XVII

THE BERTHON BOOK 2021-2022





WELCOME

Welcome to the new Berthon Book for 2021/22 – Number XVII, which we hope you will enjoy. Every year I write about the current extraordinary year but 2021 has most definitively trumped them all! For this edition, we had the freedom to get out and about to see people, take photographs and to see our subjects and contributors live. As ever, our scribes – Berthon clients and supporters – are the real stars. There are many special parts of this volume, but the one that for me is most special is our front cover shot of Osborne House, taken by our photographer Harry Shutler, chauffeured by RIB by performance sailing yacht broker Ben Cooper on 16th April. If you look VERY carefully, you will see that the flag at Osborne House is at half-mast, to signify a period of mourning for HRH Prince Philip, a keen sailor himself. We have articles from all 5 Berthon offices which we hope will make you smile, appearances from the full Berthon fleet both new and pre-owned and it is available both in hard copy and digitally. We hope that you enjoy the Berthon Book and that you discover your yachting dreams between its covers.

Sue Grant

Managing Director - Berthon International Yacht Brokers

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COVER IMAGE OSBORNE ESTATE on the Isle of Wight, 16th April 2021. Photo © Harry Shutler, Berthon.



REVIEW OF THE MARKET

An annual feature of the Berthon Book, Sales Group Managing Director Sue Grant reviews the yachting market, its trends and gives an update on what has been happening in the Group. For this year there has been plenty – expansion in Spain, appointment as Solaris agents in the USA, a new agent in Italy, and of course the market has been moving at break neck speed all year. www.berthoninternational.com



RÉFLEXIONS ON THE CÔTE D'AZUR

John is well known at Berthon, spending a couple of winters overseeing refits in the big blue Berthon sheds. A superyacht captain, yacht wizard, amazing raconteur and all round good egg, he writes about his isolated and lovely house deep in the French countryside behind Antibes, and of the contrast between this and his life as a superyacht captain. John is a published author. *'The Culinary Dangers of Rural France... and Other Stories'* is a rattling good read and can be bought on Amazon.



OSBORNE HOUSE -OUR FAVOURITE THINGS!

Lymington HQ is fortunate to have its feet in the waters of the River Lym which runs into the Solent, home to many iconic yachting landmarks. Osborne House is one such landmark, and Berthon's Isabel Moss who toils on this publication knows it well. She writes about this extraordinary house, summer home to Queen Victoria and Prince Albert, and its treasures and curiosities.

www.english-heritage.org.uk/visit/places/osborne

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THE STUFF OF FAIRYTALES, THE ICE HOTEL

Magnus Kulberg runs Berthon Scandinavia, based on the Island of Orust in Sweden. The Ice Hotel is one of the marvels of Sweden and whilst Magnus has not visited (although he will now for sure!) we found some friends of his who had, as well as Imogen Heald, who visited with her parents. She kindly brought the concept to life for us – it's worth a read. The Heald family yacht is a Swan 45 and the family are all mad about yachts!. www.icehotel.com www.berthonscandinavia.com



YACHT DESIGNER, JAVIER SOTO ACEBAL

Raffaele Burgio is Berthon's man in Italy. After a lifetime involved with yachting both in top-level yacht racing and in project management with yards like Southern Wind, when we asked if he would interview everyone's favourite yacht designer Javier Soto Acebal, he was keen to do so. Our relationship with Soto designs is deep as the agents for Solaris and we find out what makes this extraordinary designer tick. **www.sotoacebal.com**



THE LAND OF NONSENSE BEDTIME RHYMES

No Berthon Book is complete without a contribution from Garry, one time Berthon apprentice and supporter. We have had foraging, olives and now bedtime rhymes. The rhyming words of "When I Grow Up" ignited his enthusiasm and the story telling began, welcoming his children and grandchildren to his Land of Nonsense. The illustrations are by Philippa Frost. This wonderful tome is nearly complete, so Garry and Philippa are looking for a publisher to make it flesh. Wildcook.2007@gmail.com 30 - 65



MARTHA'S VINEYARD, MASSACHUSETTS

Apart from being a super important part of the Berthon Sales Group, Berthon USA with its iconic offices in Newport, Rhode Island is at the heart of yachting on the East Coast of the USA. A must see port on this coast is for sure, the wonderful Martha's Vineyard. Berthon's Jennifer Stewart tells the story of this extraordinary place, helped by A Bowdoin Van Riper from the Martha's Vineyard Museum **www.mvmuseum.org**, and New Bedford Whaling Museum **www.whalingmuseum.org** with thanks to them both. **www.berthonusa.com**



SUFFERING FOR THE JOB – ELAINE BUNTING REFLECTS ON THE LIFE AND TIMES OF A MARINE JOURNALIST

Elaine Bunting has been a friend of Berthon for longer than either of us care to remember. The former editor of Yachting World and group editor of Motorboat & Yachting, Yachting Monthly and Practical Boat Owner, these days she is a freelance journalist. The author of four sailing books and biographies she indulged us by writing for us about her job – both the good and the bad! **elainebunting@me.com**

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FORESTRY, THE GREEN INVESTMENT

Mike and Kate Tustin are great sailors, keeping and sailing their Sweden Yacht out of Berthon Lymington Marina. Mike has one of the best jobs in the world – understanding, selling and managing forests. Now a fantastic investment and great news for our planet he tells us about this extraordinary market. If you would like to talk trees with Mike, please do contact him on (44) 1869 254 938 or visit **www.tustins.co.uk**



IN TRUSTED HANDS WITH - MOONEN YACHTS

Moonen are known the world over for their elegant, robust and beautiful superyachts built to the highest standards at their Shipyard in the Netherlands. They are designed to cross oceans in comfort, with ease and very quietly. Like the Berthon Sales Group, Team Moonen is small and tightly knit. Their technicians and craftsmen are totally committed to building extraordinary superyachts and we are proud to partner with them, to offer some of their yachts for sale. www.moonen.com

► THE REVEREND BERTHON AND O HIS COLLAPSIBLE LIFEBOAT

Berthon Boat Company is the core of Berthon. It takes its name from the Reverend Berthon who developed the screw propeller and a host of other inventions. However, by far the most famous of them was the Berthon Collapsible Lifeboat developed and used in the times of Queen Victoria. Managing Director and Berthon archivist Brian May tells the story. www.berthon.co.uk



THE FERRARI OWNERS' CLUB LOOKS BACK AT SOME SIGNIFICANT CARS FROM FERRARI HISTORY

Ferrari is indeed a name to conjure with. Incredible, iconic and extraordinary to drive. Distinctive and very special. The Ferrari Owners' Club of Great Britain have been kind and written for the Berthon Book this year about some of the most significant cars built by Ferrari down the years. www.ferrariownersclub.co.uk

LO PALMA, MEDITERRANEAN CRUISING, AND A VIRTUAL VOYAGE ABOARD RAINBOW

Much is talked of Palma de Mallorca as a hub for refit, service and sales in the Mediterranean. Less is said about the extraordinary cruising close by which is a real draw for yachtsmen and which is another important reason for its prominence as a yachting centre. Berthon Spain's Managing Director Andrew Fairbrass talks to Mat Sweetman, the captain of J Class RAINBOW, about some of his favourite local cruising destinations. www.berthonspain.com

REVIEW OF THE MARKET

BY SUE GRANT



ELUSIVE - DISCOVERY 58' SAILING ON THE SOLENT

Another Berthon Book, I can hardly believe that it is the seventeenth edition! As ever I sit at my desk in my garden shed in mid-summer, with the sun streaming through the windows, and muse about the changes to the Sales Group and the yachting business since I wrote last year's Review. Of course, yet again, it has been a massive year!

The biggest change is that whilst the Covid 19 pandemic is far from over, we see a sliver of light at the end of the tunnel, and rather than living out my business days from the shed, I now spend them at the office. The buzz and bustle has now returned to our Lymington HQ with yacht owners using their yachts and loving being out on the water and we are all hugely appreciating that huge change; so, facemask, space and frequent testing aside, life is beginning to return to normal. A new normal it's true but it is a time of hope for the future and better times to come, and we feel this across all 5 of the Berthon Sales Group offices.

Being a yacht broker is a privilege. We meet amazing people, see touch and sail or motor aboard extraordinary yachts, and experience amazing parts of the world. The restrictions that prevent social contact, travel and interaction are therefore keenly felt by us all, as well as by all our readers. We hope that this book will provide a reminder of where we might be in 2022.

The pleasure of being able to dispatch our photographer on the Berthon RIB to capture the astonishing Osborne House from the sea, which is featured on our front cover, was palpable. Last year, we were delighted to use an epic Mark Lloyd shot taken at the Needles from his portfolio. This year we are live. The articles and imagery that you see in the pages that are before you, are likewise all shot in real time, now that things are returning to normality and the world has started to turn once again.

The continuing restrictions and limitations brought about by the pandemic, have made us a business that focuses on our local markets. International yacht sales still happen successfully, assisted by yacht purchasers and sellers who have been prepared to go the extra mile, shipping yachts, buying blind and stepping out of their comfort zone, to jolly well get it done. New technology with video, FaceTime and very granular technical information has assisted and is making this possible.

However, the busiest markets have been the local ones. As it became clear that 2021 was THE year of the staycation, the phones and email ran hot with enquiries from local clients keen to get out on the water this summer. This has been particularly the case in the USA, UK and Swedish offices. The problem becomes finding yachts to sell, rather than selling them. Prices have held and in some cases, they have increased significantly to take into account the simple laws of supply and demand. A yacht is a safe and secure place to spend time with family and friends (bubbles have been very in, in 2021) as well as being enormous fun.

Our new yachts are all sold with no new deliveries until next year in virtually every segment. Yacht manufacturers have also struggled and continue to do so, with unreliable supply chains and late deliveries not just on parts and engines, but also staples like styrene and gel.

In addition to this incredible surge in yacht sales, which of course has been very positive as far as our financial numbers are concerned, the changes that we implemented in 2020 which are many, are now really bearing fruit. The 2 most important were the new website www.berthoninternational.com and the increased interaction between all offices – to such an extent that I really believe that we truly are now a family. For this year, a serious look at the ancillary services that we provide is in the works, so look out as we enhance and improve the Berthon offer incrementally! The voyage of improvement is truly never ending and expect to read of new initiatives in editions of the Berthon Book yet to come.

In addition to our 5 offices, we have for a long time looked at the Italian market with its extraordinary array of builders and wonderful yachts – Southern Wind, Ferretti, Mylius and Benetti to name just a few, and seen huge potential there. We are agents for the amazing Solaris Yachts and Advanced so we are already sold, and I have to say also, selling well! Finding the right person to be our Sherpa in this key market and who can join our family has been a challenge, but finally in the spring of 2021 Raffaele



Burgio became that person. An experienced project manager for the likes of Baltic, Swan and Southern Wind, his deep knowledge of the local market is priceless, his technical knowledge deep, and he is also quite charming.

We have had a blast with our new yacht offerings. We have been the dealer for Windy in France and the UK for many years, and these amazing sports boats continue to thrill with their fantastic high quality build, great drive and their custom superyacht tender and special projects capabilities.

Pearl Yachts and Berthon also partner in the UK and France. Working with Kelly Hoppen and Dixon Yacht Design, Pearl offer some of the best design features in flybridge motor yachting on the planet. Their new 62', for whom Berthon has found 3 new owners, won at the Motorboat & Yachting awards in January and their 80' and 95' are incredible yachts. Watch out for the new 72', which we predict will raise eyebrows and is a very special yacht.

Iguana continues to thrill with their extraordinary amphibious boats of carbon that contrive to be rugged, fun to drive and super cool, both in and out of the water.

In the UK, on the sailing yacht side of things, Solaris has developed a number of incredible new models from the 111' to the new 40', 50' and 62'. These yachts are contemporary, comfortable, easy to handle and ferociously quick.

For our USA office, Moody has captured exactly what works best for East Coast sailing. With 5 x 54's for delivery this year and as I write, a Rustler 33' has arrived on a ship in Baltimore – our strategy of offering European yacht building on this coast is working well. We were delighted to add Solaris to the Berthon USA new yacht stable this summer and with a new 50' in build and destined for Seattle, we believe that the American market will appreciate these yachts as much as our UK client base.

As for our family, it remains very much as is, and I am so pleased that we have retained our full crew through the Covid 19 crisis and we are all as excited about our business as we ever were. A little older and wiser, maybe, but still boat mad – always. It has been great to welcome Harry Hamson to our UK office as we expand there, Fredrik Sundberg to Berthon Scandinavia and of course Raffaele too.

The UK has been and is super busy with yacht sales both new and pre-owned. The British summer is always very much like the Curate's egg but days spent sailing in our lovely waters are never wasted.

The pandemic has certainly taken the sting out of Brexit, and this epic departure was almost missed by most as well as the fall out of Schengen, VAT treatment of British yachts, RCD and the rest. These new challenges provide a path that we tread cautiously, knowing that time cures all and that the situation will settle in the coming years. Without doubt glass half-full people, we are excited by the possibilities that the new relationship that the UK has with Europe will bring, and the prospect of Brits enjoying Temporary Arrangement rights for their yachts in Europe for an 18 month period is positive. In its most basic form, cruising in the Mediterranean just became 20% cheaper for the British – so what's not to like about that?

In the South of France, the challenge of the pandemic has played out in 2021 also. Travel restrictions have kept many of our clients from their yachts and from enjoying

TILLY MINT -- DISCOVERY 67' SAILING THE SOLENT



these wonderful azure waters. However, all the indications are that a late summer season will be enjoyed by all, in this wonderful and charismatic playground for yachtsmen.

Berthon Spain has had a huge year in 2021, with a large expansion of the service part of the business to give us superb capability in Mallorca for significant refit and repair as well of course as the pitstop and guardiennage on which the business was built. A mighty 2,000 square metre facility is now ours providing yacht storage as well as purpose built workshops and preparation areas for all our trades. We are very confident that if you are considering a nautical makeover in the Mediterranean, we will most definitely be able to help.

Berthon Spain is a company of two halves and the sales side of the business has also been strengthened with Ben Toogood joining from the UK office where he was family for 12 years, to build the motor yacht offering that we provide in Spain. He joins Simon Turner in our sales office overlooking the Club de Mar in Palma.

Berthon Scandinavia, joined the family in 2020, and the Swedish market has been powering ahead ever since. Run by Magnus Kullberg, with Bo Lennström, Birgitta Andersson and Fredrik Sundberg, they have all continued to be super busy with sales mainly in the home market, although there have been a number of international sales too. All are experts on the yachts built in the wonderful island of Orust. If you are interested in Hallberg-Rassy, Najad, Sweden, Malö, Regina of Vindo or anything else built in Sweden, their knowledge of value, encyclopedic knowledge of models and history mean that they really are the go to people for anything Scandinavian.

Berthon USA is a jewel in the Sales Group crown and this year it has shone bright, with an extraordinary number of yacht sales, as well as donations. As ever, a large number of pre-owned Nautor Swans have found new owners via our office. We expect the rest of the world to follow the USA on many levels and for yacht sales this is most definitely the case. Because of the strong relationship between the whole international team, yacht arbitrage the Berthon way has again been the order of the day. Only this time, it has happened virtually in many cases with positive outcomes in all cases.

NEWPORT HARBOR, RI



Our supporters, clients and friends have once again, been asked to help us to put together this Berthon Book and to them we are very grateful. I hope that as you turn the page to more interesting things that you will appreciate the wide ranging subjects and understand why for us, it is so much fun to put this publication together on an annual basis.

The Berthon Sales Group, and the Berthon Book are also all about the yachts. So, we are featuring the entire Berthon fleet across all our offices and internationally in these pages. These are for us the stars of the book. Each of these has an assigned broker from our international team who will have seen her if at all possible given the obvious, will have photographed her, crafted the specification, voiced the video and who will be passionate about her.

We hope that you will enjoy this 2021/2022 edition of the Berthon Book half as much as we have all enjoyed working on it and making it flesh. Please do dip in and out of it, bookmark it, or enjoy it at your leisure, knowing that accompanied with it are good wishes for fair winds and good sailing from us all.

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BY MAGNUS KULLBERG, BERTHON SCANDINAVIA Photography © Icehotel





ABOVE : ICEBAR STOCKHOLM BY ICEHOTEL OPPOSITE : ICEHOTEL 365 ART SUITE VILA VID DENNA KÄLLA, DESIGN TJÅSA GUSFORS & ULRIKA TALLVING, PHOTO © ASAF KLIGER Sweden has many extraordinary landmarks and features, and one of the most special is the Ice Hotel situated in Jukkasjärvi, an extraordinary construct remade annually from blocks of ice hewn from the River Torne. Each iteration of the Ice Hotel is unique, with different designers, each providing a portion of the magic that makes this place so special. Every spring the Ice Hotel melts and returns to swell the waters of the River Torne.

