179,000
West Country, UK



Super rare find, from 2001, from the famous board of Alan Burnard and arguably some of his very best work – we would own this yacht! Twin 440hp Yanmars that were recently out on the bench, total nautical makeover in 2016 including paint, widgets and systems. Gleaming and special classic in the making, that is super usable and who's handling will delight you.

33' FAIREY FANTOME > TATIANA

£65,000
South Coast, UK



Legendary Alan Burnard motor yacht from 1973, she is #4 of the series, re-engined 2005 with a pair of 260hp Perkins Sabres. Has also had lots of other nice updates to go with her handling, sea keeping and ride, all of which are the stuff of myth.

SCORPION 10M CRUISER > HOT LEMON V

£99,950
South Coast, UK



Look what we've got! Legendary world record holder – in the sub 30' class she managed Round Britain in an unbelievable 31 hours and 22 minutes, much of which was done in great discomfort! Her twin stepped hull meant she could drive through those big Atlantic seas at speed. Definitely hot stuff.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

CERRI MARINE 28' > TENZING

£54,950
Lymington



Italian flair in a pint sized package for wonderful days out on the water or for fun weekending. A terrific drive, she has a super clever layout and is a joy. 165hp Mercruiser D-Tronics provide delightfully rapid take off.

ADMIRALS TENDER CLASSIC 28' > STUART LITTLE

US \$79,000
Wickford, RI



Designed by Van de Stadt and built 2009, this owner fetched her on the deck of a freighter from Holland in 2016 for regatta support. She is also epic for creek crawling, puddle jumping and for picnics in the sun. Handsome and versatile launch.

COBRA NAUTIQUE 9.5M INBOARD > COBRA RIB

£149,950
Lymington



Just unwrapped from 2018 she is from the Cobra Nautic range and weighs in at 9.5m. With a Volvo D6 at 370hp in diesel and also comes with stacks of bolt on bits – carbon tubes, windlass and lots more. The air con is natural!

13M MAXI CUSTOM TENDER > GATTONE RANDAGIO

€165,000
Italy



Triple petrol Mercruiser 350s from 2016 power this epic Maxi Tender which is bursting with Italian flair and of course gets a serious shift on. Also comes with stacks of sunbathing space and a seriously sharp hull – she is seriously ready to hurtle.



MAXI 72 RACING - AROUND MONACI ISLANDS, SARDINIA



LEG 02, LISBON TO CAPE TOWN, DAY 8 STEVE HAYLES LOOKING FOR THE RIGHT LANE ON BOARD SUN HUNG KAI/SCALLYWAG.
© KONRAD FROST / VOLVO OCEAN RACE

WHAT DREAMS ARE MADE OF - *Yacht Racing*

BY STEVE HAYLES

"Follow Your Passion and You Will Never Work a Day in Your Life"

– it's an appealing idea but I think it happens more by luck than design so I consider myself very fortunate to have had a career in sailing and to have enjoyed the freedom that comes from a life spent in and around yachts. As professional sailors we get to enjoy some of the best venues in the world and to sail on-board some amazing yachts and I would not swap it for any other way of life.

As with any competitive sport though, it is not all glamour and for every day we spend competing at a regatta there is a huge amount of work behind the scenes to prepare the yachts and bring the teams together, and often months of planning is required for just a few short days of competition. ►►



MAXI 72 RACING



MAXI 72 RACING - CAPO FERRO, SARDINIA

I currently look after a team that campaigns a seventy-two foot 'mini-maxi', not a particularly large yacht by modern standards but still very complex and requiring a skilled and dedicated team of people to keep her 'race ready'. We compete against similar yachts and whilst the racing remains extremely close with just seconds separating the teams after hours of competition, they are all completely bespoke and require an intimate knowledge of their individual systems.

We run a 'shore team', who look after the yacht full time, both maintaining and improving the various systems on-board and it is a constant balancing act trying to keep everything as light as possible whilst maintaining a high degree of reliability. To look after these yachts in a single location would be a tricky task but it is further compounded by the fact that we compete all over the world and need to remain self-sufficient even in remote locations with sometimes less than ideal local facilities.

Our mobile operation consists of two forty-foot shipping containers, with one dedicated to storing sails and the other fitted out as a mobile workshop. We have office space, air conditioning, kitchen facilities, a mobile sail loft and all manner of spares and equipment to cover the various systems on the yacht. In addition, our highly skilled team have expertise in hydraulics, winch systems, sail making, electronics and composite boat building. Even after years of watching these teams operate it is still very impressive to see what they achieve often in difficult conditions.

To witness a huge five thousand square foot spinnaker get pulled out of the water in pieces one day and to have it back together and ready for racing the following day is impressive. Even major damage to the yacht itself is often repairable, as the team go to work overnight under mobile tents and with the heaters and vacuum pumps that are needed to carry out carbon composite repairs.

