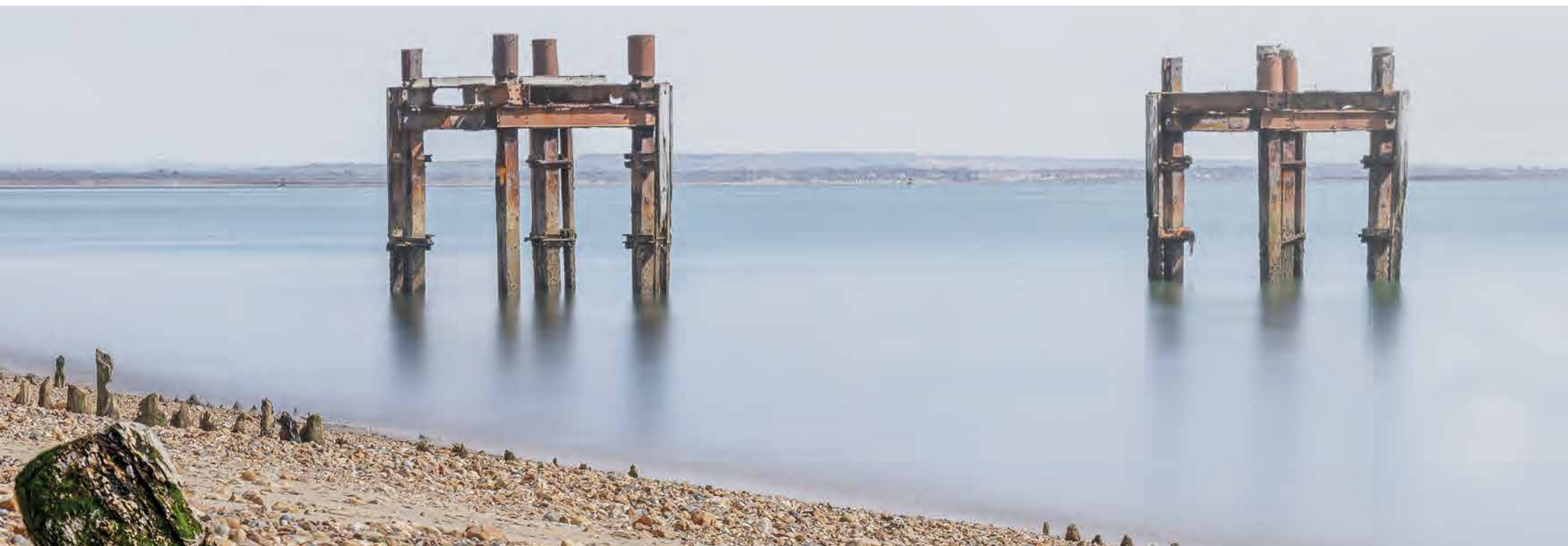


XVIII

THE BERTHON BOOK
2022-2023



BERTHON
YACHTING SINCE 1877



WELCOME

Another year and another Berthon Book, this time for 2022/23 – it is the eighteenth edition – which makes us all feel rather old! We invite you to dive into this new book and to enjoy the terrific articles prepared with much help from Berthon supporters, friends and also by the Berthon Team. As ever we also feature the entire Berthon fleet – new, power, sail, performance, and pre-owned. This year's front cover looks innocuous enough, photographed by Berthon photographer Harry Shutler – old posts sunk in the sandbed close to a sandy shingle beach in the Solent on a calm and sunny day. The truth is much more thought-provoking and you can read the story in the pages within. The subjects this year range from para cruising to the first line of production sailing yachts, to big mechanical diggers and so much more. These tales come to you with much input from our 5 offices across 2 continents and they are as diverse as ever. We hope that you enjoy this year's Berthon Book which is available both in hard copy and digitally and just maybe your next yacht's image will be found within its covers.



Sue Grant

Managing Director – Berthon International Yacht Brokers

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COVER IMAGE LEPE MOORING DOLPHINS Lepe Country Park. Photo © Harry Shutler, Berthon.



06 – 09 REVIEW OF THE MARKET BY SUE GRANT

Another Berthon Book, another annual review of the yacht market by Berthon Sales Group Managing Director Sue Grant. 2021 was the year to beat all years in the yacht business and this has enabled the Group to develop their offering and to expand in all 5 of their offices. We added Marex to our portfolio this year and opened a new Pearl/Berthon office in Swanwick in the UK, and much else besides. berthoninternational.com

12 – 19 PLATFORM EARTH BY RUTH GANESH

Ruth Ganesh has written for us before so we were excited to hear about her new charity Platform Earth. Their vision is inspirational: a carbon-negative contemporary art world. They create partnerships between the UK's art world, scientists, and government to fund marine carbon capture projects. It's a fascinating read. The team will be at the Frieze Art Fair, London in October 2022, so do visit them there and to find out more about their projects visit platformearth.org.

22 – 25 THE MAGICAL F1 CIRCUS THAT IS THE MONACO GRAND PRIX BY JOSH WARREN

The Warren family are a great yachting family, who have lived in Monaco for many years, keeping their Marten 80 within sight of the famous Monaco Yacht Club. Josh has kindly written for us about the Monaco Grand Prix and what it is really like for those who call Monaco home when this magical circus comes to town.



30 – 35 BEAULIEU'S NATIONAL MOTOR MUSEUM BY LORD MONTAGU OF BEAULIEU

One of the glories of having the Berthon HQ in the New Forest is that we are but a hop and a skip away from Beaulieu, its wonderful palace house which is open to the public, and for some, its Motor Museum, is even more special. Lord Montagu writes for us about this iconic and exciting place, founded by his father Edward the 3rd Baron Montagu of Beaulieu, its beginnings, developments and epic collection of cars. If you haven't already, be sure to visit soon. beaulieu.co.uk



40 – 45 THE GUN INN AT KEYHAVEN BY GARRY EVELEIGH

No Berthon book could ever be quite complete without a few words from Garry Eveleigh. Chef, forager, one time Berthon apprentice and most excellent raconteur. Now living in the small coastal village of Keyhaven to the west of Lymington, he has known the place from childhood. His local, The Gun Inn is now enjoying the fruits of his foraging, expertly cooked by Gun chef Mark Young. Garry tells the story. theguninn.co.uk

52 – 55 PARA-CRUISE AMONGST THE CLOUDS BY IAN FAGG

Ian Fagg is well known to Berthon as a superb yacht captain, terrific refit manager and also as a qualified surveyor. What we didn't know about him was that he liked to take to the skies with a motor strapped to his back and to enjoy the wonderful landscapes of his native west country of the UK from above. A new skill for Ian, taken up after Covid-19 and lockdown, he tells the story of this new challenge.

60 – 65 THE BALANCE SHEET OF LIFE

BY SUE GRANT

We last wrote about the Pig Shed Trust's Biddenfield, run by Harvey and Amanda Jones 3 years ago. It made such an impression that Sue Grant and photographer Harry Shutler from Berthon couldn't wait to visit again. Things have certainly moved on with the project since their last visit. They meet Biggus Diggus and Ted the Percheron, as well as seeing the restoration of a threshing barn built in Napoleonic times, 30 ponds and an extraordinary profusion of wildlife all around. They loved it. facebook.com/pigshedtrust

72 – 73 HISTORICAL NEWPORT

BY JENNIFER STEWART

Berthon USA's offices in the lovely Newport, Rhode Island are in a charming red brick building that dates back to 1876, when it started life as a bakery. It is a light, airy and happy place. Jennifer Stewart of Berthon USA has researched the history of Newport from the 1600s with the kind help of the Newport History Society who supplied the great imagery, and tells the fascinating history of this lovely town in Rhode Island which has its feet in the water and which has been a major yachting centre since the 1800s. berthonusa.com
And thank you to newporthistory.com

80 – 83 TIME FOR ACTION "LET'S BUILD A PASSIVE HOUSE"

BY STEVE BROWN

Steve Brown has sailed far both high and low latitude aboard his Bestevaer 60 NOVARA, winning the Tilman award in 2019. Many people talk about tackling climate change. Steve and his family do it. He writes about the two passive houses that he and his family are building in France to massively reduce their carbon footprint. Once complete, look out for the NOVARA One Planet project which will assess the impact of climate change on remote coastal communities. novara.world



88 – 89 SWANNING AROUND CABRERA

BY ROWAN FAIRBRASS

Everyone at Berthon Spain is mad about yachts and yachting, and this definitely includes Andrew and Rowan Fairbrass who run the business. Professional yacht crew before coming ashore to start a business and a family, Rowan writes about the Cabrera archipelago, 9 nautical miles from busy Mallorca, and of their recent trip there with their 3 children, in the same Swan 68 that they had run as a couple years before. The largest national park in Spain, she introduces her children and us, to this magical place. berthonspain.com

92 – 97 LEPE COUNTRY PARK – THE WWII HISTORY OF OUR SOLENT SHORES

BY ISABEL MOSS

We felt that our front cover shot deserved some explanation, and so Berthon marketing guru Isabel volunteered to research the history behind this tranquil scene of some old posts and an inviting beach on the Solent. There is so much more to it; she tells a tale of D-Day, Operation Overlord, landing craft and Mulberry harbours. They are the remains of a massive and audacious military operation undertaken by the Allies in 1944. It is a fascinating story. berthoninternational.com
For more information nfknowledge.org/contributions/d-day-at-lepe-beach/#ap=10/-1.34/50.79/0/24:0:0.6|39:1:1|40:1:1

102 – 107 THE BERTHON GAUNTLETS

BY BRIAN MAY

They have been building boats on the site of the Berthon Shipyard since Roman times and the site appears in the Domesday Book. Currently owned by the fourth generation of the May family who run the business, Berthon is full of history. Fortunately, Group Managing Director Brian May is also the enthusiastic archivist of the Berthon records and he tells the story of the Gauntlet class built in the early and mid 20th century and shows how Berthon bought yachting its first production class. Follow this link to see this tradition followed today. berthon.co.uk/shipyard/yacht-refits-refurb

112 – 115 STOCKHOLM ARCHIPELAGO – A FEAST FOR ISLAND LOVERS

BY CURT GELIN

Our office in Henån on the Island of Orust, is located amongst some of the most stunning cruising grounds on the planet. Curt Gelin is a friend of Berthon as well as being a well known yachting journalist in Sweden. The author of 700 'Segelbatar i Test', a bible in Sweden for yachtsmen who want to learn about their yacht, or their neighbour's. It is a compendium of 700 yachts tested by Curt during his career. We couldn't think of anyone better to write about these wonderful cruising grounds, which he knows well and which he has explored in many yachts including his own wooden folkboat. berthonscandinavia.com





PALMA – SUPERYACHT VILLAGE AND INTERNATIONAL BOAT SHOW

REVIEW OF THE MARKET

BY SUE GRANT

My garden shed is bathed in summer sunshine (certainly never guaranteed in the UK but wonderful when it happens) as I write the Review of the Market for the Berthon Book for the eighteenth time. We have been at this now for getting on for 2 decades....! Of all our direct publications I have to admit that it is my favourite. It features the Berthon Fleet both new and pre-owned, jostling for position besides some incredible articles by colleagues, clients and friends of Berthon. They are all on subjects that fascinate us, and which we hope, will interest you. What's not to like!

Living in interesting times has become the new normal, the last years have seen Brexit (now a fading memory), Covid-19 – which is far from dead and buried, and now a war in Europe of a scale and ferocity that would have been unthinkable a few short years ago. This has exacerbated supply chain issues, hiked the cost of fuel and left us teetering on the brink of recession. Much else has changed and all this plays out against a back drop of the imperative for the human race to do more urgently to be kind to the planet.

As the hammer falls on each crisis, the Sales Group's little ship has shortened sail, and cruised on. The uncertainty of living in the 2020s has made nearly all of us reassess life and look at what is important. And one of the things that is important is spending quality time with family and friends and living for the day. For us this has translated into an extraordinary level of interest in yacht ownership, both sail and power, and as Covid recedes, the race boat market is also recovering well.

Our front cover shows the dolphins at Lepe just outside Southampton Water, on the Solent. They were constructed as pier heads to aid the embarkation of troops and equipment destined for the Normandy Beaches and the D-Day landings of 1944. Apart from being an amazing shot taken by in-house photographer Harry Shutler, they are a reminder of another dark time in the history of our planet and our ability to overcome, keep calm and carry on. This machinery of another war is now being reclaimed by the natural environment, and where the military were once stationed, novice sailors of all ages now gather to learn water sports of all types in a world where these relics are simply old and rotting bits of metal and wood.

2022 has been another great year for the Sales Group and all 5 offices have hummed with deals and activity. Living with Covid has meant less in the way of masks and restrictions, and more freedom to visit yachts and enjoy the yachting life with the Southern Hemisphere once again open to yachtsmen and rallies of all shapes and sizes filling up fast. Of course, air travel still has limitations and which of us have not experienced the frustration of delayed or cancelled flights this year! Testing positive and the resultant isolation is another boring part of everyday life. That said, things this year have been immeasurably better than 2021.

One of the major features of 2022 has been the lack of yachts. The brokerage market is rather like a bucket with a big leak and a very small hose filling it up! An enormous number of yachts were sold in the last 18 months and there simply aren't enough coming to the market to fill the gap.

On new yachts, as with all things, strained supply chains and inflationary pressures have created problems for yacht builders and delivery times are now around 18 months away. As this goes on, the normal cycle of selling your pre-owned yacht to take delivery of the new one, is totally out of kilter. Soon we will start to see a disconnect between new yacht prices and the brokerage market price, so don't expect yacht prices to fall any time soon.

We are lucky to continue to represent some extraordinary brands. On motor yachts we sell Pearl Yachts in the UK and France. The launch of the Pearl 72 this year provides yet another award winning flybridge yacht which is turning heads and selling quickly internationally with her Kelly Hoppen interior and incredibly clever use of space inside and out. She joins the 62, 80 and 95. Look out for our new Pearl/Berthon office in Swanwick on the Hamble, which we opened this summer. We also continue to work with Iguana Yachts – simply the last word in amphibious boats for leisure and now commercial use too.

In the USA Sealine is a great yacht for our East Coast waters and they fit snugly with the Moody sailing yacht offering that we have in the area, which is perfect for Martha's Vineyard to the Caribbean.

In the Balearics we sell Marex Boats. Offering superb engineering and build and clever interiors which are fantastic for cruising these beautiful islands.

This year we said goodbye to Windy Boats of Sweden after 27 great years. A mutual decision as our business models had grown apart. However we continue to be the go to people for Windy brokerage boats and to support our many Windy owners as we have always done. ►►

Working with Solaris Yachts in Italy and their crisp, efficient and very cool sailing yachts from the board of Soto Acebal, has been very exciting. The range is evolving quickly as is our relationship with them and we now represent them in the UK, on the East Coast of the USA, in Finland and Sweden. With a number of Solaris yachts in build including the all new Solaris 74, we are looking forward to seeing her launch very soon. Their concept of easy to handle, fast, comfortable yachts that look good from every angle works brilliantly.

In the USA, the Moody range have proved the weapon of choice for many East Coast sailors with their clever design, lovely interiors and easy handling. Our Newport office have delivered a fleet of them this year. Of course our commitment to the amazing Rustler shipyard for the American market sees more of these lovely hand crafted and captivatingly pretty yachts reaching these shores.

The full Berthon Team has remained in place this year and we have exploited our local broker offering very successfully. Having offices over 2 continents we recognise the convenience and confidence boosting aspect of being able to speak to a broker in your own time zone and language about a yacht that that you are interested in buying in another country. Because we work as a team, we are able to deliver on this and to provide a local service to our client base. We have worked together for years and our common standards in terms of assessment of condition and suitability for a specific client, means that the broker local to the yacht is able to effectively brief your Berthon broker so that you can assess the good, not so good or maybe even the quite grotty.

In the UK we have strengthened the team this year, adding Harry Lightfoot to our sailing yacht division. He came to us from Discovery and his knowledge of the brand including of course Southerly has enabled us to increase our experience base. Sophie Kemp, our lovely sailing yacht broker on maternity leave, will return with a new, very junior yacht broker in 2023.

The Côte d'Azur continues to sparkle and our office in Mandelieu after a spring update, is perfectly situated and effectively run by Bruno Kairet and Isabelle Skaf. They are the go to people for local knowledge of this great area as well as for the purchase of Pearl

motoryachts. We also run an active brokerage in the South of France, well supported by our HQ in Lymington.

In Sweden, the business has expanded this year and the launch of a new Berthon Scandinavia website in the spring provides better delivery of information in the local market available in Swedish and English. From our base on the island of Orust the Berthon Scandinavia team are the acknowledged experts about the brokerage sales of all things Swedish and this has enabled us to expand our listings base and client base for this office internationally.

Berthon USA saw a fifth broker join the ranks this spring. Peter Houghton originally from the UK has been a successful yacht captain and has now joined us ashore to help to expand the business further. This office also had a new website this year to increase visibility and reach in the USA. The market has been extraordinarily busy and we watch carefully the market trends that we are seeing in the Rhode Island office as they invariably roll out across the international markets soon afterwards. It has been another strong year with the only limitation being the availability of yachts both new and pre-owned.

The Mediterranean is fuller than we have seen for years – 2021 was a huge year and 2022 has continued on this theme. With it, our service operation at Berthon Spain continues to thrive and grow strongly. The decision to invest in a 2,0000 sqm facility on the island (taken in the depths of the Covid crisis) has proven to be the right one as we now have the space and capability to employ and support skilled craftsmen and technicians to maintain and refit the Berthon Spain fleet. We are now also well known for our engineering skills in the superyacht community in Palma. This business is flying as is the sales business operating from our office opposite the Club de Mar. The Palma Superyacht Village and International Boat Show was a superb event this year, with Covid restrictions relaxed and the normal outstanding Palma weather. With an international crew from our UK, USA and Spanish offices it was a great early

season event that saw the best of the Mediterranean brokerage fleet both sail and power gathered in one place for 4 glorious days.

Getting the marketing right for us is a key component of what we do. Granular yacht particulars are a Berthon trademark and our house publications like this are cornerstones of our offering. We are all boat mad and this means that we try to get beneath the skin to understand the yachts whose sale is entrusted to us. However, the market is moving and we believe that imagery, video and social interaction are the key to success for us going forward. Our .com continues to be actively optimised and of course we have launched 2 new websites this year. We are also working hard on our video offering with masses of new kit for our videographer and new and better content. Please visit our YouTube channel and see what we have been up to. This has been coupled with a total rework of our social media offering to increase our reach.

Delivering good and accurate information and enough of it, is important in a world where time remains at a premium and where Messrs Easy Jet and Ryan Air are less frequent and reliable with their schedules. Our biggest lesson of lockdown was the need to show as much as possible and to make it easy for yacht buyers to identify their new yacht from the Berthon information and to know that a visit to the yacht would show live what the information and imagery showed on the screen.

I hesitate to mention VAT as of course this subject ebbs and flows, but it now seems to have reached an uneasy equilibrium with understanding from HMRC for UK yachtsmen and some practical solutions in Europe. It continues to be a challenge to understand the local and international rules but we now at least have a basis from which to work, and the UK and European fleets are settling in their territories and the status quo is now in the main, understood.

As you turn the page to much more exciting and interesting things, and dive into the lovely articles written for us by our wonderful contributors, we hope that you will enjoy the esoteric subjects and great imagery, much of which this year, has been gathered live. Likewise, the Berthon fleet is looking very trim and we are so grateful to be trusted with the



PEARL / BERTHON OFFICE – SWANWICK ON THE HAMBLE

sale of such a great collection of new and pre-owned yachts. We hope that you will want to know more about some of them and you can visit many of them via video walk through at berthoninternational.com from the comfort of your study.