I have never visited this special place, but amongst friends and Berthon supporters there are those who have. Everyone who visits has a unique experience. Friend Mikael Holmqvist was married in the Ice Church, spending his first night of married life at the Ice Hotel. He and his wife have since visited in the summer and seen the River Torne flow past the site of the Ice Hotel with the promise of a new glistening structure yet to be fashioned from the frozen waters of the Torne. The Ice Hotel offers blocks of ice for beds, and for some of its visitors, the comfort of a permanent hotel close by. This provides the opportunity to experience this extraordinary place but then to return to the comfort of central heating and a warm bed thereafter.

The Ice Hotel travels. There are also Ice Bars, that have been seen around the world, and which are still found in Stockholm and in Jukkasjarvi where you drink from a glass of solid ice and the interior is made using nothing but ice from the River Torne.

From our UK office we learned of the Heald family, Swan 45' owners, and of their recollections of their extraordinary visit to the Ice Hotel from Imogen who brings the experience to life beautifully. ►







ABOVE : ICEBAR BY ICEHOTEL JUKKASJÄRVI 2017. DESIGN JENS THOMS IVARSSON, ELIN JULIN, KALLE EKEROTH AND HÅKAN JUTBLAD. PHOTO © ASAF KLIGER BELOW : DOG SLEDDING. PHOTO © MARTIN SMEDSÉN

OPPOSITE : icehotel entrance. Northern lights. Photo $\ensuremath{\mathbb{C}}$ asaf kliger

" If I told you that you could see the Northern lights from the highest peaks in the Arctic Circle, elks grazing by huge craters of abandoned copper mines and spend a night in an Ice Palace, you would of course think I was telling fairy tales!

From the moment we stepped off the plane to Kiruna, Sweden, the landscape was breathtaking. We travelled to Abisko, home of the Aurora Sky Station and checked into a lodge booked for us nearby.

Before taking the 30 minute chair lift, we clambered into huge black suits over the top of our layers, and whilst now closely resembling Michelin men, we were thankful for the warmth provided by this unflattering garb. With hot drinks in hand, we were finally at the highest summit in Abisko National park. Once on the viewing deck we were able to see the magic of the sky. For us the aurora offered only a few grey wisps, but the sky station is the best place to see the Northern Lights in Sweden. This is weather dependant and like all fairy tales the magic of this natural phenomenon is not easily given up to all.

From there it was off to the frozen lake that is home to the Ice Hotel. Close by, there is an ice village that was truly the stuff of fairy tales, bustling with people and with Ice Hotel guests from across the globe, swelling the numbers and an infrastructure made of nothing but ice.

First stop – the Ice Bar, formed into a huge dome fabricated using an air balloon as a mould to create its extravagant shape. Once inside this crystallised cave, we drank from ice carved shot glasses filled with vodka and lingonberry juice.

The next fairy tale adventure was husky sledging. These iconic creatures pulled us through a landscape with swathes of pine trees and across open frozen lakes. Our final destination was a small tipi hidden between the trees. Inside, an elderly couple were boiling water over a small fire, and soon it was hot drinks all round. After our very cold huskie ride, to this day that drink still ranks as one of the best I've tasted – ever! With feeling returning to the tips of our fingers, it was back aboard the sledge for the return trip to the ice village.





A word about the food..... like all good fairy tales, with only limited ingredients, the local chefs created magical local fare that tasted wonderful. I still remember the mushrooms that were found by the copper mines nearby. With the viciously bitter weather outside, they were heavenly.

On our last day, as a birthday celebration for my mum, we took some Mini cars for a spin on a nearby frozen lake. Not yet a driver, I had the fun of flitting between my parents' cars. My mother took the sensible tack, approaching the track carefully, skidding and sliding around the curves. My father, on the other hand, decided to snowplough into the track's banks at every opportunity. For the adrenaline junkies amongst us, this is definitely a must do on any visit to the Ice Hote!!



ABOVE : CHEF'S TABLE AT THE VERANDA. PHOTO \circledast asaf kliger right : Sauna experience with ice plunge, torne river in winter. Photo \circledast asaf kliger

OPPOSITE : Art suite 365 dreamscape. Design alex haw & Aditya Bhatt. Photo @ Asaf Kliger





Beyond the Ice Village there are miles of fern woods and frozen lakes, but there is also a local town which is home to the Jukkasjärvi church, a beautiful clapboard building with fascinating Scandinavian relics and long gothic candle wicks; a reminder of an altogether simpler time.

All this and what about the Ice Hotel? That evening we walked through its ice doors into a huge icicle carved into a chandelier. Over a thousand tons of crystal ice are used to create the foundations of the hotel every year. It really is an extraordinary technical undertaking that once completed, becomes one of the largest pieces of artwork on the planet. And remember, that it lasts only until the warmth of spring arrives, when it melts and returns to the River.

Many of the hotel rooms are designed by local designers. Our room for the night was designed by Emma Curden, Theodor Fahlen and Gabriella Buli, who created the room to resemble the inside of a watch, with cogs and dials carved into the sides of the domed walls. Superb as this was, I couldn't help noticing that the beds are genuinely made of ice, with thick animal skins thrown over them! Of course, beds are for sleeping and we really needed the arctic sleeping bags, which kept us warm by retaining our body heat. Probably not the very best night's sleep I've had in my life, but I was surprisingly comfy and warm on my ice block of a bed.

We awoke to steaming cups of hot lingonberry juice, which were very welcome! It was an unforgettable fairy tale experience, sleeping on ice and surrounded by the giant inner workings of a clock, amongst the bezels and minute hands all fabricated from solid ice. It seemed to me that maybe, Time himself stopped for us that night, for just a little while..."

So, a magical place in my own country, and one that I plan to visit someday very soon. From the Northern Lights, to lingonberry juice, to huskies, the Ice Hotel is truly the stuff of fairy tales.

ABOVE : ICE CHANDELIER IN MAIN HALL PHOTO © ASAF KLIGER

<code>OPPOSITE</code> : <code>deluxe</code> suite 365 – Once upon a time. Design Luc voisin & Mathieu Brison. Photo \odot Asaf Kliger

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King Marine and Stas Trasevskii in 2015 of carbon for inshore and offshore performance sailing, she is very much on the pace. Also deeply cool for pure, fast cruising duties. She is little used and the number we suggest above is but bagatelle in comparison with her build cost today.





Finot-Conq and Knierim Yachtbau collaborated in 2018 to produce this epic blue water flyer of full carbon for mile munching at pace throughout our planet. 270+ nautical mile days are effortless, and she comes with EC rigging on her carbon rig, centreboard, North 3Di and of course twin rudders – awesome.

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RÉFLEXIONS ON THE CÔTE D'AZUR

BY JOHN BEDON

It was the end of a highly successful charter. The guests had been easy and the weather, up until the last day, had been fabulous all the way north from Sicily, where we had picked up our ten American guests two weeks earlier.

Unfortunately, there was an unexpected change, and the wind was blowing a steady force 6, gusting force 7, out of the west. I had booked a berth in the port of Cannes for the last night, so that the charter guests could enjoy an evening in one of the fleshpots of the Côte d'Azur before flying out on their jet from Cannes airport. The weather had caused a couple of the yachts in the port to delay their departure, and in the last week in August, there will never be a spare berth for a 40 meter motor yacht! The guests were understanding, and as dusk deepened, I conned us down to the anchorage off Theoule-sur-Mer, just past Mandelieu-la-Napoule, at the western end of the Bay of Cannes.





ABOVE : CHARTER YACHT MONTREVEL, 36.9M/121'01", BUILD/REFIT IN 1958/2020, ACCOMMODATES 10 GUESTS BELOW : DINING SALOON OPPOSITE : FRENCH RIVIERA COASTLINE NEAR THEOULE-SUR-MER The holding is pretty good there, and with four shackles of chain on the bottom, I felt comfortable and organized the anchor watches for the night.

My chef, Dario Tagliasacci, was delighted that he had another opportunity to receive the plaudits from the Americans, who all seemed to think that Dario was a magician – which he was! The stewardesses fussed around the dining salon, decorating the table and getting their instructions from Dario as to how the meal was to be served, while the guests were fed champagne on the aft deck, sheltered from the wind, but able to admire the lights stretching along the coast. The night passed quietly, the guests wove their way to their cabins, often closing one eye to prevent seeing two companionways, and the tired crew gathered up the stack of empty Cristal and Rothschild Chateau Lafitte wine bottles. The wind started to die about 2 o'clock, and I prepared for an early start.

I phoned the Port Office in Cannes the next morning at 6 o'clock, to be told that two yachts were sailing within the hour, and that I would be able to dock at 7 o'clock. The yacht, MONTREVEL, was the quietest boat imaginable, and we were dropping 2 anchors and making fast the stern lines before the guests had risen. Breakfast over, the guests started packing and preparing to depart, I called their pilot at the airport and gave him an arrival time, and after an al fresco lunch, the 10 very happy Americans piled into the two rented people carriers, waved their goodbyes, and set off for the airport. The crew and I settled down to the post-charter debrief, at which I was able to give them the good news that the guests had left a hefty gratuity behind, to be shared out between the nine of us, and I decided to add to their happiness by telling them that I was taking them all out for an end of charter dinner in the Old Town.

That evening, having taken on a trusted dayworker to mind the boat, we all walked through the glitz and glamour to the old town, and settled down for an excellent, if radically expensive, dinner – food and wine prices on the coast are hideous!

The next morning I settled the Port Office, approved the work list for the next few days, and climbed into my venerable Jeep to drive home for some well earned down time. The drive to the small village in the foothills where I live, takes only an hour and a half, but the difference in the countryside, the people, and the architecture could indicate a change of continent.





ABOVE : PUGET-THÉNIERS

Puget Théniers is a small place of only 1,500 inhabitants, including toddlers (only a few of them), and wrinkly oldsters (plenty of them). I live outside the village, about three kilometers away, in a very private little valley that I do not share with anyone else. Driving down the long, steep and wooded driveway, after a hard working period away, is the most wonderful feeling. I might well startle a couple of deer, or a large and bad tempered wild boar, and then the small stone house comes into sight, with the wooden shutters painted Provence Bleu. Habitually, I open the house up, get changed into the most comfortable clothes that I can find, and then head back down to the village, where I buy stores such as patés and cheese, say 'Bonjour' to anyone that I recognize, and then head to the local Bar/Tabac to have a glass of wine and catch up on local news.

I usually find Jean-Claude, an ex-Legionnaire, propping up the bar, and for the price of a 'grand rouge', he will give me a relatively truthful account of what has been happening. Jean-Claude has never in living memory bought a single round of drinks, not even by accident, but he orders them from Colline, the pretty barkeep, very well. After the coast of Provence, the hinterland can be very surprising. The wine costs €1-50 for a large glass, while in Cannes or Monaco, you will pay €8, a beer on the coast is €7-50, while in Puget it is also €1-50. The people out in what is known as L'Arrière Pays, or back- country, are friendly and interested – often to the point of nosiness, while the coast is obviously much busier, and the people just want to get on with their day. After listening to a few of Jean-Claude's more scandalous tales of what has been going on in the village, and filling his glass a few times, I often head over to the trout farm, where I buy a couple of fish for my evening barbecue. I do have a stream at the bottom of my land, and I have once, (in 15 years!) caught a trout in it. I have tried fly, lure, worm, grasshopper, all to no avail, and the general opinion is that I am just a lousy fisherman, and that the single trout that I caught was mentally defective. Both observations are probably true.

The late summer evenings at my house are idyllic. I light the fire, open a bottle of wine, grill the fish, and listen to the silence from my patio.

It really has been a wonderful way to spend my last years of running yachts.





ABOVE : MA MAISON A LA CAMPAGNE

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DISCOVERY 57' > ON A WHIM

£795,000 Lymington, UK DISCOVERY 58' > AQUALUNA

£1,095,000 + VAT Lymington, UK



The first of the 57' series from the Discovery stable with lovely Formula Spar and powered everything. Practical white hull livery and fab teak and wenge interior. From 2012, little used, she hears the call of the sea and is ready to cross oceans once her owner's refit make her so – the price asked reflects this need. Epic elliptical saloon windows so the light floods in.





2015 splash, made in Blighty to epic Ron Holland designs with a sailor's single wheel and powerful fully battened main which is easily tamed from the cockpit. Lovely maple innards, she looks the business. Immaculately spoodled after her last trip across the pond. Full of Discovery DNA with a proper deck saloon, interior watch keeping and effortless sail handling for 2.

UK OPEN 7 DAYS A WEEK



DISCOVERY 58' > ELUSIVE

£1,050,000 + VAT Lymington, UK DISCOVERY 67' > TILLY MINT

£995,000 Palma de Mallorca





From 2017, she comes with less than 1,000 hours on her main engine and a very full specification put together to make her ready for a circuit of our planet as well as a lovely designer interior in oak and grey Amtico and with an Agate grey hull livery. Refitted 2021 by our very own Berthon Boat Co, with a current survey to go with her powered rig, epic AV and Lithium lon set up. She rocks!







The flagship of the Disco fleet, she hatched in 2009 and is just about the perfect size for family sailing, yet also has stacks of room to accommodate some help as you like. Now gleaming with recent rig, paint, decks, sails, gen and more. Works just completed include all new and funky AV, electronics, sound deadening and interior refresh. Handsome and very special all ocean yacht.

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DISCOVERY 55' > PAMELA

£485,000 West Mediterranean DISCOVERY 55' MK II > KILORAN

£795,000 Lymington, UK



#3 of this unique and special series, she first splashed in 2002. The Disco 55' really is the last word in shorthanded blue water cruising in this size band. Totally nautical makeover in 2016 courtesy of the Berthon Boat Co. and the updates have continued. She was to circuit the planet, but life happened and she has yet to take the trip. She is ready for those nautical miles now.





2015 build, she is #46 of this unbeatable benchmark blue water cruising yacht series, brought to you by Ron Holland and the Discovery bods. Epic go anywhere spec, maple innards, fab open saloon layout, vertical hull windows aft and a host of subtle updates differentiating her from her more mature sisters. New paint and more this year, and very ready to roll.

SOLARIS

YACHTING EXCELLENCE SINCE 1974





YACHT DESIGNER, JAVIER SOTO ACEBAL

BY RAFFAELE BURGIO, BERTHON IN ITALY

Berthon's man in Italy, Raffaele Burgio, is an experienced project manager working with Southern Wind, Mylius Yachts and many other Italian shipyards. He took the time to chat to yacht designer Soto Acebal whose growing reputation for designing glamorous, fast and cutting edge sailing yachts is well known. Berthon represent Solaris in the UK and USA and so we are converts...

How did it all start? How did you get into sailing?

When I was young, I studied in an English school in Buenos Aires, a school with strict rules. It was mandatory to play rugby but sailing was not an option. I did not like any sports involving a ball! One day by chance, I was in a sailing club for lunch. Before that I had never seen a sailing boat. A sailing instructor invited me to sail with him on a dinghy for a short test. After 10 minutes on the boat, I realised that sailing would be my life, my passion and my work. I started to practice sailing straight away. I've always been an aesthete and so I look at everything from an aesthete point of view be it car, pen, house or indeed yacht.

Tell us about your training as a yacht designer...

I was born in the same city as German Frers. I studied at the university and graduated as a Marine Mechanical Engineer. The degree course was 7 years long and very demanding and tough. During my time at university I stopped going sailing. The marine engineering course was focused on commercial ships, warships and fishing vessels, nothing to do with sailing yachts. Sailing was my passion so in my free time I started to read a lot of books about sailing yacht design. There was no internet at that time so reading books was the only way for me to educate myself and to keep up to date with yacht design. One of the most important books about yacht design at that time was "Skene's Elements of Yacht Design" and that became my Bible. The book was always beside my bed. When I became professor of Naval Architecture at the university, I insisted that all my students read that book.

Tell us about the years at Frers Yacht Design and the most exciting project you worked on there...

In 1986 I started to work in a design studio in Buenos Aires and during that period I worked on many designs for Micro and Quarter Tonners that went on to win many local regattas. Some friends of mine knew German Frers, as they had done a lot of yacht racing with him. They invited me to sail with them and German Frers. German took charge of his father's office in 1970, after returning from a training period in the USA working with Olin and Rod Stephens at their office in New York and in the 80's he was already one of the most famous designers in the world. We started to get to know each other and in 1987 I joined the German Frers design office.





JAVIER SOTO ACEBAL

WALLY 100' ALEXIA

I worked there for eleven years, until March 1998. At that time many of the most important projects born from the pen of German Frers were realised. We designed prototype IOR class yachts, Nautor Swans and Maxi yachts.

With that great experience, why did you open your own design house?

