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THE BERTHON BOOK
2025-2026

BERTHON

YACHTING SINCE 1877

WELCOME

As we wish the Berthon Book a Happy 21st birthday, it's a great time to reflect on all the amazing articles over the years that have been supplied by the Berthon Team, Clients, Friends and Supporters. All these articles are original and all of them have been chosen by us because we think that they will interest you as much as they have fascinated us.

This year's articles are cut from the same cloth and there is some fantastic reading to be had in these pages, as well as a review of the Berthon fleet, both pre-owned and new.

Because the fleet is expanding you can also dive into an on-line catalogue of Berthon Boats of more modest size.

A warm welcome to the 2025/26 Berthon Book.



Sue Grant

Managing Director – Berthon Sales Group

DIRECTOR AND EDITOR Sue Grant, MD Berthon Sales Group

DESIGN Karen Lloyd – studio@karen-lloyd.co.uk

PRINT L&S Printing Limited – ls-printing.com



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BERTHON INTERNATIONAL

UK | SCANDINAVIA | SPAIN | USA

BERTHON UK SALES GROUP HQ

Bath Road | Lymington | Hampshire | SO41 3YL | England

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

ON-SITE AT BERTHON BOATYARD & MARINA

+44 (0)1590 673 312 | enquiries@berthon.co.uk | berthon.co.uk

BERTHON SCANDINAVIA

Ångsvägen 12
473 33
Henån
Sweden

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

BERTHON SPAIN | Head Office

Calle Muelle Viejo - Nave STP
Local 1ª
07012 Palma de Mallorca
Spain

+34 971 239 698
office@berthonspain.com
berthonspain.com

BERTHON SPAIN | Workshop & Boat Storage

Carrer de Can Rius 14
Local 1
07610 Palma de Mallorca
Spain

+34 971 415 441
services@berthonspain.com
berthonspain.com

BERTHON SPAIN | Yacht Sales

Edificio Reina Constanza
Calle Porto Pi 8 - 8B
07015 Palma de Mallorca
Spain

+34 871 044 659
brokers@berthonspain.com
berthoninternational.com

BERTHON USA

40 Mary Street
Newport
Rhode Island 02840
USA

+1 401 846 8404
sales@berthonusa.com
berthonusa.com



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worldcruising.com | fundacionforesta.org

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© Photos courtesy of David Penney

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The Hallberg-Rassy yard in Ellös on the island of Orust, is but a hop and a skip from our offices in Henån. Berthon Scandinavia's Magnus Kulberg has known Magnus Rassy, the yard's driving force, for many years. He writes about his friend – the other Magnus – and shares some facts about this yacht mad yacht builder, that may surprise you.

berthonscandinavia.se | hallberg-rassy.com

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REVIEW OF THE MARKET

By Sue Grant - Berthon Sales Group

It is very hard to believe that the Berthon Book is twenty-one this year! As the yacht market together with the rest of Planet Earth changes, this publication that we love to put together annually, remains a glory of great articles from Berthon team members, friends and supporters; together with a full-name check of the real stars – which are of course, the Berthon fleet.

Reviewing the yacht market can only really be accomplished if you take the massive changes that we have seen politically and economically since 2024 into account. Working within an industry full of people who are passionate about yachts and for sailors who are yacht mad too, it is easy to forget that we are a very small cog within the planet's markets – I am often reminded that here in the UK at least, the industry is smaller than the UK ice cream industry. Those of us who do not live in the UK will need to remember that our green and pleasant land is thus because of the extraordinary amount of rain and cool weather we endure through most seasons. Sunny ice cream days can normally be counted on the fingers of a couple of hands in a normal UK summer. Of course, 2025 has seen one of the driest summers on record, so everyone has to run fast to catch up with the British ice cream barons!



Jason Batterham / stock.adobe.com

Other markets have seen massive changes with tectonic shifts in the established relationships between nations throughout the world. The tariffs imposed by the USA have seen huge currency shifts, stock and bond market movements and huge changes to the accepted ways of doing business and to well defined relationships between nations.

