

XIX

THE BERTHON BOOK
2023-2024

BERTHON

YACHTING SINCE 1877

WELCOME

The preparation of the annual Berthon Book is now part of the fabric of life and work for the Sales Group. With a solid, long term team, everyone knows the drill and dealing with diverse and fascinating clients all the time, we are always on the lookout for a new piece for the Book and we are tilling fertile ground! All the articles in this latest edition for 2023/24 – the nineteenth iteration – are written or put together by Berthon supporters or a member of our Team in our 5 offices across 2 continents. It has been so, ever since the first edition and you won't see these articles appear anywhere else. It is also an opportunity to feature the current Berthon fleet, both new and pre-owned. We love this year's articles and hope that you will too. Available in both hard and soft copy, you will find plenty of moving imagery and an interactive feel to this year's Book online. We are also delighted that Gemini Print Group who are printing this year's Berthon Book, print with only vegetable based inks and on paper from sustainable forests so this year's book is eco-friendly as well as being, we hope, a rattling good read.



Sue Grant

Managing Director – Berthon International Yacht Brokers

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ON THE COVER

Old Harry Rocks © Harry Shutler – Berthon UK

Review of the Market **06 - 09**

2023 has seen some changes in the yachting market, which is still moving well but has now lost all sign of its Covid bounce. Berthon Sales Group MD Sue Grant writes about the current situation across all the market segments in which Berthon works across our offices in the UK, France, Spain, Sweden and the USA. berthoninternational.com

Sarara Camp – a way of living **12 - 19**

Sarara Camp in the Namunyak Wildlife Conservation Trust in Kenya, is a very special place. We talk to Katie Rowe who lives there with her husband Jeremy and 3 children, about the guests that visit Sarara, the Retei Elephant Sanctuary and about their work with the Samburu people whose lands these are, to preserve both their way of life and that of the incredible flora and fauna that also call Namunyak home. sarara.co

The Roundhouse **22 - 25**

Solaris 50' owner Simon Tate supports the extraordinary Roundhouse, including being on their Development Board. A fantastic music and arts centre in Camden, North London it has been delivering a platform to empower artists since the 1960s, David Bowie and Jimmi Hendrix to name but 2. Developing artistic young people from 11 to 30 is at the core of what the Roundhouse does. CEO and Artistic Director Marcus Davey explains. If you'd like to get involved with this transformative work then please do get in touch with Stephen Hartill, Senior Philanthropy Manager, stephen.hartill@roundhouse.org.uk. Find out more about their work and what's on at the Roundhouse. roundhouse.org.uk

The Mallorcan Harvest **30 - 35**

The team at Berthon Spain have many foodies amongst them including Rowan, who is also a very accomplished Chef. Living on the island of Mallorca provides the opportunity to dive into the fresh seasonal produce that is the cornerstone of Mallorcan cuisine – oranges, figs eaten fresh from the tree, honey and mushrooms to name a few. Rowan writes about the local markets and food culture on the island. berthonspain.com

Yacht Designer, Yachtsman & Yachting Treasure Bill Dixon – A Chat **40 - 45**

Bill Dixon has had an extraordinary career designing a wide variety of yachts of all shapes and sizes. There will be few yachties who have not been aboard one of his designs at some stage. An enthusiastic sailor, who brought yachting the walk through aft cabin and many other innovative design ideas, we chatted to him at his design office on the Hamble. dixonoyachtdesign.com

Berthon & the Royal Lymington Yacht Club **52 - 55**

The Royal Lymington Yacht Club celebrated its centenary in 2023. As Berthon Boat Company's nearest neighbour, together they share a rich history as stakeholders of the River Lym. Their collaboration continues today as Berthon provides support to members' J-80s and folkboats. There is a rich shared history with Berthon building Lymington Scows, West Solent One Designs, Gauntlets and Finns for club members. MD and Berthon archivist Brian May writes. berthon.co.uk – rlmyc.org.uk

The Koster Islands and a Couple of Lighthouses 60 - 65

The beautiful Koster Islands are but a hop, skip and a jump (by sea at least) from Berthon Scandinavia's offices in Henån, Sweden. Berthon's Fredrik Sundberg writes about this amazing place that is species rich with over 6,000 mammals and algae within its acres. Ursholmen's twin lighthouses also have their home there, and have been showing seafarers the way since 1891. They are a fascinating story in themselves. berthonscandinavia.se – naturvardsverket.se

Capturing Old Harry Rocks on Film 72 - 73

The front cover of every Berthon Book is something that we take very seriously. We search out an historic landmark local to our UK HQ and dispatch our photographer Harry Shutler, normally by RIB, to take the shot. Hours later, he arrives back at base and disappears into his lair to process the imagery. This year we chose Old Harry, a rock formation known to millions. We tell you what makes it so special and how the image was captured. berthoninternational.com

The Redwood Library & Athenæum – a Newport Jewel 80 - 83

Less than half a mile from Berthon USA's office on the historic Bellevue Avenue is the Redwood Library. Constructed in 1747, it was the first purpose built library in the USA and has been continuously open ever since. Built of wood rather than stone by a ship's captain turned architect Peter Harrison, it houses an eclectic collection of books ranging from the first shipment from London in 1838 to today. Jennifer Stewart tells us about this iconic building, and what it means to Newport. berthon-usa.com – redwoodlibrary.org

Château de La Napoule 88 - 89

The port of La Napoule, home of Berthon France, is dominated by the Château de La Napoule whose rich red walls tower above the nearby beach. Today this medieval castle is run by the La Napoule Art Foundation, with artists staying within its ancient walls for up to 2 months collaborating and creating art. Both it and its remarkable gardens are also open to the public. Originally built in the 14th century by Comtesse de Villeneuve, Isabelle Skaf tells the story. berthonfrance.com – lnaf.org

Nice Ice 92 - 97

Andrew and Janice Fennymore-White love the cold places. They built their Samoa 47' DESTINY to MCA Category 0 standards to explore the magic of the frozen Arctic and spent 6 seasons chartering there before taking a break from the cold with a Caribbean season in 2022/23. Andrew writes about the joys and challenges of high latitude sailing. **DESTINY is now for sale via Berthon see page 98.**

Living the Blue Dream 102 - 107

When we sold Discovery 55' SALTY FINCH to the Upton family, we little realised the distance that they would sail and the transformation that the voyage would have on the family. They share their story with us as well as some extraordinary imagery of their adventures so far. You can keep up with them via Instagram. [@sailingsaltyfinch](https://www.instagram.com/sailingsaltyfinch)

Getting the Cycling Bug 112 - 115

3.25m bicycles were sold in the UK in 2021. At Berthon HQ everyone is cycle mad and there is even a Berthon cycle to work scheme that encourages all to put away their car keys and embrace the delights of 2 wheels. Our international offices also have their fair share of enthusiastic cyclists, but none are quite so bike mad as our lovely Dockmasters at Berthon Lymington marina. berthon.co.uk

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© Gisela and Tim Upton

Review of the Market

By Sue Grant



Old Harry Rocks © Harry Shutler, Berthon

The rhythm of life at Berthon includes the certainty that each year we will produce a Berthon Book. For 2023, it will be the nineteenth of the series and sitting in my trusty garden shed, I remember the books that have come before with their epic articles and descriptions of the entire Berthon fleet and with great imagery. Every year this publication develops and this year we have taken the opportunity to make it more interactive and more dynamic with QR coding and links so that you can see more of our yachts, more about the articles that appear and the people that wrote them. There is no doubt that the delivery of information is changing fast and the Berthon Book is changing with it. Armed with a hard copy and an iPhone or reading online, we are able to show you more of what it is that we do at Berthon, and of the glory that is our sport and of the great subjects found within the Book's covers.

There is always much discussion around the front cover of the book, photographed again this year by our in-house photographer, Harry Shutler. This year we have chosen Old Harry Rocks, an iconic landmark known to all Solent sailors and to those from afar, on the Jurassic coast to the west of Berthon, originally formed sixty five million years ago when the Needles joined up with the mainland. Old Harry lost his wife in 1896 – she was a stack beside him that eroded and fell into the sea. They are a reminder that time for us humans is short – we are here for a good time, not a long one!

The Covid-19 pandemic brought with it an extraordinary amount of sales activity across the yachting industry and we posted extraordinary numbers across the Sales Group in 2021 and 2022. The outbreak of the war in Ukraine did not dent enthusiasm for the sport, and the need to get out there and do life trumped all.

Of course, in 2023 we see the results of the conflict and the difficulties with the supply chain is clear for all goods and is still keenly felt. The knock on effects of the reduction in the supply of fossil fuels, inflation and a world slow-down is all around, not just in yachting. However, for all of that the market is stable and much as it was in 2019 before the difficulties that began in Wuhan changed everything. Yacht buyers are more considered and the old, the whacky and the badly maintained continue quite rightly to be the wallflowers of the brokerage market; whilst on new yacht sales, buyers are looking for quality, good service and of course value for money. The yachting market turns and there are plenty of yacht sales happening although not at the furious rate of the pandemic years.

Inflation and supply chain issues have given yacht manufacturers huge challenges with huge order books and the super tanker that is the yacht production line is having to adapt to the fact that components are difficult to get and that value for money is now the watch word. The buyers of new yachts are simply not interested in constant price hikes and they expect prices to be reasonable and for yachts to be delivered in a timely fashion.

At Berthon we are fortunate in that the new yachts that we represent are manufactured by people who understand the challenges of today and who are innovating and providing yachts that people want to buy and where they see the value add. Yachtsmen are discerning and they will not put up with shoddy build and poor aftersales service.

Our network of offices provides the opportunity for Berthon to provide an effective platform for selling new yachts across a broad range of territory. Our focus is to work with new yacht manufacturers who offer the best of the best across a diverse spectrum and who engage with us and our clients to build and deliver yachts that are tailored to their specific needs.

We have long had a relationship with Pegasus Yachts and admire their 50 foot full carbon fast cruising yachts and are working with them to bring the excitement and comfort of these unusual yachts to the UK market.

In the Balearics we are much enjoying our relationship with Marex Boats with their northern European quality, great design and easy handling, which are the perfect way to get out on these azure waters. In the USA the Sealine range also provides a great platform for cruising the East coast and living well. Of course, no review would be complete without a mention for Iguana, which is without doubt the coolest amphibious boat on the planet, running on tracks with stunning performance hull in carbon and masses of clever touches. ▶

We began our relationship with Solaris Yachts some years ago, and the yard has developed and grown significantly, always focusing on quality and to building fast sailing yachts that look amazing, and which are easy and relaxing to sail. Of course, their ongoing relationship with Soto Acebal has been key in making this a reality. This year we delivered six new Solaris including hull number one of the new Solaris 74 for an English client – you must go see her at the Düsseldorf Boat Show. As we have done more with Solaris and got to know them better, the territories into which we sell them have increased significantly. Whilst we started in the UK, we now sell Solaris on the East Coast of the USA, and will be showing a 40 and 44 (both sold to Berthon clients) at the Newport, Rhode Island show this autumn. We are also responsible for flying the flag in Scandinavia with our office in Sweden also managing Finland, Norway and Denmark.

Solaris events run in Italy are gloriously Italian and if you are thinking of the brand, I would urge you to join us at one of these or to visit the yard in Aquileia close to Venice to see why we rate this brand so much.

The Moody name is synonymous with comfortable cruising and it continues to deliver and to be a favourite choice for yachtsmen on the East Coast of the USA. Berthon USA have delivered a lot of them and their volume, good looks and innovative interiors and easy sailing are great for lazy New England summers and warm Caribbean winters.

The Berthon Sales Group is at heart a brokerage house and as we develop our brand, our individual way of doing things and work to increase our service levels and to use the amazing technology that is available to us, the brokerage fleet is also growing in number as well as in size and diversity. We never forget two things. The first is that ours is a people business and that personal contact and the passion for what we do and the yachts that we represent must always trump the clever use of the web, imagery and clever computer systems. The second is that excellence in what we do is a never-ending voyage and we can always do what we do, better.

For us, the team is a key part of what we do. I think that this is why we continue with a stable team and you will see the same faces at Berthon as you buy and sell and chat about yachts to us. Our five offices across two continents work as a single business and our goal is to replicate the Berthon service levels wherever you see the Berthon name. We operate a local broker system so that you can work with the office closest to you, in your language with funds held in your country and chatting to your broker in your time zone.

At Berthon USA this is a particularly important part of our offering, and now with 5 experienced brokers on



Solaris 44'

the team, we specialise in yacht arbitrage across the Atlantic with increased regularity. A good example of our one team approach was the Palma Superyacht Village in May this year, where our yachts were manned by brokers from the UK, Spain, Sweden and the USA.

The Mediterranean is a key area of operation for us and so our service and refit operation in Palma headed up by Andrew Fairbrass enables us to offer guardiennage and refits to a high standard, with a team of thirty five technicians working out of a massive blue Berthon shed in San Omes close to the airport. Offering everything from valeting to fitting a new main engine or new lithium ion batteries. This capability gives our clients the ability not only to buy and sell from us in the Mediterranean effectively but to refit and service their yacht as well.

Our sales office overlooking the Club de Mar currently in redevelopment is growing and Nathalie joined us last year to look after the administration that brokers say they will do, but sadly miss the mark on! We have also been delighted to welcome Sophie Kemp back to the UK office after her maternity leave to work on sales support and making sure that we are getting all the it's dotted and t's crossed. Another important step in the voyage towards excellence.

Our Swedish office is also growing fast, headed up by Magnus Kullberg, who not only posted astonishing results with his team in 2022, but also managed to find time to sail in the ARC last autumn and to spend



Our Spanish sales team - Simon, Ben and Nathalie

some family time cruising at the turn of the year in the wonderfully warm waters of the Caribbean, whilst his office was clothed in Swedish winter snow.

We refurbished our office in the South of France this year, and it's location in La Napoule means that it is ideally situated to attack the yacht brokerage market in the glorious Cote d'Azur. The market here continues to be diverse and this office is able to take advantage of its place as part of our Sales Group with the marketing and solid experience of international yacht sales that goes with this.

Despite the challenges in the yachting market, the numbers of new designs joining the market and new technology has been very apparent this year. The self-driving yacht is becoming a reality and the appetite for more efficient energy use is increasing at a furious pace.

However, the most significant design innovations are being seen in the use of foiling and greener solutions to yacht build as well as the use of solar and hydrogen and also electric drive. The yachting industry is moving fast to harness wind and waves in very imaginative ways. We are also seeing great strides ahead in terms of yacht construction with the use of flax in the production for FRP yachts and we predict that this will become mainstream in the years to come.

The articles this year are as diverse as ever. The Redwood Library & Athenaeum from Newport, the Mallorcan harvest from Palma, castles from the South of France and much more. All written by the Berthon team and Berthon supporters for which many thanks. You won't see any of these articles replicated anywhere else, they are written for you.

We hope that you will enjoy seeing the Berthon fleet and diving into the details of those that look particularly interesting. As ever, we are offering the best of the best on the new yacht market as well as an extraordinary selection of wonderful pre-owned yachts from performance yachts that sail like snakes upwind, to cruising yachts that munch miles with aplomb to the clockwork fleet from the explorer to the insanely quick.

From us all at Berthon, fair winds, good yachting and we hope that you enjoy this publication of the Berthon Book as much as we have enjoyed putting it together for you.



SPRIT 65' DH >
SPRIT OF JOSEPHINE

£1,980,000
East Coast, UK

2021 splash, she is enchanting to look at and the sailing is sublime. Her interior is truly special with 3 cabins, a lower saloon and deck saloon that are a joy in walnut with masses of special touches. Powered by a brace of Ocean Volt electric drives, with ligne decks and low impact sail cloth she is planet friendly – and still in warranty.



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INTERNATIONAL YACHT BROKERS



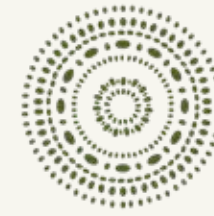
CLICK OR SCAN

FPB 78' #001 > COCHISE

US \$6,500,000 + VAT
(European VAT paid)
Lymington, UK

Simply the ultimate in 4 wheel drive explorer yachts, designed by Steve and Linda Dashew and made flesh for them – she was their ultimate yacht. Available fresh from a €1.5m refit at Berthon, with new crew accommodation, additional twin cabin and reworked matrix deck with extended upper deck, she was totally ready for her current owners to explore the planet. Sadly life happened and they won't take her, but you could....





SARARA

Sarara Camp – a way of living

Photography © Sarara

WhatsApp delivers Katie Rowe's voice with some delay from **Sarara Camp** in the Namunyak Wildlife Conservation Trust in Kenya, where she lives with her husband Jeremy and three children, Saba aged six, Lokwe three and Lorien ten months. They took up the reins of this extraordinary place from Jeremy's parents Piers and Hilary in 2013 and the current challenge is renovating the Camp after the first rains in the lands for 5 years. Wild flowers abound, roads have to be re-made as the rains have carried them away, animals flourish and nature breathes.

Sarara Foundation and **Sarara Camp** work hand in glove with the Samburu, the indigenous people of this special place. Together, with a relationship built over many years on trust and respect, the Foundation and people have found a way to preserve this place, its wildlife and importantly the culture and way of life of the Samburu people. Speaking together in Swahili and also in the Samburu's local dialect Maa, they have developed a platform for both animals and people to flourish. Sarara has always respected the fact that the Samburu are never photographed, and the guests that visit the Camp are not allowed to photograph either people or place. ►



Exceptional elephant encounters



Discover the abundant wild and birdlife of Northern Kenya

As Katie says, in our 21st century world we are used to recording our lives and what we are experiencing by iPhone shot, but at Sarara there is no need to show where you have been and what you have done, it is quite enough that you are given access to this special place just to be. The landscapes are vast and majestic. Sitting on a rock and watching a herd of elephants walk across the plane when they are like small dots on a blotter; and then seeing them at the watering hole in all their enormous size and majesty, gives an idea of scale, and an understanding of just how massive these lands are, and of how tiny human kind is in comparison.

Guests visit **Sarara Camp** from all around the world. Many of them revisit and most who visit Katie, Jeremy and the 150 guides and workers at the Camp that make the visits possible, come either as a referral or because they have been before.



Day and Night Safari / Guided Trail Runs

Guests become briefly a part of the place, and Katie says the Sarara Team see them shed their skin of 21st century cares and that after a couple of days they relax into the rhythm of the Camp and their surroundings. It provides an opportunity sadly normally missing in today's life to reflect. When Piers and Hillary were running the Camp, it was the place chosen by Prince William to visit with Kate his then girlfriend, engagement ring in backpack and of course, the rest is history.