While I was working for German, I was also a professor at the University of Buenos Aires as a professor of Sailing Yachts Hydrodynamics and Sailing Yacht Design. I taught the final part of the design process of a sailing yacht and in this period, I designed a 25 footer racing boat together with my students. She was very aggressive. We then built her and she was sailed by my students. I asked German for permission to do this and, of course, he gave it. The yacht was a successful project and as a result my first client commissioned me to design him a yacht, but of course I was still working for German Frers. I made the decision to open my own design studio and start my own career as naval designer in 1998. I designed many racing yachts to start with and one of the most successful projects was the Soto 40'. This design has been winning races for over 20 years! I will always be grateful to German Frers for having the opportunity work with him.

What do you love most about your job, and what is there that you do not enjoy?

I love pretty much everything about my job. One of the things that really makes me happy is when I propose a project to a yard and this is developed and improved by them. I'm very pleased when a project that I have submitted is enhanced thanks to the ideas of the other people involved. For me, teamwork is fundamental to success. What I dislike is when a project is not properly developed for commercial or "political" reasons. Sometimes yards and clients follow the market, and often this is at the expense of the philosophy and beauty of the project.

What are your favourite projects to date, sail and power?

To date 80% of my designs have been sailing yachts and 20% power yachts. I have many favourite projects. There are a variety of reasons that I am attached to certain designs – the victories list for a race boat or sometimes for other more "technical" reasons. Some of them are favourites because they were projects where everything went smoothly from the beginning. There are many factors that make a project "lucky" and make it go well. Often both myself and the client are super excited about the project, and if the team I'm working with gels with everyone playing their part, then the project evolves in the right way.





ABOVE : 65' CANTING KEEL RACER CAMERINGA BELOW : SOLARIS 50'



SOLARIS YARD IN AQUILEIA, ON THE SHORES OF THE VENETIAN LAGOON.

It is then I have a "lucky" project. Lucky projects for me have been the Wally 100' ALEXIA, the Solaris 50' project, the Wally 130', the 65' canting keel racer CAMERINGA and the latest is the recently launched Solaris 111'.

Tell us about your relationship with Solaris...

This was good luck for me. In 2008 Luca Bassani talked to the owner of Solaris Yachts about me. I already designed some Wallys for Mr. Bassani. So, I had a call from Italy and they asked me for a face to face meeting. I was in Patagonia so I took a plane the next day to Italy and met Michele Ricci and the rest of the managers. At the end of the meeting, they weren't happy with my proposal and I was almost sure that I wouldn't get the job. Overnight at the hotel I made a lot of new sketches by hand trying to draw what they wanted. The following day I showed them my "night-work" and they said: this is exactly what we're looking for. She was the Solaris 44', year 2008/2009. From that day on, we have worked on many projects together. Working with Michele Ricci and his team is very hard, they are very demanding, but at the same time very cooperative and committed to getting the best result. On the Solaris 50' project we did around 25 tests before the final approval from Solaris! I love working for them and every time I'm in Aquileia I feel at home. Everyone at the yard, is fantastic. For me it is like being part of the Solaris family.

What is the most important development in yacht design build that you have seen in the past 10 years and what do you predict will be the most important trend in the next 5 years?

In the past few years I've become more focused on the development of my projects, which are orientated towards performance sailing. The yachts have become lighter thanks to new construction technologies and materials. Beam has increased and it is carried all the way aft to the stern giving more volume internally and improving the hydrodynamics of the yacht. The reverse bow has become more common. The use of the topside's chine gives very powerful stern sections that dig in to provide additional stability when the yacht heels. Hull shapes have changed significantly. These features as well as new concepts in design provide more safety and comfort on board. For the future, I see many changes coming in different areas of yacht design. Taking inspiration from the last Volvo and Vendée Globe yachts, all the concepts and technologies used on these will bring improvements in tomorrow's cruising yachts.

We're working on a new project, a fast cruiser where we moved the mast aft giving the yacht less mainsail area which provides more safety and better control of the yacht. Forward she has a bigger self-tacking jib and Code 0 for more speed in light airs. For me, the innovations that I will focus on in the future will be related to safety, comfort and performance.

So what do you do in your spare time?

I spend most of my time working and designing yachts. During my down time, I switch off totally and I'm an avid reader, mainly of books about philosophy and quantum physics. I have a house in Patagonia which is my sanctuary. When I am there, I fish on the river or the lake, go sailing on a small boat that I have and ride a lot. Life in the country enables me to switch off.



JAVIER SOTO ACEBAL SAILING THE SOLARIS 55' IN FRANCE



RECENT LAUNCH OF THE SOLARIS 111'

Oyster 655 > ROULETTE

£850,000 + VAT Lymington, UK OYSTER 575 > SOPHISTIKATE

£895,000 + VAT Palma de Mallorca





So much more than just another 655. From 2007, she comes with carbon rig and carbon foam core in her bulkheads and fittings to make her super light. She also has all the go faster gear so the nub of this yacht is that she is ferociously quick. Also has a full maple interior with brushed stainless steel trim. Special.





Splendid go anywhere, do the world mollusc that is compact enough to be managed by a family yet with volume enough to take help along as you wish. From 2011, she was commissioned by these owners for a world cruise – she is their second Oyster so they have form, hence the spec is fab. After a trip Down Under, she repositioned to the Med on the deck of a freighter and is now gleaming and ready to do it all again.


€995.000

BALTIC 66' > SEI TU II





Judel Vrolijk and Vismara together with the masters in Finland in 2005, she is virtually full carbon and offers faultless joinery and great detailing below decks with sparkling performance above. The Baltic offering is a bit special and this yacht provides breathtaking sailing in light airs, yet she is stiff and strong for passage making too. Recent comprehensive pit stop GRAND SOLEIL 52' > JDMONTT

€700,000 + VAT Montenegro



From 2019 she is barely unwrapped, and comes with all that Italian flair and glamour – a collaboration between Cantiere del Pardo, Lostuzzi and Nauta Designs. Set up for easy, fast and fun shorthanded sailing, she looks, and is, the epitomy of cool.

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PEARL 95' > #004

POA Palma de Mallorca

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BY ISABEL MOSS, BERTHON UK Photography © English heritage

Osborne Bay makes for a lovely anchorage and lunch time picnic stop for Solent yachtsmen. Through the trees you can make out the elegant house and gardens of Osborne, seaside home of Queen Victoria and Albert, Prince Consort. The shoreline is a pretty, private beach. No landing allowed, I'm afraid, but from your anchorage you can spy Queen Victoria's bathing machine and visitors to the grounds enjoying Punch & Judy shows with ice-creams in hand.

This magnificent palace, now managed by English Heritage, has played a significant part in my children's childhoods over the last 16 years. My motherin-law (Victorial) recently retired from working at the house after 17 years. Not only did Vicki work at Osborne, but she also lives in a house within its grounds. We mostly lived abroad when the children were young and therefore spent a fair bit of holiday time at Osborne, going back and forth on the Fishbourne ferry to 'Gangan Vicki's Castle'. Over the years, we have come to know the house, gardens and its history very well. It is full of sumptuous rooms and incredible artefacts, but we have our own favourite places, pieces and experiences which I share with you today. ▶



ABOVE : V&A CIPHER DESIGNED BY ALBERT OPPOSITE : ITALIAN TERRACE AND ANDROMEDA FOUNTAIN





ABOVE : OSBORNE PRIVATE BEACH, SHOWING QUEEN VICTORIA'S PAINTING ALCOVE BELOW: OSBORNE BEACH AND BATHING MACHINE

The charming photograph of Osborne House that graces the front of our 2021 Berthon Book, was taken on a chilly April day when the country was in national mourning for HRH the Duke of Edinburgh. If you look closely, you can just make out the flag flying at half mast. The nation was celebrating Prince Philip's life of unfailing public duty and dedication as Prince Consort to our Queen Elizabeth, his passions for science and industry and his modernising influence on today's royal family.

Like Prince Philip, Albert too was a moderniser, fascinated with new technology. The house was built between 1845 and 1851, designed by Albert with London architect Thomas Cubitt and inspired by the Italian Renaissance style. As well as unrivalled luxury and beauty, Albert made sure to include as many mod-cons as possible.

So, on my list of *'Favourite things about Osborne House'* Victorian technology has to be at the top!

Victorian Innovation + Technology

The Victorian era really was one of innovation, and modern royals Victoria and Albert wanted it all at Osborne; central heating and ventilation, the first lift installed by Otis, modern communications and more! With so much early technology incorporated into these palatial surroundings, it's a great setting to spark an interest in technology and science in young children.

Queen Victoria's bathroom was not only luxurious but exceedingly modern for its time. Her Majesty was one of the early few to have a proper flushing toilet plumbed in, hot water bath and shower. There is something a litte voyeuristic about admiring a queen's toilet, but we often found ourselves doing so with lots of childish giggles! The water was piped up from East Cowes for use by both house and gardens. Prince Albert had a reservoir built to water the flowerbeds and garden fountains via a system of pipes and this system still waters the gardens today. Victoria and Albert were not cut off on the Isle of Wight. From 1852, Electric telegraph wires linked Osborne to the mainland, allowing the Queen to stay in touch with London and even the President of the United States, James Buchanan. Osborne was the second house in England to have electricity installed, though unfortunately 30 years after Albert's death. Victoria had the first chandeliers wired for electric light in 1893. Electricity was produced on site via gas turbine and stored in batteries.

In 1878, Alexander Graham Bell visited Queen Victoria at Osborne to demonstrate his great invention, The Telephone and so the telephone came to Osborne House.

And finally, I must mention that our very own Reverend Berthon received a royal invitation to Osborne in 1854 from Victoria and Albert, to demonstrate the now famous Berthon Collapsible Lifeboat. You can learn more fascinating history on this in a later article.

Swiss Cottage + Museum

This is a truly magical place and a lovely part of the grounds for which we always make a bee line. Victoria and Albert had a total of nine children, and this was their special place of play and education. Their play house 'Swiss Cottage' was built in the style of a Swiss chalet. Upstairs you can still see the children's dining room and living area. Downstairs there is a lovely children's role play area with Victorian dressing up clothes, and Victorian toys to play with.

Outside, Swiss Cottage's garden is sectioned into 9 different plots, one for each royal child. Here they learnt about gardening and growing vegetables, and each had a child sized wheel barrow bearing their initials 'Pss. A.' or 'P. A.' You will find these darling wheel barrows on display in the garden shed.

A little further on from the cottage, there is a wonderful curio museum, housing an eclectic collection of artefacts and many interesting gifts that Queen Victoria received from around the world. There are all sorts of things from a 5 legged deer to the original tickertape recording of the first ever transatlantic cable message sent by the Queen at Osborne to the President of the United States.

For more Vicotrian childhood fun, Swiss Cottage is just a short stroll from the beach for ice-cream, summer-time Punch & Judy shows and a good look at the bathing machine.



SWISS COTTAGE







ABOVE : DURBAR ROOM Below : Queen Victoria's Bedroom Opposite : Upper Italian terrace garden

The Durbar Room

All Osborne House's state rooms are splendid, from the yellow satin adorning the Drawing & Billiard Room to the superb chandelier in the Council Room. But for me, there is something utterly mesmerising about the Durbar Room. It was carved and designed by Lockwood Kipling (Rudyard's father). Kipling described the room as a 'Hinduized version of the work of the Akbar period'. The whole room including the ceiling looks like it's been intricately carved out of ivory. I'm very pleased to say this is not the case and that the exquisite carvings are all out of plaster, cast from wooden moulds and carved under the direction of Bhai Ram Singh. The walls are lined with slender columns and with Arabic gold script. A magnificent, sculpted peacock watches over the room from above. The whole effect is awe-inspiring.

The Durbar Room takes its name from Indian princely courts meaning ruler's or king's audience hall. Osborne's Durbar Room was built as a banquet hall for ceremonial dinners with European royalty. Today, the room also displays the many precious, exotic gifts from India and the subcontinent, presented to Queen Victoria as Empress of India.

The Durbar corridors leading to the room are lined with famous portraits by Rudolf Swoboda of Victoria's Indian subjects. However, our family favourite is that of the Maharajah Duleep Singh, the last Maharajah of the Sikh Empire, painted by Franz Xaver Winterhalter. His portrait hangs at the end of a corridor as it turns to the left. As you go round the corner, the Maharajah's eyes and pointy toes seem to follow you!

My family's favourites have but touched the surface of all that Osborne House has to offer. The tabledeckers and its crockery, the nursery, the bedrooms, the ice house – there is so much to explore. It is a must visit for anyone holidaying on the Isle of Wight and a full day out, with cafés and restaurants for food and playgrounds and lots of run around space for the kids.

When you do get to go, I hope you enjoy it as much as the Moss family have!



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HANSE 588 > SERENDIPITY

US \$799,000 Portsmouth, VA, USA FARR 65' > ALBATROSS II

£135,000 Lymington, UK



No nonsense, cross oceans without effort sailing training workhorse from 1999. All togged up for MCA Category 2, she will uplift to Zero for the very keen. 14 beds and lots of potential for adventure sailing, mile building and all that good stuff. Miniscule ask.

Sovereign 51' > SCORPIO

£129,500 + VAT Caribbean



Handsome cruising yacht that is remarkably easy on the eye, she has been operating in the Caribs as a charter yacht for much of the last decade. She originally splashed in 1996, her current occupation means that she has been totally upgraded, re-fettled and much re-worked for totally reliable use – and she gleams too. The perfect platform for more of the same, or could also do the world.





Judel Vrolijk and the Hanse brigade in 2017 she is gleaming and also loaded to the gunwhales with all manner of kit and caboodle for comfortable and relaxed sailing both near and far. Her sweet lines provide rewarding sailing, she has a modern loft-esque interior and she is full of smart ideas and clever touches. Also available to see, touch, write a transfer for and to sail now.



PEGASUS 50'#1 GLOBE > HAGAZUSSA IV

€790,000 + VAT West Mediterranean HALLBERG RASSY 48' > ALBATROSS

€550,000 Portugal





Mile munching Rassy from 2005, this yacht had a nautical makeover in 2017 to prepare her for warm water sailing in the Mediterranean, which she has managed with aplomb. In an earlier life she cruised extensively in the chillier northern waters of Norway, Sweden and Scotland so has the cool cruising gear too. Compact for local sailing, easy for shorthanded, yet long legged for oceans too.

HALLBERG RASSY 62' > CONTRARIAN

€775,000 Lymington



#14 of this great mile munching class from Frers and the Rassyfarians in 2004, she does exactly what it says on the tin. Nice cutter rig, all push button with an anodised spar – so no wallet bashing rig blasting and painting here. Uprated electrical and electronic wizardry, and much else with this owner. Huge cabin for the cheque writers and 3 other generous cabins for the rabble.



Splashed 2020, she's barely unwrapped, this 21st century design that is the brainchild of the team that brought us the Shipman series have delivered a shorthanded family sailing yacht that is exciting to sail, of full carbon with carbon spar, deck saloon, inside/outside living where the cockpit and saloon meld to one, intelligent systems with easy access, moderate draft – she even has a gimballed seating area. We will stop now, for fear of banging on...

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Swan 60/001 > CONCERTO

US \$475,000 Annapolis, MD. Swan 45' > EALA OF RHU

€285,000 Scotland



Originally hatched in 1994, the first of this extraordinary sisterhood, she was built as HIGHLAND FLING with a superlight build and carbon rig, to collect silverware – and she delivered. This owner has added massively to the comfort factor, leather upholstery, generator, air con and more. Still super slippery but now with added comfort too.





The one design with the mostest, one of the most fun things you can do out there on the water. From 2002, full fat Nautor's Swan, she is also super competitive under IRC yet once de-tuned morphs into a fun, capable and comfortable fast family cruising yacht. Just pistopped – what's not to like?



SWAN 601 > FLOW

€990,000 West Mediterranean Swan 60' > VICTORIA

€499,000 West Mediterranean





The Nautor team built 8 of these epic racer cruisers and this yacht is sixth in the series, splashing in 2005. They really are perfect for all those wonderful Swan regattas as well as regatta racing the planet over. Great livery, build as only really Nautor quite can and a recent price tumble make her an easy decision.





Simply the perfect size for owner-driver sailing, yet with space enough to take some help along as you wish. From 1999, this yacht has push button front sails and hydraulic winches to take the strain. She also comes with lots of nice upgrades from larger genset to more fuel to bow thruster and stacks more. All this and she also looks a real picture – please see above.

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VITTERS BD 80' > BLISS II

€2,350,000 Palma de Mallorca Swan 75' > KIAMAR

€2,450,000 East Mediterranean





Awesome composite build, despite her scale she weighs in at a modest 40 tons, and comes with a carbon rig, in-boom and lots of nice touches to make her manageable for family sailing with the minimum of crew. From 2014, she is totally equipped for long distance sailing and the light pours in below, because of her clever window arrangement. There is zero tolerance on deferred maintenance so she looks and is, very sharp.





Nautor's Swan at their finest from 2009, this pretty flush decked yacht has been lightly used through life and comes with recent cloth. Set up for easy shorthanded sailing and her dark blue hull livery looks the biz. Lots of nice updates to further encourage you from 2020 including new electronic wizardry, new batteries, new push button passerelle and much else. And of course, she's a Swan.