I very much hope that you will enjoy our eighteenth book as much as we have enjoyed preparing it for you. Fair winds and good sailing.



FPB 78#2 > GREY WOLF II

US \$6,500,000 + VAT
Northern Europe

First splashed 2017, the second in a series of three extraordinary explorer yachts that have proved that they can cruise the planet without limit. Built and maintained to MCA Category 0 she has 3 double guest cabins and 2 further twin cabins for crew. Powered by twin 230hp John Deeres with a range of over 6,000 nautical miles, she has voyaged the Pacific, Caledonia, Chile and down to the Antarctic before steaming back to Northern Europe and her current home port. She is immaculately spec'ed with full electronics and comms as well as bow and stern thrusters. Her interior is in Australian oak and she is professionally maintained. Offering recovery from capsize and full redundancy of all major systems she is sold in full cruising trim. She and her sisters are put simply, unique.



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JONGERT 2700M > VIVID

€2,550,000 + VAT
South of France

Doug Petersen and Jongert of simply the first quality in 2001. Proper deck saloon means that she is perfect for high and low latitude as well as the tropics. Massively uprated and reworked in this ownership, she has acres of space for 6 guests and 3 crew, as well as an automated in-boom rig and some of the best joinery on the planet.





THE CARBON COLLECTION - A COLLECTION OF ART MADE BY LEADING CONTEMPORARY ARTISTS MAKING CARBON NEGATIVE ARTWORKS WITH AIR INK

PLATFORM EARTH

BY RUTH GANESH

Platform Earth envisions a carbon-negative contemporary art world. Over the next 5 years the charity aims to sequester the total annual carbon emissions of the sector. This mission is achieved through the creation and sale of carbon-negative art that power marine carbon capture projects in the UK.

Founded in 2021, a coalition of leading artistic and cultural actors have united to produce environmental art exhibitions, installations and talks that fundraise for their environmental programme, as well as educating the masses through the power of art. They work with leading scientists and expert conservation partners to actively restore the UK marine environment; many projects have the capacity to sequester 20 times more carbon than land based solutions. Their projects work to regrow kelp, sea grass and other natural carbon sequestering marine environments to support the mitigation of climate change. ►►



Platform Earth engages artists as agents of change to participate in exhibitions in aid of the environment. The art world can harness great power in the battle against climate change and Platform Earth hopes to highlight how artists, galleries and collectors can use their collective power to benefit some of the most exciting marine restoration projects in the world. Through their world class programme of exhibitions, installations, and lectures their goal is to dramatically alter the narrative on art production and consumption while raising funds through the sale of art, ensuring that critical environmental concerns remain integral to the cultural sector.

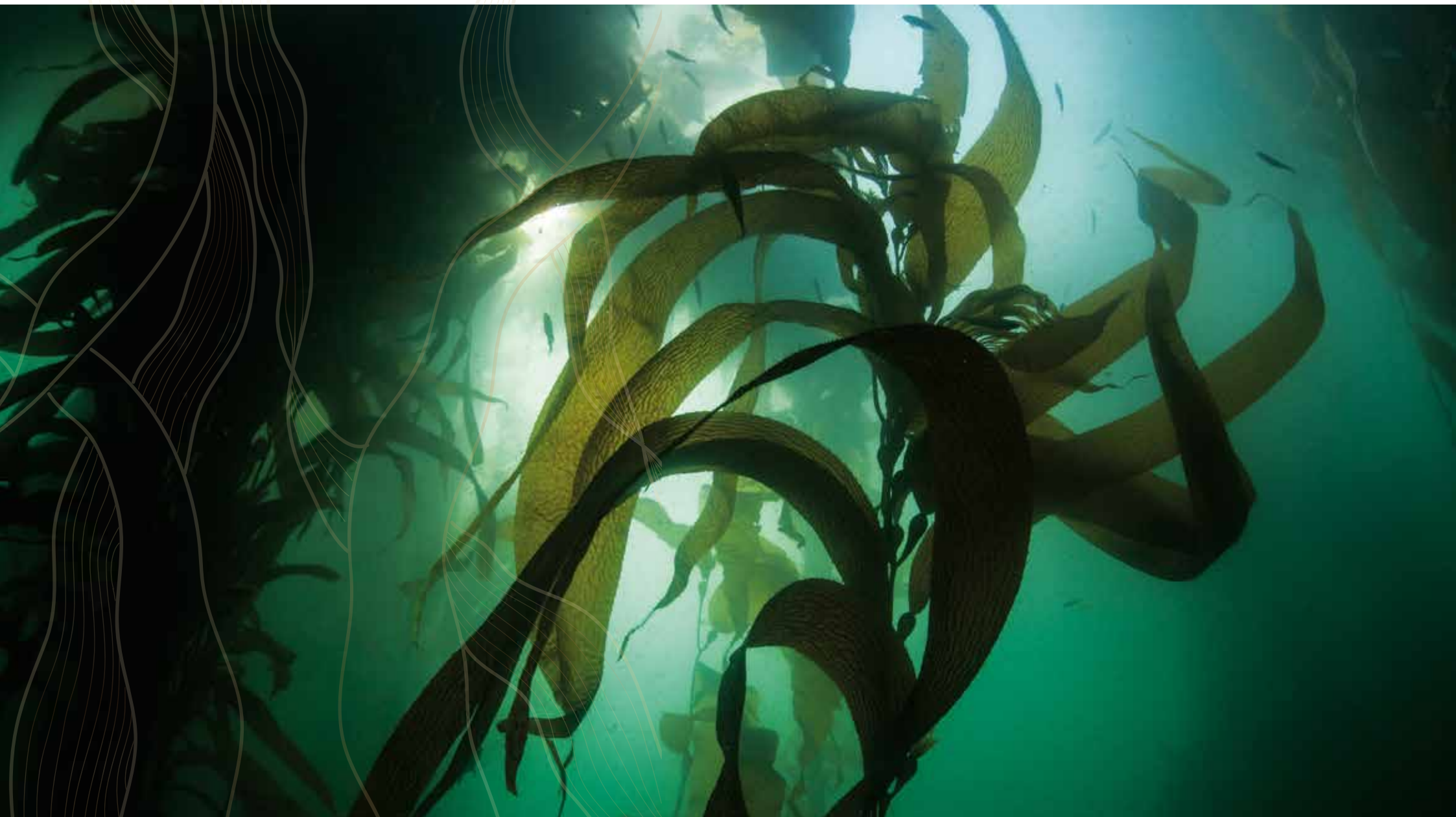
Marine carbon capture initiatives are capable of drawing down 20 times more carbon than land-based alternatives. Platform Earth fundraising is directed towards projects and organisations that mitigate the effects of climate change, with a focus on natural marine carbon capture, which takes carbon out of the atmosphere and locks it away in nature. The charity is constantly in touch with scientists and ecologists from across the globe to learn about conservation projects that will directly impact climate change and the release of greenhouse gases, keeping them at the forefront of innovative thinking and technology to support the best initiatives in fighting climate change.

PROJECT FOCUS : SUSSEX KELP RESTORATION PROJECT

Platform Earth is proud to be currently supporting the largest marine restoration project in the South of England. The Sussex Kelp Restoration Project, in collaboration with the Sussex Inshore Fisheries Conservation Authority, is managing the restoration of an historic kelp forest thanks to a landmark trawling ban, from Selsey to Shoreham Bay, which came into effect in March 2021.

"Sussex's remarkable kelp forests... now have a chance to regenerate and provide a home for hundreds of species, creating an oasis of life off the coast, enhancing fisheries and sequestering carbon in our fight against climate change." – **Sir David Attenborough**

»



Once the size of Paris, the ancient sea kelp forest was once capable of capturing 43,000 tonnes of CO2 per year. With successful government campaigning, in which Platform Earth played a supporting role, the near-shore trawling exclusion byelaw was signed-off in time to prevent another trawling season. The byelaw legislates that trawling is illegal within a 300km2 protected area off the coast of West Sussex. Once restored, the area will be capable of capturing 800 tonnes of CO2 year on year.

Globally, kelp covers five times the area of coral reefs, but it is declining four times faster than our tropical forests. These kelp forests can be home to a wealth of creatures, but in Sussex now only pockets of these life generating ecosystems remain, casualties of changing fishing practices which damaged the seabed as well as the effects of climate change. Kelp beds create nursery grounds, so it is vital to allow the seabed to recover to create long-term, sustainable growth of a healthy habitat.

“This will be regeneration of a wildlife habitat on a huge scale” – Sean Ashworth, Sussex Inshore Fisheries Conservation Authority

Research projects, supported by Platform Earth funding, are now informing how the seabed is recovering thanks to the trawling ban. The Sussex IFCA has been doing video surveys to monitor changes in habitat. Whilst scientists from the Zoological Society London have been looking at the genetics of kelp populations in Sussex. Analysis of clippings from the existing kelp in Sussex is revealing how the remnant populations in Sussex are related to wider populations across the south coast. These studies of historic kelp are an important part of managing the recovery process, informing what type of kelp will be capable of surviving on the recovered seabed.

Further exploring the history of the Sussex kelp forests, a team from the University of Brighton have been extracting sediment cores from the seabed which will reveal how much kelp carbon has been locked away in the sediment over the last 150 years. Understanding the role kelp plays as a carbon conveyor and in climate change is key, but what has happened in Sussex is also an urgent wake up call that we must protect more of the UK's seabed. Healthy kelp forests generate life, oxygenate the water, and promote sustainable fisheries; they are vital for our future. ►►



MONITORING CHANGES IN HABITAT



PROJECT FOCUS : THE CARBON COLLECTION

Platform Earth aims to change the way artists make art by working with experts at the forefront of carbon impact analysis in the arts - from artwork production to installation. Their model demonstrates how proceeds from art sales can make a defining impact on climate change. Drawing on the collective experience of our partners in arts and culture, Platform Earth produces exhibitions to raise funds and awareness in aid of the environment.

The CARBON Collection, launched at Frieze London Art Fair in October 2021, features 'carbon negative' artworks commissioned by leading contemporary artists and created with Air Ink. Graviky Labs, in collaboration with MIT, developed Air Ink from the exhaust fumes of mopeds in Delhi, India. All works are made on recycled paper and framed in FSC approved woods.

The collection currently features original works and editions by, to name but a few: Marina Abramovic, Charlotte Colbert, Philip Colbert, Tracey Emin, Brian Eno, Sir Antony Gormley, Conrad Shawcross, Gavin Turk, and Alison Wilding RA, who coordinated this year's Royal Academy Summer Exhibition.



PLATFORM EARTH CO-FOUNDERS – PETROC SESTI AND RUTH GANESH



FRIEZE LONDON ART FAIR 2021 – EMILY YOUNG, WIND HEAD, 2013



HOEK 66' > AMOENITAS

€600,000
Palma de Mallorca



Holland Jachtbouw in 1995 with lines from the wizard, she is totally captivating. Recently the subject of a keel up makeover she has been transformed above and below decks with bright and beautiful innards and easy sailing handling above. Her systems are all now spanking. Manageable head turner.

SPIRIT 54' > SOUFRIERE

£425,000
Ireland



54/007, she is the original Bond Boat, forever an icon after her appearance in Casino Royale. First splashed in 2006, she is also a massively potent regatta yacht, with a set of North Sails that are barely out of the wrappers. Also perfect for swift and very elegant family cruising.

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BERTHON

INTERNATIONAL YACHT BROKERS

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SPIRIT 65' DH > SPIRIT OF JOSEPHINE **£2,250,000**
Lymington

In perfect proportion as only really Spirit Yachts can, she was delivered in late 2021, she is a new yacht. She comes with twin electric drives and she is designed to be carbon neutral. Totally special and spectacular interior, there are so many extraordinary things about this yacht that we won't attempt to list them here.





THE MAGICAL **F1 CIRCUS** THAT IS THE **MONACO** **GRAND PRIX**

BY JOSH WARREN

For many locals, the Monaco F1 Grand Prix season starts in March. If one is fortunate enough (or unfortunate depending on one's view of the sport) to live in an apartment overlooking the track, March is when you need to apply to the Automobile Club of Monaco (www.acm.mc) for a pass for you and each member of your family to be able to leave and enter your flat on race days. Failure to produce the right document on race weekend and you will not be able to get home during the race days so this is an important early step. Equally depending on the location of your flat, you may or may not be allowed to enter or leave your garage. If you can leave, you will also need one of those for your scooter, car etc as many of the roads around the track are also subject to restrictions.

If you are welcoming visitors to your flat, they are also subject to strict rules during the race weekend, and so you must apply for tickets for each one of them at the same time as the other passes. Numbers are strictly limited to two people per linear meter of balcony overlooking the track! No more, no less. And don't expect to be able to cheat as security is present during the race weekend, checking all comings and goings!

For the locals, this means plenty of planning from March onwards.

From the end of March the principality gradually gets a nightly makeover. Every night, a little bit more of normal urban life is removed and a little bit more of racetrack appears. In early April, the roads forming the racetrack are resurfaced. This means all habitual white lines and other highway markings disappear one night at a time. At the same time, highway signs are gradually removed to be replaced with bare minimum signage as the permanent road signs get in the way of the Armco safety barrier fencing. If you ever walk around Monaco, you will see that no signage is concreted in and each sign is simply inserted into road and pavement sockets. You will also notice in the pavement that every six feet, there is a 2 inch by 6 inch ACM manhole which in fact is a permanently hidden socket for all the Armco racing barrier posts.

For us locals, the absence of road markings such as stop, give way signs, lanes or even where to park is no big deal as we know where we should stop, give way or park. But for tourists and others, one can often see their blank face behind the wheel as they try and assimilate where to drive, park, turn or stop!

As the weeks progress, the track emerges. You can no longer cross the street where you want, and you end up looking for a temporary gap in the safety fencing to swap sides of the road. Gradually the 100,000 person stadium style seating emerges out of the ground (this must be one of the biggest annual scaffolding contracts in Europe!) and eventually all the F1 race technology gets installed alongside the huge screens which enable the fans to watch replays from their track side seating. Finally, the red and white curbs get a fresh coat of paint and sponsors' signage appears in all the camera important strategic places. Miles of cables have been laid discreetly at the edge of the parking by this time and temporary masts are installed to boost internet and telephony capacity throughout the principality. The entire race track becomes one impressive private WIFI hotspot!

By early to mid-May, we are racetrack ready!

Once the track and fan infrastructure are installed, the teams and their sponsors appear. It is not unusual to see during the night 100 metre plus telescopic cranes park up on the road to lift sofas, TVs, bars, fridges and other party infrastructure, not to mention numerous palettes of wines or kegs of beer being lifted onto roof terraces which have been taken over by sponsors or teams. Only in Monaco do you see such huge cranes lifting such small items. But it is part of the folklore of Monaco!

From the Thursday to the Sunday of the race weekend, the roads are usually closed from 7am to 7pm to form the track and many of the surroundings are also subject to road traffic orders and restrictions. This means that you need to be organised to get your shopping done (or your escape planned) prior to the Thursday when it all starts.

On Saturday and Sunday, the Monaco heliport cannot cope with the volume of helicopter traffic and the Fontvieille harbour wall is commandeered to add an additional 6 helicopter landing spots. Touch and go is de rigueur; anyone however rich or famous cannot leave one's helicopter in Monaco on that day. You come, you land, and you go! ►►





As soon as the cars appear on the track, ear defenders come out. Even the Porsche Cup and the Formula 2 cars are intensively noisy.

Similarly, harbour places in Port Hercules are at a premium. If you want to secure a berth for race weekend, best to apply six to nine months in advance. Berths are allocated first to teams and team sponsors and then the remaining berths are allocated on a first applied for basis. Local yachts are displaced into Fontvieille, Cap d'Ail or further afield to enable those fortunate enough to have a berth for the Grand Prix to move into their spot. Be there at the right time as some berths are locked out by a superyacht behind and beside you, so there is a real synchronised orchestra of movement to get everyone in the right place at the right time. Rumour has it that the Port Hercules achieves 50% of its annual turnover in just 4 days!

For those locals that decide to stay in town, during the four days of the race weekend, Monaco transforms itself into a village atmosphere. Street parties and gatherings are the norm and bars invade pavements and streets. Music and bands pop up as do souvenir sellers and merchandisers. Streets are pedestrianised and people flow from one area to the other. Most locals have favourite watering holes where they will gather during the four-day event. These gatherings feel no different to a local village fête where everyone knows everyone, even if you haven't seen one another for a while! Don't also be surprised if you find yourself drinking your pint next to a current or past F1 driver, rock star, sport legend or actor, as they are there like everyone else having a drink. The good news is that they won't be served any faster than you because of their fame or fortune!



Saturday night is the PARTY night. It starts with a drinks reception hosted by their Serene Highnesses Prince Albert and Princess Charlene of Monaco. Thereafter people usually move towards the harbour to witness the awesome parties being staged on the superyachts on the central T dock opposite the swimming pool. Each yacht has a theme and sometimes they clash. Many years ago two adjacent yachts went for opposite themes. One was playing loud heavy metal music while the other had a classical pianist and ballerinas. *Only in Monaco!*

Living on the track does have its challenges. Cars start racing round the track from 7am to lay down the rubber for the Formula 1 cars. Don't expect to be able to answer your phone at times as the sound (even with double glazing) makes it impossible to converse. Thank goodness for WhatsApp and emails! Just give up work and enjoy the circus. People watch, car watch and enjoy a glass of chilled rosé once the sun has gone over the yardarm!

The Monaco Grand Prix experience is a magical F1 circus. As locals, we are privileged to watch this circus with all the celebrities and fans who come to Monaco, watch the racing, party hard and then disappear into the night! 8 to 10 weeks to build. 2 to 4 weeks to disappear as the Longine Horse show jumping competition moves into town as swiftly as the F1 cars have left the principality.

Whether you like it or loathe it, Monaco is a magical place during the Grand Prix weekend. It is worthy of an experience in a town that becomes not only a village but also one of the most coveted race tracks in the world.

SOLARIS 47' > JOYA

US \$645,000
East Mediterranean



Soto Acebal and the team at Solaris in 2018, that is in her original ownership and which has never been raced, rallied or put away remotely wet. She has less than 400 hours on the main engine! The Solaris 47 is exceptionally easy on the eye and exemplifies all the reasons why these yachts sell like hot cakes. With deliveries now running into 2024 this great yacht is an opportunity to sample Solaris ownership right now.

SOLARIS 44' > TRILOGY

€65,000 + VAT
Sardinia



Soto Acebal and Solaris in 2021, she's barely unwrapped. Massively intelligent extras spec, OneSails, epic dark blue hull livery and of course she sails like a rocket. She comes with an elegant and uber cool oak interior which is beautifully crafted. The lead time for Solaris new build is long, this yacht is ready to rock 'n roll now.

SOLARIS 57' > LETI

€300,000
La Spezia, Italy



1991 splash, Doug Petersen and our chums at Solaris, she is a thoroughly pukka yacht. Totally disembowelled 2010/12, every major system was replaced – main engine, genset, electrics plus the wizardry, and much more. These days she even has a carbon rig. Elegant and fast cruising yacht of pedigree that is today, totally 21st century.

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SOLARIS 55' > ZENON

€1,100,000
Sardinia



Elegant good looks and total capability by Soto Acebal and our good friends at the Solaris Shipyard, made flesh in 2018. Environmentally friendly she has solar panels inset in her deck and a large battery bank. Downstairs her Renoit underwater treatment is also kind to the planet. Beautifully crafted and very swift cruising yacht as the Italians can.