It is inevitable that this must affect the yachting business and indeed it has done so. Already down gearing after the Covid bounce to a more stable and recognisable market, the biggest issue in 2024 was the cost delta between new and pre-owned yachts caused by vastly increased material and labour costs. There was plenty of interest in yacht purchase but without the appetite to spend 40% more on a new yacht over a newish brokerage yacht with the same features. ➤

Our business is about confidence and when stocks are falling and there is plenty of currency shift, this provides a break in demand and a willingness to spend on a new yacht. Yet, despite these factors, yacht buyers in the main are made of sterner stuff and the market still moves, particularly in the segments where buyer can see both value and an exit with reasonable residual value.

Berthon has been trading continuously since 1877, so whilst the crew has of course changed over the years, the business has seen many difficult times as well as good ones. We take a long-term view of the business and always remember that the glass is better half full. In 2025 we have been laser focused on the renewal and upgrade of our marketing look and feel for website, print advertising, on-line as well as of course in this publication. Our decision two years ago to increase the amount of video content and high-quality imagery has stood us in good stead and as technology improves and we learn more about the possibilities available, we have been able to continually raise our game. We recognise that this is a process and not an event and so we work on all aspects of our offering, thus delivering a more effective platform to enable us to sell our clients' yachts.

Unless you live in a cave and communicate purely with the use of conch shells, it is impossible to escape the influence of AI and the huge benefits (as well as potential dangers) that it brings. Whilst you will see no text or articles written by the lovely Chat GPT, it does



WCC Open Day 2025 in Berthon Lymington Marina

bring benefits in terms of language translations and delivery of good information about the best way to frame online banners and such.

Our relationship with World Cruising who curate the amazing ARC, World ARC, Atlantic Rally for Cruisers and a number of other events has deepened this year, with events at which Berthon are participating in Annapolis as well as at our Lymington HQ. The appetite for sailors to take time out to cross oceans with other like-minded souls and to do so with the benefit of all the experience and know how offered by World Cruising is growing. We are also working with them on their tree planting programme in the Canaries, of which you will read more later in the publication.

Our UK office is busy with sales both in its home market and internationally. The UK market has now settled, and the VAT situation has normalised with a healthy market of yachts both sale and power transacting in the UK, where our waters favour yachts of under sixty-five feet and also those with good protection against our dreadful weather. These yachts are well able to cruise in Europe on a normal 18-month Temporary Arrangement, returning to the UK to be sold, thereby retaining their VAT paid status. Whereas just after Brexit many yachts left UK waters for VAT free cruising in Europe, now we are seeing them return to find a new owner, and so our sales gantries in the UK are fuller than we have seen for some years. ➤

In Sweden we have added to our Team as the business grows naturally because of the enduring appetite for the amazingly good condition yachts in our home market there – all stored in hangars in the winter-time and used for only a short season. What has been interesting are the increasing numbers of Swedish buyers who we are now helping and are enjoying getting out on the water in their wonderful home cruising grounds.

The Island of Orust is home to some pretty spectacularly good yacht builders, and increasingly we are also working in the international market place as Hallberg-Rassy, Sweden, Arcona and the like are superb bluewater yachts and sail far. As Berthon Scandinavia develops, owners are more frequently asking for Swedish yacht brokerage help where, using our offices in the Mediterranean and on the East Coast of the USA, we offer them a very comprehensive and effective selling service.

The Mediterranean continues to be a key centre of operation for the Berthon Sales Group. Our new HQ for our Service team in Mallorca at STP has been a great investment, putting us at the centre of the service action on the island. It also makes it easier to manage the projects that we are working on in Palma. We retained our big blue shed in Sant Omes, which is bursting at the seams with superyacht tenders with us for storage, as well as our engineering workshops.



Berthon Spain guardiennage service team

Of course, the island is also key for yacht sales and so this year we have expanded our sales office on the Paseo Marítimo, welcoming Henk Sijbranda to our team. An experienced yacht broker having previously worked both at De Valk and HollandBoat, he has now come south in search of sun, Mediterranean sailing and a dynamic yacht sales market.

Berthing prices in Mallorca have always been reassuringly expensive. In 2025 they reached whole new levels making them stratospheric rather than reassuring and thus, many yachts have left the Balearics. Whilst we believe that this is a blip in the narrative of the centre of yachting in the Mediterranean, it has seen ports in mainland Spain fill up. We offer support both in Valencia

and in the Barcelona area, helping with sourcing berthing, guardiennage, service and yacht sales. We have people on the ground and have the infrastructure to handle yacht sales in these areas too.