Oyster 82' > RIVENDELL

€1,825,000 + VAT Palma de Mallorca Garcia 75' > ANNKA I

€1,095,000 Western Mediterranean





#12 of this magnificent sisterhood, conceived and built to munch miles and to take their crews right round our planet. She comes with a carbon rig and splendid fully battened mainsail – hence she is a joy to sail. From 2009, skipper maintained from the shell, she is looking as fresh as a daisy and you will love her cherry and maple interior with that fantastic feeling of space and air.





Berret/Racoupeau and the wizards at Garcia, she was made flesh in 2009. She comes with a capable cutter rig, protected cockpit, great dinghy crane and practical layout. Downstairs is a funky interior full of clever ideas – gimballed owners' berth, magnetic locker catches, man cave, awesome machinery space and a chef's galley. No stranger to high and low latitude, mile muncher extraordinaire.

THE LAND OF NONSENSE BEDTIME RHYMES

BY GARRY EVELEIGH Illustrations © Phillippa Frost From a very young age, all children (myself included) have and always will love a good bedtime story. That snuggling down time in the security and warmth of their very own special dream place, most usually accompanied by favourite teddies and toys, or that rather tatty old raggy or cuddly that gives amazing and endless security to its small owner, especially on this end-of-day journey to that sleepy place of wonderment and imagination – dreamland!!!! All my children loved to hear a bedtime story from a favourite book, however more often than not, they would request a made-up story – these conjured up magical tales would spring from my mind faster than I could possibly put pen to paper.

PICKING BLACKBERRIES

When you're picking blackberries Always leave a few Cos mice and fairies love them They like to pick them too

If you're a mouse or fairy A single blackberry is enough There's plenty for your crumble Topped with oats and nuts and stuff

Fairies eat them daintily A feast is each drupelet But meeces scoff the whole fruit Their appetite to whet

So when you're next out picking Drop a few on the ground The fairies and mic e will thank you Easy pickings they have found



There was no *"once upon a time"*, these stories were real-time and even now, my grownup children still remember Dad's made-up bedtime stories.

These dream-enhancing tales would always have my children playing the lead roles along with guest appearances of best friends, pets and toys, with of course a vivid assortment of very friendly fairies who, with a quick sprinkling of magic dust, would instantly shrink the listeners down to fairy size.

There were also numerous, mischievously naughty pixies, elves and goblins, plants that could spring to life and burst into song, and flying and crawling insects and bugs that were extremely friendly and talkative. The slightly larger flying species such as Maybugs, Moths, Dragonflies, Butterflies and fast, stripy Bumblebees would become flying taxis. This friendly airborne service would wing the children off to night-time parties at Bluebell Wood, the party venue that was always illuminated by the light of a hundred fireflies.

All too quickly, my bedtime storytelling years had become distant but happy memories. Then before you could say "tiddlysquigglyplop", my children had children of their own – these were mind boggling, amazing moments for me. I had become a grandparent!!

All the storytelling, games and complete nonsense that I had created as a young proud father now had to be re-branded for my grandchildren. Huge added bonus – you can have equally or even more fun with these toddlers before handing them back to their rightful owners!

Then came the Eureka moment - in the guise of Covid lockdown. >>

FAIRY HAT

I love all wild flowers One favourite is harebell Their colour and fragility A shame they have no smell

You can see why fairies like them So pretty and so blue The nower heads perfect An instant hat, brand new

They fit most every fary When placed upon their head I wish that I could wear one Not my straw hat hated

If I could get some fairy duit And shrink down to their size I'd certamly wear a horebell hat T'would be the perfect prize

DREAM CATCHER

Do you ever get those night frights I did when I was a boy At night your mind is racing Some dreams I didn't enjoy

I had to count giant matchsticks Falling on my head Sometimes there would be something Hiding under my bed

But Nanny used to save me Come in, switch on the light She'd say "What's the matter darling Have you had a fright?"

I'd sob and blubber, then Nanny'd say Let's both of us take a peep You see, there's really nothing It's in your dreamy sleep

At bedtime think of nice things Like sweeties and ice creams Cos Nanny's watching over you She's the catcher of bad dreams

WHEN I GROW UP

When I grow up What will I be An astronaut, or on TV

When I grow up I wonder when I can already, count to 10

When I grow up Play hide n seek Even when my old bones creak

> When I grow up I won't get old As I see your lives unfold

When I grow up It's plain to see I simply can't, for I am me



I had no excuses to skive off from my writing and I had quite literally just finished the Berthon Lifestyle 2020 article *"Pastures New"* when my phone pinged – a message had arrived. It read, *"Grampy, can you send us some of your funny stories. Love from Phoebe, Jen and Ellie"* and signed off with lots of hearts and kisses.

As my pen touched the crisp, white, lined paper of my new A4 Pukka Pad, "When I grow up" was scribbled instantaneously and it made me smile. Zoe's girls loved it and my grandchildren's requests keep coming. Caroline, my lovely and very witty wife, casually asked when I was next going to my land of nonsense – hey, presto, the title of the book was born.... perfect!

The Land of Nonsense bedtime rhymes are plucked from all manner of bizarre places, memories and moments, crazy thoughts and ideas, educational facts, wildlife galore, lifelong desires and a very large dose of Grampy's complete nonsense. These bedtime rhymes cause endless amounts of giggling, sniggering and laughter – I wholeheartedly approve! Then I hit a problem – I can't sketch for toffee. My ability to bring these rhymes to life with some informative but amusing pictures was going to be tricky. With my tongue sticking out from the corner of my mouth, and my fine

point black pen pinched between fingers and thumb, I tried to scribble how

PLANET BLUE

When you watch a lovely sunset And the sky above turns pink Does it make you wonder Does it make you think

Our planet is so wonderful With changing colours and hues Why do so many earthlings Our planet blue abuse

We fill the air with car fumes And factories spew out smoke Pollution is a bad thing It's enough to make you choke

We've polluted many rivers And the oceans too We'll have to learn to stop this And save our planet blue

The moon it has a smiley face Smiles down at me and you Let's all join hands together Make Mother Earth smile too



CLEAN MY TOOTH

If I said I'm going to clean my tooth You'd look a little bemused The fact is I am a Narwhal My horn is a tooth and it's used

My scientific name Monodon monoceros From the Greek term ("one-tooth one-horn") This horny tooth can grow 8 feet or longer It starts to grow when I'm born

My nickname, the Unicorn of the Sea Because of my ivory tusk It's a tooth and sensory organ Helps me hunt where it's darker than dusk

I live with my pod of Narwhals I love eating cuttlefish and squid We're in danger, our numbers depleting To hunters we're worth a few quid

So google Future Oceans Society They have many interesting facts about me You can even make a donation To help all us Narwhals stay free

BROOM ZOOM

Fiddly squigglyplop A witch flew away on her mop She didn't go zoom Cos it wasn't her broom It's their method of transport to shop When they need to go zoom They ride on their broom On clear nights when they when post the moon.



my mind visualised the rhyming text. My scribbled images would take forever – I can write but I certainly can't draw. I needed an arty person to create their imagery as an illustrator.... HELP! Funny how things happen, I am a firm believer that luck doesn't just fall into your lap – you make your luck and you make your luck work for you. My little piece of luck occurred on my next visit to see my eldest daughter Kate and my youngest granddaughter Winnie. By chance, I spotted a new piece of art in their new house. Kate very excitedly informed me that it was a housewarming gift from Phillippa, one of her very dear and close friends from her bygone school days. I knew and remembered Phillippa from almost three decades in the past. Even more importantly, I had now discovered her gift as an extremely competent and talented artist – just what I was looking for! I wondered if Phillippa might be interested?

FRIENDS FOR LIFE

I know a young farmer called Felix His pet dragon's called Jamie you see They always go everywhere together This friendship is simply WHOOPEE

Sometimes Jamie wakes before Felix Other times tis the other way about But mornings are best started quietly Cos Jamie breathes fire when he shouts

Jamie loves to fly around the garden And he loves going out in the car At bedtime he loves to be tucked in These best friends are both on a par

He's my bestest green dragon is Jamie He can fly but not very fast Inseparable - we have great adventures Porever the friendsho will bat



GOOD SHIP PUFFIN

I love my Puffin tower ship I can sail across the sea Yogi swims beside us To keep an eye on me

We don't know where we're heading I'll check my telescope Sometimes we see sharks and wolves But friendly ones. I hope

You see, my name is Winnie I'm the captain of this ship But you can come, so climb aboard We're off on my next trip

We'll sail across the seven seas Adventures all the way And you can even take the wheel But only when I say

That's because I'm the captain And best you don't forget Or I can make you walk the plank Then you'll get wet, wet, wet

> For Winnie Xxx



ABOUT PHILLIPPA

I have known Garry's daughter, Kate, since I was six and have remained close friends with both Kate, and her sister Zoe. I gave Kate one of my artworks as a housewarming gift and, to my surprise, received a telephone call from Garry shortly afterwards. He had seen, and admired my painting at Kate's home and phoned to propose sharing in an exciting project he was working on.

Garry was looking for an illustrator to bring his bedtime rhymes to life. His enthusiasm was contagious and half way through our conversation, I eagerly agreed to create some images. Upon receipt of a few sample rhymes, I was hooked! I had such great delight reading them - he has an incredible talent for conjuring vivid images in your mind. I couldn't wait to get my brushes out and paint life into his words! Interested to test a target audience, I immediately sat down to read Garry's rhymes to my three small children. Within minutes, the room was filled with fits of laughter and a barrage of questions. His writings excited their imagination into overdrive and sparked their curiosity for the world around them. Garry's mind is a cauldron of magical, educational and hilariously funny rhyming tales. I am enthralled and excited to play a part in bringing his wonderful imagination to life through my art. Having gained my degree in English and History, I am happy to be part of something that can inspire a love of literature to young children.

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SWAN 46' > QUINDJAMMER

SEK 1,650,000 Henån, Sweden Swan 53' > MEZZA LUNA





The Swan 46' fraternity is large – Nautor built more 46s than any other Swan – ever. Today they have classic lines, good sailing and have won hearts and minds internationally. This yacht is from 1984, new deck 1996, new rigging just now and many other lovely updates. Of course she never spends her winters outside. Perfect with blue water.



Iconic Nautor's Swan with lines as you would expect from the wizard. First splashed 1991 she has an impressive number of nautical miles beneath her elegant keel. Much loved and updated – also comes with a nice new deck from 2014. And all this for a price, that seems to us to be on the meagre side of good value.

Swan 40' > ATHENA

US \$245,000 Mamaroneck, NY



From 1999, a late iteration of this evergreen classic in the making – Frers of course. She comes with nice new paint and a comprehensive and reassuringly expensive B&G set up. She is used to spending her winters in the comfort of a covered shed, and so her new owner should take note of this preference. Great yacht.

Swan 42' > CORBAN

US \$135,000 Newport, Rhode Island



Ron Holland Swan, she is #24 of this illustrious sisterhood, from 1982. Set up for shorthanded sailing she has been much uprated of late with a new engine and stacks of other improvements. All American Nautor's Swan she has spent her whole life in the USA or Caribs and is now ready for much more of the same – and she's very willing to try some different oceans.



£495.000

OYSTER 56' > GIGI OF LONDON





She emerged from the shell in 2002, we know her well. Outstanding blue water sisterhood, Oyster built nearly 100 of these yachts – they are the biggest class in the Oyster fleet. Nice new teak decks and completely reworked rig, much polished in this ownership yet sparingly used. Perfect 4 cabin layout for serious family adventures and more. Shiny and well-preserved mollusc. OYSTER 42' > SUNDANCER OF CHICHESTER

£195,000 South Coast, UK



1997 with classic lines from Holman & Pye and finished beautifully by the shellfish people. One of but 7 of this sisterhood, they offer pocket blue water sailing, as well as easy shorthanded sailing, Oyster comfort factor, and plenty of pottering potential. Much re-booted and suited of late.

CONTEST 44' S > CELERITAS

US \$195,000 Rye, NY



Dick Zaal and the Conyplex people in 1998. She has been part of this owner's extended family for quite some time, and has been used for relaxed and comfortable cruising on the East Coast for which she is the perfect tool. Mostly wintered under cover, never raced, rallied or put away remotely wet.

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FREDERICK PARKER SCHOONER > SPIRIT OF OYSTERHAVEN

V €330,000 + VAT West Mediterranean





Contemporary classic in steel, and built in Blighty by Joyce Marine in 1972. Something of a legend she and her crews have sailed far and had the most extraordinary adventures. Now offered for sale in very crisp good shape, she is the perfect platform for adventure sailing of all hues and the head turning is absolutely free.

TREHARD 90' > DARK STAR OF LONDON

€715,000 + VAT South of France





Martin Francis provides the spectacular lines and glamour, put together by Trehard in 1982 with centreboard, flush decks that go on forever, and 6 cabins for guests. Now undressed and undercover, she is on the large size to be a barn find, but nonetheless..... Now requires a new owner with some imagination and euros to get her back on the water.



VRIPACK RESEARCH 2000 > LUCKY JACK

€1,750,000 + VAT Northern Europe



33M LAURENT GILES SCHOONER > TIGERLILY OF CORNWALL €1,200,000 West Mediterranean





At 22.9m this great little ship is aptly named, she comes with range enough for a trip to the moon and absolutely all the kit for serious passages. From 1998 with a brace of 195hp Cummins, the nub of this yacht is that she has just completed a bottom up rebuild in Holland to fit her for a leisurely planet circuit. Sadly Covid 19 intervened and the time envelope required has now closed hence she is available in brokerage captivity now.



Charming and great fun superyacht built of steel by the Cochrane Shipyard back here in Blighty in 1989. In this ownership she has voyaged far (over 250,000 nautical miles to be precise) from the Mediterranean to the Pacific to the Arctic Circle and many points between, at a reliable 8.5 knots. SCV2 coded, with a wonderful crew, much refitted and rather under-priced.



MARTHA'S VINEYARD, MASSACHUSETTS

BY JENNIFER STEWART, BERTHON USA PHOTOGRAPHY © MARTHA'S VINEYARD MUSEUM HISTORICAL INFORMATION PROVIDED BY THE MV MUSEUM AND THE NEW BEDFORD WHALING MUSEUM

As a local New Englander, Martha's Vineyard brings to mind James Taylor, Carly Simon, the Kennedy family, the vacation spot for various US Presidents, Edgartown Race Week and the filming of JAWS before remembering her history as a whaling community. These days, she is a luxury resort island during the summer, with her local population averaging about 15,000 living in six towns. These are – Edgartown, Oak Bluffs, Tisbury (Vineyard Haven), West Tisbury, Chilmark and Aquinnah (formerly Gay Head). Physically she is about 25 miles long, with around 7 miles across at the widest point, with two excellent harbors. Mainland ferries leave primarily from Hyannis, with smaller ferries arriving from other locations.

Legend has it that an Englishman, Bartholomew Gosnold, arrived on Cape Cod searching for sassafras in approximately 1602, renaming the Island after his daughter Martha, whom he buried before setting sail, and Vineyard because of the wild grapes he found growing there. The area was full of fish and of course, of whales for the much needed sperm whale oil. The native population at the time of the English arrival were the Wampanoag, who called the Island NOEPE, meaning "land amid the streams". They numbered around 3,000 at that time, but later fell prey in large numbers to diseases brought by the white settlers and loss of their lands. The first English settlers on the Island, led by Thomas Mayhew, brought their metal tools, cattle, sheep and swine, steadily shrinking the forests as they cleared the land for farm use. The land was rich, not only with food from the sea, but it was also perfect for corn and potato fields.



WAMPANOAG WHALEMAN AMOS SMALLEY (1877-1961) OF GAY HEAD, WHO SHIPPED AS BOATSTEERER ONBOARD THE BARK PLATINA OF NEW BEDFORD, IN 1901, AND FAMOUSLY KILLED A 90' ALBINO SPERM WHALE WITH A DARTING GUN. HE LATER DID AN INTERVIEW WITH READER'S DIGEST IN 1956 ENTITLED "I KILLED MOBY DICK" IN WHICH HE TOLD THE STORY OF THE EVENT.

OPPOSITE : EDGARTOWN LIGHTHOUSE. Photo credit david welch.



During the 19th century, as the whale population was depleted locally, as larger ships were built in Martha's Vineyard and nearby New Bedford, in order to sail further to fish. The Vineyard became a major offloading port for the sperm whale oil and home to many seamen, many of whom were either African American or Native Indian who had no interest in, or land to farm. Bringing in a shipload of oil made some men very wealthy, never mind those who built the ships. As Mr. Van Riper of the MV Museum said – "whaling was a hard life, years away from home, bad food, cramped quarters, and trying to kill 70' animals with spears while standing in a 27 foot boat, but it could be incredibly lucrative. Rather than being paid monthly wages, whaling crews received a percentage of the profits, your share rising with your responsibility". The Whaling industry eventually died out in the late 1800's.