There are a number of different 'circuits' and various events happening right throughout the year in different parts of the world and although our yacht has a very strong record competing in offshore races like the Fastnet and Sydney to Hobart race, it is not practical to deliver her distances beyond a few hundred miles. So when our regatta schedule requires us to be on the other side of the Atlantic or even further afield we turn to specialist logistics companies and we become an unusual deck cargo on-board a large ship. It is a complex and difficult problem getting the yachts safely on-board and secure for long ocean passages and the very tight time constraints for loading and unloading require detailed planning. ►►



ROLEX MAXI WORLDS - START LINE



UPWIND IN A MAXI 72

We aim to ship as 'race ready' as possible and the yacht itself, our workshop containers and a forty-foot support boat all need to be loaded within a few hours, often alongside several other similar yachts. The basic procedure is simple to understand but it is always a stressful day for the team. A custom cradle is loaded onto the deck of the ship and we have a small team to build that in situ before the ship's own cranes are used to hoist the yacht and place her in the cradle. Due to the limited space and the fact we lift directly from the water alongside the ship we are required to have a 'single point' lifting arrangement.

Watching our sixteen ton, much loved race yacht hanging over a hundred feet in the air from a single lifting stop is impressive and nerve-wracking in equal measure and we all look forward to seeing the yacht safely down in its cradle. Everything is then welded in place and an endless supply of ratchet straps are used to secure the yacht firmly for its ocean crossing before we are quickly sent on our way.

With the yacht heading safely towards our next regatta the focus shifts to the on-site logistics and preparing for the arrival of the rest of the team. At an event, our full team runs to around thirty people, with twenty sailors, the shore team, chefs, coaches and our all-important sponsors and team owners. We are typically in the venue for around a week before the actual regatta starts and we aim to train for around four days and test the various systems that may have been changed or modified from the previous event.

On and off the water everyone has an important role to play and individual responsibilities range from ensuring everyone is in the right clothing for the day to making sure that we have enough water for twenty five people in often very hot conditions. The whole team lives and works together very closely during this period and the days can be long, especially if problems are encountered or the yacht is not performing well.

Eventually though, after all the hours of training and testing, the long debriefs and endless discussions we get to sheet the sails in properly and enjoy the privilege of racing these amazing yachts for a few days before the majority of the team departs and the whole cycle starts again.

GRAND BANKS EASTBAY 43' > PRIVATEER

£245,000
Devon, UK



Hens' teeth clockwork yacht, she was first unwrapped in 2001. She comes with epic Ray Hunt deep V for understated and capable passage making. With a brace of 435hp Cats she can hurtle as needed and also comes with a wonderful interior as the Grand Banks people do.

SEALINE F43' > PROMISE

£124,950
Lymington



Newly polished, booted and suited, she is looking super fresh. From 2000 with updated electronic wizardry and has a great widget list from genset to crane to heating. Capable Tom Murrant hull and just the job for straight line sailing in our Northern waters.

ATLANTIC 42' > ATALANTA OF JERSEY

£160,000
West Mediterranean



Unmistakable capability from John Bennet and built with panache back here in Blighty in 2000. Great sea keeping and tardis like innards go with a smart dark blue hull livery. Forward momentum is provided by a brace of 380hp Yanmars. Full sunny side spec from aircon to bow and stern thrusters. Also has all the gear for our shocking Northern waters weather if you prefer.

KENT 33' > QUO VADIS

£79,500
Lymington



Handsome pocket motor yacht from Cory Yachts in 2003. Just the job for comfortable coastal cruising and she also has the right height for inland waterways should that be your bag. She comes with twin Nanni 130hps – and of course she looks a picture.

Rustler

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



The New Rustler 57



At the heart of Rustler's philosophy is a firm commitment to developing truly unique yachts that are distinctive in looks, design and performance. The Rustler 57 is the new flagship for the Rustler brand.



Beautiful yachts, beautifully built

Rustler 57

Principal Dimensions: LOA: 17.40m Beam: 5.00m Draft: 2m- 3.5m Disp: 27200kg

Berthon USA, 40 Mary Street, Newport, RI 02840 USA +1 401 846 8404
www.rustleryachts.com

Rustler
YACHTS

SWAN 441 > EARENDIL

US \$99,000
Jamestown, RI, USA



Ron Holland and the Nautor brigade in 1979, this iconic design came straight from MARIONETTE, BIG APPLE and MANDRAKE, Holland's winning yachts of the era. She sails of course like a rocket, although for the past 20 years she has enjoyed a sedate life, local family sailing on the East Coast of the USA, and has never been put away wet.