Sarara remains constant yet ever changing. In the past ten years Jeremy and Katie, working with the Samburu, have developed both Camp and Foundation with new initiatives which enhance the opportunities for the Samburu people to thrive and to remain in their ancient lands.

The Foundation has developed three Montessori nurseries for local children run by head teacher Judy. There is also a little school in Camp headed up by Miss Blessing, and attended by Jeremy and Katie's three children as well as some of the other staff members' children. In addition to this, there is a mobile medical centre that serves everyone in the territory, but the focus is on women and children.

The Camp has grown too with the build and development of the eight **Sarara Treehouses** that enable guests to visit and to experience these special lands from the lofty canopies of some mighty and ancient Nutonia Hildabrandai – Loimugi trees. This has also increased the numbers that can visit the Camp which funds the commercial operation and enables Jeremy and Katie to channel more funding into the **Sarara Foundation**; a not for profit which, working with the Samburu delivers on the new initiatives that improve the lives of those who live in these lands both animal and human. ►



Nomadic Montessori School / Nomadic Healthcare / Sarara Treehouses

Reteti Elephant Sanctuary / Reteti Elephant Sanctuary viewing deck / Dorothy feeding a calf



And then there are the elephants...

These gentle giants are plentiful in these lands journeying across them to the watering holes that are found across the territory. The **Reteti Elephant Sanctuary** is funded by the **Sarara Foundation**, but run and operated by the Samburu. A major problem is that the watering holes recede as the lands dry, so when the elephants come to drink the water is ever deeper within the holes. Five years without rain did not help. Unfortunately, the elephant calves stoop to drink and fall into the holes and can't be retrieved. The Sanctuary now has the skills to rescue them and to reunite them with their mothers. If this is not possible, they are reared in the Sanctuary and then returned to the wild. Today there are forty three elephants being cherished at the Sanctuary waiting for their turn to return to their homelands. Normally they remain at Retei until they are seven years of age and mature enough to survive without the Keepers' care.

The Sanctuary has learned how to recreate the properties of elephant's milk using a combination of goats' milk and camels' milk, together with many supplements that give these young elephants a good start in life.

Alongside the Sanctuary is **Reteti House**. Another place where guests can stay and experience the rhythm of this place.

All these initiatives are undertaken in consultation with the Samburu whose lands these are. Sarara exists and thrives with their support and help – so it is a symbiotic relationship. ►

An expansive, exclusive-use African ecolodge





Reteti Elephants en Route by Reteti House / Vervet Monkey at Sarara Treehouse



The WhatsApp line continues to crackle as I ask Katie what she loves most about the place. More delay on the line and she answers that it is for sure the relationship between the Camp and her family with the indigenous and special Samburu people with whom they share this place.

As the seasons turn and the project evolves, the push is now to build on and to continue with the important work of rewilding. Returning the elephants to the wild and working with nature and together, to ensure that these lands are not just preserved but enhanced and safe for the next generation and for all of those who will come after them. The line drops and the sounds of the life both human and animal stops too.

But in far off Kenya the business of Sarara, the Samburu and the elephants marches on...



Nomadic Montessori School / Samburu Warriors / Sarara Camp Pool

A hidden land of
unparalleled beauty
and coexistence

CLASSIC HOEK 82' > SWEET EMOTION

€1,500,000
Mainland Spain



The wizard of yacht design and Holland Jachtbouw in 2002 with an automated rig including carbon in-boom for shorthanded sailing. Extraordinary lower saloon, practical and lovely deck saloon and 3 large cabins. Offered for sale after a serious refit – new 15mm teak decks, full paint including the rig, full systems review and more. Always the prettiest yacht in any anchorage.



CLICK OR SCAN

33M LAURENT GILES CUSTOM > TIGERLILY OF CORNWALL

€1,200,000
Palma de Mallorca



Archetypal Giles motorsailor with bags of character, built by Cochrane in the UK in 1989. Her owner's programme has spanned the Arctic to the Pacific with hundreds of points between and her nautical miles far exceed 250,000 with him so far. Beautifully presented and maintained she is charming and ready to go.



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INTERNATIONAL YACHT BROKERS

JONGERT 2700M > VIVID

€2,100,000 + VAT
Palma de Mallorca



From 2001 Doug Petersen and Jongert delivered a yacht of the first quality, with an epic deckhouse for either warm or cold waters, 3 great guest cabins and stacks of room for crew. In immaculate good shape, she is SCV coded and detailed in every respect. She has a capability and quality that other yachts can only dream of.



CLICK OR SCAN

NAUTOR SWAN 112' RS > PAULINE AF SKANOR

€3,400,000
West Mediterranean



From 2003, she is the fifth and final in this raised saloon series from Nautor, offering sparkling Swan performance coupled with a generous deck saloon and vast and social cockpit. There is accommodation for 6 guests and generous quarters for the crew forward. A very serious refit 2015/2016 zeroed her clock and she has been cherished since. She is the business.



CLICK OR SCAN



Roundhouse © Lloyd Winters

T H E R O U N D H O U S E

By Marcus Davey CBE - CEO and Artistic Director

If you know of the **ROUNDHOUSE**, you might know it as an iconic music and arts venue in Camden, North London. Since the 1960s, the **ROUNDHOUSE** has opened up space for creativity to empower people and communities day in, night out. From legendary nights with David Bowie and Jimmy Hendrix to the punk explosion in the 70s with Patti Smith and The Ramones, we've been at the heart of counter-culture for nearly 60 years.

To this day, we still host world-famous musicians and iconic events but we also create and curate our own shows in a pioneering programme of live music, theatre, spoken word and circus which includes our flagship arts festivals, Roundhouse Rising, The Last Word and In the Round.

Alongside live events, harnessing the creativity of young people and new artists is built into our DNA. Through our ambitious youth programme, 11-30 year-olds can take part in creative opportunities or use affordable studio space that can ignite a passion, develop skills or help them turn their creativity into a career.

For over 20 years, we have equipped young people with the skills to succeed in the creative industries, working with tens of thousands of young creatives. Plus, we count an Oscar winner, Mercury Prize winner, and a British Podcast Award winner in our alumni. Of course we can't take all the credit for their success but what they all tell us is how the **ROUNDHOUSE** gave them confidence, the space to create, develop their skills and grow their creative community.

This is an exciting year as we're about to dramatically expand our work at a time when young people need us more than ever. Alongside the Roundhouse Studios, which are home to 24 state-of-the-art studios underneath the main auditorium, we have just launched **ROUNDHOUSE WORKS**, a new creative centre for young people at the heart of our creative campus. **ROUNDHOUSE WORKS** provides space and facilities to support young people to turn their creativity into a career, something that's needed by young people and the creative sector itself.

The creative industries are booming, contributing £109bn to the economy in 2021*, rebounding strongly after the pandemic. However, the industry is crying out for diverse talent, with a shortage of workers expected in many industries. Despite the need for creative talent, the challenges blocking young people from making a career have become increasingly acute, including the cost-of-living crisis. ►

*Arts and the creative industries: A case for strategy, December 2022
(<https://lordslibrary.parliament.uk/arts-and-creative-industries-the-case-for-a-strategy/>)



Roundhouse Works © John Williams



Young Creatives Projects at the Roundhouse © Ellie Pinney



Music project at the Roundhouse © Lou Ellis



Film and broadcast project at the Roundhouse © Lou Ellis

ROUNDHOUSE WORKS is responding to these challenges by offering young creatives aged 18-30, affordable membership alongside financial assistance with other costs such as travel or childcare, as well as holistic support from our in-house youth workers. We also connect young creatives with professionals across the creative industries to provide mentoring, helping young people to gain skills and experience, whilst also forming industry partnerships to aid progression routes into the sector.

As well as developing well-known talent and creative leaders, we support young people to develop creative skills that benefit them in all walks of life - helping to improve their confidence, communication skills and self-esteem. 70 percent of our alumni said that their time with us had improved their transferable skills and they overwhelmingly attribute their time at the Roundhouse with supporting them into education, training or employment with 91% saying it helped them take that next step**.

ROUNDHOUSE WORKS will double the number of 11-30 year-olds we currently work with each year to 15,000. The new building houses a bespoke large music studio, a triple height studio for circus and performance, a large multi-use studio for workshops, and a dedicated podcast studio run by Transmission Roundhouse.

It also includes the Inflexion Workspace, an affordable workspace for creative entrepreneurs and freelancers. Members of **ROUNDHOUSE WORKS** will be provided with one-to-one mentorship with industry experts and have access to a series of networking events and workshops which have been piloted over the past three years with partners including international law firm Taylor Wessing.

ROUNDHOUSE WORKS is designed by Patrick Dillon architect, with Allies and Morrison and Reed Watts architects. It has also achieved the highly sought-after BREEAM 'Excellent' sustainability accreditation which will put its environmental performance in the top 10 percent of all new non-domestic buildings in the UK.

ROUNDHOUSE WORKS has been funded by private trusts, individuals and corporate donations with principal support from the Inflexion Foundation and Simon Turner with the generous donation of the land from the Norman Trust.

**Roundhouse Creating Futures report, November 2020
<https://roundhouse-assets.s3.amazonaws.com/assets/File/16153.pdf>



Roundhouse Poetry Slam Final 2023, part of The Last Word Festival © John Williams



Roundhouse Works workspace © Patrick Dempsey

Like us, our funders believe that only by investing in young people can we ensure that the UK reaches its creative potential and **ROUNDHOUSE WORKS** is a huge step-change for us to achieve this. As our local MP, Sir Keir Starmer, said when he helped us launch the building, “**ROUNDHOUSE WORKS** is a great example of the level of ambition we need across the country to equip the next generation with the skills and support they need to succeed in the arts.”



OYSTER 72' > LATOBE

£1,250,000
Palma de Mallorca

The penultimate 72' to splash in 2011, with an awesome spec including maple interior with teak floors, hall automated rig, 3 great guest cabins and good crew quarters too. Massively upgraded and pitstopped in 2020/21 for a trot around the globe. Mission accomplished, she is completely refreshed and awaits her new owner and new programme.



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INTERNATIONAL YACHT BROKERS

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OUTBOUND 56' > BAREFOOT

€1,550,000 + VAT
Palma de Mallorca



Special bluewater cruising yacht from 2019, the result of a close collaboration between Shipyard and owners. The brief, to provide the highest quality, most practical cruising yacht in this size, for a couple to sail easily that would carry them and their small children to remote places in safety and comfort. The brief was met. The build, fit out, equipment and design are of the finest.



CLICK OR SCAN

SOLARIS 55' > ZENON

€1,100,000
Sardinia



Soto Acebal and Team Solaris in 2018, lead times on new build Solaris are long and prices are rising, so she's a bit of a find. Her owner respects our planet so 4 solar panels are embedded with her deck and her battery capacity is enormous. She also comes with Renolit antifouling film as well as being a delight to sail, her cockpit and interior are designed for living well.



CLICK OR SCAN

SOLARIS 47' > 012

US \$625,000
East Mediterranean



The Solaris 47 is a performance cruising yacht and she is a great size. Large enough to sail far and to have a great big yacht feel, small enough for small crews and local sailing. From 2018 this yacht has been cherished and only sparingly used. She has never been raced, rallied or put away remotely wet.



CLICK OR SCAN

SOLARIS 72' DH > PLUM

€520,000
Italy



Doug Peterson and our close friends at Solaris in 2002, built for Enrico Tettamanti (please do look him up) to circuit the planet. Mission accomplished including a west to east transit of the Northwest Passage, she is now for sale. In the meantime, she has been refitted and is ready now for more blue, white or azure waters.



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SOLARIS, BUILT FOR

SAILORS SINCE 1974



SOLARIS 50

40 40ST 44 47 50 55 60 | 64RS ^{NEW} 74RS 80RS 111RS

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INTERNATIONAL

THE MALLORCAN HARVEST

By Rowan Fairbrass – Berthon Spain

The Mediterranean region is known around the world for its delicious and healthy cuisine, with Mallorca being no exception. The local diet is firmly based around eating fresh, seasonal produce, resulting in rich flavours with optimum levels of nutrition. A lot of the locally produced food items have strong cultural significance and play a role in the various celebrations throughout the year.

Furthermore, you will find different Mallorcan villages hosting food fairs during different harvest seasons, celebrating one particular kind of food. For example on the west coast in the town of Sóller, each May there is the **Fira de la Taronja**, where the simple orange is celebrated in all its forms. A similar celebration of the fig is held in the central village of Lloret de Vistalegre each September. There is even a **Fira de la Mel** held in the northern village of Llubí, where not just the honey is celebrated, but all aspects of apiculture.

The village of Campos to the south east of the island holds a fair each October celebrating the local speciality of Sobrassada. This raw, cured sausage is traditional throughout the Balearic Islands, and some parts of Catalonia. It is made up of minced pork loin or pork bacon, mixed with paprika, salt and pepper. The mixture is put into pork intestines, tied with string, and hung to cure. The making of these sausages coincides with the seasonal, ritualistic slaughtering of pigs in autumn and winter. The typical weather conditions in the Balearics at this time provide optimal conditions - high humidity and mild cold – for the dehydration of the meat. Sobrassada looks a lot like a giant chorizo, with the colour you would expect from the added paprika, and is eaten more like a meat spread than a sausage, spread over bread with a drizzle of olive oil or honey.





All images above © Nathalie Miquel-Elcano, Berthon Spain

There is a well established principle in Mallorca of eating seasonally harvested food. Even the large supermarkets do not always supply produce that is out of season. Each day of the week throughout the year you can visit a different food market across the island to sample the latest harvest. And you can be sure to find vast quantities of high quality, locally grown fruit and vegetables. These weekly food markets often come with artisan stalls selling local art and crafts as well as prepared goods such as sobrassada, local cheeses and fresh bread. The everyday food markets in **Santa Catalina** and **Mercat Plaça de l'Olivar** in Palma are both spectacular examples of these; they are fascinating places to visit, always bustling with shoppers and tourists alike.

One of the most commonly eaten dishes in Mallorca is quite possibly the simplest. Pa amb oli, literally translated to “*bread with oil*” is a delicious way to start the day as breakfast or as a morning snack. It’s humble origins may have begun with just bread and oil, but it is most likely served now as the local brown bread lightly toasted and rubbed with garlic, topped with crushed “*ramallet*” tomato – locally grown of course – and drizzled with plenty of olive oil. The simplicity of the classic recipe makes it easy to add extra flair and flavour with the additions of sobrassada, jamón ibérico or Mahón cheeses. ▶

“ *Another delicious treat in the summer months are fresh figs.* ”

Foraging for food is also a popular past-time in Mallorca. Most of the locals I meet know a good spot for collecting mushrooms, known as “setas” or “hongos” in Mallorca, and when exactly to collect them. The months of autumn are traditionally prime time for harvesting wild mushrooms, with a range of edible varieties growing here on the island. It is not uncommon to see people along the edge of a road, basket and pruning knife in hand. As always, there are many non-edible mushroom varieties growing wild, and care must always be taken before eating anything you have picked yourself. If in doubt, visit a local market and purchase whatever they have fresh that day! In November, you can also visit a mushroom fair in the town of Mancor de la Vall.

A walk along any country lane in early spring will provide a bounty of wild plants and herbs such as the spindly stalks of wild asparagus. Unlike the cultivated varieties found in supermarkets, wild asparagus spears are much longer and thinner, and of course are far tastier. Besides this, wild garlic, wild fennel, artichokes, swiss chard and nasturtiums also grow abundantly in the wild.



© Nathalie Miquel-Elcano, Berthon Spain



An annual event in the food calendar of Catalunya as a whole is the **Calçotada**. A calçot is a type of scallion in the onion family, looking very similar to a spring onion or a small leek. Although available from November to April, the best months to enjoy calçots are January, February and March. A calçotada is the name given to the event of cooking the calçots – a party where the calçots are the protagonists! Families and friends will gather together and the calçots are cooked on an open grill, or in the hot embers of a BBQ. It is definitely not an indoor event! Once the blackened stalks have been removed from the embers, the charred outer layers are peeled away and the soft inner core can be eaten. Traditionally they are enjoyed together with salbitxada, a sauce made from tomatoes, almonds, olive oil, vinegar, garlic and breadcrumbs. ▶



“ November, you can also visit a mushroom fair in the town of Manacor de la Vall. ”

In the summer months when aubergines, tomatoes and peppers are ripe for harvesting, the local dish of Tumbet Mallorquin will show up on restaurant menus. Using the best flavours of the seasonal produce to their advantage, the sliced vegetables are gently fried in olive oil before being layered like lasagne with sliced potatoes and a rich tomato sauce and baked in the oven. And of course with this being a summer dish, it will not be served hot, but at room temperature, accompanied by meat or firm white fish.

Another delicious treat in the summer months are fresh figs. Fig trees have reportedly grown on Mallorca since before Roman times and at one point in their history were more extensively grown than both almond trees and carob trees together. The window for buying fresh figs in the supermarket is very short – only a couple of weeks in August and early September. You could argue that this makes them all the more appealing. Picked and eaten straight from the tree on a late summer afternoon, a treat indeed!



© Nathalie Miquel-Elcano, Berthon Spain



“ An annual event in the food calendar of Catalunya as a whole is the Calçotada. ”

84' FRERS > METOLIUS

US \$750,000 + VAT
East Mediterranean



Captivatingly lovely yacht from the Master and built by the Royal Huisman Shipyard in 1992, every detail aboard the yacht is of the first quality and she is designed to eat miles. Her interior by Beeldsnijder is light, airy and charming. The yacht is offered in Bristol good shape including a recent rebuild and repaint of her Rondal furling rig. The sum asked for such a special yacht is over modest.



CLICK OR SCAN

VATON 83' > NOHEEA

€850,000 + VAT
West Mediterranean



From the Trehard Shipyard in 1991 and of tin, she was designed to succeed on the charter circuit and has delivered. Her layout with crew and systems aft and owner and guests forward was in Starship Enterprise territory when she launched – it is now a commonly used layout. She has been lovingly maintained and retains her charter coding today. She is ready to make passage.



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INTERNATIONAL YACHT BROKERS

77' CUSTOM NORLIN > CAPRICE

€625,000
West Mediterranean



Unmistakable Norlin lines from 1988, built in Sweden. This 4 wheel drive mile muncher has a cutter rig, twin engines and was conceived to sail far. Serious nautical makeover in 2020 – new engines, gens, sails, electronic wizardry and teak decks. She is ready for all 7 seas, but sadly her owners' plans have changed so she is looking for a new owner and new programme.