SOLARIS 50' > LIGA

€650,000 + VAT
Latvia



Soto and our good friends at Solaris in 2018, beautifully. Very funky hull livery and smart black spars. Also comes with a perfect specification for comfortable Mediterranean use. Available right now at a time which sees the build sheds bustling with activity and long delivery times.

SOLARIS 72'DH > PLUM

€600,000
Italy



Epic deck saloon mile muncher from Doug Petersen and our close chums at Solaris in 2002. Bulletproof, she was built for Enrico Tettamanti to circumnavigate the planet aboard. Mission accomplished including a cruise to the Arctic, she didn't miss a beat. Now refitted and ready for Round Two.

SOLARIS, BUILT FOR

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PALACE HOUSE, MY FAMILY HOME. WE WELCOME VISITORS HERE AND TO THE NATIONAL MOTOR MUSEUM EVERY DAY EXCEPT CHRISTMAS DAY.

Beaulieu's NATIONAL MOTOR MUSEUM

BY LORD MONTAGU OF BEAULIEU

PHOTOGRAPHY © NATIONAL MOTOR MUSEUM

It may have the word 'National' in its name, but it isn't a state-funded establishment, nor is it located in one of our principal cities where most of our national museums reside. The National Motor Museum at Beaulieu was founded by my father, Edward, 3rd Baron Montagu of Beaulieu, as a tribute to his own father, a pioneer of British motoring. As one of the first stately home owners to open his house to the public, my father was also a pioneer. But this stately home had an added ingredient: a small collection of veteran cars in the front hall. This generated great interest and the museum was soon moved to larger buildings in the grounds. Later, in a further expansion, the museum and its libraries became a charity. That was in 1972, since when another 50 years of motoring history have been clocked up.

The National Motor Museum Trust's mission is to tell the ongoing story of motoring on the roads of Great Britain. It does this not just through our collection of 275 vehicles, but also through our extensive libraries and archives. These are housed in a dedicated Collections Centre which contains an astonishing 1.7 million objects, including 300,000 reference books and 1.4 million images, making it the most significant motoring collection in the UK.

In the museum itself, the vehicles on display include family cars, motorcycles, sports cars, racing cars and commercial vehicles from every era. The star exhibits include my grandfather's 1899 Daimler, which he drove in the Thousand Mile Trial of 1900. He was awarded a bronze medal, one of only 35 of the original 65 entrants to finish. ➤



A passionate campaigner for the cause of the motorist, he drove this car into the House of Commons Yard, becoming the first person to do so, and gave the Prince of Wales, later King Edward VII, one of his first ever rides in a motor car. This was important, since Royal recognition of this new-fangled means of transport helped to make the motor car respectable.

Another treasured vehicle is the 1903 De Dion Bouton, which, as the only car to be part of the estate my father inherited, was really the start of his collection. It has been at Beaulieu since 1913, when it was acquired from a tenant, after which it became the works vehicle for the estate electrician! My father first drove it on the annual London to Brighton run in 1950, an event which the museum has entered almost every year since. Driving our De Dion from London to Brighton has become something of a rite of passage for Montagu family members after they pass their driving test!

Grandier than either of these cars is the 1909 Rolls Royce Silver Ghost which was rebuilt from the chassis up after my father purchased her in 1954 from a garage which was using her as a breakdown truck. In her restored form, this car has appeared in more publicity images, calendars, greetings cards and jigsaws than any other! Incidentally, the Rolls Royce mascot, the Spirit of Ecstasy, was commissioned by Rolls Royce on the advice of my grandfather who recommended the sculptor, Charles Sykes, to them.

We are also very proud of our land speed record-breakers, notably the 1000hp Sunbeam, one of the first purpose-built Land Speed Record cars and the first to reach 200mph, driven by Major Henry Segrave. Another is the splendidly streamlined 1929 Golden Arrow which in 1929 set a new record of 231mph, and the CN-7 Bluebird. Driven by Donald Campbell, it set another world record in 1964: 403mph, the last wheel-driven car to do so. ►►



MY FATHER, EDWARD, LORD MONTAGU, IN THE 1899 DAIMLER WITH HRH THE DUKE OF KENT IN 1972.
I AM IN THE BACK WITH MY MOTHER AND SISTER MARY.



ABOVE : ME WITH THE 1903 DE DION BOUTON WHICH STARTED THE COLLECTION.



RIGHT : THE GOOD AND THE GREAT OF THE MOTORING WORLD GATHER AT BEAULIEU FOR THE OPENING OF THE NATIONAL MOTOR MUSEUM BY HRH THE DUKE OF KENT.



THE 1909 ROLLS ROYCE SILVER GHOST WHICH MY FATHER DROVE ON CAR RALLIES AROUND THE WORLD.

Historic as these vehicles are, it is often the cars we remember from our formative years that we spend most time over. For people like me who grew up in the 1960s, the sight of our 1960 Triumph Herald, the 1963 Hillman Imp, the 1963 Mini Cooper-S and 1966 Ford Anglia Super 1200 all have the power to take us back to memories of family holidays, going to school or learning to drive.

We aim to bring together vehicles and collections to celebrate everything about motoring and the relationship between the car and society. It is a rich culture which reaches into everybody's lives. One of the aspects I most enjoy is the art and design which motoring has given rise to, starting with splendid posters of the Edwardian period. Our collection is evidence that the motor car is not just an engineering achievement but also the product of artistic expression. As cars got faster, so advertisers found new ways of conveying the sense of speed and excitement associated with motoring. Other artists devoted their skills to sculptural forms, initially mascot design, and then the styling of vehicle bodywork which helped to give each model its personality. Little wonder that the car was, and to many still is, the ultimate object of desire.

We are also keen to strengthen our role as a centre of learning and knowledge, using our collections to influence and inspire thinking about the future of road transport. One of the ways we hope to do this is to open up the contents of our Collections Centre, using this to engage and inspire the next generation of motoring enthusiasts.

Needless to say, the responsibility of conserving and caring for such large collections, and exhibiting them in ways that enable the public to learn from them, all costs money. In its early years, the trust was supported by the British motor industry before its decline, but now we are increasingly supported by individuals who see value in what we do, and sometimes wish to connect with a particular project close to their heart.

The end of newly-built internal combustion engines may be on the horizon, but that doesn't mean the end of driving. Electric or hydrogen cars, self-driven and autonomous, will all have a place in the museum of the future. Our challenge is to create the space and capacity to continue collecting, because the story of motoring is far from finished.



VISITORS GET TO SEE THE COLLECTION FROM THE FLOOR OF THE MUSEUM AND AT HIGH LEVEL FROM THE MONORAIL WHICH PASSES THROUGH THE ROOF.

VRIPACK EXPLORER > LUCKY JACK

€1,650,000 + VAT
Holland



75 feet of captivating little ship built at Kuipers in 1998. Totally disembowelled and rebuilt by De Gier for a serious adventure, Covid sadly scuppered the timings and therefore the trip and the envelope have now closed. New stern extension, paint, systems and much more she is now totally plug and play and available for use on the ocean of your choice.

84' TROY EXPLORER > MRS ROBINSON

£799,000
South Coast, UK



Stephen Seaton in 2002 with robust steel hull and capability with some mods could code to Category Zero. Also comes with captivating good looks, vast range and 5 en-suite double cabins all in glorious beechwood. Much reworked in this ownership and perfect for serious straight line sailing.

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MOONEN 110' > YN 202

POA
In build



Elegant, pukka Dutch build with lines from Diana and René der Velden, she provides the possibility of 3,600 nautical miles between bunkering and a rugged steel hull making her suitable for world cruising in comfort and security. Of course the technics, engineering, joinery and build are all as special as you would expect from Moonen, and her CAT C18 Acerts are quiet, reliable and powerful. Delivery is offered in 2023.

SUNSEEKER MANHATTAN 55'

£1,595,000
Palma de Mallorca



Not yet quite unwrapped she was delivered 2022, she looks, and is, the business. Masses of nice caboodle from Seakeeper to beach club to Xenta Smart-stick docking system, she is virtually a new yacht and comes with a dollop of Sunseeker magic too. Perfect for Mediterranean use and of course like all her kind, is supremely cool to drive.



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The Gun Fire



THE GUN INN

AT KEYHAVEN

BY GARRY EVELEIGH

PHOTOGRAPHY © MARK YOUNG

Keyhaven has always held a very special place in my heart. At the age of just 9 years old, my big brother, aged 11, and I rowed our 8' dinghy from its mooring in Maiden Dock in Oxey Lake near Lymington. We were bound for Keyhaven via the saltgrass marshes that covered a much larger expanse than they do today. In those days, our only navigational skill was to know to stay in sight of the old sea wall that ran between Lymington and Keyhaven to the west. Using one oar each, we set sail! We navigated our way past favourite fishing spots through the maze of creeks and inlets to reach our final destination - Keyhaven. It was only a mile or so but, when you're 4' nothing, it was quite an epic journey.

As we rowed into Keyhaven, we put ashore next to a pontoon used by the then ferryman, Ernie Meffen, a round man with a red face. Ernie was dressed in his ferryman's attire - dark blue trousers and a hand knitted polo neck sweater. His captain's hat - white top with black shiny peak, with embossed anchor and rope badge - was proof that he was captain of the ship.

We asked Ernie where we could possibly moor our little dinghy. Ernie simply waved his arm in a gesture and said *"Just tie her up on the wall over there boys"*. That was our new mooring in Keyhaven sorted. This all took place in the spring of 1963 and that's how things happened in those bygone years ... happy days. ►►





BOOK & BUCKET BAKED BRIE WITH POMEGRANATE AND DUKKAH



CHAR-GRILLED CUTTLEFISH

Six decades later and now a local resident, I was very excited to learn that The Gun Inn at Keyhaven had changed hands. The new owners had plans to undertake some sympathetic and very tasteful refurbishments. They have an amazing team; the kitchen is headed by Chef Mark Young. He and his fellow chefs are all very enthusiastic with a penchant for local fresh ingredients. It was early spring which means “*green stuff galore*”. An hour’s stroll with my dogs and within ½ mile radius of The Gun Inn, my trusty trug was full to overflowing.

Although I had decided to sort of retire, picking wild, edible ingredients for the very keen kitchen crew isn’t exactly work – it’s just fun!!

Mark was a very happy man!

Chef Mark Young’s Story

I was born and raised on a farm with a guest house near Blackgang, Isle of Wight. Our farm provided all of our fresh produce and a steady supply of game; my Uncle caught the fish. Having the good fortune of such an idyllic upbringing, and no particular desire to be a farmer, nudged me in the direction of studying at the Isle of Wight College to become a chef. At the age of nineteen, I left my first chef’s position at a local pub and joined Cunard Cruises as a Commis Chef.

After being at sea for three years, I returned to the Island and gained land based experience working in various pubs, hotels, and restaurants. In **2004**, my partner and I took over the catering at Bembridge Sailing Club. After three seasons, I also took the helm of St Helen’s Restaurant where we achieved multiple awards and accolades including 2 AA Rosettes for culinary excellence.

Fast forward to **2010**. I packed my knives and headed to Oxfordshire to take up the role of Executive Head for Accent Catering. I missed the sea more than anything whilst living in Thame (which incidentally is the furthest point from any coast in the UK!) so I decided to head back down South, where my culinary heart lies.

In early **2017**, I was offered the position as Head Chef at The Bell Inn, Bramshaw, in the heart of the beautiful New Forest. Within eleven months, we had built a superb team of chefs that showcased the best produce that the area could offer; we were awarded 2 AA Rosettes. I spent my days off researching new suppliers and producers, always looking for little, and undiscovered, hidden gems across the Forest. During my time at The Bell Inn, I chose to make my home in the stunning seaside village of Milford on Sea.

Then - March **2020** Lockdown; my world, like so many others, was turned on its head. The decision was made to close The Bell Inn and the kitchen was shut in June 2020 casting us all into redundancy. My brigade and I, like everyone in hospitality, felt at sea without a boat.

After a couple of months in lockdown, with the coffers draining and a burning desire to get back into a kitchen and do what I love, I was reluctantly persuaded to help my neighbour, Rich, with his house renovation. Turned out, this was to be one of the best decisions of my career.

Rich had recently bumped into Kitty and her husband, Chris Cecil-Wright. After many years waiting for The Gun Inn to become available to purchase, excitedly, they had acquired it. They mentioned that they were still looking for a Head Chef. Rich replied: "I think he might be working on my roof!"

The rest, as they say, is history!

January **2021**, I joined the refurb team at the Gun as Head Chef, tasked with redesigning and rebuilding the kitchens, and creating new menus. We installed a 3m long Argentine grill. This would become the heart of what we do in the kitchen at The Gun - cooking on charcoal and wood seemed poetically right. I used the lockdown time to reconnect with old suppliers and producers like Sue and Mike of Blackwater Farm Pork and made new alliances with the likes of Bart from New Forest Fish and Shellfish. We also started to build a team of chefs to deliver the vision that was forming. First, came my sidekick, Sonel; he's the Sous Chef of all sous chefs – passionate and dedicated. Then came Marc, Sean, Lindsey, Jason; the list of talent is still growing. ►►



BLACKWATER FARM OLD SPOT PORK CHOP WITH BURNT APPLE PURÉE AND CRACKLING



MUSHROOMS WITH SOURDOUGH TOAST



MARK AND SONEL AT WORK



SARDINES ON THE GRILL

One day in early spring of 2021, a local chap rocked up with a basket overflowing with wild, edible, foraged plants. “Are you Mark the Chef?” he asked. “I’m Garry.”

It’s not every day you meet someone with such passion for delicious, wild ingredients. We’ve been working together for just over a year now, every week he blows in with something new and interesting for us to use in the kitchen. Garry picks seasonal ingredients including such delicacies as mushrooms, sea beets, samphire and three cornered garlic to name just a few. He is very at home sharing his foraging skills with anyone that shows enthusiasm.

The Gun Inn what a team!!!!!!!!!!!!



DISCOVERY 55' MK II > AMAMAN

£1,200,000 + VAT
Palma de Mallorca



The last of these extraordinary benchmark bluewater cruising yachts to splash in 2018 – there will be no more – period. Epic open deck saloon layout, smart signature flag blue hull and a goodie bag full of all the bluewater kit you can think of, and some you have not. She is gleaming.

DISCOVERY 55' MK II > KILORAN

£795,000
Lymington



2015 build from Ron Holland, she was the first of the Mk II Disco 55's and comes with all the benchmark bluewater cruising capabilities of her older sisters but now with open saloon layout in wonderful maple, vertical windows and a multitude of clever touches and upgrades from the Discovery team. Gleams from top to tail and with new paint 2021.

DISCOVERY 55' > CALLA

US \$465,000
Newport, Rhode Island



2006 Ron Holland and great British yacht building, the Disco 55' remains the benchmark standard for couples contemplating 2 handed bluewater cruising. She is now in lovely Newport on the East Coast of the USA and comes with all the needed kit. Her new owner will need to invest in her to make her shine as she should.

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DISCOVERY 54' > MINOTS LIGHT

£1,200,000 + VAT
Canaries



Unmistakably Dubois and built by the Discovery crew in Blighty in 2018. This owner wanted to go it alone sailing and she certainly delivers. Masses and masses of kit and caboodle for bluewater and beyond, she has been skipper cherished since before hatch and she is looking forward to her first big adventure.

DISCOVERY 57' > ON A WHIM

£795,000
Lymington, UK



Ron Holland and built in Blighty in 2012, she has been little used and looks very fresh from every angle. Laid up ashore for far too long, she needs a new owner with enthusiasm to open his wallet for the refit that she needs to fit her for bluewater. She is thoroughly good bones, a great pedigree and the price reflects this.

GUNBOAT 66' > GAIA

POA
Maine, USA



Full carbon with curved daggerboards, and a wickedly quick hull design, she is very exciting to sail. This is combined with comfort and power for fast and reliable bluewater cruising, and she has the smarts to do this beautifully. Gunboat deserve their fantastic reputation. From 2015 she is totally good to go.

LAGOON 42' > ENZO

€90,000
Ireland



2020 splash with a spare hull and acres of space above and below decks – she is a very clever yacht. Built for a family to do the world aboard, Schengen and other boring stuff happened, hence she is for sale. Most excellent platform for family life, adventures and living well aboard.

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DIXON 65' > LIARA

CHF 1,750,000 + VAT
Italy



Extremely rapid yet easily handled with powerful sailing for fast passage times. Clever Bill Dixon made flesh by Southern Ocean Marine in 2002. Totally prepared for a trot round the planet by her current crew of 2, with all new paint, in-boom and many upgrades. Sadly life happened, and they will not take her hence she must be sold.

DIXON 73' > LA LUNA

£860,000 + VAT
Spain



Of composite in 2008 from King Marine, the masters of high tech build. They have produced a ferociously fast cruising yacht with carbon spar, a deck saloon that works, proper engine room and one the best interior layouts in beech that we have seen in this size. Needs some spoodling to get her going.

CLASSIC PARKER SCHOONER > SPIRIT OF OYSTERHAVEN

€298,500 + VAT
Spain



Contemporary classic from Fred Parker and Joyce Marine in 1972. She has sailed far both commercially and in a private role with grace and in total safety. Massively easy on the eye, there are plenty of 21st century upgrades and kit aboard. Perfect for sail training or for adventure sailing of all hues.



KOOPMANS 47' > MOON

€225,000
Sweden



Handsome centreboarder of composite construction and comes with a practical hard top and pilot house – she is perfect for our rotten northern weather! From 2001 and built at Klaas Bood Yachtbouw she has been updated through the years and now comes with bluewater kit and caboodle aplenty from vane steering to SSB. In her second ownership, this capable cruising yacht is already sorted for the Seven Seas stuff.

NORDIA 45' > CONSTANTIA

£115,000
South Coast, UK



Terrific little ship from Van Dam in 1978 – she is gloriously Dutch. Much updated and improved in this ownership, lovely ketch rig, protected wheelhouse and proper master and commander lower saloon aft. Needs a practical and smitten new owner.

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33M LAURENT GILES > TIGERLILY OF CORNWALL

€1,200,000
Palma de Mallorca



KANTER 80' > FRUITION

€1,000,000
Spain



Bluewater cruising yacht extraordinaire, this handsome schooner is twin screw, with a massive deck saloon, great outside space and comes with 5 guest cabins and stacks of room for crew too. She has over 250,000 nautical miles beneath her keel in this ownership, is in pukka good shape and is ready to do much more.



The result of years of plotting and planning before this owner pushed the button and asked Kanter to build her to lines from Chuck Paine in 2001. Conceived for blue, white, azure and chilly waters – she has delivered. Now refitted with all new paint, new systems, and some subtle and clever upgrades, she is ready for her next adventurer and more oceans.

Para-Cruising Amongst The Clouds

BY IAN FAGG

A career as a yacht captain on a series of Nautor's Swans and a CNB 93 amongst others, has brought with it a healthy respect for the power of wind, currents and an understanding of cloud formations.

We all spent time glued to YouTube during lockdown, and there I found a video by paramotor vlogger Tucker Gott, showing this fantastic way of taking to the skies. I was hooked and two weeks later found myself at Davidstow Airfield, being trained by Oscar Haynes, a 19-year-old master of this unusual sport.

Paramotoring is the gentle art of paragliding but with the aid of a 2-stroke petrol (or electric) engine strapped to your back for propulsion. To stay aloft, traditional paragliding relies on wind to provide lift from

geographical features, or rising air from thermals and to a degree your route is dictated. Paramotoring is an altogether different and more versatile affair. The engine provides forward thrust and is preferable when there is little or no wind or rising air from thermals. Because you are propelled into the skies you have the freedom (wind allowing) to choose your route and to take off and land at the place of your choosing in a controlled manner.