SWAN 44' MK II > FLYING CLOUD

US \$220,000
Portsmouth, Rhode Island, USA



The Frers 44 Mk II is a super useful yacht with her sweet lines, powerful sailing and no bridge deck. In her first ownership she was dry sailed and on the race circuit. With her tall rig and long boom she is fast. The current ownership of 10 years has been a strictly no spinnaker affair, but she has been treated to a new engine, saildrive and nice new sails.

SWAN 411 > ZOE

US \$89,000
Port Townsend, Washington, USA



S&S Nautor from 1977, she has had a nautical makeover of late including new standing rigging, sails and electronic wizardry. She was trucked west to her current cruising ground and is used for sedate local cruising. Very pretty yacht whose best years are still ahead of her.

SWAN 46' > SAVITRI

€199,000
La Rochelle



Full fat Nautor Swan, drawn by German Frers; Nautor built more 46s than any other model ever. Period. This yacht is from 1994 and is #103 of the sisterhood and is only now in her second ownership. Her interior is virtually unmarked, and she has been used for local cruising and has been cherished from the beginning.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

BALTIC 50' > SPIRIT

€600,000
Sweden



Unmistakable lines from Bill Tripp and built by Baltic in 2003. Most her life has been spent sailing the wonderful waters of the Baltic (or inside a cosy shed) with just one transatlantic taking her for a winter to the warmth of the Caribbean. Still in her original ownership, she had a major nautical makeover at her build yard in 2012 (€450,000 plus spent!). Since autumn 2013 she has been dry stored and unused.

SWAN 44' > ROSY PELICAN

£125,000
Lymington



Drop dead gorgeous S&S Swan that looks good from absolutely every angle. From 1973, she had a monster nautical makeover in 2015 – rig, engine, electronic wizardry, electrics, the works. Only the stunning good looks, fab joinery and powerful sailing remain. Contemporary classic yacht – she is quite captivating.

HOLMAN & PYE 53' > CHERUBINO

£195,000
East Coast, UK



Handsome, well sorted Holman & Pye ketch from 1999, there is more than a passing resemblance to the Bowman 49 in her shape. 2017/18 saw a nautical makeover including sails, rigging, batteries and stacks more. Both the interior and on deck are virtually unmarked, she is a real honey and perfect for blue water.



The Margaret Rudkin PEPPERIDGE FARM *Cookbook*

BY BILL RUDKIN, BERTHON USA

ILLUSTRATIONS BY
ERIK BLEGVAD © 1963 PEPPERIDGE FARM

Having run some material about my family's Pepperidge Farm business in the last edition of the Berthon book, our bossy editor was recently on the phone to ask for the next instalment.

Of course as with most families, facts and figures fade with time, and it is the memories that remain ingrained in one's consciousness. Mine are vivid - my grandmother Margaret Rudkin, my grandfather Henry, my parents, aunts, uncles and siblings, and of course of Pepperidge Farm itself where it all began, and later the family estate in Ireland.

It is these memories that remain, and thanks to some training from my grandmother I have the advantage of being a pretty good cook myself; greatly assisted by the wish to eat well!

So, when asked for the Pepperidge encore, I racked my brains, spoke to my brothers and sister, and inspiration was eventually mine! A DHL parcel was quickly dispatched to the UK containing the answer to the problem, no less than a copy of my grandmother's cookbook first published in 1963 and dedicated to my grandfather who she described as 'the most patient man in the world'.

More than a cookbook, this marvellous illustrated publication contains Margaret's life story as well as one of the best collections of recipes to be found anywhere. I would encourage you to buy a copy as nearly 50 years on, it is still in print...

This book has been my companion for many years and the recipes are easy to understand and deliver amazing results, given a little patience and American measures. Following on are some of my very favourite recipes –

This was the recipe that I first used to make Hollandaise!
Simple and easy...



ASPARAGUS HOLLANDAISE

(Serves 6)

6 baked patty shells
Cooked asparagus spears

For the sauce:
½ cup (1 stick) butter
2 egg yolks
2 tablespoons lemon juice
¼ teaspoon salt
pinch cayenne

Have the butter and eggs at room temperature.

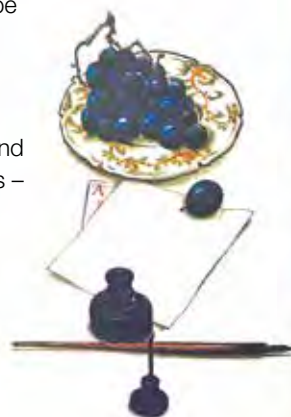
In the top of a double boiler, beat the butter and egg yolks until smooth.

Beat in the lemon juice salt and cayenne.