CLICK OR SCAN

NAJAD 50S > SIGAL

€480,000
Palma de Mallorca



Handsome lines from Judel/Vrolijk and with a contemporary interior from Dick Young's board, she was built with care and skill on the Island of Orust in 2008. Still in her original ownership, she has carbon in-boom, thrusters either end, air con and recent batteries. She is the perfect platform for a couple to sail near or far aboard.



CLICK OR SCAN

EAGLE 44' > HALCYON

£180,000
Lymington, UK



2015 from Dykstra and Leonardo Yachts with impeccable good looks, she is simply the perfect daysailer. Effortless to handle, enchanting and rewarding to sail, she comes with a large, safe and comfortable cockpit, and below she is petite yet beautifully formed. We would own her.



CLICK OR SCAN

LYMINGTON AFLOAT

Celebrating 1,000 Years of Innovation

Our neighbours, St Barbe Museum & Art Gallery, will host a four-month maritime festival from September 2024. We at Berthon will support the event as a headline sponsor.

Its heart is an exhibition at St Barbe highlighting the vital role of Lymington River in local life. With artworks, photographs, plans and artefacts – the history of the River and how it has shaped Lymington town over 1,000 years is catalogued. The focus is on business innovation, design, construction, leisure and protection of the environment.

Few are aware how much Lymington has contributed locally, nationally and internationally to sport, leisure and commercial activities and the festival aims to highlight this.

The harbour authorities, clubs, marinas, charter companies and many others working with St Barbe & Berthon will mount a Festival Weekend and all are welcomed to enjoy events and boating activities.

The four-month celebration includes a Walking Trail for all to explore what the River and local businesses offer, supported by a festival brochure which is available from St Barbe.

The existing St Barbe educational programme with schools and universities to encourage students to work in marine related businesses will be showcased at the Festival, including the Berthon apprenticeship programme which is at the core of the company's mission. We all believe that the flow of talented young people into good careers in Lymington is key to the future of the town.

All are welcome at this once in a 1,000 year event, so if you are reading this page and are not far from Lymington, make a date in the diary and come and dive into this celebration of our special town.

CONTACT www.stbarbe-museum.org.uk

Dan Bran building a Lymington pram 'Kingfish', a small sailing boat for Miss Vivien Beesly, outside the Old Bathhouse, Lymington, Hampshire, about 1933.



Lentune
Emily Jo Gibbs
Hand stitched silk organza appliqué on linen, 2021. Detail.



Based upon the plan of a 12 ton Aux Cutter named Lentune from the archive of St Barbe Museum.



Inside of a Saltern at Lymington, With the Manner of Making Salt.

Photograph, colour transparency of painting by Thomas Rowlandson of interior of salt boiling house at The Salterns, Lymington and Pennington, Hampshire, painted about 1784.

© Reproduced courtesy of the Huntington Library & Art Gallery.



Photographic copy, colour transparency, of drawing by Thomas Rowlandson, showing The Old Bath House, Lymington and Pennington, Hampshire, about 1784.

© Reproduced courtesy of the Huntington Library & Art Gallery.



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INTERNATIONAL YACHT BROKERS



FPB 78' #002 > GREY WOLF II **US \$6,500,000 + VAT**
Channel Islands

The middle sister of a series of 3 remarkable explorer yachts from Dashew Offshore, she hatched in New Zealand in 2017. Built and maintained in class to MCA Category 0 and MGN labour conventions, she has steamed across the Pacific, visiting Canada, Chile, Antarctica and too many other locations to mention and is now back home in Europe. She offers endurance, comfort and the ability to cruise without limitation.



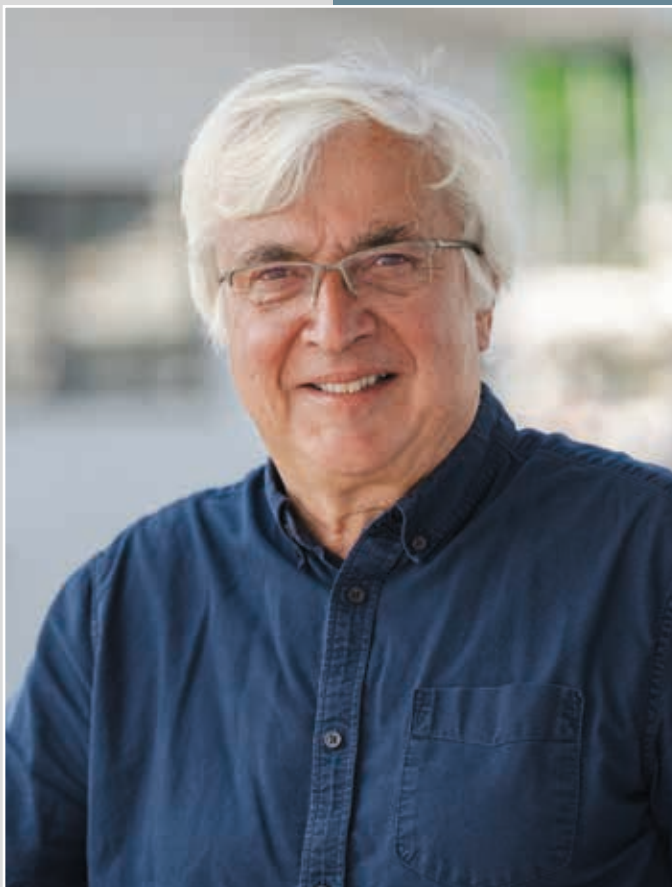
CLICK OR SCAN



46m DS / Johnson 105
Royal Denship 80 Open / Xquisite 60SC

BILL DIXON

YACHT
DESIGNER,
YACHTS-
MAN &
YACHTING
TREASURE



– A Chat

Photography © Harry Shutler

We are used to hearing about our national treasures, Brits who have appeared on our television screens, in film or have been part of our national consciousness for so long that they are part of the fabric of life. For anyone involved with yachting, Bill Dixon is a name synonymous with yachts – sail, power and now multihulls. Production, custom and superyacht, the list is long. ▶



Face to face, he twinkles with fun, enthusiasm and a love of yachts – large, small, iconic and ordinary. Throughout his career he has put his finger on the nub of what is needed in the market and produced literally hundreds of designs that are all aimed at making yachting a joy, comfortable, safe and secure and easy for us all to manage.

We visited Bill at his design office in Hamble where he works with his wife Christine and now his son – naval architect Matt. The full team have been in place for a long time – partner Anders Berg, naval architects Marie-Amélie Renard Prince and Simon Cole and Project designer Martin Elerts. A friendly place, full of light and imagery of projects past and present. The office looks out across ranks of moored yachts, many of them conceived and developed by Bill and his team.

Bill grew up in Exmouth; Dixons of Exmouth was the family boat building firm. He grew up sailing dinghies on the Exe and always knew that for him, boats were the future. After the inevitable Yacht and Boat building degree, he started an internship with Angus Primrose, a then successful designer on the South Coast. His first assignment was to design an Ostar Kit boat called BARE BONES – as a student – what a challenge!

Angus Primrose was the designer of the Moody production range of sailing boats, with their flared bows and distinctive lines, built at Marine Projects, sold on the site where Bill's office now sits. Bill had a brand new idea, unheard of in yacht design. The walk through centre cockpit yacht – before his new idea, aft cabins were accessed through an uncomfortable companionway with steep steps from which you fell onto the berth. To make a cup of tea you emerged from your cabin, navigated the hatch, padded across the cockpit to the main accommodation hatchway and did it all again. The Moody 333 was the first walk through on the planet. Today it is hard to imagine that no one thought of it before...



IT IS A BRAVE YACHTSMAN WHO COMMISSIONS A CUSTOM YACHT TODAY

Since those days, the Dixon name has been linked to Moody which is a world class brand, starting at Marine Projects – also the home of Princess, and then to Hanse where a new generation of thoroughly 21st century Moodys are produced. From Bill's first Moody design – the Moody 28 with Primrose, through a range of practical cruising yachts (*who doesn't instantly recognise the 31, 425 and 54*) to a new generation. This includes probably the most notable of them all (*apart from the 34/346 in number terms Bill's most successful sailing design*) – the ground breaking Moody 45DS with deck saloon, thrusters front and back and automated rig. The theme running through all these designs are comfort, ease of handling and safety. ▶



YANNEKE TOO



ANTARES III

But of course there is much more than Moody. There are a swathe of builders whose yachts have the Dixon badge – Johnson, Pearl, Hylas, Sealine, Royal Denship, Taswell, Peri and so many more.

Modern technology with the use of CAD and better communication has speeded things up a lot. However, this has given the hard working design office more to do as they now provide all drawings, systems details, space planning interior and exterior, and also manage all the detailing that goes into the build of a production yacht. The design office in a production yard has been superseded by the Designer's office. Bill's team provide drawings that go straight to milling and fit out with little yard intervention between.

On the walls of the sunny office are yacht imagery and awards a plenty, a number of them for the custom yachts designed by Bill Dixon. It is a different kind of commission working for individual owners – two LIARAs, and a swathe of other well known yachts and super yachts. For Bill it is the mighty (*it was the 1990s*) 115 foot YANNEKE TOO built at Camper & Nicholson's that was impactful for his career. Those days, he says, are over for the most part as production and semi-production yards are focused on building ever larger yachts. They are able to deliver levels of customisation not possible previously, and new custom build has risen exponentially in cost. It is a brave yachtsman who commissions a custom yacht today.

LIARA / HUEREKA

The relationship between the yacht designer and the client is a symbiotic but complicated one and whether yard or individual, people with vision and passion are what Bill believe make his designs a reality.

Of course the yacht business is nimble and ever changing and Bill thinks that the most important innovation that we will see in the next 5 years is the development of solar and hybrid technologies that will reduce the use of fossil fuels onboard yachts. There is much to be done with seawater battery regeneration and a host of other nascent scientific developments in the works, but five years is too short a time span to see us done with fossil fuels in yachting.

So what do you love most about being a yacht designer, I ask. The twinkle twinkles a little more brightly and a grin appears - ***‘Creating a new design where we look at the brand that we are designing for, look at space planning below decks and above, the services and capabilities that she will need and gradually evolving the first draft of the new yacht. I don’t start with a hull design although I have a rough draft. I look at what the yacht will become holistically, how she will be used, and deliver that important comfort, ease of handling and safety to her owners. That’s for sure the best part of my job’.***

The challenges of modern technology are legion with cost and capability marching hand in hand. From design board to milling machine is a big ask, as are the challenges of retaining attractive styling whilst taking complexity out of the mould and other initiatives to drive down cost. The simple look that is so appealing is so very difficult to achieve on a budget, and the need for designs to follow the brand image are all tricky balancing acts.

For a man and his team with all these 21st century challenges, they all look super cheerful. Of course, for the man that brought yachting the walk through and so many other innovations, the twinkle is very much up to the challenge. As we leave, he turns his attention back to a multihull design whose name for sure we will know well sometime quite soon, and the innovator starts work...

Bill has owned a Moody 28, Eclipse 33, Moody 36 and a Moody 47.

HUNT 52' > HIGHLAND LASSIE

£895,000
Lymington, UK



2010 hatch and comes with legendary Hunt sea keeping and looks good from every angle. Powered by a brace of 705hp Cats, delivering up to 29 knots with Seakeeper gyro and astonishing joinery. She is virtually silent at full chat and is in immaculate condition, and little used, she is still with her first owner.



CLICK OR SCAN

PRINCESS 56' > MARGO

£899,999
Lymington, UK



2016 splash, she looks the business and comes with both the UK and Mediterranean spec. She is a very well snagged and sorted clockwork yacht. Running on a pair of 80hp Volvos she also has tropical air con, high/low platform, lovely satin walnut innards and zero rough edges. Recent price reduction means she's entering bobby bargain territory.



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INTERNATIONAL YACHT BROKERS

PEARL 62' > 003

£1,795,000
South Coast, UK



2020 splash with distinctive Pearl good looks from Dixon and with a Kelly Hopen interior, she is gadgeted to the gills and comes with some of the best space management in the business, with 4 double cabins as well as masses of entertaining and relaxing space both inside and out. Take off is provided by a brace of Volvo D13 900hp, in every respect this yacht is spot on.



CLICK OR SCAN

DIXON 65' > LIARA

€1,250,000 + VAT
Italy



Fast and furious Bill Dixon design of exotics in 2002 with a fab mahogany interior and lovely new teak soles. She also comes with in-boom for 2 handed sailing, was innovative at build and is contemporary today. Just out of a gargantuan refit to fit her for a 7 seas expedition, she is seriously for sale, offers are invited.



CLICK OR SCAN

SOUTHERLY 535 > MERTICE

£785,000
West Mediterranean



2014 yacht from the variable draft people, Northshore. She comes with carbon rig, custom mainsheet arch, recent copper coat and stacks more. She is lying in the sunshine with lovely vertical saloon windows, and proper deck saloon. Compact for local cruising, long legged for oceans too.



CLICK OR SCAN

CONTEST 50' CS > MISS MILLIE OF VALETTA

€725,000
Corfu



2016 splash from the Dutch yacht building wizards at Conyplex. Epic dark blue hull livery, smart wraparound saloon windows and lovely teak decks. The kit list is of the finest – Onan gen, North 3Di sails, Reckmann furling. Compact 3 cabin bluewater yacht that glistens.



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OCEAN 71' > OCEAN JOY

£499,000
Portugal



Van de Stadt and Southern Ocean Shipyard which was an institution in 1972 when she first splashed. Powerful, capable, no fuss ocean mile muncher, she was disembowelled and rebuilt at HYS in 1998 by this owner. He has sailed her far and has invested heavily in her and she gleams. Proper yacht.



CLICK OR SCAN

78' STOW & SONS CLASSIC > RONA

US \$498,500
Singapore



She first splashed in 1895 and is part of the very fabric of our maritime story, including famously when in the ownership of Lord Amory who formed the London Sailing Project and who with RONA changed many lives for the better. A total restoration completed just before the turn of the century fitted her for the next 100 years and she is now in good heart.



CLICK OR SCAN

BOWMAN 57' > ALERIA

€275,000
Ireland



The best of British for long legged ocean crossing, she has form. Holman & Pye from 1976 much uprated and updated through life including recent standing rigging. Also comes with lovely hand built Bowman joinery and epic hull lines.



CLICK OR SCAN

BOWMAN 48' > BOANDARO

£259,999
West Country, UK



Chuck Paine and Blighty's finest in 1993, she is the sole member of this well found bluewater sisterhood to come with a centre cockpit. Massively upgraded and re-worked by her most experienced owner for long distance sailing. She is ready for ocean cruising now.



CLICK OR SCAN

BOWMAN 50' > TALISMAN OF IPSWICH

£285,000
East Sussex



With never out of style Holman & Pye good looks and beautiful sea manners, she hatched in 1998. An extended 49' with lovely joinery and superb build. Serious nautical makeover 2020/21 and after 8,000 trouble free nautical miles and much pleasure, she is available to her next owner.



CLICK OR SCAN

NICHOLSON 476 > SOLENT LADY

£152,500
Lymington, UK



David Pedrick and yachting's finest in 1985, she is only now in her third ownership. Her teak interior is panelled and looks as if it's just out of the box. Rondal furling rig, recent and very lovely teak decks, and she is VAT paid both in Blighty and in Europe. She is a delight.



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ISLAND PACKET 440 > JESSICA MEI

£248,000
South Coast, UK



With unmistakable lines from Bob Johnson, the Island Packet sets the standard for comfortable, no nonsense cruising. From 2007 with a draft of only 5 feet, this yacht comes with recent standing rigging, electronics, electric winches, central heating and stacks more.



CLICK OR SCAN

ISLAND PACKET 40' > MAGIC WEDNESDAY

£115,000
West Mediterranean



Compact bluewater yacht from the Island Packet stable, she hatched in 1996. She has 2 large staterooms and a fab deep cockpit, as well as a sailplan that is easily managed short handed. Masses of Bob Johnson bluewater magic to the £.



CLICK OR SCAN

CHERUBINI 44' CUTTER > METEOR

£169,500 + VAT
Ireland



Massively easy on the eye, she originally splashed in 1977 but has been totally reworked by this owner for practical mile munching with reliability and the sailing is wickedly quick. Not so much cash to own the prettiest yacht in the anchorage that will take you far.



CLICK OR SCAN

NICHOLSON 55' > SURPRISE

€210,000
South of France



Raymond Wall and legendary British yacht building from 1973, these yachts have won hearts and minds the world over for their classic good looks, perfect sea manners and capable ways. This yacht is delightfully original, with lots of nice updates and reworks, she is charming.



CLICK OR SCAN

BERTHON & the Royal Lymington Yacht Club

By Brian May – Berthon Boat Company

Those readers who have visited Berthon by sea will have passed our friends and neighbours at the Royal Lymington Yacht Club to port on the last stretch of river before docking with us, just slightly upriver.

Last year the Club celebrated its centenary having supported and encouraged yachting in all its forms, offering facilities for sailors from the very young to the more mature and providing that unique camaraderie that is at the heart of all good yacht clubs. Like all old friends, the Club and Berthon have a symbiotic tapestry of past and present and a story that will continue to unfold for the coming generations.

Being both Berthon archivist and Royal Lymington member, I thought that you would be interested to read something of the story so far, but it merits a little history prior to the Club's birth; other chapters written to mark the Club's centenary was a task for archivists other than me.



RLymYC aerial shot is denoted #2490 1930's © AERO PICTORIAL Ltd

The Reverend Berthon is a key figure in the history of Berthon Boat Company as the inventor of the stout Berthon Collapsible lifeboats, made from waterproof flax canvas soaked in a concoction of turpentine, soap, linseed oil and paint, and stretched over thinly laminated frames hinged fore and aft, developed after the PS (Paddle Steamer) ORION foundered in 1850 drowning 41 of the 200 souls aboard. One of the survivors was his clergyman Reverend Clark, who encouraged the cleric to solve unnecessary tragic drownings. Sadly, their purpose was eschewed for decades, with discerning customers buying them as tenders for yachts, exploration adventures, and bailey bridges before these little boats eventually served their original purpose after the loss of the Titanic; subsequently, the Lusitania's crew refused to board her until the board sanctioned enough Berthon collapsible lifeboats to be purchased, for the crew; however, none for the paying passengers!

Before WW1 Harry May and Frank Morgan Giles started Morgan Giles & May in London and then moved to Hythe on the west bank of Southampton Water, building sailing dinghies, 6meters and the Felixstowe Sea planes, eventually trading as May, Harden and May as Frank moved to Teignmouth.

Subsequently, The British Aircraft Association bought the Hythe operation in 2016 to continue building the sea planes, which freed Harry and Frank May to purchase the well-known Berthon Boat Co Ltd based in Romsey; they then bought the Lymington site, Courtenys, and chose to use the well-known Berthon name for the Lymington Shipyard that had provided nine ships of the realm for Edward the Confessor in the 13th Century.