My first solo flight under Oscar's guidance was, to be frank, a thoroughly terrifying experience. The wing rises and fills as you run across the field and as you add power and more speed you are ultimately lifted into the sky. Soon you are looking down as the earth disappears beneath your feet and you sit in your seat hanging from skinny little strings beneath the wing, feeling completely euphoric! It is amazing!

After this utterly alarming yet exhilarating experience, I was not sure that my nerves would allow a second flight, yet the thrill of being aloft had soon



relieved me of around £12,500 and I was now the proud owner of all the required kit to fly to my heart's content. Engine, wing and reserve parachute, all of which fit snugly in the back of my trusty Yaris. I was ready to go anywhere!

Absolutely not a solitary sport, I normally fly with friends. Having checked weather conditions carefully, we often arrange to fly to an agreed destination, land and when ready, return to the field flying together, experiencing this amazing sport as a team.

In the winter when the sun is lower in the sky, flying is possible in good weather conditions throughout the shorter daylight hours. In the summer however, and particularly in the spring, paramotoring is best early morning and late afternoon. Aggressive thermals in the middle of the day can be dangerous for the relatively inexperienced man, strapped to a garden chair, strung beneath a tablecloth who can be tossed about like a rag doll, potentially suffering a collapse, at which point he rapidly returns to earth. A reserve parachute is of course part of the package but this way of returning to Planet Earth is best avoided and an extremely rare event in paramotoring circles. Mostly, flying in mid-day summer conditions is just thoroughly unpleasant, akin to sailing in bad weather.

Normally a reserve is deployed about once a year in total amongst all UK pilots and there have been very few fatalities. The reality is that the most dangerous part of an average pilot's day is typically the drive to and from the air field, but nonetheless careful attention to weather and thermic conditions is imperative. ►►



DAVIDSTOW FROM 2500 FT

The engine is petrol driven and with a fuel burn of 4 litres an hour I have a safe run time of about 3.5 to 4 hours with a 17-litre tank. Electric motors are great and relatively quiet but their run time is much less, giving only around an hour in the air before the pilot has to return to the field.

With my less advanced “learner” wing, I fly between 25 and 30 miles an hour and have so far climbed to just over 7,000 feet. Having completed 105 flights, I still consider myself a relative novice. Progressing into the sport will eventually see me upgrade equipment to faster or more agile wings depending on the discipline, cross country or aerobatics. Wings are now available which fly up to 55/60 mph but for now I am happy to continue my progression on this relatively safe wing.

There are various events pilots can attend. I have recently become interested in entering the Icarus, a race where paramotors compete to be the fastest over a 220-mile course, which means landing and refuelling a number of times during the race as well as a night under canvas. There is also a non-competitive “adventure” class, perhaps better suited to my experience at this stage.



MORNING START AT DAVIDSTOW



SUNSET OVER THE MOOR



GWITHIAN BEACH



LANDING OUT

The glory of climbing aloft to see houses, cars and landscape shrink beneath you, flying over the patchwork quilt that is the West Country in the UK is already pretty special. Getting up at 04:00 to get to the airfield at sunrise to fly with friends to a café on a beach for breakfast and heading home before the summer thermals kick in, is difficult to beat.

The parallels with sailing are clear, such as the imperative to be very careful to maintain and service your kit. Leaving a spark plug cap not properly secured for example, is not a good look, one which I have experienced, gliding back to earth from 2,500 feet to put my house back in order. The lines need to be checked frequently, just like standing and running rigging on a yacht, not taking unnecessary risks must become second nature when putting to sea and air alike. Navigation is hardly high-tech, an App called “Fly Sky Hy” purchased for the princely sum of £8.00 gets me around just fine and with no elaborate instrumentation required.

This year I will be attending a few paramotor Fly-In Events. My trusty Yaris and I will travel with tent, to the airfields where we will eat hog roast, chat about flights both past and future and together, we will take to the sky before landing for a night under canvas and more of the same tomorrow, para-cruising amongst the clouds!

Flight is an extraordinary thing, seeing the ground disappear beneath you, reaching for the clouds, flying high above the earth, looking down on the world below. It's incredible to be able to experience all of this for the cost of a reasonably priced car and of course it also all fits into the back of my reasonably priced car, I thoroughly recommend it.

BACK COVE 41' > CYGNET

US \$595,000
Rhode Island



2016 splash with a punchy yet frugal single Cummins GSM II, the sea keeping is epic and the build superb. More than this, she is always the prettiest clockwork yacht in any anchorage. Resin infused vinylester build provides a bullet proof structure for her classic Down Easter good looks.

VENETIAN WATER TAXI > EGLÉ

£249,000
Dartmouth



Very special motoscafo built at Cantiere Chia on Giudecca, the Southern Venetian Island in 1974. Powered by a magnificent Chevrolet V8 with a Holley carburettor, Peter Freebody disembowelled and totally rebuilt this charming vessel in 2021 and she is gleaming. She comes with a heated limousine cabin and 2 cockpits. Way back then she would have been licensed for 12 souls and is ready to carry you and your friends in comfort and in total glamour.

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15M PENN-JERSEY COMMUTER > SIENA

£599,000
South Coast, UK



Splashed 1932, and what a career she has had! Prohibition rum-running, lend lease export and service in the Royal Navy. Then there is the tapestry of fascinating owners all of whom have left their imprint on this special yacht. She is now in truly concours conditions after a top to toe rebuild completed 2021. Truly special, she is for sure so much more than the sum of her parts.

HUISMAN 65' > HUSH

£999,000
Palma de Mallorca



Ray Hunt and what is possibly the finest Shipyard on the Planet in 1995. Her impeccable pedigree is coupled with a refit and maintenance programme that means that she has quite simply never looked better. Understated elegance, epic sea keeping, faultless joinery and execution and wonderfully comfortable to spend time aboard.

AQUASTAR 74' MK II > ALKIONI

£799,000
East Mediterranean



Handsome, capable and easy to handle Aquastar from 2005 which is still cherished by her first owner. Powered by a brace of 1,000hp Cats and also comes with hydraulic thrusters, twin watermakers and so much more. Semi-displacement motor yacht that loves it when the going gets tough, she can be handled en-familie yet has stacks of room for help as you wish.

18M CARA MARINE > HOUND OF ROYAL CLARENCE

£394,950
South Coast, UK



A Swiss army knife of a yacht from 2004 on a go anywhere patrol boat hull running on twin Hamilton jet drives with a brace of 704hp Cats. Beautifully crafted inside with 3 cabins, her docile external appearance belies her totally rough and tough credentials. Super fun and very capable clockwork yacht.

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52' TRAWLER > SOTERIA

€695,000
Turkey



First commissioned in 2018, she was built for an experienced sailor as his first clockwork yacht. Commissioned when he couldn't find a trawler that worked for Mediterranean cruising she is full of light and airy spaces, an aft deck and flybridge that actually work – she even has a crew cabin. New decks 2021 and very, very green.

TRADER 535 SUNLINER > LYDIA 'M'

£235,000
East Mediterranean



Handsome and capacious motor yacht from the Tarquin brigade in 2000. She comes with twin 660hp Cats and an astonishing covered aft deck, hence her moniker. Internally it is hard to believe she is only 53 feet. Set up for short-handed cruising with hydraulic bow and stern thrusters, what a great way to explore the Mediterranean.



THE BALANCE SHEET OF LIFE

BY SUE GRANT

PHOTOGRAPHY BY © HARRY SHUTLER

AMANDA AND HARVEY JONES WITH TED



I was last at the Pig Shed Trust's Biddenfield farm 3 years ago, and told the tale in an earlier Berthon Book. Run by Harvey and Amanda Jones, I was promised butterflies, and wow did Biddenfield deliver. Masses of them including the silver washed fritillary butterfly in swathes. I was amazed at the time by the profusion of wildlife everywhere on this 400 acre farm which is managed for the wildlife and to preserve and encourage all native species whether crawling, flying, swimming, growing or running, not to be useful to human kind, but just to be. Nowhere since the great enclosure have they been so welcome.

In the interim, Biddenfield has expanded with the addition of a further 100 acres from a nearby farm whose main parcel was sold for building and the Trust also acquired another farm – South Holt, bringing the total acreage managed by them to a vast 1,250 acres. All this means that Harvey and Amanda have a lot on bringing these lovely places back to their natural state and moving them from farm to sanctuary.

Asking about developments, I just knew that Harvey and Amanda would have branched out from butterflies. When I asked, I was airily told to come and have a look at their new barn, a few ponds and Ted the Percheron heavy horse. Harry our photographer and I bombed over to gather the griff, and we were not disappointed.

When Harvey said Barn, I was not expecting the full restoration of a threshing barn built in the 1800s at the time of the Napoleonic wars. It was disassembled, moved and reassembled close to the farmhouse and surrounding buildings. I was also not expecting something quite so beautiful, with its ancient wooden structure preserved and with new wood let in where time and neglect had damaged it, and with a beautiful new structure fashioned around it, with lovely roof tiles. Soon it will have a wooden floor in the centre just as it would have been in the beginning for the threshing of the grain in the winter, with flagstones left and right. Like everything at Biddenfield, it has not been restored to make offices, or another house, or a games room, but simply so that it can be. ►►



1800S BARN IN FULL RESTORATION



GEESE BY THE MICKSMERE POND

Hopping aboard Harvey and Amanda's trusty chariot – the 4 wheel drive jeep, we hurtled off into the depths of the glory that is Biddenfield in late spring, to see the ponds. The few ponds are in fact 30, and they have been dug over the past 3 years by Harvey, Mick and Pete, with the help of Bevis the digger named after a legendary local giant who was big on tumuli – earth mounds to you and I, and Biggus Diggus. His 15 metre span is great for digging ponds without getting stuck, except sometimes! He was lent his name of course, by the wonderful Life Of Brian.

First stop was to the biggest of the ponds. All the ponds have names and this was Micksmere for reasons that you will well understand. A silted up duck shooting pond from long ago, with an ancient manmade dam, the trees growing out of it were cut down, water drained and the trunks used as a bridge for Biggus Diggus and Mick to cross to remove the anaerobic and very smelly plant matter full of swamp gas, and then to extend its size. Dam repaired and exit Biggus Diggus stage left, and Mother Nature has done the rest. I have never seen tadpoles so large and in such profusion, dragonflies, geese, wild flowers and a cacophony of bird song. Like all the Bevis, Biggus

Diggus ponds, there are many deliberate edges, all of which provide more habitat for the wildlife that will call it home.

Next to Steve's Pond, the first of the ponds dug by Steve – do what you can in a day, he was told. We stop in a field of brilliant yellow broom. No sign of any pond. Getting to it is a mission but once there the bulrushes, campion and dragonflies are epic. All around is the gentle aroma of wild garlic not far away. I keep asking who's done the planting. Blank stares. This is what happens when you help nature and then leave her be.

Whilst likening Biggus Diggus to the Aurochs of yore is a bit of a leap, you can imagine that they would have done similar damage to the landscape and provided new habitat and homes for wildlife way back then.

Next, it was time to meet the amazing Ted. A 3 year old Percheron who is being trained to help Harvey, Mick and Pete to haul stumps and the bush from pollarded trees without mechanical help or huge physical effort. ►►

BLUE DRAGONFLY



YELLOW BROOM



BIGGUS DIGGUS



A SELECTION OF BIDDENFIELD'S PONDS FROM ABOVE

Ted and his 3 horse friends have the run of Biddenfield, sharing it only with the 20 cattle – expanded from my last visit with the British Whites joined by Shetland cattle, whose homeland has conditions so extreme that they are very tough. So, 500 acres, 4 horses, 20 cows...yet the profusion of life all around means that it is far from empty – quite to the contrary, it is teeming with life.

Another series of ponds of all shapes, sizes and depths, beckons. Some connected to streams and others not. All look different, and all are filled with activity and life. Biggus Diggus and his chums have not run riot, they are all deliberate excavations that enhance diversity and mean more wildlife.

Whilst the work at Biddenfield continues, the importance of keeping count, and of enhancing P&L of wildlife is key to the Trust. Understanding the impact of the ponds, removal of non-native species, pollarding and leaving be is having, has meant a lot of research around the species and new species and their numbers. This is being constantly analysed and carefully catalogued.

A small example of this are the new Biddenfield acres that had previously been intensively farmed. Over the first year, in a recorded square of ground the headcount of earthworms grew from 1 to 55, exciting for Biddenfield as Harvey loves worms...

A simple thing but it demonstrates the point. For Harvey and Amanda the success of the **Pig Shed Trust** project is not measured in pounds and pence. Here the balance sheet is comprised of numbers and profusion of species whether animal or vegetable, and the Trust's ability to continue to grow the diversity of life in this special place.

As for South Holt, another big project with a massive tree fell underway to remove diseased spruce and ash that would destroy the ancient woodlands on these lands. Contentious yes, but the right thing for the balance sheet of life. As with all successful endeavours to get the right result you, must as Harvey says, do whatever it takes...

TADPOLES



WOLF SPIDER - ONE OF 136 SPIDER SPECIES AT BIDDENFIELD



NEW YEAR POND (PICTURED 15 MONTHS AFTER BEING DUG)

CARKEEK CF 520 > OYSTERCATCHER XXXV

£1,450,000 + VAT
East Coast UK



2021 splash, she's at the cutting edge of hull design and is also totally sorted for offshore. She comes with water ballast as you wish and the sails are virtually unused. Massive saving on new build and ready to collect silverware now.

DAVIDSON CUSTOM 70' > PENDRAGON VI

€650,000
Italy



Mini Maxi from the master of Maxi design – Laurie Davidson and made flesh by Franklin Boat Works Down Under in 2009. Massive nautical makeover 2020 and she has been in the chocolates ever since. Potent coastal racing yacht with unusually civilised innards.

SHOGUN 50' > LADYKILLER

€1,200,000 + VAT
Sweden



H&O Sodergren designed her for speed and comfort – she is incredibly light. From 2019 she's full carbon composite from hull to rig. Also comes with a lift keel for all sorts of dimensions. She is far too cool for school...

GP 42' > PHAN

€199,950
Caribbean



Botin & Carkeek, built at King in 2007, she is now totally refitted and optimised for both inshore and offshore yacht racing. Offering masses of bang for your euro, and fun to the max on the Caribbean and Mediterranean regatta circuit. What's not to like?

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FELCI 71' > MARDOR

€1,600,000 + VAT
East Mediterranean



Umberto Felci is a yachting name to conjure with – all his yachts look incredible and this one is no exception. From 2006, she is designed to be sailed short-handed, without effort and to the max. Proper sailor's interior and in tip top shape.

KNIERIM 53' FC > NICA

€1,250,000 + VAT
Lymington



Finot-Conq in 2018 for offshore cruising at the maximum in full carbon, she effortlessly munches nautical miles providing regular 270+ mile days. Very smart interior, she is designed for both comfort and speed. Immaculately maintained and of course is also gloriously green.

SUPER MAXI 86' > WAY OF LIFE

€1,200,000 + VAT
Slovenia



Reichel Pugh's board, she was epic as MORNING GLORY. Made flesh in 2003 by McConaghy, she comes with full CBTF technology (canting keel to you and I!) and the standing rigging is very recent. Masses of potential for rapid regatta sailing with the utmost panache.



VOLVO OCEAN 65' > VO65 NO 6

€500,000
Auckland, New Zealand



Farr and the performance boat wizards at Persico in 2015, you may remember her as TURN THE TIDE ON PLASTIC. Currently Down Under all wrapped and ready to ship to her new owner's chosen ocean, with containers, support RIB et al. Little raced so far, the robust VO 65' fleet do it right when the going gets tough.

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BLACK JACK 100

POA
Sydney, Australia

One of the fastest sailing yachts on the planet from Reichel Pugh and McConaghy in 2005. Famous as ALPHA ROMAO, she has what it takes for line honours on the international regatta circuit and to make a bit of history on the way. Additional horsepower was recently added with a new rig and increased J measurement which delivered line honours in the last Sydney Hobart.



NAJAD 405 > SVEA

SEK 2,395,000
Sweden



From 2008 with all the caboodle for northern waters, but also equipped for bluewater and the tropics, she has taken her owners to the Caribs, USA, Canada and Greenland before heading for home – no worries. Lovely mahogany interior, this is a lovely pocket world circuiter that is also perfect for pottering if you prefer.

NAJAD 355 > GALADRIEL

SEK 1,985,000
Henån, Orust



Judel/Vroljik Najad she hatched 2011 and comes with an elegant Rhodes Young interior in lovely mahogany. She is the perfect size for easy short-handed sailing and is set up to be manageable solo. After spending some time in Croatia (navigated in the comfort of the back of a truck each way) she has now returned to her place of hatch to meet her new owner.

NAJAD 405 > SILVER

€225,000 VAT PAID
Eastern Mediterranean



Judel/Vroljik Najad that is compact, yet beautifully formed with her lovely Island of Orust build, and fleet sailing – thank you Judel/Vroljik. From 2006 we sold her to these owners and she has cruised to Turkey and proved herself to be the perfect platform for comfortable 2 handed sailing.

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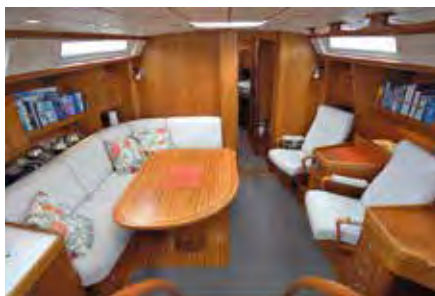
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NAJAD 511 > NIKE

€25,000
Sweden



Exceptional Judel/Vrolijk from 2010, built for her current owners to MCA Category Zero which puts her in hens' teeth territory. She comes with all the kit for planet circuits from hydrovane, LED lighting, Lithium batteries and masses more. Her owners have sailed her far and have cherished her too. Unique and compact bluewater cruising yacht for couples to travel far aboard.

NAJAD 490 > MEMENTO VIVERE

€49,000
Sweden



The Najad 490 was the first of the Judel/Vrolijk Najads, with modern Najad looks, and this yacht from 2008 is looking very fresh and comes with fast sailing and legendary Najad build. Much uprated and updated of late and ready to sail far, she is a very useful and usable bluewater cruising yacht and perfect for a couple or family to do the world aboard.



HISTORICAL NEWPORT

BY JENNIFER STEWART, BERTHON USA
IMAGES © NEWPORT HISTORICAL SOCIETY

IN 1638, the search for religious freedom led the first English settlers to Aquidneck Island, which consists today of three towns - Newport, Middletown and Portsmouth. These settlers were led by a woman (*no less*), Ann Hutchinson, and in 1640, this group split in two and Newport came into being. As the island had been farmed for hundreds of years by native Americans, it was fertile, game was plentiful, and the ocean was full of fish. These settlers were strong believers in the separation of church and state, with Newport becoming one of the first secular democracies in the Atlantic world. Many religious groups were attracted to Rhode Island, including Quakers and Jews as the founding fathers committed to a society of religious freedoms. At one point in the early 1700's, half of the population were Quakers, the most well-known being the Townsend and Goddard families, whose furniture today commands enormous price tags.

Rhode Island is appropriately nicknamed the Ocean State, and Newport is her epicenter. One is never more than 30 minutes away from the water, and from the air, Narragansett Bay is all you can see. Because of

this natural deep water, bountiful Bay, Newport quickly became a dominant seaport, (*at one point the largest trading port*). Narragansett Bay is recognized as one of the USA's finest harbors, as it is well protected and vessels can reach the open ocean within an hour. In fact, maritime trade along with shipbuilding was the first major industry in Rhode Island. Citizens lived and worked side by side on the waterfront, at one point, there were over 150 wharfs and hundreds of shops crowding the harbor.