Place over simmering water and stir briskly for exactly 3 minutes (the water in the bottom of the boiler should not reach the upper pan).

Turn off the heat and continue to stir for 1 minute longer, or until the sauce is thick and smooth.

Arrange the asparagus in the baked shells and cover with the sauce. »



There is also a short Hollandaise recipe which really works.

HOLLANDAISE SAUCE (Serves 3-4)

This is really very easy, very quick and foolproof to make if you follow just one direction - don't let the top of the double boiler touch the boiling water underneath.

Very little heat is needed, and overcooking will curdle the sauce.

¼ pound butter (1 stick)
2 egg yolks
¼ teaspoon salt
1 tablespoon lemon juice

Divide the stick of butter into three pieces.

In the top of a double boiler, put the egg yolks, salt, lemon juice and 1 piece butter.

Stir together with a small wooden spoon.

Place the top over the boiling water in the bottom of the boiler, but do not let it touch the water.

Stir continuously until the butter melts.

Add the second piece of butter, stir until melted.

Add the third piece of butter, stir until melted.

Give a couple of stirs more until nice and thick, and you are done.

This should take about 2 minutes.

Remove the top from the bottom of the boiler, cover and set aside to use.



Frozen White Horseradish Sauce made with Sweet Cream is to die for with Roast Beef.

FROZEN WHITE HORSERADISH SAUCE MADE WITH SWEET CREAM (Serves 6)

1 cup heavy cream
2 tablespoons white grated pickled horseradish
½ teaspoon pepper
½ teaspoon salt
2 teaspoons French mustard

Whip cream until stiff.

Mix together the grated pickled horseradish,

French mustard, salt and pepper.

Mix this thoroughly into the whipped cream.

Place in a serving bowl, cover tightly with waxed paper and place in the freezing compartment until firm, or for about 2 hours.



One of my favourite parts of the book is Part Three, Pepperidge Farm. It is a great read and there is a great review about Making Bread. This is here and after studying its pages, I made my first attempts at baking bread. You will find that the White Bread recipe is a great rainy day reward.

WHITE BREAD

(Makes 1 loaf)

Preheat oven to 400°F., 20 minutes before loaf is ready to bake.



½ cup milk
1 tablespoon sugar
1 teaspoon salt
4 teaspoons shortening or butter
½ cup warm water
1 package of cake yeast, dry or compressed
3 cups sifted white flour

Scald the milk.
Add and stir in the sugar, salt and shortening or butter.
Cool to lukewarm.
Measure into a large mixing bowl the warm (not hot) water.
(Cool to lukewarm for compressed yeast.)
Sprinkle or crumble yeast.
Stir until dissolved.
Add the lukewarm milk mixture.
Add and stir in 1½ cups sifted flour (about).
Turn out on a lightly floured board.
Knead quickly and lightly until smooth and elastic.
Place in a greased bowl; brush lightly with melted shortening or butter.
Cover with a clean damp towel.
Let rise in a warm place, free from draft, until doubled in bulk, about 50 minutes.
Punch down.
Shape into a loaf and place in a greased bread pan, 9 by 5 by 3 inches.
Cover with a clean damp towel.
Let rise in a warm place, free from draft, until doubled in bulk, about 50 minutes.
Bake in a hot oven (400°F.) for about 50 minutes

Another must try recipe is Corn Bread. There is nothing like making Corn Bread from scratch, and this recipe is the best!

CORN BREAD

(Makes 2 loaves)

Preheat oven to 375°F., 20 minutes before loaves are ready to bake.

1 cup milk
6 tablespoons sugar
2 teaspoons salt
½ cup (1 stick) margarine or butter
½ cup warm water
2 packages of cake yeast, dry or compressed
2 eggs, beaten
3½ cups unsifted flour or 4¼ cups sifted flour
1 ¾ cups yellow cornmeal

Scald the milk; stir in the sugar, salt and margarine or butter.
Cool to lukewarm.
Measure the warm water into a large bowl.
Sprinkle or crumble in the yeast; stir until dissolved.
Stir in the lukewarm milk mixture, beaten eggs, flour and cornmeal.
Beat until well blended, about 2 minutes.
The batter will be stiff.
Turn into, 2 greased 8-inch round cake-layer pans or 2 greased loaf pans, 9 by 5 by 3 inches.
Cover and let rise in a warm place, free from draft, until doubled in size, about 1 hour.
Bake in a moderate oven (375°F.) for 30 to 35 minutes.
Serve warm. »



Another favourite for me is Champ – for the non-American readers amongst you, these are smooth mashed potatoes – they are amazing with veggies...

CHAMP

Champ is smooth mashed potatoes, well seasoned with salt and pepper and various kinds of cooked vegetables mixed in. Irish champ was always made with a beetle, which is just an old-fashioned wooden potato masher. A lot of pounding was done to make sure there were no lumps, but today we put the boiled potatoes through a ricer or whip them up with a kitchen mixer.