Next came the West Solent One Design, a restricted design conceived by Harry May to commemorate the new Royal Lymington Yacht Club building, delivering five to Royal Lymington Yacht Club members in 1923 and a further five to the Argentina Yacht Club. One of the first production racers, they were laid down in batches with apprentices learning their trade – nothing changes! I bought W-8 in 2013 to maintain traditional shipwrighting skills by restoring her; RIPPLE attracts much attention in the big blue shed, and doubtlessly she'll race here shortly. Yes, the timeframe is long, but we must always put our clients first!

The Lymington Scow is another iconic little boat with dozens of them on the Lymington River, many of them sailed from the Club. By 1927 Berthon was advertising them at £40 using elaborate jigs for the standard boat that was planked with wych elm and larch, with pine thwarts. The iron fittings were galvanized. There was also a '*de luxe*' version in mahogany with gunmetal fittings at £10 more. By 1948, Berthon had delivered over 200 scows around the Solent and beyond, many of them to RLmYC members.

The next associated relationship was born out of the design and build of a 12-ton Gauntlet by Harry May, the result of an enquiry for a yacht from Mr Berge who decided on a different

design from Phillips of Dartmouth. Harry was furious, threw down the Gauntlet, building his design challenging the Phillips yacht and won handsomely. They became a popular class, and Gauntlets were commissioned by a number of Club members. ▶



Lymington Scows racing upstream © Berthon Archives



W-8 RIPPLE (ex-DINAH) currently being completely restored (reconstructed frame by frame) at Berthon, teaching apprentices tradition as well as modern skills © Harry Shutler, Berthon

World War II saw Berthon 100% busy with MOD work, building 215 boats between 1939-45, including a variety of 72' minesweepers, 72' harbour Defence launches, motor fishing vessels for undercover work, and assault landing craft. Many of Berthon's current crew had grandparents who were employed by Berthon.

W (Bill) M Martineau, who became the Club's commodore in 1954, commissioned the first Gauntlet to be built after the war when the restrictions on leisure boating lifted. The life of the river slowly returned to normal and Harry May (known to all as Puffer May because of the ever-present roll up between his fingers or hanging from his lips) was eventually delighted to be invited to be a member of the Club in 1949. Being 'Trade' it was an honour which came towards the end of his life. He died in 1952 at the ripe old age of 79.

Just before my father David took control of the yard in 1960, Berthon built him and Jack Bryans, Club Commodore from 1958 to 1963, the first 2 of 16' Finn class racing dinghies, David called his FINNIGANS WAKE and Jack's was DEFINITION. By 1966, Berthon had built and launched CHEEMAUN, a 52-foot TSDY commissioned by Jack.

David was an enthusiast and skilled racing yachtsman, participating in Club regattas. Berthon fitted out a series of winning yachts for him, the most successful was one of the two Nicholson 43' hull's, winning almost every silver Cup that Solent yacht clubs could offer! I recall my mother employing a silver cleaner because in those days the winner literally held the Cups until the prize giving the following year.



12 ton Gauntlet © Berthon Archives



David May sailing FINNIGAN'S WAKE, built by Berthon in 1959 © Berthon Archives

SEPTEMBER YACHTING MONTHLY

ABSOLUTE RELIABILITY

(A GAUNTLET IN A BREEZE)

The Gauntlets again demonstrated their staunchness in the Channel Race. Of the 24 starters 11 finished, and amongst these five Gauntlets finished in good order and taking First and Third Prizes.

The Gauntlets are undoubtedly the most efficient and able centers of their tonnage afloat. Designed, built and rigged under the supervision of a practical yachtsman, these boats are fit to go anywhere and have proved their absolute reliability under the most trying conditions.

Write for particulars to—

THE BERTHON BOAT CO.
LIMITED

THE SHIPYARD Managing Director: H. G. MAY LYMINGTON-ON-SOLENT

Place your order now to ensure early delivery in 1938



Minesweeper HMS SAXLINGHAM (M2727) 19535 © Berthon Archives



In 1976 WINSOME BLUE (Ron Holland Design one-tonner) with a young Brian May sitting on the coach roof © Berthon Archives



W-27 EMERALD,
W-8 DINA,
W-3 SQUIRREL,
W-26 JADE in the Eastern Solent
© Berthon Archives



WINSOME II (Nicholson 43 hull, fitted out at Berthon) was built in 1970 © Berthon Archives

Others were the successful Ron Holland designed one tonner WINSOME BLUE and then WINSOME GOLD in 1979, a Dubois design masthead version of POLICE CAR that narrowly missed UK's Admiral's Cup Team but ended up chartered to the Argentinian team after a mast break in race one.

When my brother Dominic and I took the helm in 1990, the Club was again interwoven. As a youngster I had sailed on Club adventures in a mirror dinghy to the Solent north shore, Hurst Castle and Newton Creek before moving up to club regattas. Dominic sailed in J24s, Etchells and then bought X-18 originally, built by Berthon in 1927. Berthon apprentices rebuilt her and he competed in the Royal Lymington Yacht Club and Cowes week XOD racing calendar in 1992/3.

I then created the Berthon Source Regatta, with Don Wood, under the auspices of the Royal Lymington's dedicated Race Officers, Judges and Mark Layers. This event ran for a decade attracting Admirals and Commodore's Cup race yachts from all over the world to practice with locals in the tidal waters of the Solent, racing with the world's best sailors.

Today, the collaboration and friendship between us and the Club continues with J-80s and Folkboats dry sailed out of Berthon. We are pleased to provide the infrastructure of onshore craning and berthing, whilst the Club continues to provide the race management, club house and social events. We also provide trailer storage for dinghy Club events, and the friendship between these two stakeholders on Lymington River remains as strong as it was a hundred years ago.

Celebrating the Centenary Royal Lymington Yacht Club book is available at the club for just £20, and if you wish to become a member, drop in; they are very welcoming.

KER 63' > DARK HORSE OF ENGLAND

€699,000
Valencia



Salona Yachts created this great yacht from the board of Jason Ker in 2014; she is a marriage of volume with performance. Rewarding yet easy to sail short handed with thrusters at both ends, Park Avenue boom and plenty of automation. Well spooled by this owner she is totally ready for Mediterranean or Caribbean sailing.



CLICK OR SCAN

COMET 62'RS > WAYRA

€550,000
Mainland Spain



Vallicelli good looks from 2007 by Comar, she is elegant, fleet and a tardis below with room enough for both family and crew. Updated and reworked in this ownership, she is much loved but the family is growing and she cannot. Hence she must be sold. Perfect for Mediterranean sailing and beyond.



CLICK OR SCAN

ZEYDON Z60' > REGULUS

€550,000 + VAT
Turkey



Cool to the point of freezing from 2008 by Bosgraaf Yacht Design, she is offered post a significant nautical makeover including new carbon sails. The space planning above and below decks is inspired and with an impressive strength to weight ratio, she sails like a dream.



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SUPER MAXI 86' > WAY OF LIFE

€949,000 + VAT
Slovenia



Extraordinarily cool Super Maxi she was a legend as MORNING GLORY, first splashed in 2003 and now comes with a canting keel, and recent nautical makeover including new standing and running rigging. She is ready to sail and her pricing is remarkably friendly.



CLICK OR SCAN

C&C 66' CUSTOM > PHANTOM

POA
West Coast of Italy



A thing of beauty is a joy forever – this Cuthbertson and Cassian from 1973 has never looked better. She looks and sails sublimely. Contemporary classic sailing without the need for the massive restoration that is so often a new owner's right of passage.



CLICK OR SCAN

FELCI 71' > MARDOR

€1,480,000 + VAT
East Mediterranean



The wondrous lines come from the board of Umberto Felci, made flesh in 2006. Lovely clear decks and thoughtful layout that makes sailing her shorthanded a reality. Also comes with stacks of room below for crew and guests as you prefer. Of course the head turning is completely free.



CLICK OR SCAN

CORBY SPIRIT OF TRADITION > SPIRIT OF JOYRIDE

POA
Lymington, UK



1991 ULDB reborn as a charming (and ferociously quick) Spirit of Tradition contender, she started life as JOYRIDE from the Corby stable and is now a fab, turbo charged recreation of history.



CLICK OR SCAN

BALTIC 50' > SPIRIT

€490,000
San Remo



#3 of this most excellent sisterhood of performance cruisers from Bill Tripp and the masters in Finland in 2003. Disembowelled and rebuilt by he builders in 2012 with a brief to rebuild her as if you were building her today. Since then she has been polished, cherished and much updated and she really is a honey.



CLICK OR SCAN

INTERNATIONAL 8 METRE > MIRABELLE

€195,000
Cogolin, South of France



Ex-JUANITA from 2012 that can eat class racing and can also shine on the classic regatta circuit. Amazing build from Keith Dobson and uber competitive. She lives inside undercover when not in use and is ready to collect cups.



CLICK OR SCAN

10.4M GLEN COATS GAFF SLOOP > DUET

£39,000
Lymington, UK



In 1926 by McGruer, she has enjoyed phenomenal success on the Mediterranean regatta circuit and now slumbers in a covered shed close to Berthon, awaiting a new owner who will take her sailing. Masses of kit, gleaming (though a little dusty) from every angle, electric drive and masses of charm.



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INTERNATIONAL YACHT BROKERS

MCCONAGHY MC 60' > BYZANTINE

US \$3,200,000
Florida



2020 splash to epic designs by Jason Ker, and with very bright hull livery! Masses and masses of interior volume and comes with a vast flybridge and twin wheels which make helming her a real joy. Polished to within an inch by her very fastidious crew, and is also set up for owner driver use as you prefer.



CLICK OR SCAN

CK 70'

€2,250,000 + VAT
South of France



2022 hatch, of tin, no nonsense, built to go anywhere, does what it says on the tin. With only delivery miles beneath her hulls, this capable multihull will take you quickly and safely in comfort to your bluewater destination. Masses of volume, acres of deck space and room for toys and all for a fraction of replacement build cost.

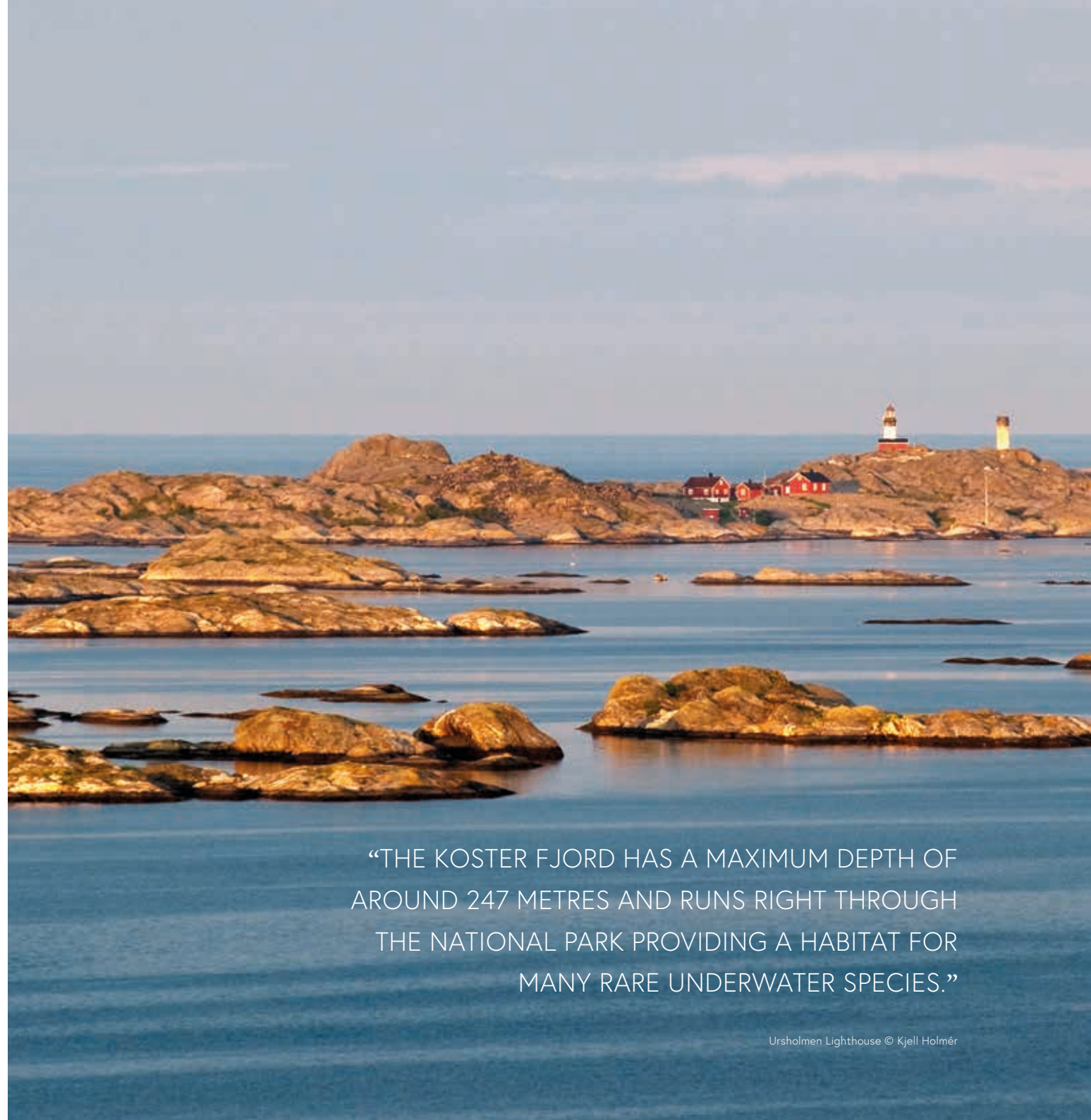


CLICK OR SCAN

THE KOSTER ISLANDS

AND A COUPLE OF LIGHTHOUSES

By Fredrik Sundberg – Berthon Scandinavia



“THE KOSTER FJORD HAS A MAXIMUM DEPTH OF AROUND 247 METRES AND RUNS RIGHT THROUGH THE NATIONAL PARK PROVIDING A HABITAT FOR MANY RARE UNDERWATER SPECIES.”

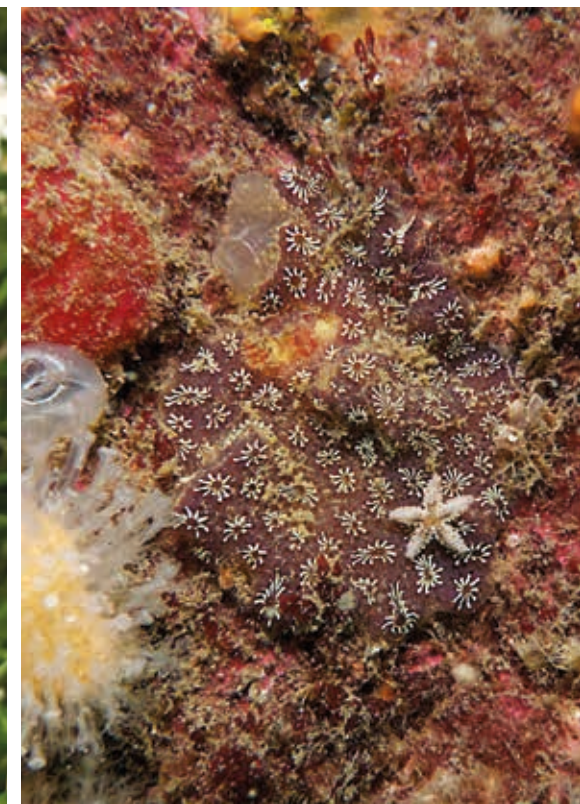
Ursholmen Lighthouse © Kjell Holmér

The Koster Islands are in our back yard, a day's sail from our offices in Henån on the Island of Orust. They are in the Kosterhavet National Park which covers a massive 38,900 hectares and which we Swedes share with our Norwegian neighbours.

Aside from their tranquility and beauty, they are massively bio-diverse and are surrounded by the Koster Sea, Sweden's most species-rich marine area, with over 6,000 types of mammal and algae. This special place delivers scenic cliffs, hilly landscapes, and lush forests. There are rare and protected plants like the sea poppy and the Koster thistle, also called the Martagon Lily. The fungal flora is also very special and includes species like the coral fungi and earthstars.

It is paradise for everyone who loves birds with seabirds and migrating waders in abundance during autumn and spring. The place is home to eiders, mute swans, various types of gulls and terns, and sometimes, even sea eagles. As far as those with 4 feet are concerned, the islands are home to moose, foxes, roe deer and hares.

Beneath the water's surface, there is a vibrant community of crabs, lobsters, shrimps and fish swimming amongst kelp forests and swaying eelgrass meadows. The Koster Fjord has a maximum depth of around 247 metres and runs right through the National Park providing a habitat for many rare underwater species. The waters are clear and clean providing a home for over 200 types of seaweed, kelp and algae. ▶



If you are thinking of cruising our waters, put the Koster Islands on your bucket list and take the time to experience both the archipelago and the sea. There are hidden coves, straits and open water to explore, as well as gneiss and granite rocks in extraordinary formation. You will be assured of a warm Swedish welcome on the islands themselves. You will also find Ursholmen's twin lighthouses. These two structures have been essential friends to seamen of all hues since 1891.

Ursholmen Lighthouse was first lit on 13th November 1891 to mark the way for seafarers navigating the treacherous waters off the coast of Koster and has been doing so ever since. This site, with its twin lighthouses, provides a crucial beacon in an area where many ships previously foundered and were lost. The lighthouses, along with old residential buildings and storage sheds that in days past were home to the 3 families who lived and worked the lighthouses, create an unmistakable landmark.

However, Ursholmen wasn't the original lighthouse. Earlier, built in 1849, Nordkoster was Bohuslän's northernmost lighthouse, again with twin lighthouses and homes for the lighthouse keepers and their families. However, the Nordkoster lighthouses were on such high ground that their lights were sometimes mistaken for stars, and in foggy conditions, their light could be obscured by low cloud, so the search for a more suitable location began.

Outer Ursholmen further west, turned out to be a perfect solution. There was enough space for houses, access to fresh water and a well protected harbour. When the relocation took place in 1891, one lantern was taken from the original lighthouse and the other was brought from Vinga. One of the houses was also moved to become shared accommodation for the lighthouse keeper and his assistant. Once the lighthouse was in operation, a new house was built for the lighthouse keeper, and the original left for his assistant.