Being only accessible by sea, Martha's Vineyard has a rich maritime history. The men from the Vineyard were on all the commercial boats of the time, wooden schooners of the coastal trade and barks and brigs that were the "trucks" of the era, moving all goods up and down the East Coast and beyond. Even America's Cup boats showed up every now and then,



BATHING BEACH WITH OBSERVATION TOWER. HUNDREDS OF BATH HOUSES LINED THE OAK BLUFFS WATERFRONT. Opposite : Menemsha harbor martha's vineyard. Photo credit david welch.

with WEETAMOE, a J-boat built for the 1920's competitions pulling in to the Vineyard with a torn genoa in need of repair. Turns out the only person who could sew something like this was the local tailor and thanks to him, WEETAMOE made it to Newport and the Cup trials on time! A famous 100+ steel yawl from the mid-twentieth century, MANXMAN, made her homeport in Edgartown in the late 1940's. Her skipper (whose family roots went back to the first English settlers) was famous for bringing her up the narrow, twisty channel leading in to Edgartown Harbor under full sail, spinning her into the wind, dropping sails as he went, so that she coasted to a gentle stop at the dock.

Edgartown Race Week is hosted by the Edgartown Yacht Club founded in 1905; whose mission statement's aim, was to perpetuate the maritime traditions of Edgartown and Martha's Vineyard. The clubhouse has just undergone renovations to raise her floors, as her location right on the harbor was prone to flooding. As with other years, in 2021 the club's regatta incorporated buoy



UNCATENA (1902) LEAVING EDGARTOWN THE LAST PADDLE STEAMER BUILT FOR ISLAND SERVICE. Memorial wharf in edgartown was a steamer stop until the 1930s.



racing along with an Around the Island Race. Having done the Round the Island race myself, it is either tons of fun with good breeze, or without it is a really long day!

In the mid 1800's, Oak Bluffs had become a tourist destination, first visited by groups of Methodists & Baptists, who lived in tents and worshipped together in a stand of oaks, which is still there today. The word got around how pleasant the island was, and all those non-religious people showed up too! After the Civil War, tiny "gingerbread" wooden houses were built in Oak Bluffs, which are still occupied today (and some by descendants of the original dwellers) and the Vineyard became the place to go, with bandstands, shops, huge hotels and the famous still running Flying Horses Carousel which is the nation's oldest operating platform carousel and an Historic Landmark. Walking through Edgartown, you can see gorgeous traditional New England homes, and in the harbors, plenty of beautiful yachts.

Martha's Vineyard has also been a vacation spot for four Presidents to date: Ulysses S. Grant, Grover Cleveland, Bill Clinton and Barack Obama. JFK sailed in the Edgartown Regatta more than once, and Franklin D. Roosevelt stopped by on his yacht AMBERJACK



RENTED COTTAGE ON THE METHODIST CAMPGROUND, 1870s. AFRICAN AMERICAN VACATIONERS BEGAN TO COME TO OAK BLUFFS TO ATTEND METHODIST AND BAPTIST CAMP MEETINGS. BY THE EARLY 1900s, THEY HAD BEGUN TO RENT OR BUY VACATION HOMES, BEGINNING A "SUMMER COLONY" WHOSE MEMBERS ARE NOW (IN SOME CASES) 5TH OR 6TH GENERATION VISITORS.



PRESIDENT GRANT (FIRST POTUS TO VISIT MV WHILE IN OFFICE) AND HIS WIFE JULIA (FAR RIGHT) AT THE COTTAGE OF BISHOP GILBERT HAVEN, WHERE THEY STAYED DURING A 3-DAY VISIT TO THE ISLAND IN AUGUST 1874.

during inclement weather. Leaders in business had and still have their summer homes on the Vineyard, arriving in time for Memorial Day and usually gone by Labor Day.

The island's most famous souvenir is the Black Dog T-shirt, which started out as a uniform worn by the employees of the Black Dog Tavern. The owner of the tavern was the owner and skipper of the cruising schooner SHENANDOAH, and realized he was on to something. I doubt very much that today you can be in any sailing port worldwide where the black dog is not seen on a hat, t-shirt or dog leash at some point!

Martha's Vineyard is a wonderful destination, whether you are arriving on your own personal yacht, on the ferry with your bike for the day, or renting a room or house for a vacation. While Oak Bluffs and Edgartown are quite busy, the outlying towns are still very quiet with beautiful beaches and plenty of outside activities. Next time you are passing through, put the Vineyard on your list of places to explore!



SHOPPING IN EDGARTOWN. PHOTO CREDIT NICOLE FREIDLER.

OPPOSITE : EDGARTOWN HARBOR. PHOTO CREDIT DAVID WELCH.

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VALLICELLI 65' > LOLA K

€249,500 West Mediterranean



From 2003, Italian flair and know how delivers a fantastic family friendly Mediterranean sailing yacht without all the faff. No teak deck, elaborate sailing systems or complicated engineering, just rewarding sailing, easy keep and head turning good looks. Perfect for relaxed and fun holidays in whichever sea you prefer.

HINCKLEY SOU'WESTER YAWL > SPIRIT

US \$225,000 Portsmouth, RI



The archetypal American cruising yacht from the Hinckley team way back in 1979. Her captivating good looks hold no nasty surprises, her paint sparkles, the sails are fresh and the electronic wizardry is as you like. Great split rig for easy handling, head turning good looks – there is absolutely nothing not to like.

NAJAD 332 > MOSTLY LOVE

US \$130,000 Wickford, RI



The first of her kind to splash in 2004, we know her well having sold her to these owners as a new yacht when Berthon USA were the Najad people. She has been cherished all summer, and tucked up inside every winter, and as far as rough edges are concerned, there are none. A rare find.

Nordia 45' > CONSTANTIA

£125,000 South Coast, UK



A proper little yacht from Van Dam Nordia, you certainly don't get much more Dutch without clogs. From 1978, she's sailed far and safely. In return her owner has invested in her heavily and she looks very fresh. Lovely little pilothouse, Master and Commander stern cabin and all decked out with 21st technology as you like.

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HALLBERG RASSY 62' > STRAYER VI

NOK 6,495,000 Norway NAJAD 505 > IRRISISTIBLE II

SEK 6,400,000 + VAT West Mediterranean



She first splashed in 2001, spending up to 2008 on the East Coast of the USA and the Caribs. Since then she has been used in the wonderful Scandinavian waters of her berth, for family cruising in the summer time, made easy with her push button rig and easy handling. Much updated and uprated she is very fresh for her year.



2017 splash and used only sparingly, yet polished a lot during her short life. Sails like a train on tracks and her Najad build is excellent. Recent and very special Swede, put together as the chaps on Orust know best. For our UK clients she is currently positioned in Europe, but outside Schengen...

SWEDEN YACHTS 45' > MONCHU

£228,000 East Mediterranean



Superb design and build from the wonderful Island of Orust in 2001. The 45' is a cult yacht offering easy shorthanded sailing with her self-tacking jib and easy deck layout, together with plenty of wind generated rocket power. Much loved, oft updated she is ready for a new family and new adventures. There is absolutely nothing not to like...

MALO 42' > ROULETTA

€180,000 Northern Europe



Lovely Swedish go anywhere cruising yacht with a fantastic deep cockpit in the perfect place, from 1996. Jolly nice furling everything in cutter, she comes complete with all the prerequisites for spirited offshore and long distance cruising.

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	UK OPEN 7 DAYS A WEEK				

MOODY 66' > MUSTIQUE

£795,000 East Mediterranean MYSTIC 60' > JUST JOIA

£280,000 Lymington, UK





Capable, robust, does what it says on the tin, blue water cruising yacht, fiendishly cleverly designed by the Dixon Team and made flesh in 2005. Disembowelled and totally reworked 2018/19 including decks, engine room and so much more. This year has seen further significant investment. Also charters to the max as you wish.



Extremely easy on the eye courtesy of her lovely German Frers hull shape. From 1990, she is but totally sorted for serious blue water. She had a massive nautical makeover 2018/19 in preparation for a trip to the Pacific which didn't materialise. Now back here in Blighty, although to be frank she would much prefer Tahiti.

FRERS 60' > NAMAQUA

£325,000 Lymington, UK



Cool to the point of freezing by the magician Frers and built by SYS in 2000, she is very special. In-boom, perfect sea manners, powerful sailing and a handcrafted mahogany interior from the shipyard that bought you the restoration of VALSHEDA and much more. Blue water fettled to the hilt.



CHALLENGE 67' > NASHACHATA II

€675,000 Northern Europe Bowman 57' > ALERIA

€275,000 Northern Europe



Unbreakable tin mile muncher from 1995, conceived and built to race one design around the globe against prevailing winds and currents – because Chay Blyth thought it a good idea! Available fresh from a monster nautical makeover which has her coded to Category 0 with a deck saloon for high latitude and far more creature comforts than would have been dreamt about in the good old Challenge days.



British yachting aristocratic lineage – built by C&N to designs by Holman & Pye in 1976. Elegant, hand crafted interior, the Bowman 57' has won hearts and minds around the world with their sweet lines, perfect sea manners and swift sailing. Caboodled for blue water and with many nautical miles beneath her keel, she already knows the way.

CHALLENGE BUSINESS 45'

£195,000 + VAT West Country, UK



One of a fleet of 10 unbreakable sailing yachts built to race around the globe against prevailing winds and currents – these original British Steel Challenge is now the stuff of myth. From 2000, she is not complete, but has the potential to cross oceans again at Category 0 once you have finished her refit. The modest ask reflects this.

COLIN ARCHER 40' > MOA

SEK 2,495,000 Henån, Sweden



With row away appeal in spades, this yacht is the most stared at on the Island of Orust. From 1991, the Colin Archer design is timeless and quite captivating. Totally disembowelled and rebuilt in Orust 2013/15 she is now gremlin free. This yacht is an absolute honey.

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VALLICELLI 78' > LADISEA

€1,950,000 + VAT Palma de Mallorca

2009 build of exotics with fantastic hull livery and row away good looks in spades. Released into brokerage captivity following a bottom up rebuild just completed. Work includes - engineering, electrics, electronic wizardry, sails, rig, interior seriously the works. Now in totally gleaming good shape and ready to go sailing. We love her.















84' HUISMAN CUSTOM > METOLIUS

US \$800,000 + VAT Western Mediterranean DIXON 73' > LA LUNA

£985,000 + VAT Western Mediterranean





German Frers and probably the finest Shipyard on Planet Earth in 1992. Glamour yacht that comes with drop dead gorgeous good looks and a bright, light, airy interior. Hugely uprated and reworked in this ownership, she offers special yacht ownership that is delightfully plug and play.



Of carbon by King Marine in 2008, this yacht is uber special. Carbon rig, in-boom, proper deck saloon, sails like a rocket and is easily managed sans gorillas. She also comes with a lovely beech interior with one of the best layouts we have ever seen in this size – hats off to Mr Dixon! Re-fettled this year, your chariot awaits!

FORESTRY, THE GREEN INVESTMENT

BY MIKE TUSTIN

Those with long memories, people like myself, alive and working in the 1990s with a little bit of rural knowledge will remember that woodlands and forests used to be a low value and high maintenance asset that only the wealthiest or extremely financially astute people could afford to own. Even the generous tax savings still offered by Her Majesty's Government which included Inheritance, Capital Gains and Income Tax relief did little to persuade all but the most persistent.

Fast forward to today, and even just travelling on a train we now hear phrases being used such as "Climate Emergency, Natural Capital, Rewilding and Carbon Offsetting". Those in the know will realise that this new world is going to treat the owners and ownership of woodland and potential planting very differently. Indeed, since the end of March last year, these phrases have become part of the modern language of the rural sector, as the financial mess being left by COVID is encouraging a surge of desire for woodland and planting land ownership comparable to the desire of people looking for a safe haven for their cash when they buy gold.

Where woodland investment wins hands-down against those traditional investments is that it is the only asset where you can lock in cash that physically grows whilst you own it. No one can steal it and it is very unlikely to be damaged in a house fire. Yes, there is some need for a forestry asset to be looked after but this is relatively insignificant in comparison to the potential return when you examine the figures and consider the timber and carbon markets that now underpin these assets. And don't forget, you can enjoy visiting your asset and pitch a tent in it, or indeed build a forest chalet in the middle of it to further enhance the value of your ownership of the place.

As with most things in life, success does depend on the effective management of woodland and requires a full understanding of the correct management of both the cash crop and the issues surrounding replanting. Holistic control of wildlife is essential to ensure that the saplings of today turn into the mighty English Oaks, Hornbeam and Beech of the next century, so that they can be enjoyed by our great grandchildren. Ensuring that deer, grey squirrels, rabbits and the like, do not stunt their growth at the start of their lives is key, not just to protect your investment but to ensure that these extraordinary trees which are an essential part of the fabric of our countryside today, have the opportunity to grow to full maturity and thus provide a legacy for future generations.

Of most excitement to myself, a Chartered Forester and Surveyor, is the potential for another busy period of woodland creation rivalling those of the 1960s 70s and early 80s with the aim for this creation being to contribute to carbon offsetting and conservation
whilst creating a timber income that provides a basis to the investment. If the current stampede towards planting land ownership by companies looking to get in early and offset their carbon emissions is anything to go by, we really are in for a solid period of reafforestation in the UK. Every day at Tustins, we are being contacted by a cross section of the business community who are keen to respond to the Government's net zero 2050 target and capitalise early before carbon offsetting becomes too expensive. The Government itself also sees the potential that woodland creation offers with each of the devolved parliaments setting seriously aggressive planting targets.

For many in the forestry and woodland world, it is no surprise that the politicians have finally worked out that woodland creation can be a benefit to our economy by reducing timber trade deficit and offsetting our carbon emissions. In the UK, we currently produce between 20% and 30% of the timber needed to satisfy our annual domestic demand. Shockingly, the UK is one of the largest sawn wood importers on the planet, only behind China, the USA and Japan. The world market for timber has serious supply issues with wood sourced from legal sources reducing annually and the UK is becoming increasingly reliant on this turbulent market. Those who are savvy and have an appreciation of the UK timber supply forecasts can also see that without any new woodland establishment, we are going to see a drop in the volume of timber harvested from 2030 onwards. Lower supply is likely to mean that prices will increase further from today's values, and these are already 20%-30% ahead of the price point in early 2020.

How does this translate into the property market in the UK? In short, the market has been growing for nearly twenty years. Since 2002, we have been seeing a long period of year-on-year property inflation. If you speak to our more traditional investors who have been used to sub 3% annual returns on their forestry investments, the current return of between 10% and 20% looks rather impressive. No surprise then, that the few properties that are coming to the market at the moment are achieving record prices.

Where you can add carbon offsetting as a new income stream to the cashflow, often on low-grade agricultural planting land, we are seeing even stronger prices and competition for all but the poorest land. Agricultural land is the only option for this, as existing forests cannot be used to offset carbon emissions. Who would have thought that plant-able agricultural land would fetch in excess of £5,000 per acre offered by forestry investors? This is of course a stark contrast to the lower value of unplantable agricultural grazing land.

The multiple factors driving growth in the sector look promising, indicating a positive outlook for many years to come.

TRIQUAL 65' > BIG BIRD OF POOLE

£399,950 Lymington, UK FIART 4T GENIUS > MALOLA II

€429,000 South of France



Well named – she is big! Built in Holland in 2002 of steel, she is rugged and comes with an enormous engine room dwarfing her twin Vetus Deutz hence there is room for so much more. Massively nautical makeover in this ownership she offers masses of volume and lots of potential for long-term clockwork yachting.



Italian flair and panache, not many of this sisterhood come into brokerage captivity so a relaxed blink may see you miss her. From 2019, she comes with a pair of Volvo D6-400 duo props delivering plenty of wellie. Also has 3 generous sleeping cabins and a ridiculously large widget list. Gleaming.

TRADER 535 SUNLINER > LYDIA M

£235,000 East Mediterranean



From 2000 with a brace of 660hp Cats, she also comes with bow and stern thruster, air con and a fantastic protected aft deck. A tardis internally, she is full of warm and wonderful teak joinery. Perfect for passage making as you like and she really is a very special floating home from home.

Astondoa 39' > NAUTI III

£149,950 Lymington, UK



Good looking and perfectly formed fly bridge yacht at under 40 feet from the unmistakable hand of Olesinski. Splashed 2004, she was built with care by Astondoa in Spain and comes with a brace of 380hp Volvos. Spatially jolly clever inside and out, much evidence of owners' elbow grease and ready to roar.

UK OPEN 7 DAYS A WEEK



PRINCESS V60' > ULTIMA

£1,450,000 + VAT Lymington, UK FAIRLINE PHANTOM 46' > DRAGONFLY

£260,000 Lymington, UK



No nonsense, does what it says on the tin, Bernard Olesinski design made flesh by the Fairline crew in 2005 and still perfect for family cruising in our lovely Solent waters and beyond today. She comes with a couple of 500hp Volvos, an intelligent layout inside and out and stacks of volume for living well aboard.