Children used to sing an old song:

*‘There was an old woman
who lived in a lamp.
She had no room
to beetle her champ.’*

*Champ is used as a main country dish, piled on hot plates with a hole in the center filled with melted butter. Each forkful is dipped in the butter first.
A jug of buttermilk is the classic accompaniment for champ.*

CHAMP WITH ONIONS

Chop fine 2 or 3 white onions, cook in butter till golden brown.
Mix into hot mashed potatoes.

CHAMP WITH CABBAGE

Shred some cabbage fine, put into a frying pan with a lump of butter, cover the pan closely and cook about 10 minutes, shaking the pan every few minutes or stirring occasionally.
Mix into hot mashed potatoes.

CHAMP WITH PEAS

Add hot cooked peas to hot mashed potatoes.
You can mash the peas too, if you like, or mix them in whole.

CHAMP WITH CHIVES

Chop a cupful of chives and add to hot mashed potatoes.



Our Irish ancestry certainly also comes to the fore with Rudkin Irish Stew.

IRISH STEW

shoulder and neck of lamb with most of the fat cut off

*potatoes
carrots
celery
onions*

*ham, minced
salt and pepper
pinch thyme*

For every pound of meat, use 1 pound potatoes, 1 onion, 1 carrot, 1 stalk celery, 1 teaspoon minced ham and 1 cup water.

Have the butcher bone a shoulder and neck of lamb and cut into small pieces, trimming off surplus fat.

In a deep saucepan, put a layer of meat and a layer of sliced potatoes and some of the vegetables and seasonings and a little of the minced ham.

Repeat the layers and add just enough water to cover.

Cover tightly and simmer for 2½ hours.

If necessary, add a little more water as it cooks.

The potatoes will thicken the broth.

It is a good idea to make this the day before, cool it and leave in the refrigerator overnight.

Fat will rise to the top to be removed.

Reheat carefully and serve very hot with crisp rolls.



However, it is not just the recipes that make my grandmother's book so special for me. It is the stories. My absolute favourite is beneath a rather good recipe for Irish Soda Bread where she describes Maggie Murphy who I remember visiting as a 13 year old.



MAGGIE MURPHY'S POT OVEN BREAD

Down yonder in one of our big fields is a lovely mysterious ruin of an old house and grist mill – moss-covered stone walls, roof fallen in over a perfectly arched stone doorway – and at one end of this relic of the past is a tiny two-room cottage that was once the miller's cottage. There, almost fourscore years ago, Maggie Murphy first saw the light of day, and there she will live out all the days that are left to her.

Spry as a cricket, she bicycles the five miles into the village once a week and peddles back (uphill most of the way) with whole-wheat flour among her purchases.

She cooks over an open hearth fire and mixes her soda bread just as I gave you the recipe, but she has no oven – just a three-legged iron pot oven. She sets this right in the red-hot coals on her hearth, rubs it inside with a bit of fat pork, drops her cake of whole-wheat dough into it, puts on the cover and then shovels some of the red coals onto the cover. Heat top and bottom she then has, and the bread bakes for an hour while she sits by the hearth from time to time turning the handle on her wheel bellows – which makes a draft of air come up through the tiny hole under the coals, bringing them to life with a golden glow.

At just the right minute she brushes the hot coals off the cover, lowers the crane to catch the handle of the pot and swings it out away from the fire.

Out comes a perfectly baked, crusty loaf, fragrant and golden “and good enough for the likes of me,” says my dear friend Maggie Murphy.



Living well has never been as important as it is today. Cooking and eating with family and friends is one of the great privileges that we enjoy as human beings. I hope that you enjoy these recipes and remember that there are very many more in my Grandmother's book – for more information ask Mr Google.



WINDY 28' GHIBLI > BOB

£64,950
Lymington



Hans J Johnson and Windy – archetypal Windy from 2007 with sleek good looks, epic build but at the heart of the yacht it's all about the handling – she will give you the drive of your life. Twin Volvo D3s provide the rocket power. Perfect for coastal cruising just about anywhere.

WINDY 29' COHO > ARGENTIUM

£164,950
West Country, UK



Hatched 2017, with a Volvo D6-400 for the requisite rocket power. Has been kept snug and dry in a dry stack when not in use. Her pearl-mouse painted hull and charcoal grey upholstery looks cool to freezing. Deeply sharp.

WINDY 27' SOLANO > 27.031

£144,950
Lymington



2018 build, these great sports boats only very rarely make it into brokerage captivity. Capable of a hair raising 45 knots with epic handling as you would expect from the masters. Powered by a Volvo V8-430 with nice charcoal livery. Perfect for roaring around aboard.