Brevik © Naturvårdsverket

Ursholmen Lighthouse © Anders Tysklind / Rock Formations © Naturvårdsverket

Coastal Path © Naturvårdsverket



Life at the lighthouse was less than idyllic. The lighthouse crew worked day and night. Night shifts were divided into two - from sunset to midnight and from midnight to sunrise. The lights could never go out, and during the dark winter months, they shone around the clock. During the day came constant maintenance of the lighthouses and buildings including cleaning lenses and windows, refilling kerosene supplies and checking the small weather station four times a day.

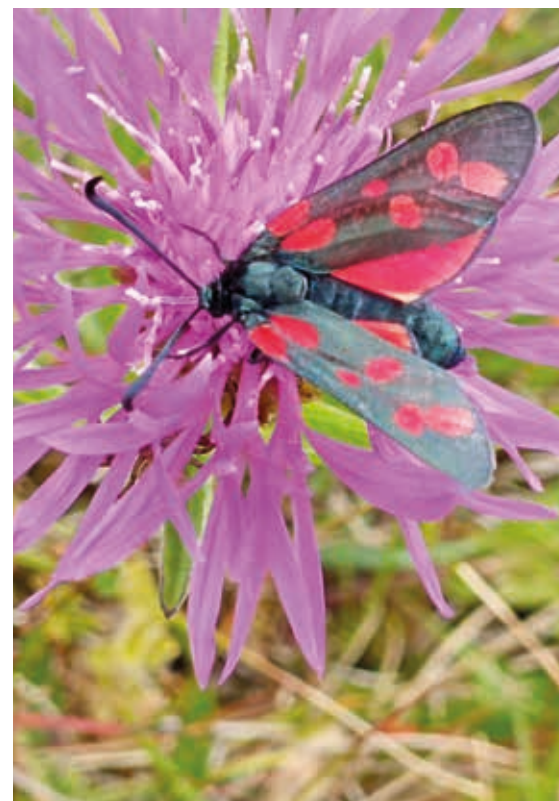
The lighthouse keepers had small gardens to grow potatoes and vegetables – good soil was imported from Koster. They had chickens, pigs, sheep and even a cow. Fishing and hunting, along with the autumn lobster catches, helped fill both the larder and the wallet. Seal hunting provided both skins and oil, as well as extra income through bounty payments.

But all of this changed in the summer of 1965 when Ursholmen Lighthouse was electrified. This meant that around the clock supervision was no longer necessary and so the lighthouse crew left the station and a seventy-year era of living and working at the lighthouse came to an end. ►

“IT IS A SPECIAL PLACE AND ONE WHERE YOU NEED TO BE SURE TO LEAVE NOTHING BUT YOUR SHADOW BEHIND SO THAT THE ABUNDANT WILDLIFE AND DELICATE ECO SYSTEM CAN BE LEFT INTACT TO BE ENJOYED BY THE VISITORS WHO WILL COME AFTER YOU.”

Naturum Kosterhavet © Naturvårdsverket

'Bastardsvømmare' Moth © Naturvårdsverket / Brevik © Naturvårdsverket / Underwater Life © Lars-Ove Loo



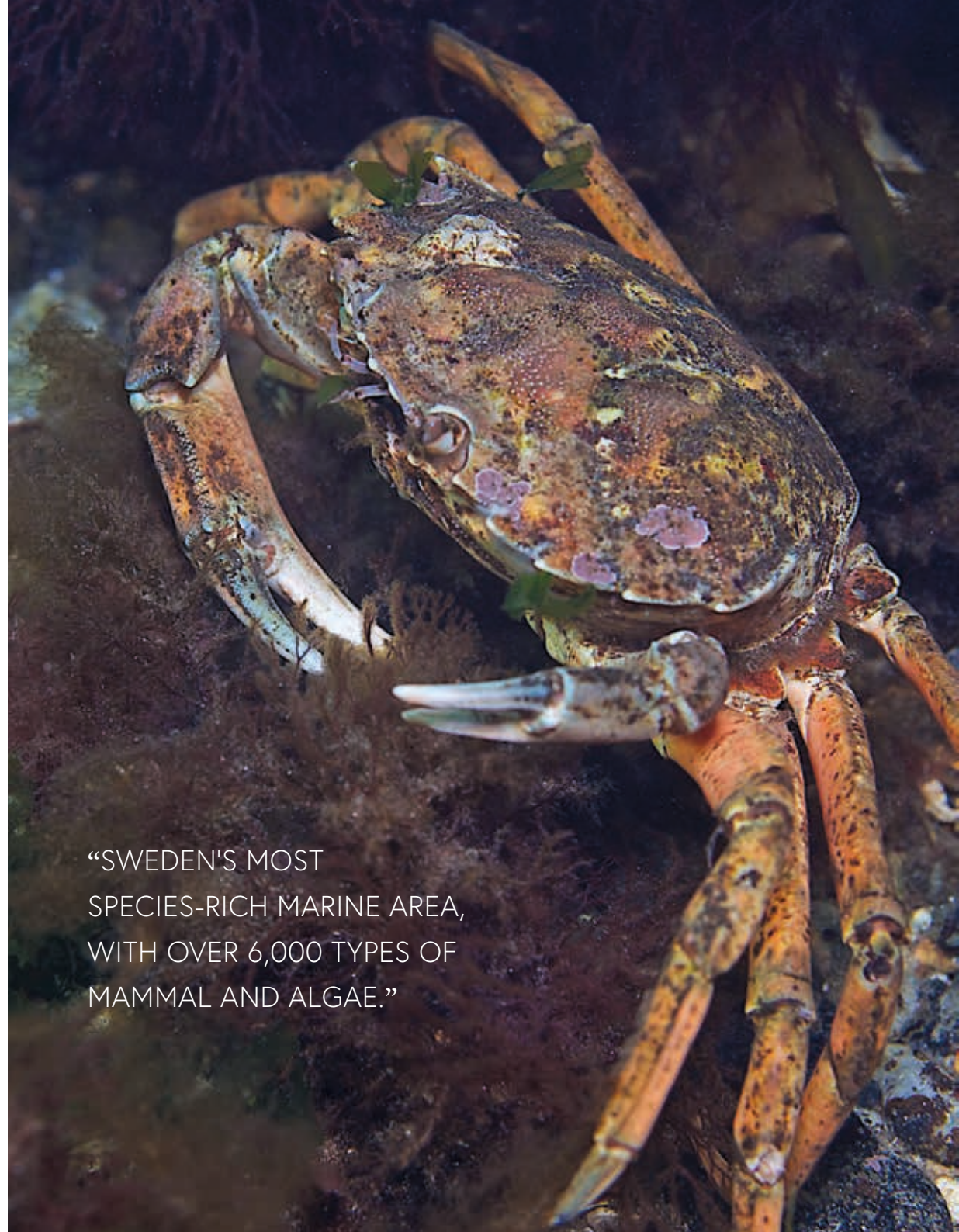
Today, Ursholmen Lighthouse is unmanned, but memories and stories of its history and that of its keepers lives on. The old houses and storage sheds still stand, like silent witnesses to the island's former life. Although the lighthouse is no longer inhabited, the lighthouses continue to be an important part of the landscape, still serving seafarers as a crucial navigational aid and in keeping them safe.

The Koster Islands offer fantastic food developed by the locals who are used to eating what the sea provides. Oysters, shrimps, crab and many varieties of fish are common ingredients on the menu. These are served with vegetables grown locally on the islands.

In addition to climbing, cycling, kayaking, snorkeling, diving and all sorts of other outside activities, the Koster Islands also have galleries where local artists exhibit their work and a museum. Arrive at the right time and you will enjoy the Kosterdagarna festival celebrating local culture with music, art and traditional food.

Of course, there are ample places to stay on the Koster Islands and transport is straight forward. It is a special place and one where you need to be sure to leave nothing but your shadow behind so that the abundant wildlife and delicate eco system can be left intact to be enjoyed by the visitors who will come after you. You will find that as with so many of the special places in our home waters and elsewhere on the planet, they are for sure better by boat.

Shore Crab © Naturvårdsverket



“SWEDEN'S MOST SPECIES-RICH MARINE AREA, WITH OVER 6,000 TYPES OF MAMMAL AND ALGAE.”

Clients Michael and Heike Habon confirm that the Koster Islands are most definitely better by boat – or in their case aboard Dehler 38' BLUENOSE;

'We sailed to the Koster Islands on June 15th and moored our Dehler 38' at the drop-in quai of North Koster with an unobstructed view of the Kostersund from our cockpit.

Although being very hot with temperatures above 30°C, we did both trails of North Koster and it was worth doing it. We were impressed by the variety and beauty of the nature reserve.

Among many other gorgeous sites one of our favourite spots was Högen hill with its two lighthouses from where you have an incredible view of the Koster archipelago to the one side and the Norwegian coast to the other. In the very north we found pine woods reaching down to granite bordered lagoons with amazing beaches where we took a highly welcome refreshing bath.

We recommend staying for two nights to have enough time to explore the nature reserve by the well marked hiking trails.'



© Michael & Heike Habon

NAJAD 511 > NIKE

SEK 6,250,000
Stockholm, Sweden



Judel/Vroljik Najad built to MCA Category Zero standards, she is perfect for 2 handed, 7 Seas sailing without fuss. Hatched 2010, she has been immaculately spoodled and much updated in this, her original ownership, including Lithium Ion batteries, Spectra watermaker and Maxsea charting.



CLICK OR SCAN

HALLBERG-RASSY 44' > BLISS II

€735,000
Henån, Sweden



Recent Rassyfarian from 2018, this 20th century Rassy delivers everything that the brand are known for – great sailing, comfort and terrific build. Her twin rudders and large central wheel provide fingertip control and she is maintained in not far off faultless good shape.



CLICK OR SCAN

HALLBERG-RASSY 412 > ELVINE

SEK 5,400,000
Ellos, Sweden



Very fresh aft cockpit cruising yacht from the Rassy people in 2017, she looks all but just out of the box. Nice bathing platform for good access to the sea and great innards for a team of 6. Of course she is easily handled by much fewer. Never put away remotely wet, she spends the winter time tucked up in a nice warm shed.



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INTERNATIONAL YACHT BROKERS

NAUTOR SWAN 48' > GALATEA

NOK 3,795,000
Vindö, Sweden



Drop dead gorgeous Frers from the Nautor people in 2000, with a stunning dark blue hull livery, and she has only 25,000 nautical miles beneath her keel and has never crossed an ocean. Stored ashore under cover, both her teak deck and lovely Swan interior are virtually unmarked. Barn find extraordinaire.



CLICK OR SCAN

CR 410 > QUIVIVE X

€365,000
Henån, Sweden



With her carbon mast, Code Zero, self-tacking and laminate sails she sails like a rocket yet can be easily managed with the most modest of crew. Very good looking yacht from the Stephen Jones stable from 2015, lovely caboodle list from Lithium Ion to thrusters front, she offers pace and comfort in a compact package.



CLICK OR SCAN

NAUTOR SWAN 47' CB > BEATRICE AF ÖCKERÖ

SEK 1,750,000
Henån, Sweden



S&S and the Nautor brigade in 1979, she is the best of Swan. She was disembowelled and rebuilt in recent years including a new retractable ballast keel which makes her the perfect solution for sailing both in local Swedish waters or in the Caribs. Wonderful build quality and iconic S&S good looks.



CLICK OR SCAN

CR 400 DS > KUNG BYXLÖS

SEK 1,975,000
Kungsör, Sweden



Immaculate build from the Island of Orust in 2002, she comes with a proper deck saloon and sails like a witch. Furling everything and a self-tacking jib, so managing her is not a chore. Never raced, rallied or put away remotely wet. She loves her warm shed where she spends each winter.



CLICK OR SCAN

SWEDEN YACHTS 390 > DIVINE

SKR 1,275,000
Stockholm, Sweden



Norlin and the Sweden Team in Orust in 1991. She is still with her original owner and so far has enjoyed every winter slumbering ashore under cover in a nice heated shed. New sails 2021, very well loved and of course she sails like a witch. She comes with a custom centreline double owners' berth and no rough edges.



CLICK OR SCAN

BAVARIA VISION 42' > NJORD

€285,000
Karrebæksminde, Denmark



2019 yacht, in barely unwrapped condition, she has only around 400 hours on the clock. Her owner took the larger engine option as well as bowthruster and lots of other upgrades. No hassle, plug and play cruising yacht that is ready to go sailing now.



CLICK OR SCAN

WAUQUIEZ 40' PS > GOSI

SEK 1,900,000
Kalmar, Sweden



Practical, no nonsense pilot house yacht from efficient French yacht builders Wauquiez with furling everything and a practical aft cockpit. Well engineered yacht from 2002, these 40s are rare into brokerage captivity.



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INTERNATIONAL YACHT BROKERS

VINDÖ 22' > LENTE

SEK 490,000
Vindön, Sweden



Carl Andersson design from 1967, she has been restored to sparkling good shape. Modern gear make her a perfect day sailer whilst staying loyal to her years. Compact and bijou, but lovely.



CLICK OR SCAN

FARR 40' OD > 082

€66,000
Helsinki, Finland



Hatched 2000 from Carroll Marine as Farr can. She has a larger mainsail than her sisters as well as a twin backstays to deliver improved performance in light airs. Simple, straight forward racing yacht for a modest wedge.



CLICK OR SCAN

VINDÖ 65' > X-TRA

SEK 850,000
Vindön, Sweden



1984 launch, in ketch, she has been stored indoors in a temperature controlled shed for the past 29 years, so looks much younger than her build year suggests. Furling rig with buttons, bowthruster, solar panels and lots more. Splendid little ship for a modest sum.



CLICK OR SCAN

M32 > TAND'M 32

SEK 1,195,000 + VAT
Stenungsund, Sweden



Marström & Ljungspeed merchant that is perfect around the cans and for fun, express sailing with friends and the kids. From 2016, she was wrapped from the beginning and is in sparkling shape and is ready for her next speed junkie.



CLICK OR SCAN

OYSTER 625 > YOLO

€2,450,000 + VAT
Mainland Spain



2019 splash with a specification to fit her for a planet circuit. Covid meant her sailing career began in 2021 and she has just returned from the Oyster World Rally – she has the t-shirt and looks just great, the new North Sails are just aboard. A centreboarder with twin rudder, thrusters both ends, Lithium Ion and lots of custom features, she is quite awesome.



CLICK OR SCAN

OYSTER 575 > SAFIYA

£1,250,000
South Coast, UK



Recent 575 from 2016 with wonderful hull livery in beige gel and with a lovely maple interior with teak floors. She also has a very full specification for all oceans and was coded this year to MCA Category 2. Running on Lithium Ion, with many upgrades and improvements on build, she has the potential to be VAT paid in Europe as well as the UK.



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OYSTER 655 > ROCAS

£850,000 + VAT
Mainland Spain



Rob Humphreys' magic, the 655 is just the right size to be manageable yet large enough to be long legged crossing oceans. This yacht comes with a carbon rig and lovely fully battened main – she is fast. Massive nautical makeover at Foxes, UK in 2021 and more of the same in Barcelona last winter. She has never looked so good.



CLICK OR SCAN

OYSTER 56' > SEA MIST 2

£450,000 + VAT
Mainland Spain



2005 splash, the 56' is the most successful class ever produced by Oyster, they have won hearts and minds the world over for their easy sailing, reliable passage times and great interior with room for crew as you wish, or plenty of family if not. She has been substantially reworked by this owner to fit her for his bluewater programme, and she has delivered. The maintenance continues but the programme will not.



CLICK OR SCAN

CAPTURING OLD HARRY ROCKS ON FILM

Photography © Harry Shutler – Berthon UK



The cover of the Berthon Book this year features Old Harry Rocks, just over 20 miles as the crow flies from our HQ in Lymington and around 3 miles equidistant from Poole and Bournemouth in Dorset, home of the astonishing Jurassic Coast. The chalk of Old Harry Rocks was once part of a stretch of chalk running from Purbeck and the Isle of Wight that remained as a headland as large parts of the sea eroded. The headland suffered hydraulic action. This is where air and water are forced into small cracks, by the force of the sea enlarging the cracks, so that first caves and then arches are formed. The tops of the arches, when weakened by wind and rain, collapse leaving disconnected stacks. One such stack is Old Harry. His wife (another stack) fell away in 1896.

The naming of Old Harry is steeped in local legend. One is that the devil (traditionally euphemistically known as Old Harry) slept on the rocks. Another is that local Pirate Harry Paye, hid his ship behind the stacks lying in wait for local merchantmen. Our favourite is from the ninth century and tells of a Viking raid thwarted by a storm and that one of the drowned – Earl Harold, was turned into a pillar of chalk!

The photograph for the Berthon Book is always a matter of debate, and after Osborne House, the Needles and other watery landmarks, the iconic Old Harry got top votes for 2023. Having in-house photographer Harry Shutler on the staff is a huge plus. He is busy with video and film year round for all our yacht marketing group wide. With a degree in commercial photography and background working in black and white portraiture studios, mentored by Joe Craig of Missouri and with a love of all things nautical enhanced by a period steaming the planet on cruise ships and enjoying water sports at all stop overs, Harry is as boat mad as the rest of us. We thought that you might be interested to know how this imagery was captured...

He was dispatched on an 8.8m Gemini RIB driven by motor yacht broker Hugh Rayner. Successful photography from a boat relies heavily on the driver as Harry can't see the wave movement so this is called out so that he can absorb the motion – a very different skill from filming on land with a long lens when the best technique is to remain as still as possible. Afloat its best to take a photo when your boat is on the crest of a wave or at the bottom of the trough as the boat will be moving slower which increases the chances of a pin sharp shot.

Harry's weapons of choice were a DJI Mavic 3 Cine drone (which took the shot you see on the cover) and Sony A1 full-frame mirrorless camera. Taking images that are perfectly exposed both foreground and sky isn't straight forward. The day was bright with little cloud and bright white cliffs backlit by the sun. Often this means that the sky is blown out when exposing for landscape. Exposing the sky, makes the foreground dark. There are 2 solutions for this – exposure blending – multiple shots with different exposure to be layered when the shot is put together at the computer later – not straightforward on a moving boat, or graduated neutral density filters. These are partially darkened filters placed on the front of the lens. The darkened part reduces the light at the camera's sensor just like a regular neutral density filter. The difference is that only the top part of the GND is darkened, whilst the rest is transparent. This allows you to darken part of the shot.

Exposure is the amount of light that reaches your camera sensor. This is crucial as this makes images dark or bright. 2 settings affect luminous exposure – shutter speed and aperture. Camera ISO controls the responsiveness of the camera's sensor to light. For every image there are a wide range of shutter speed, aperture and ISO settings that correctly used will deliver the correct exposure for the image to look good from depth of field to sharpness.