FAIRLINE TARGA 40' > SOLAR MIST

£149,000 South Coast, UK



Olesinski flair in 2002, she is powered by a pair of Volvo KAD 300s which have seen good service levels but definitely sub optimal use since launch. Capable straight line yacht that is a tardis above and below decks – you can lose 12 people in her cockpit saloon for drinks and more. Very modest price ticket.





From 2018, she has joined us after cadging a lift on the deck of a freighter from the Caribs, and hence she comes with a very complete warm water spec and is also ex-VAT so great for warm water as you wish. 2 x 1,200hp MANs provide the rocket power and take off at around 38 knots. She is also in gleaming good shape and is ready to enjoy.

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	LIK OPEN 7 DAVS A WEEK					

GP 42' > JEAN GENIE

£350,000 South Coast, UK GRAND SOLEIL 50' > MERRYN

£295,000 + VAT Channel Islands





Judel Vrolijk and the Italians in 2012, she was built under the supervision of a UK surveyor who seriously knows his onions for a most experienced yachtsman and is in fantastically good shape. She has the charm of an ex-VAT price tag, perfect for non-EU sailors for cruising the lovely waters of the Med as you like. Epic sailing yacht, easy to handle, with a thoughtful well-conceived spec.

M32' > TAND'M 32

SEK 1,345,000 + VAT Stenungsund, Sweden



2016 speed merchant from Marström & Ljung with a couple of hulls, great acceleration and maximum fun quotient. Perfect for the race circuit, fun sailing and for getting extremely wet. In stunning good shape – how cool is she?



2007 Botin and Carkeek, she's super well optimised and has a great deck layout for racing inshore. Comes with masses of go faster kit including a full set of 3Di sails that have hardly seen the outside of the bag. Excellent race machine, and of course the song is pretty special too.

UK OPEN 7 DAYS A WEEK



DUNNING GP 44' > RIGADOON

US \$875.000 Newport, Rhode Island MARTEN 49' > SUMMER STORM

US \$715.000 Newport, Rhode Islands



Reichel Pugh magic from 2009, recently she had a serious nautical makeover and her cup collection record in the past few years speaks for itself. De-tuned she is a docile cruising yacht and the lift keel adds some interesting dimensions. Rather like that well known lager, she is probably the best sub-50 foot cruiser racer that money can buy.

BILL TRIPP 54' > ANTHEM

€265,000 West Mediterranean



Cruiser racer in all the very best traditions, she comes with an impeccable pedigree, built Down Under in 1996. Much re-booted and suited by this, her current owner, thus providing trouble free and sparkling sailing for her next yachtsman.







2020 splash, not yet quite unwrapped, she is virtually unused. From the little seen of her out on the water, she shows masses of potential and is at the top of the design game. Top level competition weaponry, reverse flared topsides and some sails that have never seen the outside of the bag.

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SOLARIS 57' > LETI

€300,000 Western Mediterranean X YACHTS XC 42' > SKEDADDLE

£420,000 Lymington, UK





Unmistakable Doug Petersen good looks, made flesh by Solaris in 1991, here is a sailing classic in the making. 2010/12 saw this yacht disembowelled and totally rebuilt including new engine, all new systems and more – she even has a carbon rig. Built as only the Italians can, very well cherished and now we feel, rather under priced.



2017 and looks as if she's just out of the box. True to her name – she is definitely quick. In-boom furling and electric winches however make shorthanded sailing a doddle. From the ruthlessly efficient X people, a marriage of comfort, effective yacht building and speed. We love her charming light oak interior.











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SUFFERING FOR THE JOB Elaine Bunting reflects on the life and times of a Marine Tournalist.

A pot of tartan paint. The fog locker key. These were items a new apprentice or cadet would be asked to go and fetch. The captain might say the second engineer had the key to the fog locker, who in turn suggested it was with the chief engineer, who said no, try the chippy.

By the time the new boy returned emptyhanded and shamefaced, it had given the crew a laugh at his expense. It was a rite of passage that served as a reminder that, as yet, you knew the sum of less than nothing.

When I joined Yachting World as an editorial assistant in 1990, I wasn't given tripwire assignments but an assortment of very odd jobs. My first was to go to London Zoo to try out a new pressure

washer and remove guano from the penguin enclosure.

Word must have come back I'd done OK, because soon after I was invited on one of the magazine's One-of-a-Kind rallies. This was an annual event which brought together a number of similar-sized new yachts for four days of comparative tests and trials starting from the Solent. Along with a group of readers, prospective buyers and yacht agents, we'd sail east to Chichester Harbour or west to Poole, race each other, make dinner and stay on board at anchor.

It was an ideal way to conclude which yachts were comfortable to live on, or fast, or easily handled, or seakindly. It was also a ridiculous amount of fun, especially for a week 'in the office'. My job was to write about the galleys. I can't think why,



CASTLE TIORAM, LOCH MOIDART, SCOTLAND

because although I'd had summer jobs as a sailing instructor since my teens, in those days I wasn't much of a cook.

Over time the One-of-a-Kind rallies fizzled out. Boats weren't always so readily available, builders were less keen on these direct comparisons, and we... well, there were fewer staffers as the years flew by, being kept busier. The so-called 'new technology' that had sent Fleet Street culture into terminal meltdown put more of the publishing workflow directly in our own hands.

Nevertheless, a year or two later when I met my husband-to-be, he chuckled mischievously and noted: *"That's not a job, that's a hobby!"*

DIFFERENT TIMES

From the eyrie of middle age, the past seems at the same time close and hilariously far away. How different the sailing world was. (Remember, only 1990!) People wore blazers and club ties to the boat show. The topic of flag etiquette could be relied on to produce a blizzard of readers' letters: ensigns and the use thereof; position of a club burgee; hierarchy of courtesy flags. All were incendiary hot-buttons.

White foul weather gear was dead cool. Rothmans was a big race sponsor. Westerly was still (just) building bilge keelers, though it had launched a



INTERVIEWING DAVID GEORGE ON RAMBLER 88, FASTNET RACE 2019

new model, the Ed Dubois-designed Oceanlord. It was the talk of the show, with a master cabin so commodious an experienced colleague dubbed it 'the fornicatorium'.

A change was on the way. My generation, Generation X, was about to reach its pomp. We had armfuls of hobbies and interests, and an expectation of travel and more distant horizons. Simultaneously, technology was changing the experience of every single business. Do you remember sending your first email? I do. It was in 1992. Soon, as a result, evenings that had been spent going out to dinner were occupied rootling around behind a hotel bed searching for the phone socket and listening to the repeat-fail 'handshake' of a CompuServe dial-up. Communications and computing power has continuously changed boating almost entirely for the better. It is much safer. For example, take navigation or weather forecasts. Forecasts today are as accurate over four days as one-day forecasts were back in 1990.

Design software has helped fashion boats that are faster, sleeker and with incomparably more volume. Equipment is better designed. The knowledge needed to get a leg-up into the sport is far more equitably and widely available than in those heady, profitable days when chart, book and magazine publishers controlled the means of distribution.

As I write for a living rather than sail for it, I don't claim to be an expert, but I have sailed with many brilliant sailors and some true heroes. I've also experienced the opposite, though best I say no more. I'll leave it at explosively short fuses, ridiculous disputes over minor irritants far out at sea, people who've skipped medication or been mainly drunk. Not fun.

Some people exceed their gilded reputations. Pete Goss, for example. Mike Golding. Skip Novak. Dee Caffari. My hero of all time, Loïck Peyron. Leadership is a word overused in business; the qualities of a true leader are actually very rare. You do see it in boating. Live video and audio have also allowed us to witness what this looks like in the context of formerly secretive America's Cup racing. Ben Ainslie's performance this year was a gripping study in selfdisciplined leadership. Jimmy Spithill is hypnotic.

On a less stratospheric level, there is a huge amount to be learned from sailing with club racers and family cruising sailors. Cruisers bring all sorts of accomplishments from different areas of life and are impressively resourceful. I have learned different ways of going about things and approaching problems from people I've met along the way, and been given lots of good advice.

STRONG SPIRITS

Although sailing is seen as glamorous, which it is, some of my strongest



WITH MIKE GOLDING, VENDEE GLOBE 2013

memories are anything but. Possibly the strangest party I will ever go to was one New Year's Eve in a Russian post-Soviet scientific base in King George Island in the Antarctic. We'd sailed there from Ushuaia. Our hosts came to pick us up in a digger and we all travelled there in the bucket.

Our watermaker had broken a week or two earlier, so everyone's hair was stiff as fibre mat with an innocent whiff of Johnson's baby wipes. The Russians were either too polite to mention it or just too merry from their home-distilled vodka. After dinner, a man dressed as Santa distributed chocolate and more bottles of crystal firewater, and at midnight I was invited to do the honour of firing a pistol over the roof.

We had an 18-year-old nipper with us and when it came time to leave he was still going strong, so we said we'd be back in the morning. During the night a powerful storm blew up and it was two days before it was safe to land the dinghy. Sam – let's call him that – was ready and waiting after his nights laid out on the only spare pit, an operating table in the medical centre. He was still a greasy shade of white. I bet he drinks gin now.

A yachting journalist's job can, and has, encompassed sailing across the Pacific Ocean, racing a J Class, flying on the world's fastest foiling multihulls and



SAILING WITH SKIP NOVAK ON PELAGIC, CAPE HORN

watching wildlife in Alaska. But it has also involved being chased by pirates in the Red Sea, pursued by a whale in mid-Atlantic, being dismasted (twice) and, hubristically, getting into innumerable small and embarrassing scrapes.

In the process, I have lost countless meals miserably over the side and spent days of my life on that terrible white telephone to god. I once shared a watch on passage from Sri Lanka to Djibouti with Rick Tomlinson, the renowned yachting photographer and ocean racer, and I can still picture him looking grimly at his lunch before lobbing it overboard. "I'll just cut out the middle man," he said.

I loved that, and it's a line I've had cause to use scores of times since. Because sometimes we all do suffer for the job.

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ALDEN 40' EXPRESS CRUISER > MATRIARCH

US \$385,000 Braintree, MA. USA MAREX 310 SUN CRUISER

POA Palma de Mallorca



Aptly named motor yacht - how cool does she look! Hatched 1999 with twin Yanmar 350hps, her current owner has lavished the required truckloads of cash to her care so she is in truly sparky shape and ready for a new owner to take her on, without the need for further cheque writing to follow.



JEANNEAU NC14 > HOTSPUR

US \$515,000 Newport, Rhode Island



2015 Tony Castro design made flesh by the Jeanneau brigade with a couple of Volvo IPS 500 ipods that come with 2 station joystick control. Aggressive styling, stacks of comfort, hydraulic swim platform and nice new Awlgrip topsides.





2021 build, as this scribb scribbles she has not even got close to getting wet. Very full widget list, she comes with a couple of Volvo D3s, aircon, thruster and more - she even has solar array. Beautifully designed and engineered motor yacht that could be yours in time for you to take her for her very first whizz!



MAREX 360





310 SUN CRUISER 320 AFT CABIN CRUISER 330 SCANDINAVIA 360 CABRIOLET CRUISER 375 CRUISER

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BROOM 425 > ATHENA V

£349,950 Lymington, UK SUPERMARINE SWORDFISH 36' > FLAMBOYANT

£169,950 West Country, UK





A very clever hybrid design from Andrew Wolstenhome, with all the right heights and sizing for the glorious European inland waterway system, yet with the sea keeping to be useful on the outside too. From 2010, great widgets, twin 330hp Volvo D6s with modest hours and she shows evidence of plenty of owner elbow grease.





The brainchild of David Skellon and the legend that is Alan V Burnard, these yachts are super rare. From 2001, this yacht has been totally restored including paint, electronics, engineering and much more. A super-usable classic running on a pair of 440hp Yanmars. Think Jaguar E Type and just add water.

UK OPEN 7 DAYS A WEEK



BOOMERANGER A-95

SEK 880,000 + VAT Henån, Sweden SCORPION 10M > HOT LEMON V

£84,950 South Coast, UK



Originally commissioned for and delivered in 2012 to the Puma Ocean racing team, this muscular rubber boat comes with a brace of Yanmar 300hps delivering an effortless 45 knots. Robust and pretty unbreakable for any sort of roaring about activity you can think of.



Look what we've got! A total legend and record holder! She set the sub 30 foot Round Britain record in a heart stopping 31 hours and 22 minutes. Her twin stepped hull means that even in big Atlantic swells, she just keeps coming. Twin 4.2L Yanmars deliver 60 knots in acute discomfort, she is the business.

SCORPION 9.75 RIB > CONTANGO

£79,995 Lymington



Superior rubber boat from the masters at Scorpion in 2005 – the sea keeping is epic. Powered by a brace of Evinrude 300 E-Tecs that have less than 200 hours on the clock. Very well sorted with electronics package, flexiteek trim but of course you do have to like yellow.

Revenger 29'MK II > MOON BIRD

£39,950 South Coast, UK



Aggressive looking rubber boat that is perfectly suited to roaring around at speeds up to 48 knots with a big Yanmar 150hp making all the running. Lots of deck space, she's just the job for Solent dashes as you wish.

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C&C 66' > PHANTOM

POA Italy FRERS 57' DAY SAILOR > SASKIA TOO

POA South Coast, France





Cuthbertson and Cassian – names to conjure with, from 1973, she is an absolute honey. Massively updated and reworked, she delivers the charm of the 1970s with 21st century reliability. Incredibly good looking yacht, and of course the sailing is sublime. We offer the opportunity to be the custodian of this very special little ship.



German Frers, made flesh in La Ciotat in 2005, she offers glorious yet simple sailing with in-boom and all the controls led back to the cockpit. Modest hull form and carbon build, she is perfect for those Mediterranean zephyrs and is strong, stiff and very light. Day sailor extraordinaire, and perfect to overnight too.

ERYD 30' CLASSIC > ORIENTE

€71,500 Italy



2011 from Emmanuel Rossi, she is exceptionally easy on the eye. The Porsche 911 of day sailors, she comes with thoughtful ergonomics and has ample space downstairs for weekending as you like. Pocket glamour yacht.

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SLY 53' > STEVE WONDER 2

€199,000 + VAT East Mediterranean WHITBREAD MAXI 81' > ROTHMANS





Composite build, she is both strong as an ox and also as light as a feather. From 2008 she is a great option for regatta sailing and for family cruising too. Offering all that clever modern technology and design, without the full price tag of many similar yachts. She is easy both on the eye and also on the pocket.

Truly a name to conjure with, Rob Humphreys and Paragon in 1989 for the Race to top them all. Now beautifully restored to as near as makes no difference to her original glory, yet with some modern electronics and other touches for ease of handling. Currently used purely for her owner's pleasure, she would be an epic charter platform too.

MILLS IRC 41' > AMBUSH

US \$350,000 Hong Kong



Mark Mills and McConaghy Boats in 2016. Essential viewing for anyone contemplating an offshore, capable Fast 40+ style of racing weaponry. Totally good to go and also comes with fresh sails, so ready to pot hunt.

WHITBREAD 60' > TOKIO II

€75,000 + VAT Northern Europe



1993 John Swarbrick, she has been well loved through life and is unique within the sisterhood in that this yacht never did make that circuit of our planet. Just the job for the Ocean Globe race or to charter or for adventure sailing at speed. Masses of glamour to go with an absolutely enormous amount of bang for your buck.



IN TRUSTED HANDS WITH MONEN

YACHTS

For 40 years, here in Holland, Moonen Yachts have been building some of what we believe are the finest and most well-constructed superyachts afloat. We Dutch are known worldwide for our yacht building and at Moonen, it is our mission to take the art to the next level. We use world class materials and finishes sourced internationally in order to deliver unique superyachts, built perfectly for our wonderful clients who are as excited as we are to call themselves Moonen owners.

We celebrate our 40th anniversary this year, and we are proud of our expanding team of expert shipwrights and engineers who hand build our yachts, all of whom play an integral part in the creation of those yachts carrying the Moonen name. They are family; some of them have been working in our outfitting sheds since close to the beginning. We are a small operation by comparison to some others, but our family of craftsmen are dedicated and hugely skilled. Each member of the team bringing their own experience and enthusiasm to their role and each has their own story to tell of their passion for yachting.

For Nicky van Zon, Moonen's Technical Director, his love for the industry started as a youngster when he became a keen yachtsman. Sailing with his parents, Nicky knew how to sail long before he knew how to swim. But before he was allowed to take a boat out on his own, his parents made sure he knew how to tread water at least! The decision to go into the yachting industry came during Nicky's naval architecture studies and it was at this moment that he got in touch with Moonen for the first time. As the story goes, he applied for an internship, and has never left us! Making a career within the company, Nicky moved from Intern to Assistant Project Manager. He then became a Project Manager and finally Technical Director, and has now been with Moonen for 13 years.