WINDY 29' COHO > IMPULSE

£119,995 + VAT
Channel Islands



Still with her first throttle operative, this Norwegian flying machine comes with a Volvo D6-400 diesel for seriously rapid take off. Lovely charcoal hull and all the bells and flutes from fusion sound to windlass for effective sports boating with panache.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

WINDY 29' COHO > DEBORAH V

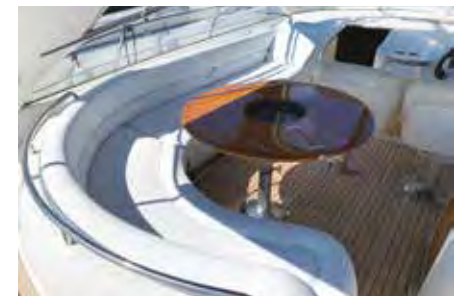
€180,000
Var, South of France



From 2018, barely unwrapped she has clocked less than 120 hours so far, and emerged this spring from storage ashore, to enjoy the charms of the Cote d'Azur. Powered by a Volvo V6 380hp petrol single engine, she maxes out at over 40 knots and her set up provides super quick warp power. In ice white she looks the business!

WINDY 42' GRAND BORA > GILPY

€155,000
Golfe de Saint Tropez



Classic Windy style and good looks from 2007 powered by a couple of Volvo D6 350hps which will provide rocket power sufficient for around the 40 knot mark. Despite her sleek good looks she has stacks of space below and as with all her kind, she is a no compromise drivers' boat. Without doubt her biggest modesty is her price tag.

SOVEREIGN 51' > SCORPIO

£150,000 + VAT
Trinidad



Handsome South African blue water yacht from 1996, she has been with her current owners for 12 fantastic years and she has operated as a very successful charter yacht in the Caribs run by a husband and wife team. They have returned the compliment with many upgrades and improvements. Perfect for blue water and is also a ready-made lifestyle change in the sunshine – just add blue water.

AMEL MANGO > THE BELLE CATTE

SKR 1,595,000
Henan, Sweden



Yachting's answer to the Aga, built for proper blue water cruising, every part of the yacht is totally up to the job and all controls are intuitively in the right place; the Amel marque is legendary. From 1988, she has been much loved and shines, and is your passport to sailing the world.

UK OPEN 7 DAYS A WEEK

Lymington UK
0044 (0)1590 679 222
brokers@berthon.co.uk

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

Henån Scandinavia
0046 304 694 000
brokers@berthonscandinavia.se

Palma de Mallorca Spain
0034 639 701 234
brokers@berthonspain.com

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

BERTHON

INTERNATIONAL YACHT BROKERS

berthoninternational.com

berthonfrance.com

berthonscandinavia.com

berthonspain.com

berthonusa.com

SOUTHERLY 47' > LUMINOUS

£495,000
Lymington



2012 Stephen Jones design from the variable draft wizards. She also comes with a carbon rig and slippery hull shape so she gets a shift on. Great British build quality with smart dark blue hull livery and loaded with electronic wizardry. Super clever yacht that is gleaming and which is for sale as part of a fleet reduction programme.

SOUTHERLY 420 > BRIEF ENCOUNTER

£375,000
Lymington



Handsome variable draft yacht from the masters of the art in 2012. Smart grey topsides livery, Rob Humphreys' good looks and fantastic performance. Nice mahogany interior with a proper deck saloon and stacks of light and air below. Enjoy the variety of dimensions she offers.

HMS MTB 234 (MTB 234) 1942



HMS MTB 232 (MTB 232) 1942



WWII AND BERTHON BOAT COMPANY, 75 YEARS ON -

BY BRIAN MAY
PHOTOGRAPHY © BERTHON ARCHIVES

Berthon have a long and proud history as part of the beautiful New Forest, and as frontrunners in the British marine construction industry. As the cacophony of 1939 and the inevitability of another war became apparent, Britain ramped up its domestic production of warships, gunboats and military equipment to deal with the imminent conflict. Through the years leading up to and during the Second World War, Berthon was heavily involved in the production of boats to assist the national effort against a dangerously sophisticated European threat.

FACTORS TO THE ADMIRALTY, WAR OFFICE AND AIR MINISTRY
 SHIP BUILDERS & MARINE ENGINEERS.
 BUILDERS OF YACHTS, LAUNCHES, DRIFTERS, TUGS, SHIP'S LIFEBOATS,
 COLLAPSIBLE BOATS, ETC.
 TELEGRAMS: YACHTS, LYMNINGTON.
THE BERTHON BOAT CO. LTD.
 MANAGING DIRECTOR, H.G. MAY.