Shutter speed is the amount of time that a camera spends taking a picture. This could be 1/100 of a second, 1/10 of a second, 3 seconds or 5 minutes. Or it could be months. Harry's longest exposure time was 3 months. Long shutter speeds let in a large amount of light. A 30 second shutter speed in full daylight will deliver a totally white image. The obverse also applies – a 1/8000 second shutter speed at night will provide a totally dark image. Movement is another factor (taking a shot from a rolling RIB) and that creates blur. So a longer shutter speed where the camera catches everything that moves during the exposure enables the sea to be smoothed out.

Harry also used a 512 ND9 stop filter which reduces light by 512 times so that shutter speeds can be increased by the same amount (half a second to 4 minutes and 15 seconds for example). This is a fourth way to manage exposure.

Think of the camera aperture as if it were the pupil of a human eye, it can open or close to change the amount of light. By changing the aperture and shutter speed settings you can capture exactly the right amount of light. Small apertures like f/11 to f/16 provide large depth of field so that everything from front to back is sharp. Large apertures provide a thinner depth of field, perfect to isolate a part of the image and blur everything else.

ISO does not affect the amount of light that reaches your camera, it brightens the image in-camera after your sensor has been exposed to light. It is great when you can't brighten the image another way – say when using a longer shutter speed that will add blur when you are already at your widest aperture. However if too strong it will emphasize noise so the setting for Old Harry was 100.

Back at the computer the production of the cover image takes half a day and another couple of days to develop the other imagery you see in this article. Once the best are selected, the long preparation process begins –

-  **White balance to adjust temperature and tint for correct colour.**
-  **Exposure for the overall brightness.**
-  **Highlights that control the brighter parts of the image, and shadows the darker.**
-  **Whites that set the brightest point and black the darkest.**
-  **The variance between light and dark with contrast and clarity to enhance texture.**
-  **Sharpening to restore some of the sharpness lost in the lens and image sensor.**
-  **Noise reduction to smooth out any noise in the image. Noise is not grain, and is generally considered undesirable.**
-  **Vibrance to heighten any muted colours.**
-  **Which leaves only lens corrections, perspective corrections, radial filters, graduated filters, and masking where changes will be brushed onto the image. The hue is fine tuned, together with saturation and the luminance of particular colours.**

This was how Old Harry was photographed, the same process that is used for all our yacht imagery and video. Not quite the same as the snap of an iPhone – no?

WINDY SLR60'/SR60'

POA



Super capable chaseboat from Windy, built in Sweden to designs from our very own Malcolm McKeon. Capable of 800 nautical miles at 25 knots without fuss and comes with a stunning Liaigre interior. The SLR iteration provides yet extra endurance. The last word in super yacht tenders.



CLICK OR SCAN

WINDY 31' ZONDA > WINDY 31.627

€165,000

Palma de Mallorca



Deeply flash sportsboat from the Masters in 2012; Motorboat & Yacht said simply – 'best hull we've ever tested!' Twin 220hp Volvo D3s, thrusters at both ends, Garmin electronic wizardry, and of course, the ride is sublime.



CLICK OR SCAN

WINDY 31' ZONDA > PHARSALIA II

£197,950

Lymington, UK



Unlike her name, she certainly is not from Roman times. The coolest you can look at 40 knots, deep V hull allowing impressive sea keeping and grip on the water. Double cabin and electric heads all at 31 feet. Get your sunglasses out and hold on.



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WINDY 37' GRAND MISTRAL HARDTOP > ARTEMIS

£195,000
South of France



2011 splash, she is the newest of this illustrious sisterhood in brokerage captivity. The most successful class that Windy ever produced; with their practical hardtop, epic performance and handling and long legs, it's not hard to see why. With twin Volvo D4s, joystick docking, cherry veneers and more.



CLICK OR SCAN

WINDY 32' SCIROCCO > ALEGRIA

£82,500
Lymington, UK



From 2005, comes with twin KAD300s that Windy aficionados will tell are all the go! Fab kit and caboodle for day tripping yet capable for a night or two on board. Ready to be splashed.



CLICK OR SCAN

WINDY 32' GRAND TORNADO > SPITFIRE

€154,950
Palma de Mallorca



2008 from Windy and the legend that is Hans J Johnsen, she comes with a 300hp Volvo D4 and her driver is guaranteed an ear to ear grin. Great vintage Windy build and recently updated and refitted in this ownership – she looks and is the business.



CLICK OR SCAN

WINDY 32' SCIROCCO > STARGATE

£79,950
Portsmouth, UK



Brilliant sportsboat from 2003 with a recent electronic wizardry upgrade – Axiom plotter, new Ramarine autopilot and more. Just the job for family cruising, providing a comfortable and safe platform whilst delivering performance that everyone will love.



CLICK OR SCAN

WINDY 29' COHO > CURRENT LIABILITY

€139,950
Palma de Mallorca



WINDY 28' GHIBLI > UNDER THE SUN

€92,500
Lymington, UK



Sensational pocket Windy with twin 190hp Volvo diesel D3s. Her name tells you what she is good at. You will not be disappointed by performance, she delivers a fantastic drive. From 2008 she still looks the part.



CLICK OR SCAN

WINDY 27' SOLANO > ARROW

£145,000
West Country, UK



2019 splash, warp speed is provided by a 350hp Volvo V8 Petrol with modest hours to date. She's kept under cover when not in use so she gleams. Combining epic handling by Hans J Johnsen with epic Windy styling – what's not to like?



CLICK OR SCAN



The best sub 30 foot drivers' boat money can buy as reviewed by Motor Boats Monthly Magazine. Built in 2016 she still looks the part cruising the Balearics. Volvo D6-400hp engine gives performance and fuel-efficiency, two words not often found together.



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MOONEN 110' MUSTIQUE > YN202

€17,000,000 + VAT

Subject to the terms of Moonen Yachts Sale and Purchase Agreement
Northern Europe



Diana Yacht Design and build from Moonen, the best of the best. Recently splashed, her Van der Velden exterior styling is elegant and smart. She has a full displacement steel hull and comfortable trans-atlantic range. She provides immediate delivery and is a magic carpet for exploring the waters of our planet in comfort, safety and in style.



CLICK OR SCAN

MOONEN 122' MARTINIQUE' > YN205

€25,500,000 + VAT valid until 31 December 2023

Subject to the terms of Moonen Yachts Sale and Purchase Agreement
In Build – Delivery April 2025



#07 of this extraordinary displacement explorer of high tensile steel, available for delivery in 2025 she is growing as we write in Holland with the help of Moonen's exceptional craftsmen and technicians. Her interior by Hollander Design is informal and natural, delivering a beach villa aesthetic. On deck there are wonderful outside areas, to go with her purposeful good looks, vast range and top speed of 17 knots.



CLICK OR SCAN

MOODY 54' DS > MIADELITA

US \$950,000
East Coast, USA



Massively well designed and conceived comfortable cruising yacht from Dixon Yacht Design and the Moody team. From 2018, Moody aficionados will get it when we say she has galley down. Cherry innards, automated rig, and thrusters at both ends. Comes with flexi teak which will never wear out and is a practical low maintenance solution to yachting.



CLICK OR SCAN

MOODY 45' DS > CECILIA

US \$875,000
Georgia, USA



Only being sold to make way for a bigger sister. Fresh out the wrappers in 2021, a chance to own an almost as new yacht without the boring lead time. Super cool deck saloon – proper open plan living when on board.



CLICK OR SCAN

Moody



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- Living on One Level in Luxurious Comfort
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THE REDWOOD LIBRARY & ATHENÆUM

~ A NEWPORT JEWEL

By Jennifer Stewart – Berthon USA

Photography © The Redwood Library & Athenæum

Less than half a mile from the Berthon offices in Newport, Rhode Island USA, on historic Bellevue Avenue stands The Redwood Library and Athenæum. It is a jewel in the crown of our town and in 1747 when it was built, it was the first purpose built library in the USA and today is the oldest continuously operating one.

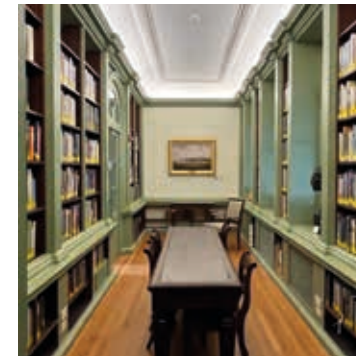
As an Athenæum, it is a museum and research center as well as home to around 200,000 books, with early American history well represented as well as that of Newport and Rhode Island. It was originally a Newport community project with 46 sponsors with a single aim 'to propagate virtue, knowledge and useful learning with nothing in view but the good of mankind'. This special building has served our community well and is still doing so today...

Its architect, Peter Harrison, was interestingly enough also a ship builder and captain, who arrived in Newport in 1739. His ship building skills were carried over to the design of the Redwood Library.

Its four columns resemble masts, and the two side wings the sails. This symbolizes the fact that ships were the conduit for the information and knowledge shared between the continents. It is said that some of the original beams were old ships' beams, which can also be seen in buildings elsewhere in Newport. Recycling eighteenth century style! The exterior of the building is carved and painted wood, not stone. Each panel is about 6 foot square, and it has been a subject of much debate over the years whether housing flammable books in a flammable structure is such a good idea! The reasoning when the Redwood was built was that since America had plenty of wood, and at a time when city buildings and homes were mostly all built that way, Harrison wanted the Redwood not to be yet another stone monument, but instead, part of and familiar to the community living here. This type of wooden construction is also used in a building right next to our offices, Vernon House, now owned by the Restoration Foundation, and it is hard to tell that it isn't stone.



DURING ITS 275 YEAR LIFESPAN, THE REDWOOD WAS EXTENDED SEVERAL TIMES. IN 1912, AN EXTENSION WAS DESIGNED BY GEORGE CHAMPLIN MASON, AND CALLED THE DELIVERY ROOM. MOST OF THE REDWOOD'S BOOK COLLECTION IS STORED HERE, AND THERE IS ALSO AN ART GALLERY AND EXHIBIT SPACE. ▶



Sailors Valentine Artifact / Harrison Room / Original photo of the Rovensky Room / Rovensky Room remodel / Quiet reading space / Bronze sculpture

The original shipment of 1338 books from London was a huge number. Subjects ranged from astronomy, theology, law, heraldry, English lineage, classics, gardening, surgery, maps, treaties on navigation, to carpentry and classical architecture. As Newport was developing from virgin wilds, can you imagine how it must have been to have a place like the Redwood that had books that you could borrow and read? Books were so valuable that members could borrow just one book a month for a maximum of a month, and they had to leave a promissory note to the value of the book. It was said that the Redwood "*rendered the inhabitants of Newport, if not a learned, yet a better read, and inquisitive people, than any other town in the British colonies*".

Over the past three centuries, various donors have created a rather eclectic collection. The museum holds an important compilation of portrait paintings including those by Gilbert Stuart and Charles Bird King, many artifacts, as well as

two gallery spaces for rotating exhibitions. In some cases, the only remaining copy of a book can be found at the Redwood. Today modern publications sit next to a selection of the classics from the 1800s. There are childrens' books, and historical research articles as well. The Redwood is a lending library today, free of charge to enter and with a modest yearly fee for membership. There is a lecture series as well as a summer concert series on the lawn, and quite frequently, a bride may be seen walking up the Redwood's path.

The interior is stunning using natural lighting wherever possible, with arched ceilings, wonderful mouldings, and welcoming but private spaces for pondering life. Various portraits and sculptures are on display, and the display cases change frequently. There is an art gallery, exhibit space, and because the stacks are on castors, it also creates a wonderful space for a dinner or an event.



Silver Exhibit / Celestial Globe / The Roderick Terry Reading Room

Recently the Redwood hosted the Spectacular Silver Exhibit in collaboration with The New York Yacht Club, featuring the Goelet Cups, made by Tiffany & Co. as well as Whitney Manufacturing in 1882. These trophies were not only part of The New York Yacht Club Collection, but others were also on lend from The Indiana Museum of Art At Newfield, the Metropolitan Museum of Art, Salve Regina, Seawanaka Corinthian Yacht Club, Tiffany & Co. and private collectors. Originally donated by an avid yachtsman, Ogden Goelet, for the winning single mast sloop and two-masted schooners, they are some of the most elaborate trophies ever produced, and show the skill of the American silversmiths of the era. These races were held in Newport during the Annual New York Yacht Club Cruise, and each year the trophies became yet more elaborate. The first winner was MONTAUK, and the tradition continued every year until Mr.Goelet's death in 1897. To this day, the race, now called the Astor's Cup, is part of the New York Yacht Club's annual cruise.

The Redwood also has a celestial globe, made in London by the Carys. Inscribed on it the date: ***'1st March, 1799 – CARY'S new and improved celestial globe on which is carefully laid down the whole of the stars and nebulae contained in the astronomical catalogue of the Rev Mr Wollaston FRS. Compiled from the authorities of Flamsted, de la Caille, Hevelius, Mayer/Bradley, Herschel, Maskelyn and with an extensive number from the works of Miss Herschel – the whole adapted to the year 1800 and the limits of each constellation determined by a boundary line .'***

Instead of showing our planet, it depicts the sky above, its stars and constellations. Ironically, the founders of the Redwood met on the last Wednesday of September each year in the forenoon which is coincidentally the time of the autumn equinox when the sun's path following the celestial equator rises directly in the east and sets directly in the west.

The Redwood is an extraordinary part of the fabric of Newport and the USA and well worth a visit, particularly for sailors who can wonder this incredible globe and the Redwood's history that began with a ship's captain with a talent for architecture.

HYLAS 54' > REMEDY

US \$525,000
Maryland, USA



German Frers designed hull, she sails like a witch. Currently having a fresh lick of flag blue Awlcraft. Easily managed by a couple, she might be the REMEDY to all your problems.



CLICK OR SCAN

HINCKLEY SOU'WESTER 50' YAWL > SPIRIT

US \$225,000
Rhode Island, USA



Captivatingly pretty yawl from the masters of the pretty yacht, they delivered her in 1979. Externally she is decidedly vintage yet maintained Bristol fashion with gleaming topsides and brightwork. Below she bristles with 21st century technology, she is a honey.



CLICK OR SCAN

CUSTOM B&R / ERIC GOETZ 68' > ROUTE 66

US \$650,000
Virginia, USA



One of a kind round the world rocket machine. Designed for a couple to cruise with ease, comfort and speed. Carbon hull, carbon rig and lifting keel. Too cool for ROUTE 66.



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NAUTOR SWAN 40' > LEDA

US \$200,000
Rhode Island, USA



Timeless good looks on this lady from 2000 still with her first very loving owner who has day sailed her. Eye-catching flag blue hull, which had a fresh coat in 2018. Carbon spar with recent rigging, her cabins have never been slept in.



CLICK OR SCAN

NAUTOR SWAN 40' > WILLOWIND

US \$100,000
Florida, USA



S&S and Nautor in 1971, she looks amazing from absolutely every angle and is arguably the best of the sisterhood afloat today. Much reworked and updated by this long term owner. She also benefits from some design magic from Rod Johnson so she is ferociously quick.



CLICK OR SCAN

CONTEST 44' S > CELERITAS

US \$150,000
Portsmouth, RI



Dick Zaal and the Contest kiddies in 1998, she has been sailed and cherished on the East Coast of the USA since 2000. She comes with a nice hydraulic push button rig, secure centre cockpit and the perfect layout for 2 couples to cruise far aboard. She is compact for easy East Coast sailing yet is capable of bluewater as you wish.



CLICK OR SCAN

LITTLE HARBOR WHISPERJET 46'

US \$275,000
Ontario, Canada



Classic New England styled cruiser. Proper accommodation below decks and all the kit and caboodle for living on board, even air con and heating! Running on jazzy jet drives. Built in 1997 but she does not look her age.



CLICK OR SCAN

NAUTOR SWAN 43' > JAVA OF LONDON

US \$199,000 VAT PAID
Rhode Island, USA



Ron Holland Swan from 1986, unique with an extended aft deck with a massive boot beneath for genset, gear and davits. Awesome decks replaced 2007 and still in the first flush. Virtually unused for the past 10 years, yet splashed, commissioned and serviced annually. She is a gem that is also VAT paid pending a European waters closing.



CLICK OR SCAN

HINCKLEY 51' > REBECCA

US \$495,000
Maine, USA



Custom build from the US's finest in 1989, she has always been cherished by the Hinckley Yard in South West Harbor and has been tucked up in a nice heated shed every winter. In-boom from LeisureFurl, the rod in new 2023, lovely non-teak decks that can never wear out and nice teak cockpit. Epic green/grey topsides livery and the rig had new pain in 2020. Very special.



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TRIQUAL 65' > BIG BIRD OF POOLE

£394,950
Lymington, UK



Robust and handsome steel motor yacht from Holland in 2002. In this ownership since 2013, she has had a top to bottom rework and is now in fine fettle. Powered by a pair of Vetus Deutz in an engine room you could hold a dance in. Masses of volume in the accommodation and on deck too.



CLICK OR SCAN

CLIPPER 60' CORDOVA > MYSTIQUE

£625,000 + VAT
Channel Islands



Semi-displacement trawler that has passed through our hands already, we love her bright and airy, custom Beech interior – so different from the standard explorer experience. From 2012, she can run on fumes powered by a brace of 550hp Cummins and also has zero speed stabilisers, Axiom electronics, thrusters at both ends and she gleams.



CLICK OR SCAN

52' CUSTOM TRAWLER > SOTERIA

€550,000
Turkey



Recent yacht from 2017, built for a most experienced yachtsman who wanted a trawler that would work in warm water. She has great deck space, much of it shaded, a cool interior, 2 ensuite cabins plus crew and lovely teak decks new 2021. She is built CE Category A. Her owner has now swallowed the anchor, so offers please.



CLICK OR SCAN



LE CHÂTEAU DE LA NAPOULE

From 14th Century Military Fortress to 21st Century Artist's Retreat

By Isabelle Skaf – Berthon France

Stretching from St Tropez to Menton on France's eastern border with Italy, the beautiful French Riviera is home to more than its fair share of breathtaking historical sites, old towns and fortifications. Berthon France's offices based in Mandelieu La Napoule are lucky to have one such historical site as an enchanting neighbour. Look to your right as you walk out of the Berthon offices and you will see the impressive red bricks of the Château de La Napoule, towering above the sea. This imposing, medieval castle appears to have been sculpted out of the red rocks of the Esteral mountains that surround it.

The Château's past is closely tied to the history of the French Riviera. The region, inhabited since prehistoric times, has been ruled by a variety of civilizations over the centuries and the location has always made it a key strategic point for coastal defence.