In a book written by Stuart O. Hale about Narragansett Bay, he found that between 1698-1708, there were 103 oceangoing vessels built along Rhode Island shores, using local wood, which also means the shipwrights, sailmakers and other craftsmen needed to build these ships were also here in Rhode Island. By 1769, Narragansett Bay merchants owned 200 foreign trading ships and another 300-400 working the coast. These ship owning merchants became very wealthy and leaders of the community. Common exports were candles, fish and furnishings which drove the economic growth in the 18th century.

Unfortunately at the time, the slave trade was very lucrative, and what was known as the triangle trade became a huge profit center. Ships left Rhode Island



LIME ROCK LIGHTHOUSE - IDA LEWIS YACHT CLUB



THAMES STREET TROLLEY

loaded with rum, sailed to the West Coast of Africa to trade the rum for slaves, then off to the West Indies to sell the slaves in return for the molasses needed to make rum. By the early 1800's, rum had lost popularity to whisky. Because of the Revolutionary War, the slave trade and commerce with the Caribbean Islands was over by the 1790's, especially as the colonies banned the legal importation of slaves in 1874. Believing in religious freedom but owning slaves was quite a contradiction one would think! The occupation of Newport by the British forces saw over half the population leave and the island became almost completely stripped of trees, as at one point, furniture was being burned for warmth during the winter cold. The Navy arrived and stayed during this time, with the Naval War College still in Newport as well as the Naval Undersea Warfare Center, the Naval Education Training Center, and until 1970's, the North Atlantic Destroyer Squadron. This is still a huge economic engine for Newport, and the source of many high tech jobs today.

Privateering was also quite accepted, as between various wars - King George's War, the French and Indian War, the Revolutionary War – together with embargos, it was quite often difficult to turn a profit legally, and Rhode Island was known to be slightly more enthusiastic about

the profession than other States on the East Coast. In a quote from Robert Morris, a member of the Maritime Committee of Congress in 1776, complaining about missing cannon on a new warship, "to have been cast in Rhode Island but the spirit of privateering has prevailed so eminently there, that they have sacrificed every other pursuit to it, both public and private I am informed."

The Civil War had a huge impact on Newport, the economy crashed, as the textile mills and whaling lured away the work force. Industrialization had never made it to Newport, so it slowly transformed into a summer

residence "place to be" for wealthy Southern merchants, who wanted to escape the heat and disease in the Carolinas and further south during the summer months! Then residents of Boston realized how nice Newport was, and by the 1840's, the Fall River Steamship Line had a regular service between New York and Newport. Visitors travelled by train from any location, and caught the steamship to Newport, to stay in the big hotels that were built to accommodate them.

The Golden Age had begun, with big homes being built on Bellevue Avenue, many of whose owners also owned the huge yachts in the harbor. With these vast summer homes came an influx of Irish immigrants – gardeners, cooks, grooms and stable hands, maids, and all the other staff needed to run these huge summer homes and their social events. Many of their descendants are still here, the common joke being that the National Holiday in Newport is St. Patrick's Day, not the 4th of July!

IN 1883, Newport was the place where everyone wanted to be and yachting arrived big time with the New York Yacht Club's annual regatta. With reliable winds and plenty of deep water, it was not long before the NYYC Station 6 opened in Newport in 1890, followed quickly by Ida Lewis Yacht Club and the Newport Yacht Club. Summer residents welcomed the opportunity to race and show off their boats, and with the breeze coming up at 13.00 every day, it was sailing paradise.

The America's Cup literally saved Newport, who like most places after the World Wars and the Depression, was struggling to develop a new economy. Having the Cup until 1983 was amazing, and kept Rhode Island at the forefront of yachting in the USA. On a summer weekend, numerous regattas run, Newport is the place to be for weddings and the restaurants are fantastic. Then add in the Folk and Jazz Festivals, Flower Shows, Wine Festivals, Antique Cars, Coaching Events and more. It is impossible to be bored while visiting Newport.



FRANKLINS' BAKERY 1920s (NOW BERTHON USA)
- LEFT HAND BRICK BUILDING WITH THE AWNING

Our Berthon office building dates back to 1876, and our local historical society has the original wooden shaft of wheat that was installed on the façade of the building. It was a bakery until 1947, when it became Ward's Printing, and then in 1993, it was purchased by us and transformed into a marine office building. Berthon sells you the yacht, the maritime lawyer is in the lower office, the documentation service is across the hall and the yacht design office is also onsite for any possible modifications.



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OYSTER 575 > DREAMER OF HAMBLE

£695,000 + VAT
Lymington, UK



From the mollusc people in 2010, this epic bluewater cruising machine has been sparingly used and massively well loved. She has one of the best preserved interiors for her age that we have ever seen. Great spec, lots of nice updates and zero rough edges. Owner now straight line sailing so she should be sold.

OYSTER 56' > GIGI OF LONDON

£495,000
Spain



Over 90 Oyster 56' owners can't be wrong – these yachts are the business for family mile munching with 4 cabins giving room enough for all the troops and crew too as you wish. From 2002, with new teak decks, rebuilt and painted rig and lovely cherry insides, she is currently being seriously underused and needs new owners and to stretch her legs.

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OYSTER 655 > ROCAS

£950,000 + VAT
West Mediterranean

2008 Rob Humphreys, the 655 is perfectly formed and looks good from every angle and sails beautifully. This yacht comes with a Hall carbon spar and V boom to enhance performance as well as an elegant teak interior. She had a serious nautical makeover last winter and is now operating like a well regulated Swiss watch.



HALLBERG-RASSY 43' > PASSION

€395,000
Sweden



German Frers and the Rassyfarians from the Island of Orust in 2007. The 43 is a wonderful cruising yacht – compact for local sailing, powerful to go very far. With a furling rig, plenty of electric winches and lots of nice updates of late she's totally good to go.



HALLBERG-RASSY 46' > GIN TONIC

€295,000
Sweden



From German Frers, she's a classic Rassy bluewater cruiser. Well set up for short-handed sailing with push button everything, hydraulic genoa furling and electric winches and her hard top offers great protection from the elements. Sparingly used for Baltic summer sailing, she has been well maintained and is ready for world cruising or local sailing as you like.

HALLBERG-RASSY 39' > NICOLINE

SEK 2,150,000
Sweden



Over 200 Rassy 43 owners are not wrong. With their lovely protected cockpits, lots of storage and classic good looks they are a bit special. From 1994, this yacht was totally reworked in 2021/22 including decks and engine, so without bragging, we can say that for the best of the Rassy 43s its best you call us for the griff about this yacht.

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HALLBERG-RASSY 62' > GRISSLA 2

SEK 11,500,000
Sweden



Immaculate Rassyfarian from 2009 with only 5,300 nautical miles beneath her keel since splash. In the winter she snuggles up in a shed, heated against the chill of the season. Lots of nice widgets including bow and stern thrusters, Wifi, 4G, solar panels and stacks more, much of it very recent. Perfect for oceans and looks incredibly fresh.

HALLBERG-RASSY 62' > CONTRARIAN

€65,000
Lymington, UK



Capable, dependable, robust, yet still easy on the eye, from 2004 she is #14 of the remarkable series. They have done every ocean, and won hearts and minds internationally and this yacht has joined in enthusiastically. With an interior you would expect to find on the 70 footer and a systems pitstop this year, offers are welcomed.

MOODY 45 DS > CECILIA

US \$899,990
South Carolina



A nearly new Moody 45 DS from Dixon yacht design, from 2021 she has barely splashed. She offers easy sailing with a great deck saloon and a smart modern interior in Cherry Wood. Nice kit above and below decks with push button rig and all the mod cons for comfortable living aboard.

BOWMAN 57' > ALERIA

€275,000
Ireland



Evergreen, never out of style, contemporary classic good looks from Holman & Pye and built in Blighty in 1976. Much reworked, updated and refitted through life she has sailed far without fuss and provided a safe, comfortable platform for her crew. Your bluewater chariot awaits.

ALLURES 39.9 > YMIR

€385,000 (Norwegian VAT PAID)
Norway



Pocket Racoupeau design of tin from 2013, she sails like a witch and also has a drop keel for an added dimension. Set up for safe long term single handed sailing, she has built in redundancy for many of her systems and she has proved herself to be outstanding in this role. Perfect for northern waters but would also be just the job for more extensive planet circuits.

BENETEAU FIRST 47.7 COMMODORE > LADY ALISON

£125,000
Lymington, UK



Very useful, does what it says on the tin cruiser racer with lines from Bruce Farr. From 2003, professionally spoodled, excellent mechanically, she's very up together with a nice bluewater spec from aircon to watermaker. Just the job for the Mediterranean or much further, without breaking the bank.



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TIME FOR ACTION “Let’s build a Passive House”

BY STEVE BROWN



As a mountaineer and cruising sailor I have seen for myself the impact of climate change around the world. Changing weather patterns, the greater incidence of fire and floods on land, with sea level rise and storm surges threatening coastal communities and island nations.

In the mountains our glaciers and ice caps are the canaries in the coalmine and their rapid loss are sounding alarm bells within the scientific community and hopefully their warnings are finally being heeded by governments worldwide.

But what can we do as individuals?

Should we leave it to governments and multinationals to **“do the right thing”** or should we try to change our behaviour for the good of the planet?



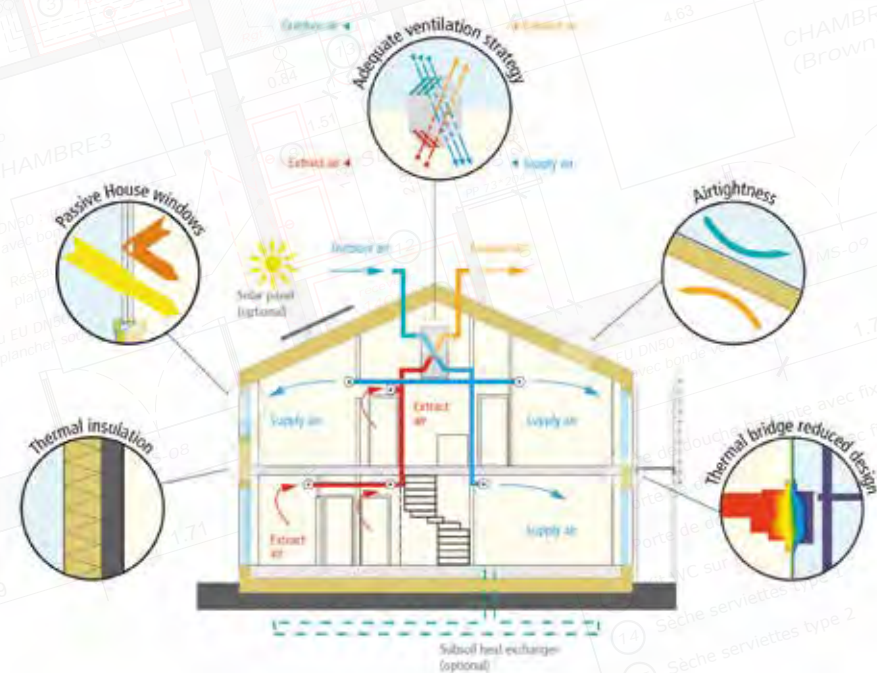
As an extended family we have tried to do our bit, reducing our energy consumption, travel, waste, the use of plastic packaging and changing to more of a plant-based diet. But will this make a difference, YES! Will it be enough NO!

So what more could we do?

Having been closely associated with the housing industry for many years I realised the importance of good design and construction techniques and in particular the benefits of high levels of insulation and when researching the latest techniques, I came across the principles of the **“Passive House”** a building technique that has been around for 10 years or more that combines the benefits of high insulation values and solar gain.



After further research a plan began to develop that would enable us to join forces with our daughter and her family to build a larger **“two family”** home consisting of one four-bedroom house and one two-bedroom house that would enable us to share both build and ongoing costs, with the added benefit of reducing the number of cars we would need as we switched to all electric. ▶▶



THE PASSIVE HOUSE PRINCIPLE

Passive House buildings combine unparalleled comfort with very low energy consumption. Key elements that set Passive House construction apart are superior windows, high levels of insulation and heat recovery ventilation. Passive House describes a performance standard and not a specific construction method, meaning these extremely efficient buildings blend in perfectly with their conventional neighbours, as designers are free to choose how best to meet the requirements.

We wanted to minimise the carbon footprint of the building and the build process as much as possible and so we found a local Passive House accredited architect, Passive House builder and thermal engineers, and agreed that wherever possible locally sourced, natural materials would be used and local trades personnel hired to carry out the work.

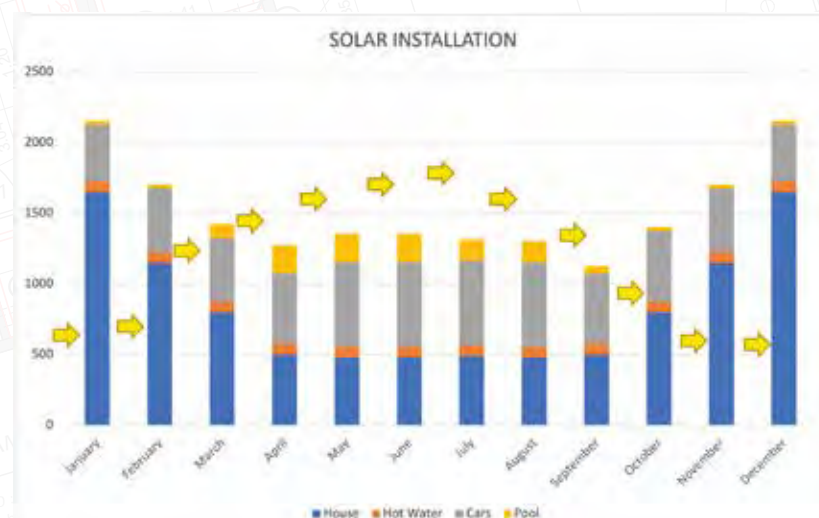
One advantage of this type of construction is that the build process can begin in the factory during the winter months and the main structure was fabricated during a snowy February in a Passive designed factory unit.

This led us to a design that would be built almost exclusively in wood, using recycled shredded newsprint for the main insulation and an Eco Flax/Hemp mix for the internal wall cavity insulation.

To avoid the use of concrete wherever possible the house would be built on steel pillars, screwed into the ground carrying the 42cm thick insulated timber floor and creating a 30cm insulating air gap under the house.

Initial groundworks had been completed prior to the onset of winter and the steel screws inserted in late March on schedule to start construction in April.

The walls will have 30 cm of shredded newsprint insulation in the outer airtight cavity with an additional 10cm of Flax/Hemp insulation in the inner service cavities. The insulated roof will also be 42cm thick.



One of the main principles of the Passive House is the use of solar energy in the colder months of the year and so the house will be south facing with large triple glazed windows with louvred electronics blinds that close off the glass from the solar rays in summer but still allow sufficient light into the rooms.

TO BE CARBON NEUTRAL

But reducing our energy requirements for the house itself was not enough, we wanted to be carbon neutral for ALL of our domestic needs AND the three electric cars. The Passive House engineers calculated that we would



need a minimum of 20,000 Kw of electricity per year, excluding our planned swimming pool. The house itself would require a minimal heat source and the 4 x 500 watt bathroom towel rails were deemed to be overkill. The mechanical ventilation and heat recovery system takes heat from any energy source within the Passive envelope and can distribute the heat wherever it is required and also takes out allergens and maintains humidity.

Initially we expected to have to use a combination of solar and ground sourced geothermal systems to meet this 20,000 Kw demand but by covering the south facing roof of the main house and also the south facing roof on the carport we will use the latest solar panel technology to meet our needs (*time will tell!*)

With climate change forecast to give us shorter, wetter winters and longer hotter summers combined with the spiralling cost of electricity the analysis for payback of this large solar array gets better by the day as does the investment in electrically powered cars.

With water forecast to be a precious resource worldwide in the coming years an underground tank will store all rainwater plus some ground source water discovered during the initial landscaping process. This water will be pumped into storage header tanks above the carport for use in toilets and garden irrigation.

Nearly there...

As I write this the main structure including roof, windows, doors and external cladding will be completed in the next four weeks and then the internal trades begin their work with completion planned for some time in the autumn.

The overall design includes a carport complete with a small office for my son-in-law and large workshop for yours truly that should keep me occupied when not on board NOVARA.

SWAN 55CC > GEMM

€420,000
Greece



Full fat cruising Swan with Reckmann push button rig she hatched in 1992. Unusually for a Swan she has a centre cockpit, and 4 cabins below – of course she lacks none of the usual Nautor DNA so the build is fab and she looks terrific. Her deck is recent and she has been sparingly used for the last 5 years, spending all but short seasons beneath an overall cover.

SWAN 411 > KISWALA

£115,000
South Coast, UK



Nautor and S&S, she is a classic first hatched in 1977 and is #12 of this illustrious sisterhood. Refettled 2021 including new rod rigging so good to go. Looks good from every angle, the sailing is sublime, and of course she's a Swan.

SWAN 47' > GRAMPUS II

€170,000
Italy



An S&S Swan she is an evergreen, combining practicality, with those never out of style classic good looks. From 1977, she is an archetypal cruiser racer from the shipyard that does it best. She would be perfect for Swan regattas, yet is also set up for comfortable, easy and fun family sailing.

SWAN 40' > WILLOWIND

US \$100,000
Fort Lauderdale



S&S and Nautors' Swan – a legendary combination – they made this stunning yacht flesh in 1971. Probably the finest of this illustrious sisterhood afloat today. Massively well sorted, booted and suited by her current long term owner. Also comes with some optimisation wizardry from Rod Stephens. Deeply cool yacht.

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SWAN 75' FD > KIAMAR

€1,980,000
Italy



First hatched 2009, she has been only sparingly used through life so far, and is set up to be easily handled and comes with nice recent sails. Substantial Nautor's Swan with no downsides or rough edges, fantastic sailing of course, elegant interior and admired wherever she goes.

SWAN 65'/010 > HARSHIP III

€550,000
Spain



The S&S Swan 65 is one of the most beautiful series yachts on the planet and they are rare on the brokerage market. With her handsome and practical ketch rig, 2021 flag blue hull livery and recently upgraded systems she is very special. Originally delivered in 1974 she has a taller main mast than standard and full length boom. Swan 65 aficionados will nod appreciatively when we say she has the open galley layout. Awesome yacht

PEGASUS 50' GLOBE (ELECTRIC)

€1,115,000 + VAT
Venice



From Marko Pas and the Pegasus team – he design managed the Shipman project and this is what comes next. 21st century short-handed bluewater sailing of carbon with electric drive by Oceanvolt, which makes her efficient and so much kinder to our planet. Ask us about the possibilities, as this yacht is in build - now.

PEGASUS 50' GLOBE (DIESEL)

€65,000 + VAT
Venice



Due to splash in 2023, part of a successful series of carbon bluewater cruising yachts, conceived to be adept for local cruising but with long legs for ocean passages too. Very comfortable with a deck saloon and large cockpit which connect seamlessly to provide a massive living, sailing, entertaining area. Practical, looks the business and sails like stink.

WAUQUIEZ 43' PILOT SALOON > ROBIN HOOD

£149,500
Lymington



From Dubois' illustrious board, she has a proper deck saloon yet still contrives to look elegant. Built in 2000 by the yard with the unpronounceable name she has a nice self-tacker and push button rig so is deal for short-handed sailing. We love her large, deep, safe cockpit, she's a pocket bluewater yacht par excellence.