Notable figures within the boat-building industry, including Hubert Scott-Paine and Peter du Cane, tried to persuade the Navy early-on of the need for technologically advanced high-speed motor launches and a more advanced naval force to meet the international threat. They correctly anticipated that the dynamic of the Second World War would be one of industrial advancement: a war of capability and innovation as opposed to simple sheer volumes of resource and manpower that the gruelling First World War had demanded.

Frustratingly slow on the uptake, the Navy eventually came to the realisation that they would be fighting a new form of marine warfare and began to commission research, development and production of more types of high speed crafts to meet the very different threat that now existed. Berthon manufactured a stunning 215 boats over an extremely short period of time to assist Britain's struggle.

Different classes of motor launch were designed at unprecedented speed, and production was equally accelerated. Shipyards and boat-builders all along the South coast were drafted to build boats for the armed forces. Shortly, the majority of construction had the sole purpose of assisting with the war effort and the construction and repair of leisure yachts was swiftly abandoned in favour of determinedly war-assisting offerings.

Interestingly, in the earlier years of the war, recreational sailing was not entirely prohibited. Seen as a gentle, healing respite from the duties of war, several sections of the Solent were declared leisure sailing areas and provided boats were clearly labelled and adhered to strict curfews, yachts were allowed to enjoy the simple pleasures of the water. Soldiers stationed in Lymington were able to enjoy the hospitality of the small yacht clubs and engage in carefully regulated sailing for entertainment.

As the war progressed however, these restrictions became tighter and tighter as the threat edged ever closer to British soil. Eventually, sailing was prohibited with leisure vessels ordered to remove specific engine components to render them useless; the British government keen to leave absolutely no usable engines for potential successful German invaders. ►►

HMS HDML 1031 (ML 1031) 1940



MINESWEEPER HMS SAXLINGHAM (M2727)
 BUILT BY BERTHON BOAT COMPANY IN 1953



MINESWEEPER HMS SAXLINGHAM (M2727)



All yachts were painted grey and hundreds of shadows lined the rivers of the south coast, left on their moorings to await the return of peace – and their owners. Significant fines were levied on those breaking the rules by taking vessels out for recreational purposes into the ever-more-dangerous Solent waters, or for not immobilising their engines.

Missiles, torpedoes and submarines were becoming well-known dangers to the boats on the strategically important Solent – most recently in the news was the suspected German SC250 bomb found in Portsmouth Harbour whilst dredging was underway in 2017 and others similarly found poking their noses out of the shingle banks along Milford to Hurst castle, after the odd severe storm! Submarine nets were deployed across the Solent to prevent the enemy gaining access to the port of Southampton, the closest to Lymington being launched from the concrete ramp that is still evident just to the east of Hampstead Ledge; this would be towed across to the piles at Pylewell Boom.

Meanwhile between 1939 and 1945, Berthon was commissioned to build over 200 boats, including a variety of Minesweepers, Harbour Defence Motor Launches (HDML, for which Berthon became specialists) and Assault Landing Craft – at record pace. Berthon built many hulls that were towed to small creeks around the south coast where local engineers and carpenters completed engine installations and interior fit outs respectively. Berthon also built a number of Motor Fishing vessels (MFVs) deployed as far afield as the Caribbean, the Ionian and Aegean as undercover spy ships.

Despite the international crisis, business boomed with the yard producing boat after boat for the Admiralty. Many of our current staff's grandparents were part of our workforce during this time, with generations of boat-builders to be found in the local area as living memory of the sheer scale of construction that was undertaken on the South coast.

As the war developed and British maritime capability became more formidable after significant naval funding and commitment to development, the Lymington yard began to produce boats on what resembled a modern production line for military vessels. The Solent has been described as a 'Piccadilly Circus' of craft at

THE BERTHON BOAT CO. LTD.

sea toward the end of the war, with a decent portion of marine traffic originating from Berthon – a description that we can well believe.

The war finally began to draw to a close with the longer term effects on the South coast coming to light. Petrol was a rare commodity, but with restrictions on boaters being lifted, there was – as one account notes – thankfully no restriction on the wind! With the results of rationing and national shortages proving extremely hard, small boat sailing was once again a welcome reprieve from the reality of post-war Britain and the Solent gradually returned to the boating heaven we know it to be today.

As is mirrored in the Berthon of today, having weathered the storm well, the business was able to retain workers and support local families. Despite the extreme conditions, our Lymington facility continued – and continues – to operate

through hard times. Incidentally, we have recently welcomed many WWII vessels back to the yard for important repair, refit and maintenance work. The full restoration process, including engine replacements, of the Motor Gun Boat '81' can be enjoyed on our website and YouTube channel.

Throughout our website you will find numerous stories of the historic boats we have welcomed to the yard – look for our 'blog' section.