We began our relationship with Filippo Martini as we wanted to develop a footprint in the large Italian yacht market which Filippo knows well. Our business relationship with him is now developing and we have learned much from him about the Italian way of yacht brokerage which is unique to Italy. We have been able to drive marketing and clients to Filippo and this year we have started to improve and develop the online tools that Filippo needs to increase our presence in this important market.

Berthon USA has always been the jewel in the Berthon crown, and it continues to develop with a new broker Jonathan Banks in our Newport office. He is an experienced broker and is helping us to develop our offering in the USA further. Of course, financial and geo-political turbulence has been felt everywhere in 2025, but Berthon USA is close to the blast zone. What has been encouraging is that the USA market continues to operate and as we thought, American sailors love their waters on both East and West coasts but are also very open to sailing in areas outside the reach of tariffs. In fact, we sold a new Moody 41 for delivery and use in the Mediterranean to an American, days before the first tariffs were announced, and this trend is developing. ➤



The Mediterranean continues to be a key centre of operation for the Berthon Sales Group

For sure, new yacht sales have been the most challenging part of the market this year. With the Berthon stable comprising Solaris Sail and Power, Moody, Pegasus, Rustler and Sealine, we have not been immune. However, by choosing the new yacht product we offer carefully and working with shipyards with whom we have a strong relationship, we have been able to continue to sell new yachts. For Solaris we have delivered a Solaris 55 sail and Solaris 64RS sail, together with a Solaris 40 Power. We have also sold two Pegasus 50s, one new, and one preowned, as well as a Moody 48 and Moody 41.

The pipeline is not exciting but high-quality yachts that offer the opportunity for personalisation and for their owners to develop a relationship both with the Shipyard and with us, definitely works best in this market, where it is easy for people to keep their chequebooks firmly in their pockets if the offering is not extraordinarily compelling.

So, as for some years, we really do live in interesting times. From Covid upwards and downwards, we are used to external influences that change the shape of our market and which encourage us to do things differently and to constantly work to raising our game. I believe that one of the reasons that we have weathered the storms of the last ten years is because of our brilliant team of brokers and support staff, and because we like and respect one another and of course we love what we do. We continue to operate with a team that rarely changes and we now have literally hundreds of years of yacht broking experience between us. A knotty problem at Berthon is likely not solved by AI or a lawyer, but by chatting to members of the team that span five offices in four countries over two continents, where all those years of experience will find the correct answer.

Likewise, product knowledge is all and with a 55% repeat business record and welcoming yachts back multiple times to be sold does count. The very exciting

development of the multihull market is one that we are very focused on with Ben Cooper and Andrew Fairbrass heading up the Multihull team at Berthon of which you will hear more as this gains traction.

Our diverse range of brokerage yachts brings us into contact with electric drive, solar, foiling, lithium set ups and much more and we are excited about these new developments as well as the new construction methods and materials from 3D printing to carbon and more. Understanding these innovations and how they will affect our market is a key part of what we do.

So, if you are after a stunning looking yacht with genius wizardry below decks, a rocket propelled clockwork yacht or a race boat that will knock the spots off the competition, you will likely find her amongst the Berthon Fleet. It is the yachts that are the glue that holds our Berthon family together and we thank their owners for trusting us with their sale.

Wishing you fair winds and good sailing from us all.



SUNSEEKER 34M | ARAGO

£3,650,000 + VAT | Croatia

Spectacular tri-deck motor yacht from the Sunseeker crew in 2009. Within her 111 feet a fab main deck owners' stateroom is found with 4 guest cabins plus crew on the lower deck. Her MTUs give her plenty of rocket power together with good range capability at lower speeds. Cherished and turnkey.





SPIRIT 76' | NAZGUL OF FORDELL

£1,650,000 | Palma de Mallorca

Captivatingly pretty Spirit Yacht from 2008, she is possibly the prettiest of her kind to launch. Massive nautical makeover 2020/22 including rig, new engine, lithium ion and masses more. Loves regattas and collecting silverware, when not cruising with the family in the Mediterranean and beyond.





RUM WITH A MISSION: ROSALIE BAY DISTILLING AND A NEW IDEA IN OCEAN CONSERVATION

Photography © Rosalie Bay Distillery and Oceans Forward Dominica

THE ADVERTISEMENT FOR THE ROSALIE BAY RUM SOUNDS DELICIOUS –

This agricole-style rum is approachable, fresh, and bright, with hints of citrus and a graceful sweetness. The finish is nice and clean, with lingering notes of powdered sugar and lemon grass. A hint of bitter lemon peel gives it contrast and structure.