But what made Nicky stick with Moonen? "I always felt there was a new opportunity on the horizon within the company. I was young and eager, I was challenged and given opportunities to grow. A big part of me staying was, well, just take a look at our yachts! I was so proud to be a part of the team that had a hand in building them. Because we are a small shipyard and only build a couple of superyachts each year, the team and I have a really strong connection to each and every build."

Each Moonen is designed and built for serious cruising. The naval architecture and hull design of recently delivered 36m Moonen, M/Y KOKORO, was executed by René van der Velden Yacht Design in collaboration with Diana Yacht Design. René says *"Today many clients like to travel at higher speeds than a typical displacement vessel can offer, without requiring planing or even semi-displacement top speed. At the same time they are attracted to the solid feel of a steel hull. There is also a preference to maximise the amount of (indirect) natural light in the interior and the view to the outside, requiring a lot of glass.*

The above combination of requirements may sound simple and logical, but are a real challenge in terms of naval architecture. To keep the weight in hand, the hull of KOKORO was constructed in High Tensile Steel."

The designers carried out preliminary structural calculations to find the optimum arrangement of





LEFT : NICKY VAN ZON, TECHNICAL DIRECTOR MIDDLE : JOS VAN DONGEN, HEAD OF INTERIORS RIGHT : CORNEE DE BRUIN, HEAD OF MECHANICS

longitudinal and transverse stiffeners, which provided a weight saving of 15%. "We opted for a design that would be highly efficient over the entire speed range. The hull shape also enhances a comfortable ride in all conditions." Noise reduction also makes longer voyages more enjoyable and Moonen are well known for their 'silent ships'.

Cornee de Bruin, Head of Mechanics says, "All components including pumps, hydraulic blocks and electrical cabinets are mounted on rubber dampers which absorb noise and vibration. All pipes are mounted on rubber dampers too, especially in the engine room. The generators and exhausts are mounted on specially designed frames and the generators have the added benefit of also being mounted on air suspension, so essentially, they are floating on air which keeps the noise and vibration to an absolute minimum. Nothing is fitted directly below the main deck or on the bulkhead, to ensure no noise or vibration passes into the main living spaces."

Long distance passage making relies on providing a safe and comfortable environment for the yacht's guests and crew. Minimising noise is a very big part of delivering on this environment.

Prior to handover to her owner, each Moonen is put through a rigorous sea trial program where every part of the yacht is pushed to her limits. "During the commissioning stage, we take measurements of the noise and vibration levels and with these results we can then adjust and regulate the settings of the air suspension for the generators. Whilst sailing, the hydraulic system is pressureless, so hydraulic noise cannot travel through the pipelines which are running throughout the accommodation" says Cornee.

Moonen yachts are built for serious offshore passage making, and whilst many of their owners enjoy them in the Mediterranean, they have the capability to go much further.

Training young people is a key part of Moonen's philosophy. Jos van Dongen, head of our interior department, has been on the Moonen team for over 25 years. A family background in carpentry meant that Jos learnt this craft from a very young age. At the age of 12, he began to hone his skills at school. The first piece he ever made was a hand crafted side table. This later evolved into building kitchens during various summer jobs and also to assisting his uncle in his business.

Living very close to the river and with a few boats in the family, Jos was immersed in the 'on the water' lifestyle. Back then, Moonen yachts were prepared for sea trials in the port where he lived. This is where he first remembers seeing his first Moonen; "LADY M was a really big yacht, I remember seeing her poking out over the dykes. In my small hometown, the dykes are around 5-6 metres high! Seeing LADY M towering above them as a youngster was really impressive!"

From that moment Jos decided that working for Moonen would be a great opportunity to further develop and refine his skills. And so, at 16 years old, he became the youngest apprentice in the carpentry department. Jos served a 4 year carpentry apprenticeship with Moonen before moving to the outfitting department of the

M ON NEN y a c h t s



shipyard. Over the next few years, he went on to qualify in mechanical design and engineering. This enabled him to move into interior engineering in 2002 and then in 2008 he became the Head of Interiors, the position he holds today.

A key part of the Moonen team, Jos says of working here, "It's a package deal. Moonen feels like family. We're a small group of dedicated craftsmen who love delivering beautiful yachts to their owners. In my job I'm across everything from start to delivery. From day one I'm in charge of the end result and this of course makes me very proud.

I always say we are great at making decisions quickly, because we have the ability to come together in a small group and discuss what is needed moving forward. We trust each other, which is so important within a shipyard, and that's why we deliver such high quality, well-crafted yachts."

"It's great to work with high quality products from fabrics to veneers and marble. In the carpentry world, Moonen, in my view, is the best of the best. What I love about working in the interior department, is that what we do here, is what customises each yacht for her owners. Every yacht is a one off, never the same, and that is very special."

At Moonen, all our yachts, like their owners, are unique. As we always say, when you invest in a Moonen, you're not just getting a yacht, you're getting a way of life, and you are joining our family.

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MOONEN MARTINIQUE 36M > YN201

POA Holland

#4 of this series, she is being born as this scribe writes, and she will come with a 4,000 nautical mile range, 5 cabins, bridge deck lounge and much else besides. Good looking and reliable mile muncher with style and panache by the Moonen people. A yacht that can truly take you to the ends of the Earth.





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Moonen 110' > YN202

POA Holland

Available to see, touch and to go cruising aboard in 2023, the design is from Rene van der Velden and Diana Yacht Design, the build magic of course comes from the wizards at Moonen. A splendid little ship that is designed to take trans-atlantics in her stride, and she comes with the interior volume and uncompromising comfort to make her the perfect platform for good living.









the reverend berthon and his Collapsible Lifeboat

BY BRIAN MAY, BERTHON BOAT COMPANY

The Reverend Edward Lyon Berthon (1813 – 1899) was an English inventor, and creator of the Berthon Collapsible Lifeboat. He was born in London, the tenth child of Peter Berthon, who ran a business supplying the military with provisions. When the Napoleonic Wars ended in 1815, the family's income plummeted and to help ends meet Edward was adopted by his grandmother.

After finishing school, he studied medicine for five years in Liverpool, but decided after his marriage to Margaret Preston in 1834 to abandon his plan to become a doctor, both preferring to embark on a tour of France, Switzerland, and Italy; an adventure which was to last for six years. Along the way, Edward experimented with his interest in mechanical science – a subject that had fascinated him since childhood. 1834 saw him experimenting with a design for a screw propeller for boats. Sadly, his model of a twobladed propeller was ridiculed by the British Admiralty when it was placed before them.

3 years later, Edward discovered that another inventor, Francis Smith, had developed a similar device that had also been rejected. They collaborated on the idea, and in 1838 Smith proved the device by towing the Lords of the Admiralty on their barge from Whitehall to Woolwich. So much for the early ridicule!



In 1841 Edward took up theological studies at Magdalene College in Cambridge and was ordained in 1845, becoming first a curate in Lymington. Being close to the sea, he was able to focus on his interest in nautical invention, experimenting with a new idea – today known as the 'Berthon Log'. It was an early form of speed log tested on the steamboats then plying out of Southampton to Jersey. You will not be at all surprised to read that the log was also rejected by the Navy as they felt that it was too delicate for service use. Others thought otherwise and hence royal yacht VICTORIA AND ALBERT was fitted with a Berthon Log.

Clever instruments indicating the trim and rolling of boats at sea were next on the agenda. Other brainwaves that flowed from the Reverend's mind included a fiery magnesium torch to light up stained glass, a mount allowing people to track stars with a telescope, a collapsible bandstand, a collapsible hospital, and equatorial reflecting telescopes (he was elected a fellow of the Royal Astronomical Society in 1865). However, the idea for which he is chiefly remembered is of course the 'Berthon Collapsible Lifeboat'.

S.S ORION WHEN SHE SANK IN 1849



The ingenious design was in response to the near death experience of one of his fellow clergymen, Reverend Clark, who was aboard the S.S ORION when she sank in 1849. He survived but tragically, 41 out of 200 passengers were lost at sea. The Reverend Clerk wrote to Berthon with a taunt to put his friend's mind to task how to save lives at sea; and so the latter began designing and building a prototype, the Berthon Collapsible Lifeboat. It was built from waterproof flax canvas (soaked in linseed oil, turpentine, soap and paint) stretched over both inside and outside 14 feet of hinged laminated timber frames. This prototype was quality-tested by allowing armies of ants and termites loose on the fabric!

In 1851, a model of the Berthon Collapsible Lifeboat was displayed at the International Exhibition in London. By this time, the Reverend was a prolific inventor with 25 patents to his name and he was full of ideas. This collapsible lifeboat concept was mentioned to Queen Victoria and the Prince Consort. The Queen was intrigued and asked for a demonstration of the boat at Osborne House

on the Isle of Wight. We think that both the Princess Royal and the Prince of Wales were at the demonstration in 1854. It is said that the Prince of Wales commented that a cannonball would easily pass through the canvas hull, to which the good Reverend replied- *"that would be the case with any craft in current use"*. Queen Victoria was apparently greatly amused by this, and suggested to the Lord of the Admiralty that these lifeboats should be carried aboard naval vessels. However, the Lord of the Admiralty was not enamoured with the design (apparently he was unimpressed by the lack of positioning for a gun!), and ordered only two lifeboats, ostensibly to appease the Queen. As you see, reader, a pattern is emerging!

A number of cataclysmic events occurred at sea during the 1870's with significant loss of life. Lack of lifeboats was a key contributor and so the Reverend built a shed in the vicarage garden of his Romsey abode, to meet what he believed would be an increasing demand for his collapsible boats. Sizes varied from 7 to 30 feet. They were all trialled on the nearby River Test. The 30 footer was capable of carrying up to 75 people, and by making the vessel compact, the Reverend hoped to appeal to ship owners as the Berthon Boat was easy to stow.



A 30FT BERTHON COLLAPSIBLE LIFEBOAT STOWED BENEATH A CONVENTIONAL LIFEBOAT ON R O

Berthon's confidence was justified when in 1873 his Berthon Boat was awarded a Gold Medal at the International Exhibition in London. Thereafter, the popularity of the Berthon Boat mushroomed. The smaller boats became yacht tenders and fishing boats, and the larger continued in the main to be used as intended, as lifeboats.



In 1877 Berthon Boat Company was formed and the Reverend appointed his son, Edward Pearson Berthon to manage it. As demand increased, Berthon Boats were shipped all over the world but very few were used for the primary intent – as lifeboats, until in 1912, following the TITANIC disaster, Lord Ismay, Chairman of the White Star Line ordered that 40 Berthon collapsible boats for R.M.S OLYMPIC because his crew refused to board the vessel until there were enough lifeboats for them. Interestingly, there were not enough on board for the passengers and later the MAJESTIC was similarly equipped. Eventually, however, even the Royal Navy and Merchant Navy carried these stout little boats despite the Navy's original cutting comments about the inventor's ideas! However, in 1906 the French used Berthon collapsibles to save lives during the great flooding of the Seine.

www.berthon.co.uk/berthon-blog/berthon/berthon-collapsible-boats-paris-flood-1910/



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7-ft. Fishing Boat, Price £8 Complete.

14 Prize Medals awarded, including 2 Gold Medals and Special Prize for Best Portable Boat at the International Fisheries Exhibition 1883, and Gold Medals at the Calcutta International Exhibition 1884, Edinburgh Exhibition 1886, and Royal Naval Exhibition 1891.

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BERTHON BOAT COMPANY, LIMITED .- WORKS: ROMSEY, HANTS.



In the early 20th Century, Harry May and Frank Morgan Giles, moved their Hammersmith boat yard to Hythe, building sailing dinghies and the Felixtowe Sea Planes (as described in last year's Berthon Book). Morgan Giles moved to Teignmouth and May, Harden & May was eventually sold to the British aircraft Company with May cousins moving to Lymington, having bought Berthon Boat Co Ltd and taking over the ex-Inmans Yard then known as The Lymington Shipyard, in 1917 & 1918 respectively.

Berthon Boat Company remains on this same site, retaining both the Reverend's name and the name of his most famous invention. My brother and I are proud to be the 4th generation of the family who bought the Berthon Boat Company from the Berthon family and it is extraordinary to revisit the life of this most remarkable and forward thinking man of the cloth.





Of course most of the Berthon Collapsible Boats are lost forever but there are a few survivors, possibly due in part to the treatment of the canvas and the use of high-quality laminated wood frames. A small number of boats are now on display across the UK, carefully restored. Here at Berthon we have recently purchased two – one from the loft of a condemned wooden hotel in Scandinavia used for Edward Junior's fishing holidays in Norway. It outlived the hotel, with both inner and outer canvasses still in good condition having survived ice-cold winters and heatwave summers for over 100 years!



While the collapsible boat is no longer produced, Berthon has built many modern lifeboats for the RNLI and a new Gemini WR880 search & rescue boat for the independent Jersey Lifeboat Association (JLA) delivered mid-2021. And so, the Berthon legacy lives on.

Link to Video of Collapsible Boat being assembled: www.youtube.com/watch?v=keDCiiQjjj8&t=189s





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Spirit 54' > Soufriere

£525,000 Lymington, UK

Tofinou 16 > PINTIA

€350,000 Palma de Mallorca







Regatta yacht with knobs on, from Sean McMillan and his Spirit crew, in 2006. Exceptionally easy on the eye, she is also a weapon on the race track and de-tuned offers elegant, speedy yet manageable cruising. #007 of the sisterhood, she is immortalised on film appearing as the Bond Boat in Casino Royale.







The big sister of the Tofinou series brought to us by Latitude 46 in France. She looks and is a serious piece of sailing weaponry, yet is set up to be docile and well-mannered for relaxed family sailing. Once on the regatta circuit, she is fast. Surprisingly civilised and roomy below decks, she first splashed in 2013.



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



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



ew flagship for the Rustler brand.

Beautiful yachts, beautifully built

The New Rustler 57

Rustler 57 Principal Dimensions: LOA: 17.40m Beam: 5.00m Draft: 2m- 3.5m Disp:27200kg



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FPB 78' > IRON LADY II

US \$5,500,000 Beaufort, North Carolina, USA FPB 64' > COOL CHANGE

US \$2,250,000 Beaufort, North Carolina, USA.





From 2015 she is the third and last of the mighty FPB 78s from Dashew Offshore to hatch. Incredible capability, she has cruised the Pacific, and from Chile to the Antarctic without fuss, and is as yet barely run in. Comfortable for family use, yet with the space to take help as you wish. Phenomenal range, redundancy for all major systems, recovery from capsize, surf ability at well over 20 knots, she offers her new owners the opportunity to explore the last great wilderness of our planet. FPB, accept no imitation.





From 2012, built Down Under to designs from Dashew Offshore, she is #6 of these extraordinary go anywhere, no fuss explorer yachts that are simply the last word in blue water. In tip top shape, she offers massive range, recovery from capsize, surfing at over 20 knots and more. She voyaged from New Zealand to the Channel Islands in 12 weeks as GREY WOLF – beat that!

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FPB 97' > ICEBERG

€5,750,000 + VAT Palma de Mallorca

The largest and fastest of the ultimate explorer yacht series from Dashew Offshore, launched 2014, her twin 500hp John Deeres and vast range provide effortless transatlantic passages at over 12 knots. Her capability to eat miles at speed and keep doing it, is quite unique at this size providing huge possibilities for her owner to travel far. Her robust build make high and low latitude cruising a reality with a fantastic upper Matrix deck and Great Room below with 360 degree vision. Cruising without limitation, and recent significant price tumble.









250GT SWB (1959-1963)

THE FERRARI OWNERS' CLUB Looks back at some significant Cars from Ferrari History

PHOTOS BY FERRARI OWNERS' CLUB

Ever since its arrival in 1947, Ferrari has created one masterpiece after another. These are a selection of the most memorable and significant, a list that is too long to mention...

Born in 1898, Enzo Ferrari worked for Alfa Romeo between the wars, first as a racing driver, then as a preparation specialist. Scuderia Ferrari ran the works Alfa Romeo team in the 1930s, but before the outbreak of WW2, Ferrari had gone his own way to set up Auto-Avio Construzioni di Ferrari Enzo. Founded in 1939, it had barely got going before war broke out; by 1947 Ferrari had created his first car with his own name on it.

Naturally, that first car was a racer, and it was an obsession with motorsport that has got the brand where it is today. For years, Ferrari's Road cars were only offered to bankroll its racing activities; the company is the only one to have taken part in every single Formula One race, a series which started in the same year as Ferrari.

In the early 1950s Ferrari was building fewer than 50 road cars each year; a figure which would grow to 1,000 by the early 1970s, around 2,500 by the 1980s and nowadays annual production is pegged at the thick end of 10,000 each year.



250GT SWB (1959-1963)

The 250 family was wide-ranging and hugely significant for Ferrari – it's also a very confusing line-up. Even though that 250 tag was derived from the displacement of a single cylinder of the front-mounted V12, there were more than a dozen 250 derivatives and across these, there were two different engines used.