Today the Château is an important cultural centre, owned and run by the La Napoule Art Foundation. The Foundation hosts small groups of artists for 1 to 2 months at a time, offering them the unique opportunity to collaborate, live and work within the old castle walls. Tourists can enjoy guided tours and the public are welcome to roam the magnificent gardens, where you can stroll right down to the water's edge. Listed by the

French Ministry of Culture as among the '*Jardins Remarquables en France*', they are a popular local attraction.

Since its construction as a medieval fortress in the 14th century by the Comtesse de Villeneuve, the Château de La Napoule has survived a rich yet turbulent history. Both town and castle have witnessed numerous revolutions, attacks, wars; including an assault in 1530 by the infamous pirate Keir-ed-Din, otherwise known as Barbarossa. As a result, the Château has been destroyed and rebuilt several times.

Many illustrious owners have been lucky enough to own the property. And with these successive owners came continuous renovations and expansions, with new buildings often being added. The beauty of the location meant there was always someone ready and willing to revive any ruins and add their own personal stamp and flair.

The Château was home to the last Marquis of La Napoule before the French Revolution, during which it was sadly looted and abandoned. In 1876 the Château received a new lease of life when purchased by a wealthy perfumer from the nearby town of Grasse, Mr Charrier. The years had been unkind and so Charrier demolished what was ruined and used the foundations of the old buildings to fashion a splendid seaside mansion.

After spending time as a glass factory in the 19th century, the Château was eventually bought in 1918 by two Americans, Henry and Mary Clews, who were the last owners to live there. These two American expats, escaping the horrors of a war torn Paris and a flu pandemic, were in pursuit of peace and warmer climes in the South of France. They fell in love with the abandoned 14th century castle and decided to turn Château La Napoule into the castle of their dreams.

And so it was transformed once again and rebuilt stone by stone to the plans commissioned by Henry and Mary. They set about creating something truly magical. Both passionate artists, as a sculptor Henry devoted himself to the architecture, whilst Mary



designed and landscaped the stunning gardens. The castle is an impressive example of medieval architecture, with its own ramparts and courtyards. Out of the ruins they kept both the Roman and the Saracen towers, adding a third tower named *'Torre de la Mancha'*, Henry's tribute to Don Quixote.

The gardens Mary created are exquisite, with beautiful planting, fountains and sculptures. There is a fairy tale theme to the castle's walls, its gardens and the statues that grace it. Words and phrases such as *'Once Upon a Time'* and *'Myth'* have been etched into the stone and many of the garden's sculptures are of fantastical beasts and fairy tale characters. The gardens are divided into several sections, each with their own unique features. The Italian Garden is quite formal, with a central fountain and a series of terraces. The lovely Rose Garden is filled with a variety of fragrant roses in all colours.

Sculptures in the Château and the Château gardens © Vito Vagali



As well as their own funeral chamber, these romantic lovebirds built an inaccessible room on the top floor. They vowed that in this secret chamber, their two souls would once again be reunited following the 100 year anniversary of the death of the last of the couple to survive. The stuff of fairy tales indeed! The anniversary, which falls in 2059, will be sure to attract ghost busters from around the world.

Henry and Mary spent 20 years restoring this remarkable building in neo-medieval style and they lived in their very own *'happily ever after'* until Henry's death in 1937. Still grieving for her late husband, difficult days lay ahead for Mary as World War II shattered Europe. La Napoule was captured by the Germans and the castle used as their local headquarters. In order to stay in her home and close to Henry, Mary acted as a maid within the castle's staff and spent the war waiting on the German occupiers in her own home.

Things eventually settled down after the war and in 1951, Mary created the La Napoule Art Foundation in the USA and the *'Association d'Art de La Napoule Memorial Henry Clews'*. The Château de La Napoule began its new life as a place for cultural exchanges, exhibitions and artist residencies. Mary died in 1959 leaving her descendants and family to manage the La Napoule Art Foundation and it continues its work as an international centre for the arts to this day.

The Château de La Napoule is a testament to the resilience of history and the beauty of restoration. Its extraordinary past and amazing architecture make it a must-see destination for anyone visiting the French Riviera.



© Château La Napoule and the La Napoule Art Foundation

BESTEVAER 66' > ANABEL

€1,650,000 + VAT
Canary Islands, Spain



Simply astonishing, of tin by KM and Dykstra, built for a most experienced owner in order to explore the planet. Epic in the Tropics, fully sorted for high and low latitude; she is glistening and shows little sign of the miles beneath her keel to date. Masses of unique and smart features and the standing rigging is brand new.



CLICK OR SCAN

NORDIA 55' > TRUANT OF SARK

€619,000
East Mediterranean



Most excellent green yacht that is far too good for the owl and the pussycat. Delivered by Holland's finest in 1995, after a circumnavigation of our planet she was disembowelled and rebuilt by Berthon in 2011. Since then and in this ownership she has been cherished, upgraded and polished. Easy to sail, epic build and very current.



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INTERNATIONAL YACHT BROKERS

MALO 37' > PENGUIN

€225,000
Henån, Sweden



Leif Anfermark design and made flesh on the lovely Island of Orust in 2009. Still with her original owners, she has only ever known the charming cruising grounds in Sweden and the comfort of a warm shed in the wintertime. In great good shape with 2 cabins and comfortable sailing.



CLICK OR SCAN

LÅNGEDRAG 45' > TINDRA

SEK 1,850,000
Göteborg, Sweden



Tough as old boots, with her sturdy, well insulated steel hull and nice deck saloon that provides cover for cruising in inclement northern climes. From 1991, in super good shape with quarters for 6 crew, and a simple easily managed rig – we think she's a great adventure yacht.



CLICK OR SCAN

CHALLENGE 72' > CHALLENGE BUSINESS 45

£195,000 + VAT
Exeter, UK



If you're up for a Challenge and the opportunity to own one of these iconic One Design mile munchers that raced around the globe against prevailing winds and currents, she offers stacks of potential in all respects. Restoration project par excellence all offers please.



CLICK OR SCAN





Nice Ice

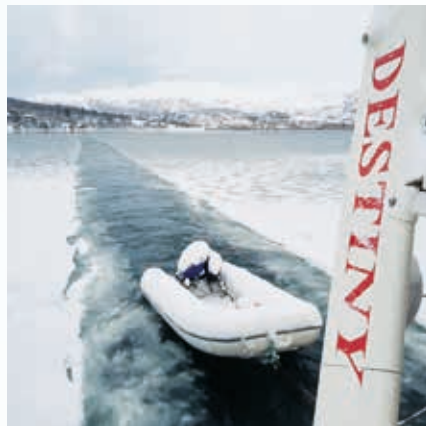
By Andrew Fennymore-White

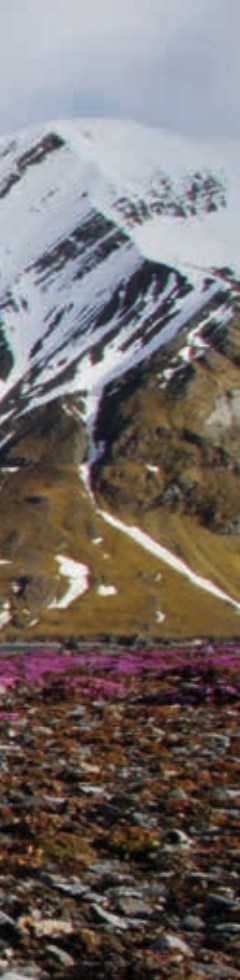
Photography © Andrew Fennymore-White

My current worries about ice are whether there are sufficient cubes for a Margarita for Janice and myself but after 8 years of cruising in the Arctic, West to Baffin Island and East to Hammerfest, that is a pleasant distraction. We are just coming to the end of our second winter season spent in the Caribbean.

Which do we prefer? Without doubt the Arctic. In the purity of the air, mirages shimmer, reflected by cold air, judging distance becomes a guessing game. From early spring light rapidly increases until life seems to be running at double speed, plants and creatures all frantically reproducing before the long night cycle begins again. Nothing seems to sleep. The landscapes can be incredibly harsh but beautiful on a micro scale; orchids, saxifrage, lichens, dense mosses. There is an abundance of wildlife not found in the tropics; whales, seals, bears and birds to name a few that are incredibly curious the more remote you travel. I once had a very young reindeer run around me all loose fluffy skin and knobby kneed, bleating and nudging me. I suspect it had never had a two legged playmate before. ▶







But it's the frozen side of the Arctic where the real magic lies. The snow, with its individual flakes silently falling on deck, and the ice. Ice in all its forms. An anchorage that has frozen overnight with a thin Nilas, a crust a centimetre thick but enough to silence the water. A chunk of glacial ice glowing from within, a water eroded lump, a perfect turtle sculpture. A flower encrusted, a gleaming cathedral sliding past. Of all the elements, it is the ice that grabs the attention and demands the most respect.

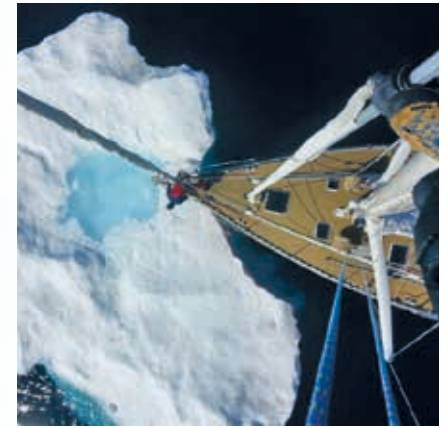
So how do you experience this wilderness?

Most cruisers will not have the space to have a pilot or professional Captain on board but are sole minded enough to want to be independent anyway, which is why they are cruisers in the first instance. I think the first item must be a strong vessel, robust enough for inevitable unforecast heavy weather but still able to sail in light airs. Arctic sailing is fickle; we estimate around 40% motoring. A powerful engine that will get you safely into an anchorage should not be underestimated, with lots of fuel, 1,000 nm range at a minimum. A comfortable place to relax while gale bound at anchor with heating running smoothly should be high on your list. Independence from gas is another great asset. Greenland only sells huge 30kg bottles and those are non-refundable.

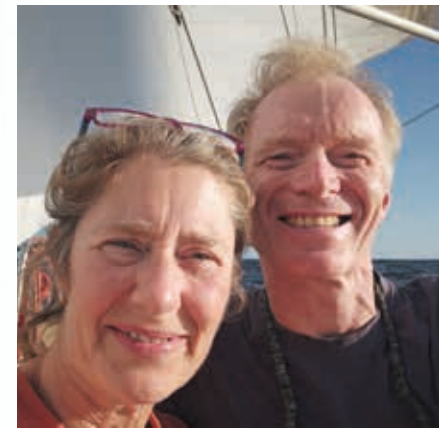
Next comes the confidence in your own ability as a crew to understand the environment and your vessel. The ability to overcome the inevitable breakdowns which not only means having the spares and tools organised on board, but the knowledge to use and

adapt them for the current problem and a space to work. Being a great racer or captain of industry will not help you, but years of tinkering and fixing broken stuff will. A ***'never give up'*** mentality will go a long way, duct tape and zip ties not so far. You and your crew are the only help in many Arctic locations. East Greenland in 2017, we failed to see a single vessel in the 600nm stretch from Tasiilaq to Cape Farvel. Likewise in 2016 we were off all electronic charts for 3 weeks in Nordaustlandet, Svalbard, not a sole seen.

Modern satellite computers have meant getting a good forecast is straightforward now and that goes for reasonable ice forecasts but a chart showing 3/10 ice cover doesn't mean the ice is evenly spread out. It's often blown or swept by currents into thick bands. Local currents might fill a bay entirely on a rising tide and empty it on the ebb. Confidence in ice comes with experience but the rules are fairly straight forward. Have a look out in the mast if possible; don't go into a tight cul de sac; don't enter ice fields of any size if there is a heavy sea running; don't sail too close to large bergy bits - if there is ice 20m above the water, when it rotates over or breaks in two that might be 100 meters thrusting up out of the deep with a large wave preceding it. Classic shots of your yacht framed in an ice arch look nice but you need the tricks of a long lens to pull it off. ▶



*So how do you
experience this
wilderness?*



Be careful where you anchor as it's easy to get blocked in and find it impossible to manoeuvre or retrieve your anchor. We had a close shave with DESTINY in the spring of 2018 when at anchor. During a cold front induced wind shift, acres of fast ice broke free from the shore and charged down on us. We only had a minute to dump our starboard anchor before the ice would carry DESTINY onto the new leeshore, just metres astern. The warp securing the bitter end of the chain was just long enough to allow it to be cut on deck and we motored into free water with seconds to spare. Gratefully we dropped our port anchor and went to bed, happy to have a reliable anchor down and thanking our lucky stars that one of us had seen the ice breaking free as we cleaned our teeth. The following day we had much fun successfully dredging for our lost anchor.

Radar also has its use to confirm the charts accuracy. For instance the entrance to Tasillaq, East Greenland has a significant offset error. We came in with thick fog after 12 hours of heavy ice strewn water to then have to radar pilot through the entrance. Not being able to rely on the chart plotter was not appreciated, but a lookout on the bow and a slow patient approach was way preferable to staying out in the ice motoring.

Forward looking sonar is also a great asset. I have always used EchoPilot and I think it has earned its place aboard. A forward sonar will alert you to an uncharted rock 2 or 3 boat lengths away in calm water and there are a lot of those in the Arctic. It allows a good sweep of an anchorage, giving confidence during wind shifts or nosing into tight passages. Having a lift keel is a fantastic advantage. If you can anchor in shallow water you know most larger pieces of ice will ground long before reaching you, equally using your keel as a joker card pays dividends. We try to never anchor keel full up, but always keep at least 0.5m in hand in case we get grounded.

A personal rule is always wear a full immersion suit while in the tender and, if we are both going ashore, to be equipped should your tender be lost to a curious bear or walrus or simply blown away. Radio, sat phone, flares, food, shelter and a rifle of course go a long way for your survival if the unexpected happens.

Plan your first Arctic trip mid-summer when the daylight is continuous, the ice at a minimum, the weather warm and pleasant. East Greenland is quite seriously remote, West Greenland much more approachable but a long sail from the UK. Svalbard with an over winter in Norway is a good introduction and there are plenty of other cruisers with a good but bureaucratic infrastructure.



SAMOA 47' > DESTINY

£395,000
Lymington, UK



With distinctive Van de Stadt good looks made flesh of aluminium in 2011, built to and maintained to MCA Category 0/2 she is an awesome tool for serious cruising and her centreboard provides lots of options. She loves high latitude, you can read of her adventures in this publication on Page 93. With comfortable accommodation for 7 and looking extremely fresh.



CLICK OR SCAN

21.5M ROGERS CUSTOM > SONG OF THE WHALE

£850,000
East Coast, USA



Important sailing research vessel, in steel to MCA Category Zero from the hand of Simon Rogers, she hatched in 2004 and has been carrying out important scientific work ever since. Super quiet for obvious reasons, her mission is to understand and protect cetaceans the world over. Funding, joint ventures and help all appreciated. Also for sale.



CLICK OR SCAN

NORDIA 45' > CONSTANTIA

£115,000
South Coast UK



1978 yacht, you don't get more Dutch without clogs. Built by the famous Van Dam Nordia Shipyard, she has classic good looks, ketch rig and a wonderful Master and Commander main saloon aft. Looking very fresh, pit stop 2023 including paint. Splendid little Ship.



CLICK OR SCAN

Rustler

Rustler 41 M/Y | Rustler 57 | Rustler 44 | Rustler 42 | Rustler 37 | Rustler 33 | Rustler 24

Rustler
YACHTS



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Beautiful yachts, beautifully built

Rustler 41 M/Y

Principal Dimensions: LOA: 12.5m Beam: 4m Draft: .64m Cruising: 25 knots

DISCOVERY 67' > TILLY MINT

€998,000
Palma de Mallorca



The flagship of the Discovery fleet, from 2009, conceived owner driver use, yet has plenty of room for crew. Built to MCA Category 2 in a different life she was successful on the charter circuit. She has enjoyed a series of serious refits in the recent past – rig, decks, genset, paint, electronics, batteries, AV and much more. With her raised saloon, interior watch keeping, automated Solent rig and spacious light interior, she delivers a versatile world cruising yacht.



CLICK OR SCAN

DISCOVERY 58' > KARIBU

£1,050,000
Palma de Mallorca



Ron Holland and the Discovery bods in 2016 specifically for a world cruise. Sadly the plan didn't work and hence she is yet to cross an ocean. She has been professionally maintained from the get go. Awesome oak interior with leather trim all breathed on by a talented interior designer. 4 great cabins and absolutely no rough edges. 100% plug and play.



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INTERNATIONAL YACHT BROKERS

DISCOVERY 54' > MINOTS LIGHT

£1,000,000 + VAT
East Coast USA



Hatched in 2018 to handsome lines by Dubois and built for an owner who ticked the entire extras list, she has been skipper maintained since the get go. With a splendid Discovery deck saloon, slippery sailing, epic sea keeping and a draft of only 1.8m she is versatile and long legged – and very new.



CLICK OR SCAN

DISCOVERY 55' > TICKETEEBOO

£498,500 + VAT
Croatia



2009 Disco 55' that is still with her first owners and which has taken them across the pond twice on the traditional north Atlantic circuit as well as cruising extensively in the Mediterranean, virtually always, 2 up. Practical warm water specification, nice anodised rig and very up together and totally ready to sail.



CLICK OR SCAN

DISCOVERY 55' > COOL CAT

€675,000 + VAT
Grenada, Caribbean



2012 hatch, she is #41 of a fleet that numbers just over 50 hulls. The Disco 55' is a benchmark bluewater yacht by which all others are judged and they are perfectly set up for 2 handed planet circuits. Significant makeover in 2019 including coppercoat, new sails, propeller, rig review and stacks else. These owners have kept up the good work – she gleams.



CLICK OR SCAN

DISCOVERY 57' > ON A WHIM

£795,000
Lymington, UK



The first of her kind she hatched in 2012 and was delivered with a massive spec – Formula spar, automated rig including Reckmann at the front, tropical aircon and a lovely teak and wenge interior that is virtually unmarked. Her owner has now hung up his sea boots so she must be sold. Some investment is now needed to get her going, and the price reflects.