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HYLAS 66' > EL CACIQUE

US \$585,000
Maine, USA



German Frers and the Queen Long team in 2004, she comes with a proper deck saloon and acres of space below decks. Outside Hylas circles it is little known that the sailing performance of these yachts is absolutely epic. This yacht has been much updated and reworked in this ownership and is ready to do stacks. Her dark blue hull livery adds to the picture – see above.

COMET 62'RS > WAYRA

€50,000
Spain



Unmistakable Vallicelli good looks, made flesh in 2007. Easily driven, elegant hull and she is set up to be easily managed short-handed. Generous interior volume with a proper deck saloon and vast cockpit. Updated hugely in this ownership and only now offered for sale to make way for a bigger yacht.



Swanning around CABRERA

BY ROWAN FAIRBRASS, BERTHON SPAIN



Cabrera will always be a special place for me. Last time I was there, Andrew and I had just finished a summer cruising season on a Swan 68' and were heading back from Corfu in Greece, to Palma de Mallorca, where she was going to be based for the winter. For the first time in our many years working on board, the wind direction was allowing us to sail in the direction we wanted to be going. For 48 hours we had a fantastic sail on a beam reach, storming along at 10 knots from the southern tip of Sardinia all the way to Cabrera. After being at sea for a week, the twinkling lights of Mallorca on the horizon were a welcome sight to tired sailors. I was on night watch as we approached the group of islands from the east. This trip was always going to

be an important one for me, knowing it was going to be my last time at sea for a while as I was 5 months pregnant with our first child. I vividly remember approaching the silhouette of Cabrera, its dark outline against the clear starry sky, and watching for a brief few seconds as a bright green meteor with an orange tail went soaring across the sky overhead.

As you approach the entrance to the anchorage, high up on the cliffs on the port side, a 14th century castle towers over you like a sentinel, keeping watch over the safe haven within. And haven it is, with an abundance and variety of flora and fauna. Because of its isolated location, the coast of Cabrera has been preserved remarkably well. The natural beauty of the islands with rocky coves, steep cliffs

and a handful of beaches is extraordinary. Venture ashore and you will find thick, low lying scrubland of juniper and mastic bushes, making it an ideal habitat for a variety of wildlife such as black lizards, and the birds who nest or migrate to Cabrera year round. Crystal sparkling waters around the coast are home to marine life including yellow mouth barracuda, green wrasse, annular seabream as well as dolphins, sperm whales, pilot whales, and fin whales. Sightings of orca, humpback whales and loggerhead turtles have also been reported. One of the few activities allowed without a permit is snorkelling, where an impressive display of the vast underwater meadows of Posidonia Oceanica may be seen. These are a protected species of seagrass native

to the Mediterranean, which are vital to the local ecosystem. Posidonia has a global importance as well, because of its capacity to absorb large amounts of carbon dioxide.

The archipelago of Cabrera lies 9 miles off the southeast coast of Mallorca, and around 30 miles from the port of Palma. It's a collection of 11 islands, of which Cabrera is the largest. Since 1991 it has been protected as a Maritime-Terrestrial National Park. The protected area covers 351 square miles, 346 of which are sea, making it the largest National Park in Spain. You need a permit from the Balearic authorities to navigate through the water around Cabrera. The large natural harbour, one of the safest in the area, is the only place where overnight stays are



permitted, with one other bay available for daytime mooring. Anchoring is not allowed, instead there are a limited number of buoys, of differing size to suit differing size of yacht and with ample searoom. This gives a wonderful sense of security and seclusion. Sitting on deck, with the peaceful sound of waves against the hull, maybe some bird song in the distance, it feels like a world away from anywhere. Water sports of any kind are banned throughout the National Park, although a short RIB ride is permitted for shore visits, with two jetties available for tying up.

There are a number of un-guided hiking trails to stretch your legs, either to the castle on the north coast or to the lighthouse to the southwest. The lighthouse, built in 1868, was manually

operated until 1958 before being automated. There is also a small museum and an archaeological trail, showcasing the varied history of the inhabitants of the island. It seems that we are not the only family to hold Cabrera in high regard. Recent archaeological studies of the Byzantine monastery, inspired by a letter from Pope Gregory the Great in 603AD, found that Cabrera was home to two separate monastic communities, who considered it a Holy Island.

Cabrera was captured by an Ottoman admiral in 1530 and remained a military zone until the 1980s as its position made it an important strategic military base for control of the Mediterranean, primarily because of its natural harbour and plentiful drinking water. The Ottoman Empire

used Cabrera as a logistic base until 1571 when their forces were defeated by a fleet of the Holy League, a coalition of Catholic states, largely funded by Spain. It remained a Spanish asset, and in 1808 nine thousand French prisoners were incarcerated there for 5 years after a major defeat of a Napoleonic army in a southern province of Spain. You can see evidence of what is believed to have been a salting factory from between the 2nd and 7th century, likely to have been linked to the earlier monastic community, which was later adapted by the French prisoners to provide them with shelter. On hearing news of their liberation, they burned the place down, which means that the area is now virtually intact. Today there is no permanent population, only a small

number of temporary residents, either military personnel or National Park staff.

I recently returned to Cabrera for a few days with the family and some close friends – our eldest is now 8 and he has two younger siblings. It was such a great adventure for them to sail across from Mallorca to Cabrera. We saw dolphins on the way there and again on our way home. We all swam in the clear Cabreran – albeit extremely cold – water, built a cabaña on the beach and stopped for a caña and an apple juice in the small bar ashore. It was their first experience of staying overnight on board and I'm so grateful that we could take them to such an unspoilt idyllic place. And best of all, it was on the same Swan 68' where it all started, all those years ago...

CHALLENGE 67' > NASHACHATA II

€25,000
Eastern Europe



Like her sisters she was built to do the world – back to front! In code to Category Zero after a bottom up nautical makeover in 2020, she is also all toggged up for the cold places with a custom deck saloon and plenty of heating! Long legged, go anywhere mile builder.

ROGERS CUSTOM CUTTER > SONG OF THE WHALE

£850,000
East Coast, UK



At just under 71 feet, she was built in the UK of steel to Cat Zero for IFAW to do exactly as her name implies. Super quiet for cetacean survey work, she has accomplished much since her launch in 2004. Her programme is fascinating but she now needs new owners or partners so that her ownership team can continue to heed the song of the whale.

CHALLENGE 72' > IRONBARQUE

US \$400,000
Ensenada



One of a series of 11 built to one design race around the globe against prevailing winds and currents – she's been there and done all that. From 2000 of aluminium built to withstand the Southern Ocean uphill, her current owners have cruised far aboard her as a family. Capable of Category 0, new standing rigging this year and of course, unbreakable.

CHALLENGE 72' > CHALLENGE BUSINESS 45

£195,000 + VAT
West Country, UK



One of Chay Blyth's girls, conceived and built to race around the planet against prevailing winds and currents. Available as a blank canvas for you to rig, fit out and get going to MCA Category 0. Her asking price reflects the elbow grease and investment needed.

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NORDIA 55' > TRUANT OF SARK

€19,000
Eastern Mediterranean



VATON 83' > NOHEEA

€350,000 + VAT
Spain



Trehard/Vaton combo from 1991 of tin, offering fleet sailing and a thoroughly practical interior in lovely mahogany. Conceived for the charter market, she comes with 6 guest beds and all the creature comforts, she has been much improved and uprated by these owners. Also available with a charter coding as you like.

20M ACUBENS CUSTOM > ZULU III

€450,000
Canaries



As Dutch as it gets without clogs, from the Royal Van Dam Shipyard in 1995. Very special custom cherry interior by Fieldwork, after a circuit of the planet she was disembowelled and rebuilt by Berthon in 2011. The programme of updates and renewals continues and she is now ready for any ocean.



Super tough, loves it when the going gets rough, go anywhere cruising yacht with a corten steel hull and an ingenious interior design providing 4 guest cabins plus crew, hence she is perfect for no compromise family sailing or for a charter programme. From 2006, she has a powerful cutter rig and has just completed a serious pitstop.

The WWII History of our Solent Shores

BY ISABEL MOSS, BERTHON UK PHOTOGRAPHY BY JOSHUA MOSS

Lepe Country Park with its lovely shingle beach offers an idyllic setting for water sports enthusiasts and young families alike. Wind and kite surfers enjoy their sport in safe and sheltered waters; families and children can swim, paddle and rock pool to their hearts content. The views across the Solent to the Isle of Wight are stunning on a sunny day. You can make out Portsmouth's Spinnaker Tower in the distance, the Solent Forts on the eastern horizon and just about spy Hurst Castle to the

west. Whiling away a couple of hours just watching the endless stream of yachts, ships and ferries on this busy stretch of water is a fabulous way to relax.

As the children beachcomb and catch crabs amongst the rocks and breakwaters, take a short walk further down the shore, east of the 'The Lookout' café. This delightful stretch of coastline, an 'Area of Outstanding Natural Beauty', has an impressive history from a much less peaceful time.

LEPE COUNTRY PARK - SOLENT VIEW



BEACH HARDENING MAT



Rewind to WWII – 1940s

There were no surfers on the beach and not a child in sight hunting for sea treasures. Britain was at war. It was all hands on deck on our South Coast, as everyone made ready for D-Day and Operation Overlord.

Circa 1942, the construction of the concrete embarkation hard at Lepe began. Beach hardening mats were put in place to support the many troops, tanks and equipment as they were loaded on to Landing Craft Tanks (LCTs) bound for Normandy's Gold Beach. The beach hardening mats served to re-enforce the shingle, providing a firm base for the

troops to drive over and reach their LCTs. There were two hard built at Lepe: one in front of Lepe House on the Lepe Estate ('Q' Hard) and the larger 'Q2' Hard a little further east at Stanswood Bay.

Metal support structures known as Mooring Dolphins were sunk into the Solent, perpendicular to the beach. They were used to secure the loading vessels, and with a series of ramps laid across them, served as a pier to allow the embarkation of troops and equipment to the loading vessels. ►



BEACH HARDENING MAT HOOK

Two additional Dolphins to the west of the pier protected the moored vessels from drifting with the strong, local tides.

During the war effort, nearby Exbury House served as HQ to HMS Mastodon. From here were controlled the numerous ground forces, marshalled up and down the Hampshire coastline and in the New Forest, as they awaited their embarkation for the Normandy Beaches. According to WWII war records, 1579 men and 292 vehicles boarded 40 LCTs at Lepe during the months leading up to D-Day, and post D-Day this increased to 6407 men and 2037 vehicles boarding 122 LCTs. Lepe was one of many beaches on the South Coast involved in this extraordinary operation, with up to 68 hards having been built. These included hards at nearby Southampton, Gosport and one opposite Berthon HQ, next to what is now Lymington's ferry terminal.

Around 1943, the site at Lepe was chosen as one of several locations to partially construct components of the temporary, portable harbours, known as Mulberry Harbours. Essential for offloading cargo and supplies to the troops in Normandy, the Mulberry Harbours supplied the army whilst France's ports and harbours remained under Nazi control. These were constructed in the UK, partially assembled in various locations, and towed in sections across the Channel to the Normandy Beaches.

Their build and transportation from our South Coast to France's northern shores were a colossal effort, huge technological and engineering achievement, as well as the best kept secret on the planet.

The Mulberry Harbour component partially assembled at the Lepe site was the Type B2 Phoenix Caisson. These giant structures served as the Mulberry Harbour floating breakwaters, creating sheltered water within the harbour itself. Built with boat hulls to enable towing, the caissons came in various sizes. Each had storage space and simple accommodation for crew. Some of the largest caissons (18m in height) also had defence towers, mounted with anti-aircraft guns.

The Lepe caissons measured 62m in length, 13.5m in width and 10.6m in height. Six of them were simultaneously assembled at Lepe on keel blocks upon huge, concrete construction platforms. Twelve carriages on rolling tracks, laid on concrete walls parallel to these platforms, allowed their onward movement to the metal and wooden launch slipways, helped along by a series of pulleys. Winches would then control a caisson's sideways launch into the Solent from where it would be towed by tugs up Southampton Water for finishing touches before crossing The Channel. ►►

“Two huge mooring bollards stand proud near where the pier would have been, still looking strong and sturdy.”

SOLENT VIEW, MOORING BOLLARDS AND MOORING DOLPHINS





ROLLING TRACK WALL

Fast Forward to 2022...

Remains of this significant contribution to the UK's war effort can be easily explored at Lepe today. The most prominent feature and now a permanent Solent landmark are the two additional Mooring Dolphins built west of the embarkation pier. These magnificent twins grace the front cover of this publication.

Though a little storm damaged at the far eastern end, you can walk right over the construction platforms where the six caissons were built. Before the concrete was fully dried, a worker walked across this hard, leaving his footprints for us to find 80 years later.

Running east to west are the rolling track walls that helped manoeuvre the giant caissons to their launch positions. Visible at low tide are the eight slipways used for the caissons' launchings, now covered in seaweed and teeming with sea life. Their broken up, metal and wooden tracks lie scattered between them, worn by the waves and tides.

Fragmented beach hardening mats pepper the beach around the location of the slipways and the pier, broken up like big chunks of concrete chocolate bars, and the hooks that helped secure them hold fast to the wall.

Two huge mooring bollards stand proud near where the pier would have been, still looking strong and sturdy.

Head slightly inland and you will find the concave base for a water tank that served the workshops and crew accommodation.

Behind the track wall and the slipways, is the WWII Memorial honouring the 4th and 7th Westminster Dragoon Guards. Having embarked at Lepe, the Dragoon Guards claim to have been the very first unit to reach Gold Beach in Normandy.

So when you're next cruising past Lepe's tranquil setting, or building sandcastles on a family day out, see what else you can find. There is so much else to explore, local history in abundance, and you can definitely make out the Mooring Dolphins from the Solent. With a little imagination, you can hear the screeching of winches, shouting of orders and grinding of gears and rolling stock – echoes of more troubled times and a country at war. Also take a moment to think of those who made the ultimate sacrifice so that children today can find sea treasures amongst these ruins.

“With a little imagination, you can hear the screeching of winches, shouting of orders and grinding of gears and rolling stock – echoes of more troubled times and a country at war.”

MOORING DOLPHINS



CAISSON CONSTRUCTION HARD



MOORING BLOCK

RUSTLER 36' > ADAMANTINE

US \$299,000
Florida, USA



2013 Holman & Pye design and built in Blighty, with verve. The last of this extraordinary pocket bluewater class to come out of Rustler, she has been used for local cruising on the East Coast of the USA and is looking 100% sharp.

RUSTLER 24' > DULCIBELLA

US \$57,500
Maine, USA



2016 splash, simply the perfect dayboat, with her long keel her sea keeping and handling is sublime, yet the build is totally 21st century in method and material. She's great fun to sail and looks totally awesome as well as being very red. Gleaming.

NICHOLSON 55' > SURPRISE

€10,000
South of France



C&N launched her in 1973, one of a spectacular sisterhood that have seen service in our armed services, on the regatta circuit and bluewater cruising the planet over. This yacht has spent many years in the same ownership, and is delightfully original, full of lovely touches, yet updated and cherished all the while. Currently snuggled beneath an overall cover but ready for normal commissioning and a cruising plan with her new owners.

ELIZABETHAN 30' > MOONSHOT

£24,750
Lymington, UK



A pocket piece of British yachting history, from 1973 built by Jeremy Rogers who brought us the Contessa, to designs by David Thomas. In massive sharp order and just the job for coastal waters and to potter, and of course she's also a bit of a bobby dazzler.

Rustler

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



Rustler 57

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

Beautiful yachts, beautifully built

Rustler 57

Principal Dimensions: LOA: 17.4m Beam: 5m Draft: 2.59m Disp: 27.2 tonnes

Rustler 41 MY



BERTHON
USA

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

Rustler
YACHTS

63' NIGEL IRENS > MOLLY BAN OF DUBLIN

€600,000
Ireland



Massively easy on the eye and with a low displacement to length ratio hence she is super efficient on her single 300hp Cummins which delivers a 14 knot cruise. Built in lovely Faaborg she is still in her original ownership and has proved herself to be the perfect platform for easy cruising and is ace as a support boat with acres of space in her huge cockpit for toys.

TRIQUAL 65' > BIG BIRD OF POOLE

£394,950
Lymington



Steel multi-chined motoryacht from Holland in 2002 with a brace of DT67 Deutz and comes with a tardis for innards – the Good Doctor would have been amazed. Much refitted, uprated and polished in this ownership. Interesting yacht with stacks of potential and masses of charm. All this and a very small price tag.

CANADOS 70' > OCTOPUSSY XIII

€260,000
South of France



What a magic package this is. From 1990 with a serious nautical makeover in 2020 including a rebuild of her 1,100hp MANs, new paint, new teak decks – the works. She comes with 4 guest cabins and room for crew. At this price, you surely can't afford to go home without her?

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FAIRLINE SQUADRON 55' > CHARLEYGIRL

£535,000
Lymington, UK



Olesinski and great British yacht building from 2009. The horses are provided by a brace of 775hp Volvo D-12s, her interior is lovely in walnut and she has the aft cabin too. Also totally kitted for the Mediterranean should you wish with aircon, passerelle, the works. Well loved, gleaming motor yacht.

SABRE 36' FLYBRIDGE SEDAN > SEA MIST

£249,995
Lymington, UK



The Sabre design and build team are a class act, delivering beautifully crafted and practical motor yachts that look great and are fab in a seaway. This yacht from 2006, powered by a brace of 370hp Yanmars has been much loved and uprated. We love her flybridge and covered aft cockpit.

SUNSEEKER CAMARGUE 50' > ABRAXAS

£235,000
Lymington, UK



Full fat Sunseeker from the hand of Don Shead – she is a glamour yacht with her twin 660hp Cats, Mediterranean caboodle including air-con, passerelle and garage – also an icemaker – obviously! Professionally maintained and completely roar ready. Fantastic outside lounging space and of course the performance provides massive grins all round.