While models like the 250 Mille Miglia, GT, Testa Rossa and California are legendary, we focus on the 250GT SWB, one of the most beautiful cars ever created and massively competitive in its time. That SWB (short wheelbase) tag was derived from the fact that this car featured a wheelbase chopped by 200mm compared with a standard 250 model for reduced weight and greater agility.

There were two types of SWB available, Competizione and Lusso, the former for track use and the latter for the road. Competition cars featured alloy bodywork (built by Scaglietti) and usually a 275bhp powerplant, along with a strengthened gearbox, bucket seats and sliding side windows – street cars got a steel bodyshell (with an alloy bonnet, doors and boot lid) plus a more opulent interior and disc brakes all round – the first time a Ferrari had fitted them.

DINO (1967-1974)

It's amazing to think that the Ferrari Dino was disowned by its maker, sold without any references to the prancing horse, because it packed a mere six cylinders. One of the most desirable Ferraris ever made, thanks to its perfect shape, the 206GT (and later the 246GT) was the first baby Ferrari after a series of front-engined V12 cars.

Predictably, the car went on to sell brilliantly, with 2487 GTs and 1274 GTSs produced, around a fifth of which came to the UK. Their desirability has led to rocketing values in recent years. There are plenty of superbly restored cars out there thanks to the boom two decades ago that saw values rise briefly into the stratosphere. It used to be the case that cars had invariably been over driven and serviced infrequently – now the opposite is true as owners pamper them and rarely give them any exercise.





ABOVE : 250GT SWB (1959-1963) BELOW : DINO (1967-1974)

DAYTONA (1968-1973)

Replacing a true great like the 275 GTB was never going to be easy, but Ferrari more than came up with the goods when it introduced the 365 GTB/4, unofficially known as the Daytona. With a 352bhp dry-sump 4390cc V12 in the nose, it was capable of a genuine 174mph – enough to leave its mid-engined, arch-rival the Lamborghini Miura behind.

That Daytona nickname was bestowed upon the car when it was introduced at the 1968 Paris motor show. Ferrari had done spectacularly well at the Daytona circuit in 1967, with its 330 P4; for some reason, the firm's new road car adopted that tag, albeit unofficially.

That 4.4-litre engine was the largest Maranello had ever fitted to a road car. Smooth, powerful and supremely torquey too (there was 318lb ft on tap), the Daytona's 14mpg thirst was a drawback, but not enough to put off those well-heeled enough to buy one new; or as a classic for that matter.

Styled by Leonardo Fioravanti when he worked for Pininfarina, the Daytona is one of the most recognisable shapes ever devised.

BOXER (1973-1984)

The Daytona may have been a sensational grand tourer, but Ferrari was in danger of being left behind. The supercar world had moved on since the late sixties. Buyers now expected an engine to sit in the middle, and aside from the 246GT 'Dino', Ferrari had never built a mid-engined road car before. So the Boxer, officially known as the 365 GT4 BB, and later the 512 BB, was Ferrari's stab at a mid-engined supercar.

While everybody remembers the Boxer featured an official '512' tag, early cars were known as the 365 model. With their 4.4-litre powerplants, these beautiful machines were just as lithe as the later models, but thanks to US emissions regulations, they weren't fast enough to be a flagship Ferrari. The result was an increase in displacement to a full five litres, from 1976. Later on there would be fuel injection too, and the same engine would be developed further when it was fitted to the Testarossa, which superseded the Boxer in 1984.



DINO (1967-1974)

DAYTONA (1968-1973)

BOXER (1973-1984)



F40 (1987-1992)



F40 (1987-1992)

Created to celebrate Ferrari's 40th birthday, the F40 was also intended to upstage the Porsche 959 as the world's fastest car and first road Ferrari to achieve 200 MPH A competition machine for the road, even though Ferrari had no plans to race it, the F40 did mark Ferraris first 'Hypercar'.

With an engine and chassis loosely based on those of the 288 GTO, there was a mid-mounted 2936cc V8, featuring four valves per cylinder and boosted by a pair of IHI turbochargers, complete with intercoolers – enough to produce a prodigious 478bhp. With twin belt-driven camshafts for each bank of cylinders, the engine was a work of art – which Ferrari clearly thought, as the V8 was positioned beneath a Plexiglas engine cover for the world to see.

LAFERRARI (2013-2017)

The Hypercar that Ferrari created as the ultimate road car for its most significant collectors and customers and the first to use hybrid technology with a 789 BHP V12 engine that was boosted to 950 BHP with the KERS energy recovery system. Only 500 of these sublime cars were produced, making them instantly rare and collectable.



LAFERRARI (2013-2017)

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AQUASTAR 48' > ROMERO

£295,000 Lymington WINDY 34' KHAMSIN > HEATWAVE

£87,000 Palma de Mallorca



Super capable, go anywhere never mind the weather, blue boat from the semi-displacement chaps at Aquastar in 2005. She comes with an aft cabin which is a rarity in brokerage captivity as well as a very full widget list for both the azure waters of the Mediterranean or our rather chillier ones. Included are air con, passerelle, stabilisers and stacks more. 480hp Volvos provide the oomph and she is gleaming.



From the Windy team in 2003, she comes with a couple of Volvo KAD 300s delivering rocket power aplenty. Full spec for warm water use, she is the perfect platform for roaring about aboard and the handling is spectacular. At this price, she offers only very limited wallet damage.

LOCHIN 38' > BONE IDLE

£124,500 Lymington



What a weapon she is, with her commercial lifeboat level build and incredible sea keeping – think Hummer! From 1987 with twin FPT Cummins 370hp diesels and she comes with an interior make over, hence she is so much more owner friendly than you might think. Loves it when the going gets tough.

WINDY 28' GHIBLE > LES JOLIES EAUX

£82,500 Southampton



Epic handling and outstanding build quality from Windy, the Ghibli is one of the ultimate drivers' boats on this planet. This yacht comes with a couple of Volvo D3s, massive cockpit and comfortable accommodation downstairs for overnighting and more. Shiny sportsboat from the masters of the art.
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WINDY 39' CAMIRA > LEVANTER

£325,000 Lymington, UK



WINDY 31' ZONDA > COVO 11

£250,000 Spain



Recent hatch from 2018, from the board of the legendary Hans J Johnsen powered by a Volvo D6 which is still in warranty. World beating sportsboat – full of Windy DNA and delivering the handling and speed for which Windy are famous. One owner yacht that is also very shiny with a great specification.

WINDY 31' ZONDA > WATTIE

£235,000 Palma de Mallorca



Studio Dubois and the Windy people in 2015, the Camira offers legendary handling, speed and build quality, which is why we know that this yacht is more definitely not destined to be a brokerage market wallflower. A brace of supercharged Volvos provide the beans to top out at speeds in excess of 40 knots.



The Zonda does it all beautifully – great deck space, elegant good looks, and a drive that would have thrilled Toad. Recent Windy from 2019 with a full Mediterranean spec and offered ready to roll and in the sunshine now with a Volvo D6-400 supplying the rocket power.

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FLEMING 55' > SEA BREEZES

€1,195,000 South of France



63' NIGEL IRENS > MOLLY BAN OF DUBLIN

€600,000 Ireland



Long, lean and very cool from 2008, clever Nigel Irens makes maximum use of the low displacement length ratio for a highly efficient 14 knot cruise. Single 300hp Cummins and epic cockpit, deck saloon and study – she even has a fireplace! Wizard cruising yacht that is also just about the last word for regatta mother ship duties.

CANADOS 70' > OCTOPUSSY XIII

€310,000 South of France



Hatched 2011, she is in truly sparkling good shape and shows no sign at all of her year of build. Also comes with masses of upgrades and custom touches from second gen to watermaker to FLIR and 4 command stations – we will bore you if we persist.... Superior semi-displacement trawler yacht that's good to go.



She originally splashed in 1990 from the Canados crowd, but 2020 saw a major nautical makeover. Her 1,100 MANs were disembowelled and rebuilt, she had new paint, new decks, interior refresh and lots else besides. She is a veritable tardis and please note the exceptionally lean price tag.

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HORIZON 20M > AETHENA OF LONDON

£499,950 South Coast, UK



€4,950,000+ VAT Holland





Fab looking fly bridge motor yacht from Vision Yachts made flesh in 2005. Great accommodation in 4 cabins, epic engine room which are home to a couple of 1,000hp Cats and great deck space. However, the nub of this yacht is the fantastic build quality, engineering and attention to detail wherever you look. She really is a bit special...





project of tin with a 10 month wait time and plenty of good old fashioned craftsmanship to deliver a handsome new yacht. Lots of opportunity is offered to customise her as you like. Ask us for all the griff.

PALMA, MEDITERRANEAN CRUISING, and a virtual voyage aboard **Rainbow**

BY ANDREW FAIRBRASS, BERTHON SPAIN

Berthon Spain's managing director Andrew Fairbrass talks to good friend Mat Sweetman about his career and why he is a big fan of Palma and Balearic cruising.

Yachting is very much in Mat's blood as his father is boat mad, having sailed most of his life and built two of his own yachts. After studying Ocean Science and Meteorology at Plymouth University, a career in yachting was the obvious choice. Mat's first taste in superyachting was aboard a Swan 60' named FENIX, which was based at Berthon's HQ in Lymington, so he knows the company of old.

Following the Swan 60', he went on to run Swan 80', INNOVISION, before running Baltic 77', BLACK PEARL. He then moved up in size running the 29 metre Jongert, SCORPIONE DEI MARI, and then SY BLUES, a 30-metre Southern Wind. After BLUES, Mat landed the job that many regard as one of the biggest gigs in yachting – Mat is now captain of the J Class RAINBOW.

RAINBOW was built in 2012 by Holland Jachtbouw and was totally ground-breaking as she was the first large hybrid sailing yacht. The yacht is operated using Hy-Store Lithium-Ion batteries, a lightweight variable speed generator and a 50kW main engine



with integrated flywheel generator. She is of course a replica of the 1934 America's cup winner, built for the Vanderbilt family. The original RAINBOW was a little less hi tech and certainly a lot heavier as she was built using iron frames with brass plates. Sadly, she was sold for scrap 6 years later and smelted down during the Second World War to make munitions.

In Mat's view, Palma is the best base from which to run yachts from in the Mediterranean. It has an incredible infrastructure for supporting large yachts and sailing yachts in particular. The high level of competition between companies here ensures that quality remains at the highest level. A yacht like RAINBOW is incredibly complex and needs very particular skills in order to keep her operating correctly. In Palma, we have that covered.

More importantly, the Balearics sits amidst azure seas and offers unparalleled and diverse cruising grounds that continue to be super popular with yacht owners and their captains. With a large private airport just 15 minutes from the yacht, transfers are quick and easy. The geographical location of the islands also makes it perfectly situated for cruising not just this area but as an easy jumping off point to other iconic islands and coastlines. As an example, Sardinia and Corsica are just a stone's throw away. Mat enjoys yachting in Ibiza early and late in the season, as it's quieter at these times and there are fewer motor yachts around. He is always looking for the wow factor for his guests and coming into the natural harbours of Mahon in Menorca and Soler in Mallorca deliver on this in spades!

Mallorca itself is also wonderfully diverse with beaches every bit as clear as in the Caribbean, beautiful mountains, incredible cuisine, shops of the highest calibre which he knows will be appreciated by his guests, and plenty of cultural attractions. The Island also offers high profile guests plenty of privacy enabling them a totally relaxed time, away from the public eye.





An example of a 7 day trip starting from Palma and ending in Corsica might be along the following lines...

- Heading out of Palma and sailing towards the beautiful, secluded island of Cabrera just South of Mallorca, is a wonderful way to spend the first night.
- The next day a gentle sail across to Sas Salinas d'es Trenc to enjoy its crystal-clear waters and perhaps to pop ashore for a meal at Es Pinaret.
- Wake the next day and sail across to Mahon in Menorca – this wonderful natural harbour has a truly stunning approach. Once ashore there are a plethora of restaurants to choose from whilst you soak up the nightlife and hustle and bustle of this busy summer port.
- Following on from this, either relax and enjoy some of the stunning calas (coves) of Menorca or venture further on to Sardinia. From Mahon, Sardinia is only a few hundred nautical miles sailing.
- The North East of the island is hand bitingly stunning and of course Porto Cervo is well worth a visit to enjoy the excess of wealth that resides there in the summer months. If nightlife is your thing, then you have it in spades here. The Ritual Club is worth a visit and you can anchor in the bay just off of the club.
- To dust away the cobwebs the next day, there are masses of beautiful anchorages to choose from with crystal clean waters and beautiful white sands.
- From here, Corsica is but a short hop away and your first stop should most certainly be Bonifacio on the very South of the island. Here you can sit with an Aperitif in one of the lovely cafés that surrounds the port and watch as the poor superyacht captains slowly manoeuvre backwards along the stretch of water to the dock amongst the throng of other yachts.



- Our virtual cruise continues onto Porto Vecchio which is a beautiful tranquil port on Corsica's South East corner. The old walled town is right above the marina and you are extremely well catered for with restaurants and cafés, all waiting to indulge you with French cuisine – just don't mention the Sardinians... they don't get on!
- We finish our cruise anchored off of Vieux Port, where the guests are taken ashore for dinner by tender. This pretty little town's apartments and villas climb the hillside in a higgledy piggledy pattern whilst the hustle and bustle below brings with it an unavoidable energy and verve for life.

Mat and his crew of 7 spend the summer months exploring the Mediterranean aboard RAINBOW, visiting many of these lovely places. Palma is so much more than a base and a service point – it is the gateway to some of the best cruising that the Mediterranean has to offer. We hope that we can welcome you to our island and that you can experience RAINBOW's virtual voyage, live....

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MYSTERY 35' > CUNNING PLAN B

£147,750 Lymington, UK SANTA CRUZ 37' > THREEBEANS

US \$175,000 Bridgeport, CT



A unique member of the sisterhood – this owner has tweaked her to the max – sugar scoop, deep keel and square topped main. Plug and play race boat with a surprisingly homely wood trimmed interior and all the creature comforts – she even has hot water!

BRANDT-MOLLER FAMILY FOLKBOAT > SYRINX

£24,950 South Coast UK



Very special little yacht that we would love to own, she is far more than a folkboat with her fully fitted interior, nice Yanmar, new electronics, Alcantara stye upholstery and creature comforts. Superior weekending yacht that delivers a serious amount of fun. There is absolutely nothing to do, she is ready to sail, well stocked picnic hamper aside.



Stephen Jones drew a slippery hull shape, built in Cornwall in 2015, she looks amazing and comes with less than 60 engine hours and an interior that is just out of the box. Her owner specified every conceivable extra and she really gets a shift on when given the chance. The purchase of this smart blue yacht would be for sure, a cunning plan.

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WINDY SLR60'/SR60'

POA Scandinavia WINDY SR44' BLACKHAWK > #316

€839,335 + VAT Lymington, UK





Far too cool for school, not yet unwrapped – she's a new arrival from Windy Sweden. With a pair of D5/440 DPI Volvos on joystick control and all the bolt on goodies – hydraulic platform, air con, gen, dinghy garage and super fab black interior. Of course it's really all about the drive and she is epic.... just tested by MB&Y, check out their review to see what it's like to be behind her very elegant helm.



The chase boat to trump them all, from Windy and Malcolm McKeon Yacht Design. She comes with thoroughly designer innards by Liaigre as well as an endurance of 800 nautical miles running at 25 knots. The SLR – long-range iteration gets you further but both provide epic handling, great sea keeping, extraordinary build and plenty of Windy DNA.





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 s_R44 Blackhawk

IGUANA COMMUTER SPORT

€677,000 France

2021 8m Limo Tender

POA Scandinavia



Superior amphibious boat from the masters at Iguana in France, from 2019. Composite build, patented track system and management software system too. Loves mud, rocks, surge and swell. This boat comes with a double berthed cabin, hard top and much else – she is the big sister of the fleet. Far too cool for school.



The legend that is Espen Øino with the clever Yacht Projects bods at Windy collaborated to create this semi-custom limousine tender that really is the business. With the opportunity for customisation to your specific wish, she is elegant, practical, ingenious and quite beautifully put together.

MAXI CUSTOM TENDER > GATTONE RANDAGIO

€165,000 Italy



The epitome of Italian cool from Custom Tenders in 1996, she is powered by triple petrol Mercruiser outboards, new 2016, that hold the promise of a 46 knot top out with both feet on the dash. Masses of deck space and totally ready to roar.

COBRA NAUTIQUE 9.2M

£153,329 + VAT South Coast, UK



Unboxed 2021, this top flight performance rubber boat comes with a brace of Mercury 300 V8 Verados which provide serious hurtle power at speeds of up to 55 knots. Capable and robust design and build makes her a safe and fun platform for roaring about aboard. Also comes with plenty of bolt on goodies.

Iguana Knight Series

Boundless brilliance connected by functional and useable features...



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