CLICK OR SCAN



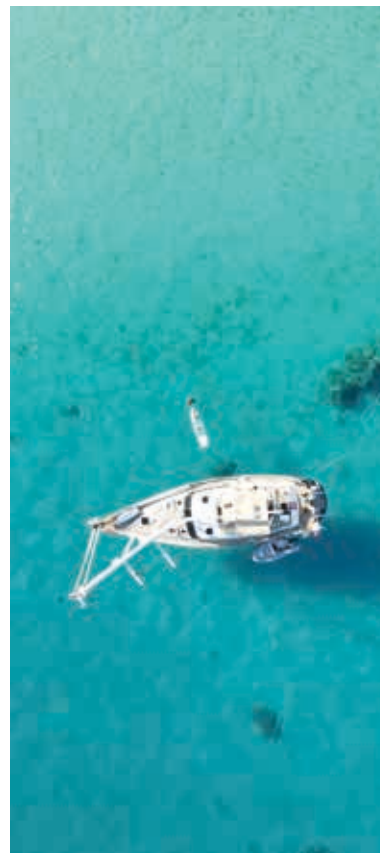
Gin clear waters makes underwater exploration so much more rewarding



LIVING THE BLUE DREAM

By Gisela and Tim Upton

Photography
© Gisela and Tim Upton
© Candice Daley



The flame was lit almost 15 years ago when we met in Cannes, working aboard a motor yacht doing the Classic Med - Caribbean milk run. I think the conversation went along the lines of: ***“Wouldn't it be great if we had our own boat one day and went to all the amazing places these boats never go to?”***

Fast forward ten years, we were living in South Africa with two small kids and Tim working a rotational job as Captain on a superyacht. The embers of our dream were still smoking in the grate when we had a serious discussion one night, where we weighed up the options of setting off in two years or waiting until our kids were out of school. Neither of us wanted to wait, so we started looking at boats for sale that same night. The fire was truly roaring now. We devoted every spare minute to researching different boats. When we came across the **Discovery 55'** it was an instant - This is the one! - moment. She ticked all the boxes on our list, she really is a true bluewater cruiser and we have never regretted our decision. With the help of Alan McIlroy at Berthon, who was by our side throughout our purchasing journey, we finally sealed the deal in August 2020 and after a short yard period we started our circumnavigation from Lymington in December. ▶



With the world upside down at the time, the ocean felt like the perfect place to be. The children were 2 and 4 when we set sail and adapted to their new life with the greatest ease. We weren't that far behind and after tackling the Atlantic Ocean, with just the two of us as watchkeepers, we felt a great sense of accomplishment after 18 days at sea. We promptly celebrated with a few Dark and Stormies in Antigua's English Harbour. We decided to skip the islands we had frequented in a previous life and instead visited ones that were new to us. The highlights were the wild, volcanic Dominica followed by Bonaire in the ABC island group where we spent the hurricane season exploring every reef on the island.

So, by now you might be wondering how do we afford to cruise and not work? It wouldn't be fair to paint this pretty picture, without showing the other side of the coin. Every 8-10 weeks Tim returns to his 'work boat' to pay for this wonderful lifestyle we are so fortunate to enjoy. During that time the rest of us are based in a safe harbour and spend our time homeschooling, doing boat maintenance and of course getting to know the locals and our surroundings.

This means we need to be very flexible with our itinerary and sometimes stay in one place a bit longer than most other cruising boats, but for us it has been a nice balance of sailing and land life. The children have flourished in their time onboard, going from non-swimmers to fish underwater in the first year. Experiencing this life through their eyes is one of the greatest joys of the journey - they are interested in the smallest details as well as the whales and sharks that we are drawn to.



We sailed to Costa Rica and then on to the Galapagos - what a magical place!

When the seas get rough, they pretend they are on a rollercoaster and whenever we are in a marina for too long, they ask us: ***“When will we be going on our next crossing?”***

From the Caribbean, we continued to Panama where we transited the canal after spending time in the San Blas islands and Bocas del Toro. We sailed to Costa Rica and then on to the Galapagos - what a magical place! The kids saw first-hand all the wildlife they had been reading about and watching on Planet Earth and we got the chance to dive with hammerhead sharks and giant Galapagos sea turtles. From Galapagos we tackled our next major ocean crossing, The Pacific. We made it to Nuku Hiva, Marquesas in 17 days. Our first sight of the lush green mountains and an escort of 5 or 6 manta rays at the entrance to the bay was a special moment for us all. ▶



**The most common question we get asked is:
'What has been your favourite destination?'**

There are so many places we have visited that have been out of this world, but the standout winner has to be the Tuamoto archipelago in French Polynesia. There are over 70 coral atolls of which some are accessible via a narrow pass in the fringe reef. Once inside the lagoon you are immediately transported to a tranquil, turquoise pool of water that is so clear you can see every fish underwater. We had our pick of deserted beaches lined with palm trees dripping with coconuts. Our only dilemma was whether the next beach might be better?

We loved being able to anchor close to shore and the kids having the freedom to explore without any of us having a worry in the world. We didn't see another boat or person for a week and were living completely off-grid. Our only companions were reef sharks and eagles rays and the glorious night sky.

It has been times like this that have made us think: ***"Is there anything better than seeing the world in your own time and having your family along for the ride to be able to experience it all?"*** This for us is what makes all the other sacrifices worthwhile. Yes, it is hard work and yes things on boats have a habit of breaking a lot more than in a house and seem to cost 3 times the price, but it is without doubt the best decision we ever made.

Our original plan was to circumnavigate in 3 years, ending up back at Berthon to sell the boat, buy a house and live a **'normal'** life. We are not far from 3 years now and we are only halfway in New Zealand, but we are clearly not done exploring yet and certainly not ready to live a normal life.

“Is there anything better than seeing the world
in your own time and having your family along
for the ride to be able to experience it all?”



DISCOVERY 55' > VELA VEE

£425,000
Lymington, UK



2003 iteration of this world class short handed mile munching sisterhood from the hand of Ron Holland. Proper deck saloon, interior watch keeping, great and very manageable Solent rig and full of practical ideas for sailors. She has had a root and branch rework – systems, rig, the works and is now in very full cruising trim.



CLICK OR SCAN

DISCOVERY 55' > SAXON BLUE

€649,000
Mainland Spain



From 2009, #30 of the series, her first owner wanted to sail North so in addition to the normal Disco fayre for blue and warm water, she has Kevlar strengthening in the hull, a stainless steel bow plate to deter the soft ice and a myriad of other upgrades for cool waters. Hugely updated in this ownership and perfect for her current role in the Mediterranean, she is good to go.



CLICK OR SCAN

DISCOVERY 55' > MERLYN III

£590,000
South Coast, UK



2012 Disco still with her first owner who had her spec'ed for a world cruise and he has taken her far. Practical white hull for the Tropics, she has been carefully maintained and updated through life. Bucket list ticked off, it is now time for her new sailor to cross oceans aboard her.



CLICK OR SCAN

DISCOVERY 55' > CALLA

US \$399,000
Rhode Island, USA



2006 member of the iconic Discovery sisterhood of benchmark bluewater cruising yachts with their sweet lines by Holland, proper deck saloons and interior watch keeping. This yacht now requires some TLC to make her shine as she should and the modest ask reflects this fact. Offers are welcome.



CLICK OR SCAN



PEGASUS 50 GLOBE

This bluewater sailboat includes full options package and it's completely equipped to sail around the world with total freedom.



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NAJAD 380 APHRODITE > CABLE CALL

£240,000
South Coast, UK



Only a few of these stunning yachts from Najad and Judel/Vrolijk ever splashed so they are massively rare on the brokerage market. From 2009, she is with her first owner and she has been cherished from Day One. New standing rigging 2018, epic mahogany superstructure, she has all the joy of an earlier age without the drama.



CLICK OR SCAN

SWEDEN YACHTS 42' > TIGER LILY

£245,000
West Mediterranean



From 2007, she's one of the last of these iconic performance cruising yachts from Sweden to launch. From the Island of Orust, with one of the best cockpits ever, lovely 3 cabin mahogany interior and with a powerful sail plan including a self tacker for short-handed sailing – she is quick. Zero houred at Berthon 2016 – she even has a new engine!



CLICK OR SCAN

DEHLER 34' > KATIANA

£169,500
Lymington, UK



2018 splash, she is barely unwrapped having been only very sparingly used through life. Jolly useful fleet cruising yacht, she comes with an upgraded Yanmar main engine, B&G electronic wizardry and Elvstrom sails. Definitely plug and play.



CLICK OR SCAN

X-YACHTS X4³ > BABY X

£375,000
Lymington, UK



Superb engineering, construction and performance from Denmark. Sports version of this pretty sisterhood from 2018 that also comes with a full spec for coastal cruising. Very swift, easy to handle and this yacht has been only sparingly used, she looks like she's just out of the box.



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NAUTOR SWAN 60' > MARIE BLUE

€550,000
Northern Europe



Cruiser racer from the Nautor people to lines from German Frers, she first splashed in 1995. #3 of a sisterhood of over 30 hulls, she comes with 4 cabins and separate access to the owners' stateroom – great for ocean passaging. New rod, B&G, sails and more in 2018. Very cool family cruising yacht.



CLICK OR SCAN

NAUTOR SWAN 47' > GRAMPUS II

€170,000
West Mediterranean



S&S and Nautor at their peak in 1977 providing a totally successful marriage of comfortable family cruising with the ability to regatta too. Between them they pioneered the cruiser racer genre and this yacht is excelling in both roles today. She makes cruising easy and of course is always the prettiest yacht.



CLICK OR SCAN

NAUTOR SWAN 55' > GEMM

€395,000
East Mediterranean



Uncompromising cruising Swan with a centre cockpit and furling cutter rig. From 1992, she is of course a Swan, so the sailing is sparkling and the build is of the first quality. This yacht has been updated and cherished and with 4 cabins she is the perfect yacht for cruising sailors.



CLICK OR SCAN

NAUTOR SWAN 44' > ASTRID

£155,000
Lymington, UK



S&S and Nautor's Swan in 1973 – at the zenith, she is devastatingly pretty as well as being a powerful and capable cruising yacht. Totally disembowelled and rebuilt by this owner – decks, rig, sails, systems, electronic wizardry, interior – the works. She's now thoroughly 21st century in all respects, and of course, she's a Swan.



CLICK OR SCAN



Team Berthon on the London to Brighton ride

GETTING THE CYCLING BUG..



Luke Machin cycling the Tour de France Route © Joolze Dymond

“YOU ARE ONE RIDE AWAY FROM A GOOD MOOD.”

— Sarah Bentley, British cyclist

Cycling is a growing sport across Europe and in the USA. In the UK, 3.25m bikes were sold in 2021 and the popularity of cycling is growing as a sport as well as a means of transport. Everywhere you go from London to the smallest of country lanes, cyclists are now a familiar part of the landscape – from those in alarming looking lycra with goggles and helmets in cerise, to those wearing overcoats and wellies and others with baskets on their handle bars. What defines them all is the look of concentration and wellbeing as they whizz along propelled by gravity downhill and on the way up the hill, by furious pedalling.

Berthon across all 5 offices is a business full of cyclists. In the UK operation there is a Berthon **‘Cycle to Work’** scheme that actively encourages us to leave our car keys at home and to rely on 2 wheels not 4. For those living further from our Lymington base, bikes are slung in the back of the car for a cycle ride at lunch time which clears the head and sharpens the mind for the rest of the day. With His Majesty’s Customs and Excise approving and supporting initiatives like this – what’s not to like?

Nowhere is more cycling centric than the Berthon Dockmasters Office where Dockmasters arrive on 2 wheels, and the clack clack of their cycle shoes are heard on the way to the changing rooms, and later, cycling gear shed, they emerge in their familiar Berthon blue and white livery plus deck shoes!

In 2021, one of their number, Luke Machin, signed up for the Tour 21 – a fantastic event organised to raise money for Cure Leukaemia. This event shadows the Tour de France, and Luke’s volunteering led to the offer to ride all 21 stages of the Tour de France.

A massive challenge and very gruelling and a long way from a bicycle to the shops with a basket and a bell! This event has the cyclists riding 14 hours a day for 100 plus miles – everyday. Aside from the discomfort and exhaustion come the opportunities to climb mountains with beautiful scenery, ride through vineyards and see countless villages and towns as well as eating the best pastries in the world, which of course can only be found in France. Best of all was the camaraderie of riding with strangers who soon became lifelong friends and having the opportunity to ride the world’s most iconic race route whilst raising serious amounts of money for charity. ▶



Luke Machin cycling the Tour de France Route © Joolze Dymond

“TO ME IT DOESN'T MATTER WHETHER IT'S RAINING OR THE SUN IS SHINING OR WHATEVER: AS LONG AS I'M RIDING A BIKE, I KNOW I'M THE LUCKIEST GUY IN THE WORLD.”

— Mark Cavendish, British pro racer

The whole of Berthon was rooting for Luke. Sadly a broken knee cap saw his Tour de France career cut short but his enthusiasm for bike riding has dimmed not a jot. His colleague Phil Glasgow is also cycling mad, qualifying for the UCI Gran-Fondo World Championships in his age group (his GB Jersey is a treasured possession and remains safely at home). He also has done his bit for charity, completing 2 events for Children in Need on the Velodrome, riding for 24 hours in team relays.

So why do we do it? Of course, there is the obvious fact that it is an efficient and delightfully inexpensive way of getting around. It's good for the environment and good for the rider whose health is massively affected to the good by the exercise. It's a versatile sport, but most of all – it's great fun. For those of a competitive nature there are a legion of events, rallies, races and stuff to do where you pit your skill and fitness against your fellow riders. And then there is the camaraderie... whether you are cycling to and from the shops or competing at high level, there is that sense of oneness with the other cyclists you come across.

Luke Machin cycling the Tour de France Route © Joolze Dymond



“RIDING A BIKE IS EVERYTHING TO A CYCLIST. THE FRIENDSHIP AND CAMARADERIE YOU HAVE WITH OTHER CYCLISTS... TO A CYCLIST, IT IS THE BE-ALL AND END-ALL OF YOUR LIFE.”

— Tommy Godwin, English long-distance cyclist

Lifelong friendships are forged on the back of a bicycle and many cyclists ride in groups which bring with them trust and a sense of community. The guys in the Dockmasters' Office find that being on a bike with others breaks down barriers and the opening gambit of conversation about your bike and kit very soon leads onto much more. Cyclists look out for each other whenever they meet up in a sort of 2 wheel international self-help pact.

Bikepacking is another great thing that you need a bicycle to do well. The Dockmasters team have visited Sierra Nevada in Spain, Valencia and Bordeaux. It is a great opportunity to see the culture and landscapes internationally at a cyclists' pace rather than rushing past in a car.

Of course our office in Mallorca sees more than its fair share of cyclists and every year the island welcomes elite cycling teams from all over the world who visit to train in its wonderful Mediterranean climate and to scale the steep mountain sides in its interior.

And then there are the gadgets... Cycle computer for navigation – and this technology is improving all the time, not only does it provide the obvious to helping you to get to your end point, it enables you to see and plan for what is coming up in terms of inclines, traffic and the rest. For the keen cyclist it is also important to have onboard data to track fitness – they monitor watts, heart rate and more. However, the gurus in the Dock Office say that by far the most important of all the kit is having a really comfortable pair of shorts!

Cycling enthusiasts take all of this very seriously and as they are the engine of their bike, monitoring their performance is a key part of the process. A good understanding of physiology drives fitness, and this has massive benefits in terms of wellbeing outside riding a bicycle and none of this can be bad.

So the next time you see a cyclist roaring into Berthon (you may spot a tunic with Berthon lettering on it in an attractive shade of pink) wait a few minutes and you will see a Dockmaster appear from his cocoon of lycra ready to help you with all things yachting at Berthon.



Team Berthon on the London to Brighton ride
with our very own Motor Yacht Broker 'Hugh Rayner'



FPB 83' > WIND HORSE

US \$3,995,000
North Carolina, USA

Where the legend that is the FPB fleet began, designed by Steve and Linda Dashew and fitted out by Kelly Archer, Down Under, her interior is in high gloss honey teak which looks amazing and today looks much as it did at launch in 2005. The Dashews clocked around 60,000 nautical miles aboard WIND HORSE and she was the genesis for the other 17 hulls. Now just completed a refit she is ready for more oceans.



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FPB 64' #0006 > JACK

US \$2,250,000
California

2012 launch from Dashew Offshore, built for 2 people to do the planet aboard with a range of around 5,500 nautical miles, recovery from capsize, surf ability and rugged aluminium construction. There are 11 x 64s afloat and they are rare to brokerage captivity. JACK has been substantially refitted and updated in this ownership. She is good to go.



63' IRENS CUSTOM > MOLLY BAN OF DUBLIN

€600,000
Dublin



Superior clockwork yacht from Nigel Irens made flesh by Tuco Yacht Vaerft in 2008. With a low displacement to length ratio she is super efficient at her 14 knot cruise delivered by a single 300hp Cummins. Lovely deck saloon, great lower saloon (with a diesel stove) and comes with an epic cockpit for entertaining and toys.



CLICK OR SCAN

15M PENN-JERSEY COMMUTER > SIENA

£599,000
South Coast, UK



Hatched in 1932 in the USA – you name it, she's done it – prohibition rum running, lend-lease, service in the Royal Navy and more. The weave of myth, fact and owners provides a fascinating tapestry of her history. Totally refitted in 2021, she has now bowled happily into the 21st century and is ready for you to weave the next part of her tapestry.



CLICK OR SCAN

70' WIDE BEAM CANAL BARGE > MONTY

£149,950
London



Spectacular floating home from 1990. Much improved, updated and re-spooned in 2022, she now comes with infrared heating, additional berths, new electrics and stacks more. She has bags of character and style and provides an elegant way of living well afloat.



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£545,000
Lymington



2016 hatch, from TT Boat Designs, she loves it when the going gets tough. Powered by a pair of Cummins QSB 425s that provide an 18 knot cruise all day long. Comes with genset, Humphree active ride, heating, masses of Raymarine wizardry; and of course the joinery and fit out is superb. Very superior blue boat.



CLICK OR SCAN

DALE NELSON 45' > RASCAL

£599,000
West Country UK



One of the best looking motor yachts on the planet from 2007, with a serious nautical makeover in 2022 including new paint, aircon and electronics. Comes with epic gloss cherry innards, a pair of 575hp Cats, Deckmate, twin thrusters and the most beautiful sea manners.



CLICK OR SCAN

OYSTER LD43' > FLORIDITA

£239,950
Lymington, UK



Clockwork Oyster from 2006 running on Hamilton Jets with a brace of Yanmar 480hps. Versatile cruising yacht that is perfect for creek crawling as you wish. Comes with mouseboat control, air con, fuel polishing and much more. Also has a dishwasher and as the name suggests is perfect for both lunch and dinner. Fab cruising yacht.



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IGUANA X100

The amphibious adventure boat



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