A more detailed history of Berthon's exact wartime production, including details about the vessels themselves as well as the trials faced and company decisions made, culminating in J.O. May becoming chairman in 1942 can be found in the second instalment of Philip Bristow's research for a book *'The Berthon Story, The History of the Berthon Boat Company'*, yet to be printed.

1936 - HSL102



1942 MGB 81 - 71.5FT MOTOR GUNBOAT



MAXI 1300 > BUZ TOO

£260,000
Lymington



Pelle Petterson good looks and built by the chaps at Maxi. Epic amounts of storage go with slippery sailing performance and comfort upstairs and down. Recent sails, engine, batteries, paint and stack more. Very clever and up together cruising yacht, for sale as part of a fleet reduction programme.



J-133 > HEPHZIBAH

£145,000
Lymington



Capable and swift cruiser racer from the US of A, drawn by Rod Johnstone, she first hatched in 2003. A vinylster version of the sisterhood, perfectly bootied and suited for coastal cruising and sensibly set up for 2 handed use. Well sorted and ready to roll.



Did you know?

GJW Direct insure you based on the agreed value of your vessel, not just the market value*

Get a quote today

0151 473 8000 www.gjwdirect.com



GJWDirect

The UK's Largest Direct Boat Insurer

*Excludes Personal Watercraft & Jet Ski

GJW Direct is a trading name of Groves, John and Westrup Limited.

Authorised and regulated by the Financial Conduct Authority, firm reference number 310496.



WINDY 52' XANTHOS > PITSTOP

£525,000
Lymington



She first splashed late 2009, Hans J Johnsen magic, powered by twin D12-800s with glass bridge, a terrific high/low platform which by the way, works brilliantly and much else. Little used, constantly polished and comes with a most excellent bronze stripe. Comfortable and very civilised motor yacht and yet, with all that Windy DNA, beneath the comfort and style is an uncompromising drivers' boat.



WINDY 39' CAMIRA > KIDS INHERITANCE

£449,000
Palma de Mallorca



Contemporary Windy magic from 2018, the Camira needs no introduction with her Dubois styling and fantastic Johnsen hull design with a super stiff deep-vee section. Comes with a vast cockpit, which is perfect for Mediterranean use and 2 big cabins below. D-400s supply very rapid take off – drivers' boat par excellence.

Windy

SPRIT OF SCANDINAVIA



BERTHON

INTERNATIONAL

Sole Distributors in the UK, France & Ireland

Tel UK: + 44 (0) 1590 64 74 27

Tel FR: + 33 (0) 613 43 71 38

Email: windy@berthon.co.uk

Facebook: [windyukfrance](https://www.facebook.com/windyukfrance)

www.berthoninternational.com

New 37 Shamal



FRERS 57' DAY SAILOR > SASKIA TOO

POA
South of France



Unmistakable lines from the wizard himself and built by Composite Boat Works in 2005. She comes with captivating good looks, and is a pocket Wally in every sense. She has to be the ultimate in day sailors with the scale to carry it off – and at this price, why on earth wouldn't you?

BRENTA B42' > JOLE2

€450,000
Palma de Mallorca



As only Luca Brenta can, a recent yacht from 2017, she is of course the ultimate day sailor offering fast, responsive and easy sailing as well as being exceptionally easy on the eye. Below you will find comfortable quarters for weekending and she is offered in immaculate, plug and play shape.

ALERION EXPRESS 28' > LITTLE CAPERS

US \$60,000
Toronto, Canada



Classic lines from Carl Schumacher in 2004, her rig and underwater profile are bang up to date. She has to be just about the ultimate yacht to picnic aboard, yet also has practical innards for more, as well as an inboard diesel to take the strain when it's home time.

Don't accept limitations...
go beyond them



BERTHON

INTERNATIONAL

www.berthoninternational.com

Agents for **Iguana Yachts**
in the UK and Channel Islands

Contact us to arrange your sea trial
+44 (0) 1590 647445
robert.steadman@berthon.co.uk





A80

LIFESTYLE UPGRADE

A44 • A44s^{NEW} • A62^{NEW} • A66 • A66s^{NEW} • **A80** • A100^{NEW}



A80



A66

BERTHON
INTERNATIONAL

Sole Distributors in the UK & USA East Coast
Tel: +44 (0)1590 679222 Email: brokers@berthon.co.uk
www.berthoninternational.com

marketing@advancedyachts.it

ADVANCED
YACHTS 

www.advancedyachts.it





Berthon UK
berthoninternational.com

Berthon France
berthonfrance.com

Berthon Scandinavia
berthonscandinavia.com

Berthon Spain
berthonspain.com

Berthon USA
berthonusa.com