THE BERTHON GAUNTLETS

BY BRIAN MAY, BERTHON BOAT COMPANY

IMAGES © BERTHON ARCHIVES

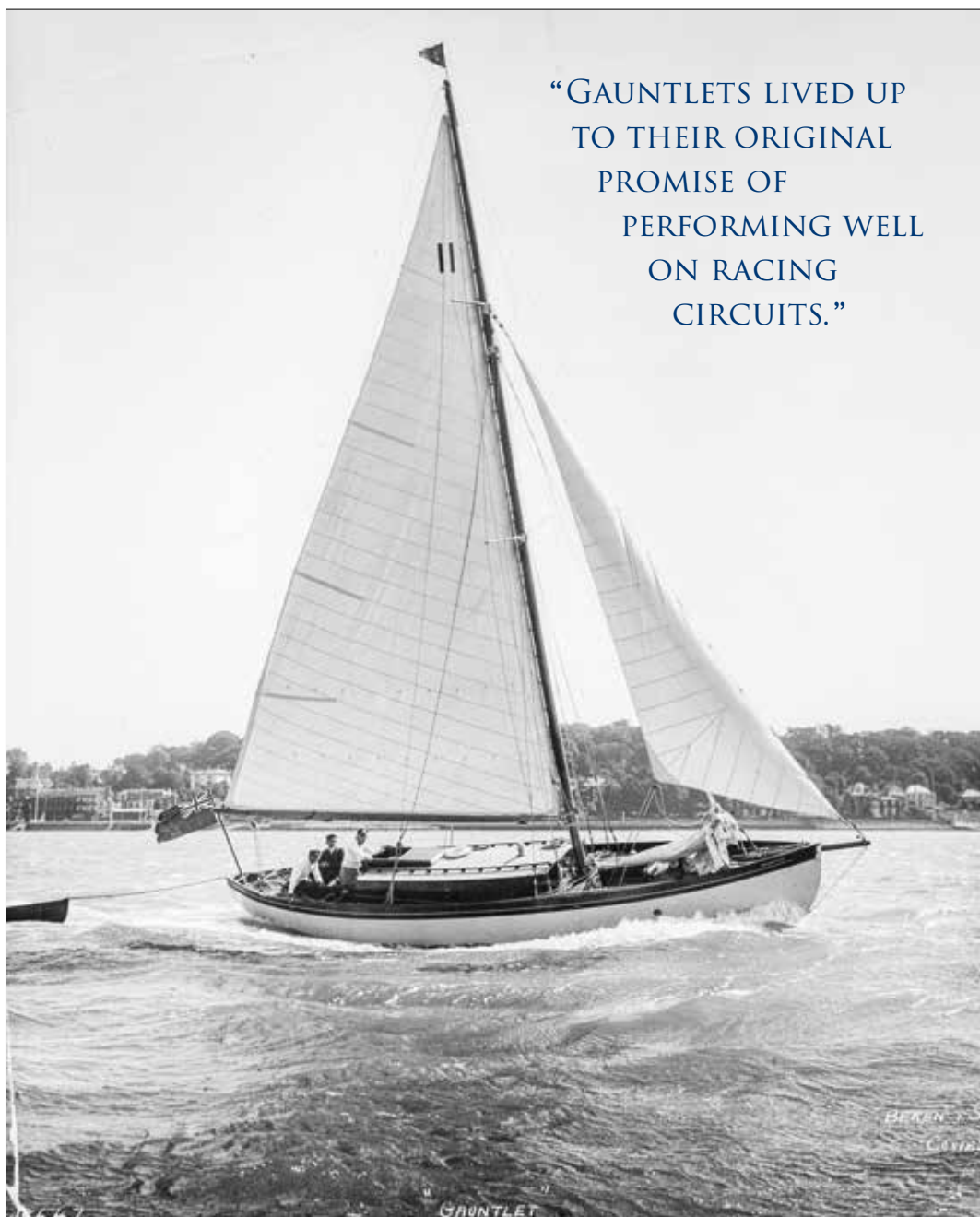
It was back in 1933, when my great grandfather HG (Harry) May asked his naval architect, Rodney Paul, to design the first Gauntlet. This was the design brief - *"The concept was to be a sea-kindly craft with moderate over-hangs and draught, a fairly heavy displacement, and an easily handled sail plan adept to comfortably carry four to five people. A boat with good auxiliary power, capable of running through foul tides, and suitable for both cruising and offshore racing"*.

To my great grandfather's immense irritation, his client, a Mr Berge, had second thoughts after inspecting the design, and approached a rival shipyard in the West Country to request an alternative design based on the exact same requirements. Having compared the two designs, Mr Berge, commissioned the other shipyard, Phillips of Dartmouth to build his dream boat.

Berthon legend has it that the origin of the class name 'Gauntlet' was Harry's response to this commercial set back. Frustrated, and totally sure that his design was superior, in his words, he 'threw down the gauntlet' and Berthon built his design. Once GAUNTLET was afloat, he challenged Mr Berge to a race. His confidence in GAUNTLET (36ft 9ins LOA, 30ft. 6 ins. LWL, 12-tons) with her canoe stern design and sturdy build was fully vindicated, as she proved considerably faster, and she became the first of a production line of a series of variously sized Gauntlets to be built at Berthon (see *list adjacent*). And so, the Gauntlet legend was born with a starting price of 1,000 guineas (£1,050). ►

LEFT - "GAUNTLET" IN THE CHANNEL RACE 1934, BY A LOCAL ILLUSTRATOR CALLED ROBERT. E. GROVES

RIGHT - "GAUNTLET" 1934, TAKEN BY BEKEN OF COWES



“GAUNTLETS LIVED UP
TO THEIR ORIGINAL
PROMISE OF
PERFORMING WELL
ON RACING
CIRCUITS.”

BOATS OF THE GAUNTLET CLASS

The list below shows the names of the various Gauntlets built, their year of construction and the first registered owner. H G May commissioned a number of Gauntlets that were sold either before launching or shortly afterwards. In these cases the second owner and the name of the boat at that time are given.

8 TON (PRE WAR)

1937 <i>MITTEN</i>	Hon Clive Pearson
1939 <i>NALISIKAA</i>	Col JJ Crosthwaite-Eyre

8 TON (POST WAR)

1950 <i>MIRANDA OF LLYN</i>	O Stonehouse
1951 <i>GAY WIND</i>	W G Farrer
1951 <i>BARDU</i>	Maj J Wilkinson

12 TON

1934 <i>GAUNTLET</i>	Lord Churston
1935 <i>GREENGAGE</i>	F A Pitel
1935 <i>HEATHER</i>	H W Goodwin
1935 <i>RED GAUNTLET</i>	K A E Moore
1935 <i>SUSSEX MAID</i>	Maj P Garret
1936 <i>GUIDING LIGHT</i>	Earl of Normanton
1936 <i>MURESSE</i>	Lt Col F I Ford
1936 <i>OSPREY</i>	O Hook
1936 <i>PAVIROMA</i>	F Paget Bowyer
1936 <i>PERIGRINE</i>	Maj C H C Illingworth
1937 <i>BORREGO</i>	A M Symington
1937 <i>LENTUNE</i>	G D Russell OBE
1937 <i>SINLOO</i>	T N Clouston
1938 <i>GREY SEAL</i>	O Hook
1938 <i>MORNING FLIGHT</i>	D N Letts
1939 <i>TIGER C</i>	Capt P G Back

14 TON

1939 <i>PEGASA</i>	Sir Roy Feddon
1946 <i>DEHRA</i>	H D Brown
1946 <i>SALUKI</i>	Maj W Martineau MC
1947 <i>CLOUD IN THE SUN</i>	Hon Clive Pearson
1947 <i>GEMINI</i>	J K N Davis
1947 <i>MEHALAH</i>	G P Pattinson
1948 <i>GAY GAUNTLET</i>	Lt Col E J H Merry
1949 <i>EILA ROSE</i>	S Bourne
1950 <i>ST GEORGE</i>	H F Fleming

17 TON

1936 <i>COCH-Y-BONDHU</i>	C H B Wilson MC RFC
1936 <i>SYRINX</i>	Hon. W H R Iliffe

18 TON

1937 <i>JENNY SPINNER</i>	K Moore
1937 <i>NEON</i>	F A Keeling
1938 <i>ROYAL CHARLES</i>	M de B Monk

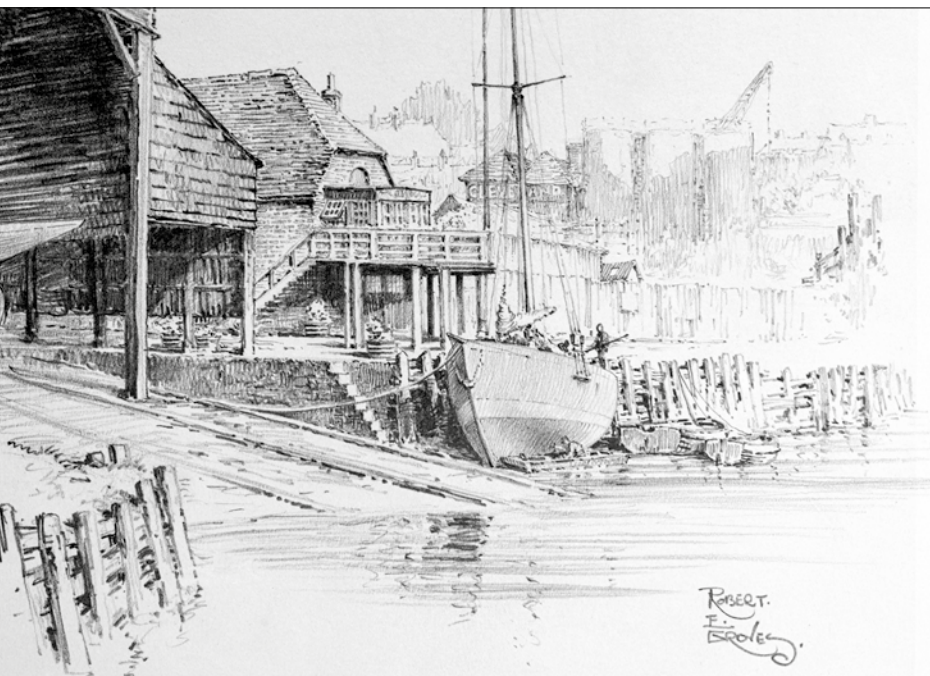
24 TON

1936 <i>MAIDEN LIGHT</i>	D D Capper
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26 TON

1936 <i>GAEL-NA-MARA</i>	F J G McLoughlin
--------------------------	------------------

TOP - "GAUNTLET" WINNER OF THE ISLAND SAILING CLUB RACE, JUNE 1934
 BOTTOM - GAUNTLET BERTHED AT SHIPYARD HOUSE AT NORTH END OF BERTHON BOAT CO LTD, 1934



The challenge, work, and time had paid off, not just personally but commercially, with 26 Gauntlets built before the war. Sizes ranged from an 8 ton, pertinently named MITTEN by Harry with a touch of humour (*before selling her to Hon Clive Pearson after Cowes Week*) to the 26 ton flagship of the fleet.

The planking was originally pitch pine upon grown oak frames, with floors and hanging knees in galvanised steel. A keel of English elm with oak stem and sternposts. The deck, coachroof, hatches, bulwarks and cockpit were teak with mahogany below. Fastenings were all copper or brass with chain plates and all deck fittings in gunmetal steel – no doubt to reduce corrosion. However, it was not known then that dissimilar metals should not be mixed! Gauntlets also had a sizable bilge stringer, and the lower portion of the stem carried well aft over the ballast keel to incorporate the mast step, preventing the garboard strakes from working under mast compression. The addition of an aft galley with a Taylor's Para-Fin cooker and Electrolux refrigerator provided some comfort when cruising; and a forward "patented" toilet was also popular – especially amongst the sea faring women.

Harry was a sailing fanatic, with great passion and enthusiasm for the sport; and he always endeavoured to take a Gauntlet to Cowes Week to race. He was a very disappointed man if he returned from Cowes still owning her!

However, one early summer a prospective buyer applied so much pressure to purchase Harry's boat for the upcoming regatta, that he was 'forced' to sell his Cowes Week steed shortly before launch – for a decent premium, of course! This might have been a disaster for the Cowes veteran had it not been for the unsung, exceptional efforts of the Berthon Shipwright team who managed to build another Gauntlet in time for Cowes.

Harry beat his recent "demanding" client with ease!

Gauntlets lived up to their original promise of performing well on racing circuits. Many owners took part, and in fact won numerous Royal Ocean Racing Club events. Perhaps the best known was the 12 ton GREENGAGE, built in 1935, victorious in the Channel Race that year. She was not on her own, the series performed very well, particularly in heavier weather with their sea kindliness and sail-carrying power; the latter having been designed and stitched by Harry's fellow tradesman sailmaker, Ratsey & Lapthorne.



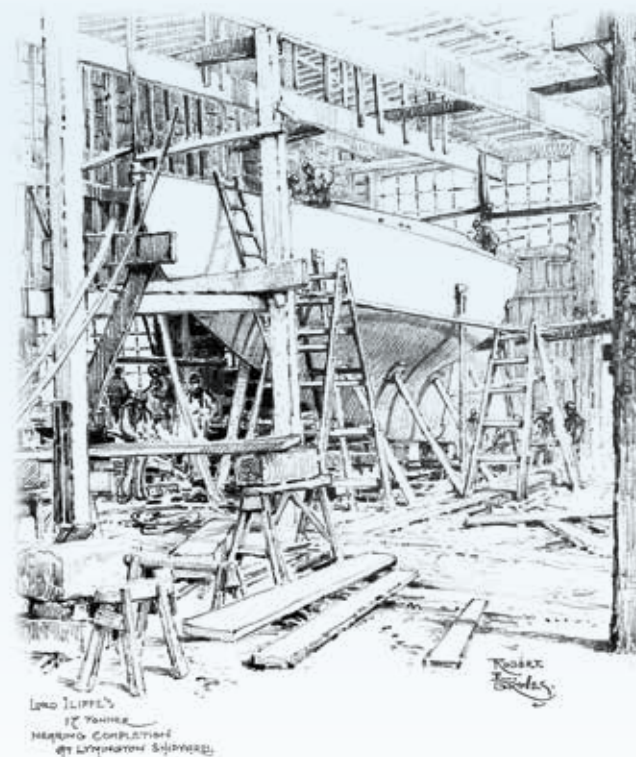
ABOVE - SYRINX, 1958 LEAVING BRIGHTLINGSEA. TAKEN BY F.J. ARMES
 RIGHT - HON. W H R ILIFFE'S 17 TONNER NEARING COMPLETION AT LYMINGTON SHIPYARD, 1936

Gauntlets have since sailed the world with boats currently in locations ranging from the UK and Mediterranean to Australia and the Caribbean. HEATHER 12 ton and MITTEN 8 ton, both of which were refitted at Berthon this century, are regularly sailed in Sicily and Elba respectively.

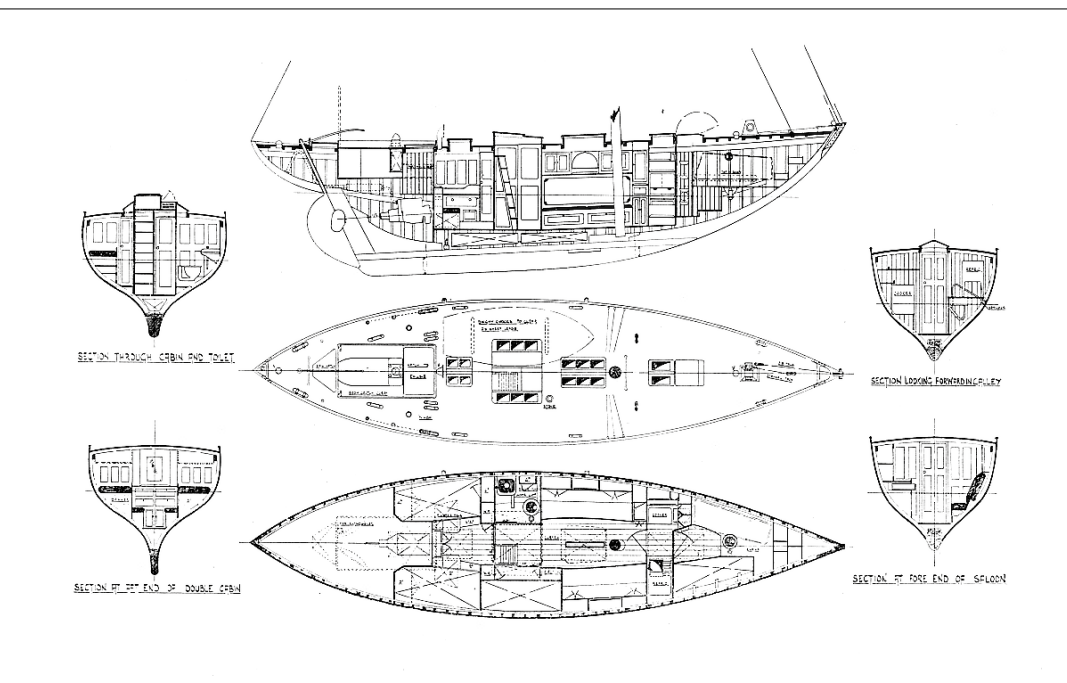
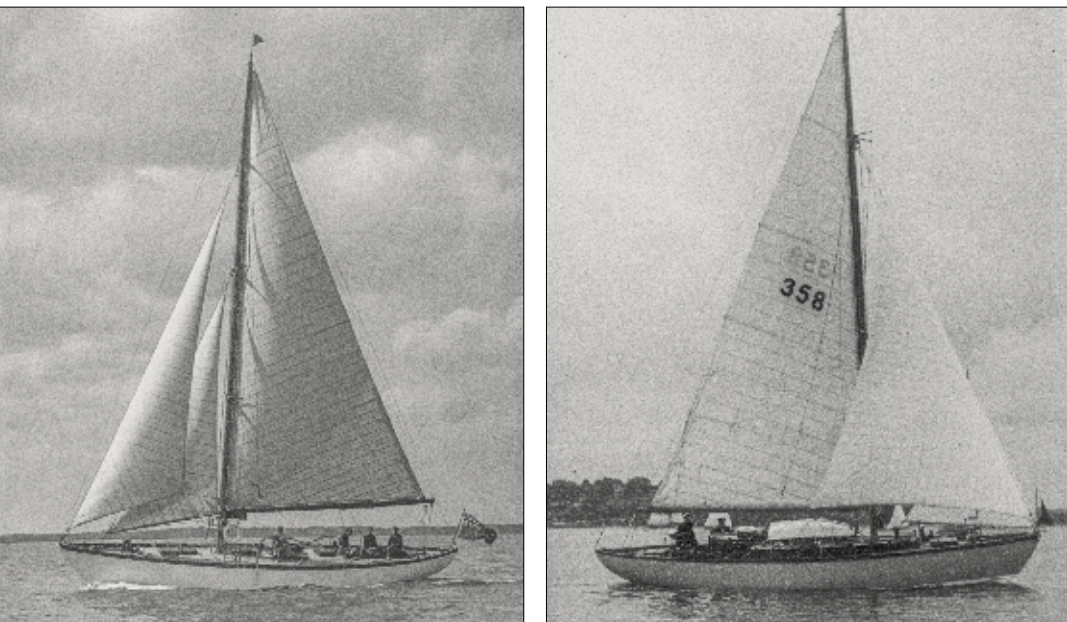
In 1936, 9 Gauntlets launched. 5 x 12 ton, 2 x 17 ton, a 24 ton, and a 26 ton with the larger boats sprouting slightly longer overhangs. One of these, SYRINX (17 ton) was commissioned by Hon. WHR Iliffe* - owner of IPC, the printing/press/media company (see Groves pencil drawing below and Beken photo adjacent). The list of early owners shows that many lived locally, and were members of Solent yacht clubs, including The Royal Lymington which celebrates its 100th anniversary this year. Family descendants of the original Gauntlet owners sail out of Berthon Marina today. ►►

* Hon. WHR Iliffe's father, Sir Edward, later the first Lord Iliffe, had a half share between 1925 and 1933 in the 125' 19-m class Fife MARIQUITA (1911), recently sold from Berthon.

The third Lord Iliffe (HR) ordered an 80' custom built Laurent Giles designed gentleman's motor yacht, built in the early 1990's at Berthon, a couple of years after your writer joined company; DALVINA's hull and superstructure was aluminium, with glued (not fastened) teak decks, an athwartship stabiliser, and a suspended interior to reduce noise and vibration.



TOP LEFT - COCH-Y-BUNDHU (17TON) 1936 FOR HARRY MAY; FIRST FLUSH DECK FOR A RACER/CRUISER, TAKEN BY BEKEN OF COWES
 TOP RIGHT - SALUKI R.C.C., TAKEN BY BEKEN OF COWES BOTTOM - COCH-Y-BONDHU'S "FLUSH" DECK AND INTERIOR LAYOUT PLANS



SYRINX had teak planking but her sistership COCH-Y-BONDHU, built for Harry, used the lighter less expensive pitch pine and her decks were "flush" as shown in the left hand photo and drawings underneath. The after-cabin was isolated and a midship entrance for offshore worked well with a lobby where oilskins may be "doffed".

During the War years, leisure boating was forbidden, with many boats laid up and the skilled craftsmen at Berthon were put to work building various craft for the war effort (60'-72' HTMLs, MGBs, MTBs, MFVs for undercover work in the Mediterranean, Caribbean).

Major W Martineau MC (RCC & Commodore of Royal Lymington Yacht Club, 1954) was the first to order a Gauntlet after the war. SALUKI (14 ton) was launched in 1946, the first of the last 12 new Gauntlets. The same year Harry (nicknamed Puffer for his chain smoking habit), long considered to be "trade" was invited to join the RLymYC just as his health was failing. This was either because of his contribution to the war effort or maybe that class differences had diminished as a result of the war. Maybe both? Either way, my father was also great friends with the Major, and I remember visiting the latter in Platoff House, near the Chequers Pub. It is likely he who "broke the chain".

In the early 1950s, labour and building costs had increased sharply and clients preferred something that was unique and with a more personal touch. This desire proved to be the downfall of the Gauntlet, with the last of the series an 8 ton, constructed in 1951 for Maj J Wilkinson.

Down but not out, the Gauntlet class continued to find favour within the yachting community, and rightfully so. Harry's GAUNTLET was sold by her second owner, Lord Pentland, for £1,295 to the Admiralty in 1938, for use by the Royal Naval Engineering College. During WW2 she was decommissioned at Plymouth Hooe with her mast stored at Oreston South Dock. The rig was blitzed during the war and new one ordered from Berthon in 1946. Back afloat, during the 1949 Channel Race she blew out both spinnaker and genoa. Having analysed her performance, her low rating was due to her high freeboard and small total sail area, so she sailed well to her rating in heavy weather but fell short in light. She was relatively stiff but carried a lot of weather helm both



up and down wind. So in 1950, the RNA converted the rig to masthead and cut the mainsail; the bumkin was lost and twin runners added to the quarters allowing the shortened boom to go forward without unhitching the wire for easier tacking and gybing. Twin mainsheets improved control of the boom with the leeward sheet acting as a downhaul. She sailed closer to the wind, was more balanced and less effort for helmsman and crew, and no doubt drier!

In 1954 she came 3rd in the La Rochelle – Benodet race and 1st in the RORC Brixham to Belle Isle race. However, that year saw her making water and Berthon recommended that additional stiffening be fitted in way of the mast, and garboard seams recaulked, following which, she was to remain tight for another 20 years.

In 1964, her refit included a re-design of the interior layout before she raced in the Fastnet fleet during which she was “lost” for three days; the log book written by a female chef stated no amps, no fresh water, tea made with tonic water!! 1973 had her winning the Plymouth – St Malo Race skippered by Lt Cdr Duncan Ferguson. She was kept until 1978 and then sold to RNA members, Cdr Peter Maddock RD RNR and his wife, Lesley.

Evidently, the rise and fall of the Gauntlet was only a single chapter in their remarkable history. Berthon moved on to building more bespoke yachts in wood and then fibreglass, aluminium, and latterly the composite RNLI lifeboats; GEMINI RIBs for commercial (*Jersey Search and Rescue*) and leisure use. Refit, repair and maintenance remaining the core, Berthon continues to diversify, evolving with the times, constantly looking forward to what lies next for the marine industry. Meanwhile, Gauntlets continue to be cruised, loved, repaired, restored, and above all admired, as the first production class of large leisure sailing yachts on the planet.



ABOVE - A BRACE OF GAUNTLETS AT LYMINGTON SHIPYARD

TOP RIGHT - MODEL GAUNTLET BY MALLETS OF BRISTOL - BRAMBLING (LAUNCHED AS SUSSEX MAID) 1935

FAR RIGHT - HARRY MAY (NOTE SILVER CIGARETTE CASE, OPEN IN HANDS!), "WHITE ANNIE" AND HER MOTHER JOYCE NORRINGTON

MIDDLE - MITTEN (1938) BOTTOM - MITTEN (2010/11)

WINDY 27' SOLANO > MYFANWY

£169,950
South Coast, UK



First unwrapped in 2019 this epic and punchy sportsboat has plenty of Windy DNA and a comfortable cabin to overnight if you must. Her the rocket propulsion is supplied by a single D4 300 Volvo. Cool to the point of freezing.

WINDY 31' TORNADO > BLADE

£69,950
Lymington, UK



Hatched 1998, she cuts through the Solent chop like a knife through butter... assisted by her twin 260hp Volvo KAD 44s. Lots of recent maintenance work and ready for masses more express cruising in true Windy style.

WINDY 28' GHIBLI > UNDER THE SUN

£92,500
Lymington, UK



2008 splash, and with classic good looks that simply never date. Powered by a 190 EVC DC Volvo she delivers over 40 knots without effort. Cherished from the egg, her Hans J Johnsen hull delivers grip, control and masses of thrills – never spills. A fun and very safe platform for spending time out on the water.

WINDY 31' TORNADO > ZEPHYR

£64,995
Lymington, UK



Nothing like the gentle breeze her name infers – the 31' Tornado is aptly named with her serious rocket power, she feels like an F1 car on the water. From 2000 with a pair of 260hp Volvo KAD 44s and stacks of space for toys in the back too. Pocket Windy with lots of attitude.

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WINDY 31' ZONDA > PHARSALIA II

£205,000
Lymington, UK



2014 build, her sharp deep vee hull allows you to turn on a sixpence and she is a total joy to drive – fast, responsive and fun. She comes with a pair of D3-220 Volvos and a great spec for weekending aboard as you wish – she even has an electric loo... Very smart high quality sportsboat from the Masters.

WINDY 32' SCIROCCO > GIN FILS

€84,000
South of France



Classic and very capable Windy boat from 2004 with a punchy pair of KAD 43 Volvos and great innards for her size – they have contrived to fit 2 cabins internally – and she still looks fab. Fully serviced, she is booted and suited and ready for the off.

WINDY 35' KHAM SIN > SHADOW

£189,950
Spain



The Khamsin is a sportsboat icon and this boat is one of the most special of the sisterhood. From 2010 with a deeply cool metallic hull stripe, new teak, new upholstery and more she rocks. Powered by the larger D6-370 Volvos she is also reassuringly rapid.

WINDY 28' GHIBLI > ORCA

£74,950
West Country, UK



From 2004, full fat Windy that is a joy to drive, she packs a mighty punch with her Volvo 300hp KAD 300. Masses of updates, gleaming and her owner is now ready to pass her on to her new owners in the hope that they will have as much fun with her as he has.

66' C&C CLASSIC CRUISER RACER > PHANTOM

POA
Italy



Hatched in 1973 with evergreen good looks from George and Cassian. Her sailing performance is sublime and her good looks stop the traffic. Totally updated and uprated hence she is ready to sail. A very special fast cruising yacht that will delight her new owners

CHERUBINI 44' CUTTER > METEOR

£169,500 + VAT
Ireland



What a fab looking yacht! She hatched in 1977 but the years have been kind and she has been totally reworked and updated, making her today a thoroughly 21st century bluewater yacht, and one that will turn heads. Unusual, sea kindly and ready for more oceans.

MYSTIC 60' > JUST JOIA

£280,000
Lymington, UK



Classic German Frers from 1990 by Ta Shing and in this ownership since 2000. Mega nautical makeover at Berthon including in-boom and forward workshop. Prepared in 2017 for a Pacific adventure now shelved – thank you Covid – new engine, standing rigging, sails, electronics, the works. Extraordinary amounts of bluewater magic carpet to the £.

ISLAND PACKET 40' > MAGIC WEDNESDAY

£115,000
West Mediterranean



Handsome and well sorted bluewater cruising yacht from Bob Johnson – she has fantastic volume below, acres of deck space and a fab cockpit. Her boomed staysail is great for short-handed and she is long legged and uber swift for her size. A compact yacht that is perfect for small crews to cross oceans aboard, and handy for local cruising too.

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ZEYDON Z60' > REGULUS

€50,000 + VAT
East Mediterranean



Bosgraaf Yacht Design drew this great looking performance cruising yacht with an impressive weight to strength ratio and the build quality from Belgium is fab. Offered après pitstop including nice new carbon sails, the interface between upstairs and downstairs is very clever. This yacht is far too cool to the point of freezing.

FARR 40' OD > 082

€69,000
Finland



Carroll Marine in 2000 this uncomplicated raceboat is easy to sail and is also massively good cric. She comes with a larger than standard mainsail and twin backstays to up the ante in light airs. All this for a seriously modest ask.

M32' > TAND'M 32

SEK 1,195,000
Sweden



2016 from Aston Harald and Marström & Ljung, she's just the job for circuit racing and comes with a nice spare hull! Fast, furious and masses of fun – is also 100% plug and play and ready for her next speed merchants.

CORBY 40' CUSTOM > CRACKLIN ROSIE

£60,000
Solent, UK



Mark Downer flying machine from 1996, she had new paint and all new cloth 2020, so she now has the opportunity of a new career and potential to shine in the Performance 40' or IRC fleets. She is also of course, extremely red.



YAGHAN VINDÖ



UTÖ

STOCKHOLM ARCHIPELAGO

A FEAST FOR ISLAND LOVERS

BY CURT GELIN

For any yachtsman, the Stockholm Archipelago is fantastic with more than 30,000 islands to explore and a choice between scenic natural harbours and picturesque developed harbours. An abundance of natural harbours are readily available and *'Allemansrätten' (Right to Public Access)* means everyone has the unique opportunity to moor up to a rock in a natural harbour almost anywhere for free.

But no need to rush. Landsort in the south to Arholma in the north is 100 miles and from Stockholm to the outer reaches of the Archipelago is about 40 miles. Navigating these water ways will take you through winding channels into sheltered fjords, with numerous pretty summer houses to admire along the way.

That this paradise should be explored is a given. You'll find the hardest choice is deciding which pearls should be visited. They say that you can sail here for a lifetime and still not see it all. Foreign sailors enjoy two lovely facts about the Archipelago; no tides and long, light nights. Yes, summers can be cool and the waters are full of rocks, but with a heater and a plotter both problems are easily managed!

One seasoned local sailor is Per Hjelm. He has cruised and raced extensively in the archipelagos since childhood, knows them like the back of his hand and has recently acquired a Hallberg-Rassy 64'.



Per Hjelm's Pearls:

A Hallberg-Rassy 64' may be a big yacht, but we still manage to visit many of our favourite spots. Even our previous yacht, a Malö 45', was on the large side for the archipelago, but we still managed to anchor and take the dinghy ashore. We particularly like small quiet bays and one favourite is Nåttarö/Östermarsviken in the south. The temptation lies in the lovely sandy beaches, the beautiful pine forest, wild bucks and a cave where Queen Maria Elenora hid around 500 years ago. Then there is a great walk to a little village 2 kilometres away. ►►



PER HJELM



HUVUDSKÄR

Foreign sailors enjoy two lovely facts about the Archipelago; no tides and long, light nights.

STOCKHOLM HARBOUR



GÄLLNÖ



SANDHAMN



Utö could be your next stop. It is an island 10 kilometres long, extremely busy with sailors, motorboaters and tourists. Hugely popular, we book well in advance if we plan to moor up alongside. But if there are too many yachts, we gladly anchor in front of the church south of the little bridge to sunny Persholmen.

Utö's charm lies in its old work houses along Lurgatan. The large, ornate summer villa up on the hill is now a lovely pub. And we never forget to get fresh bread - färsk fralla - from the small bakery. You cannot miss it; just sniff and follow all the other sailors in the mornings!

A brisk walk will take you up the hill to Utö Vårdshus, renowned for its good food, panoramic views and a

perfect spot for sundowners – a must in the archipelago. To explore further, you can either rent a bike or hike the plain gravel roads. Be sure to stop off at Båtshaket, a small fish restaurant about half an hour away.

Huvudskär is a super popular natural and historic harbour, with pretty little houses lining its shore. To the south there are smooth cliffs, a lighthouse and an old customs house (now a pub). The local museum is a good stop if you wish to learn more about the history of this picturesque but remote wilderness, and how its inhabitants survived in days gone by.

Moving on to the top destination in the archipelago - Sandhamn. This is the home of KSSS – The Royal Swedish Yacht Club and the Gotland Runt. A key date

in the Swedish offshore racing calendar, the Gotland Runt kicks off in Stockholm early July with 300 or so yachts reaching the finish line in Sandhamn around 3 days later.

Party enthusiasts can join the revellers at the Seglarhotellet, where everyone celebrates until sunrise. However, forever the most popular venue in Sandhamn is the Vårdshus. This lovely old pub has been open every day since 1652, and as long as the waters haven't iced over, remains the favoured meeting place for all sailors.

Sandhamn is also a pilot station and is a frequent stop for many small ferries so the harbour often gets crowded. When it is super busy, young harbour masters guide visiting yachts to available berths, though be prepared to queue on warm summer weekends!

SAILING BY A SKERRY



SANDHAMN'S CLASSIC YACHTS



HUVUDSKÄR



Leaving the sandy harbour is a cool pine forest which is worth strolling in. And the magnificent summer villas lining the route to the beach at Trouville have featured in the popular Swedish police drama, 'Morden i Sandhamn'.

Classic yacht enthusiasts flock to Sandhamn in August for the 'Sandhamnsregattan'. Proud skippers of these beautiful yachts come together to celebrate their classic gems and sail them like modern day race boats. All rounded off with great hospitality, it is huge on the KSSS yachting calendar.

If it all seems a bit too hectic, pop across the channel to Lökholmen for a swim and a picnic. An eccentric businessman built his beautiful house Trollgården on this spot when Sandhamns Vårdshus became too crowded with visitors. The lovely paths he built for his wife are perfect for a peaceful stroll.

Further inshore lies Gällnö, an idyllic island with an authentic grocery store, a café and a small bar.

We anchor in Österviken, walk between the old farmhouses and might visit the old school building, now a romantic pub.

Not yet had your fill of idyllic little houses? Then be sure to stop in Vaxholm. It is a small, lively town with picturesque, renovated buildings and dazzling gardens. The harbour buzzes and the town is a joy to visit. Those craving coffee and cookies should be sure to visit Hembygdsgården – they have both in abundance!

Whilst the evening sun is setting, there is nothing more relaxing than watching lively harbour life and the little white ferries coming in and out of Waxholmsbolaget.

From here the heart of Stockholm is only an hour and half's sailing. The route takes you past the Royal Palace where you can wave to King Carl Gustaf and Queen Silvia, and if you're lucky you might find yourself on TV! A popular programme, Allsång på

Skansen (*Sing-Along at Skansen*) likes to zoom in on sailing yachts in the sunset. For exploring midtown and enjoying Sweden's capital, the best place to tie up is the KSSS Djurgårdshamnen yacht club.

The Stockholm Archipelago is protected by the Skärgårdsstiftelsen foundation.

The foundation buys and creates nature reserves. It currently manages and protects 4,000 hectares of reserve employing around 30 keepers. Some keepers get to live year round on their islands.

To get more out of our Archipelago, you are allowed to lay up your yacht there at the end of your cruise, and to return the next season to sail on from where you left off.

As famous author August Strindberg (1849 – 1912) put it in one of his good novels:

'Just sail - where to doesn't matter'.

SWEDEN YACHTS 50' > BOOMERANG OF STOCKSUND

SEK 2,695,000
Sweden



Performance cruising yacht in all the best traditions, from Sweden Yachts in 1989. Down the years, she has been tamed and with updated deck layout is now docile and easy to manage short-handed. She always adjourns to the comfort of a heated shed in the winter, venturing out in the summers to enjoy the lovely waters of the Baltic.

SWEDEN YACHTS 42' > FREE SPIRIT

£235,000
Lymington, UK



2003 launch, we know her well. Combining sweet lines with hand crafted Island of Orust build, she is perfect for 2 handed sailing with her self-tacking jib, push button winches and easy cockpit layout. Also very fleet to regatta as you wish. A modern evergreen, many of her sisters have passed through our hands, there is little on the planet as pretty and practical.

X-YACHTS 49' > ABIDE

US \$799,000
Massachusetts



2018 splash, an efficient cruiser racer as the efficient Danes can. With her first owners she has stretched her legs in the Halifax Race and thence to the Caribs where she had a relaxed cruising role. Comes with all the gadgets including aircon, watermaker and dinghy garage. Shiny, fun to sail and only recently out of the egg.

SWEDEN YACHTS 340 > IMPULSIVE

€49,000
Denmark



Norlin/Ostmann and built on the lovely island of Orust in 1987. Well crafted Swede with recent sails, bow thruster, upholstery and much else. She has been professionally spoodled and much loved, she is a great pocket cruiser racer of pedigree.

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MALÖ 45' > YDALIR

€350,000
Caribbean



Dependable, beautiful Swedish build, does what it says on the tin, from 2002. With a C version interior, Malö aficionados will understand but for the mere mortals amongst us – visit the Berthon Scandinavia website. Fully set up to circuit Planet Earth.

GALLANT 53' > AGLAIA

US \$262,000 + VAT
Sweden



Van de Stadt and Southern Ocean Shipyard from back in the day – she first splashed in 1968. In ketch with new sails and comes with classic good looks that will simply never age. Now 21st century ready, with many updates and new kit – she even has a bow thruster!

MALÖ 39' > ZARZURA

€229,000
Sweden



Built 2002 and commissioned 2003, she is still with her first owners and is updated, polished and treasured. She has proved to be the perfect platform for lazy summers in the beautiful waters of Sweden and Norway. However with her robust build and sea kindly design she is capable of a north Atlantic circuit and far beyond.

MAREX 360 > COPINE

€19,950
Palma de Mallorca



From 2022 with a brace of 320hp Volvo D4s and full spec for Mediterranean straight line sailing. Marex are a class act with their immaculate joinery, great systems plus clever interior and exterior design which makes the most of every inch. Delivery time are stretching out alarmingly so this yacht is a great solution for immediate Marex ownership.



SUPERMARINE SPEARFISH 32' > 32.001

£386,833 + VAT
South Coast, UK



The Spearfish beloved of James Bond villains, the military and of course feted by generations of yachtsmen for their sea manners, good looks and epic handling. From 2021 not yet unwrapped, Supermarine have breathed on this iconic design, adding 370hp Mercurys to deliver 46 knots, fresh styling and some charming bling.

AXOPAR 37' SPORTS CABIN > MARGO 2

£229,950
Lymington, UK



The Swiss army knife of the sportsboat world, this Brabus is ready to roll today. From 2020, skipper cherished and powered by a pair of V8 300hp Mercurys. Massively useful boat for roaring about aboard.



MAREX 330

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MAXI CUSTOM TENDER > GATTONE RANDAGIO

€165,000
Italy



Triple petrol Mercruiser 350s installed 2016 provide a both feet on the dashboard top out of around 46 knots. From 1996 she was conceived and built to roar around aboard and has a very sharp hull shape for when she's hurtling. Also comes with intelligent sunbathing and deck space outside. At this price, what's not to like?

8.5M JENNIPHER > SERENDIPITY

SEK 1,200,000
Orust



Charming sportsboat from the unmistakable hand of Ocke Mannefeld, with super clever construction of epoxy laminate with mahogany providing the illusion that she is a mahogany boat when in fact she is plastic. Single 310hp Volvo and capable of significant hurtle speed, head turning as she goes.

SCORPION 10M CRUISER > HOT LEMON V

£84,950
South Coast, UK



A legend on the page – HOT LEMON at just shy of 10m took the sub 30 foot record for Round Britain in a heart stopping 31 hours and 22 minutes, at pace and in great discomfort, her stepped hull gives her the ability to push through those big Atlantic seas. Epic – enough said.

SOLO RUFF VERSION IV > BEATA

SEK 350,000
Sweden



Built by Storebro back in 1963, this captivating mahogany clinker built motor yacht has been restored and much polished and she really is as pretty as a picture. Powered by a single 41hp Sole Mini she is offered for not much more than the price of a small saloon car.

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