ROSALIE
BAY RUM



Rosalie Bay Distillery produces around two thousand bottles of rum annually, and each bottle sold benefits marine life and people whose livelihoods depend on a healthy ocean. Based on the Caribbean island of Dominica, known as the Nature Island, the Distillery is a story of innovation and communities working together for people and the planet. It was brought to our attention by Marine Conservation Research Ltd., who operate the wonderful R/V SONG OF THE WHALE.

MCR Director Richard McLanaghan introduced us to Jake Levenson, Executive Director of **Oceans Forward**, a marine conservation organisation that operates the Distillery. Oceans Forward and their partner organisation **Dominica Sea Turtle Conservation Organization** (DomSeTCO) focus on research and conservation of sea turtles, whales and coral reef habitats.

Jake and the Oceans Forward team have found themselves in the international drinks business, not to make a margin but to fund their conservation work while helping communities on the front lines of climate change. All the profits from this very good rum support a mission to protect our planet.

Oceans Forward and DomSeTCO were established conservation operations on Dominica when, in 2017, the island was virtually wiped out by Hurricane Maria. No stranger to fierce storms, this small Caribbean island saw dozens killed and most of its buildings, roads and infrastructure destroyed.

The wild animal population fared no better. Dominica is home to an extraordinary diversity of wildlife, thanks to its rainforest interior and abundant coastal coral reefs. Dominica's wildlife contend with habitat loss, illegal hunting, pollution and a series of other challenges both, natural and man-made. Maria was the last straw. ➤

Head Distiller, Kernean George



Simon Walsh, Oceans Forward Director
of Coral Restoration



Hawksbill Turtle

For a small Caribbean island trying to rebuild its infrastructure after a natural disaster, infrastructure was the main priority, and conservation efforts had to take a back seat. Fundraising opportunities became scarce. Ecotourism is an important part of Dominica's economy and helps fund conservation on the island, but in the immediate aftermath of Maria it was all but shut down. Even after the successful recovery, ecotourism faces practical challenges unique to every locale. In Dominica, for example, sea turtles are an ecotourism draw, but their populations are small and wide-ranging, so turtle-based tours are not always a reliable source of revenue.

The Oceans Forward and DomSeTCO teams also recognised that grants and donations, the primary avenues for conservation funding across the board, tend to be highly variable and are not suited to consistent, long-term conservation efforts. That's important when conservation goals target long-lived species like whales and turtles (who live for 100+ years) and coral reefs (which can exist for centuries).

After months of brainstorming and paper-napkin sketches, Jake and the team came up with a solution to reliably and consistently fund their conservation work. On an island where sugarcane can be readily farmed, rum it was! They set about creating a distillery that was kind to the planet, would engage and employ local communities and importantly, would produce a rum that tasted fantastic.

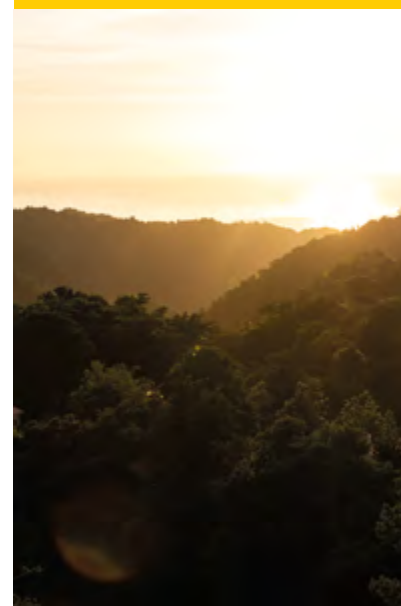
Dominica's climate is perfect for growing sugarcane, but the island was never 'Rum Central' like some of the other Caribbean islands. Maria swept away the one existing commercial rum distillery on the island, T.S. Erica (now rebuilt and producing classic rum for local distribution). Rosalie Bay Distillery was designed to produce French 'rhum agricole', which is distilled directly from pressed sugarcane juice, unlike the better-known classic rum that is distilled from fermented sugarcane molasses. The rhum agricole method is what gives Rosalie Bay Rum its distinct, bright flavour. This conservation directed rum, with the motto 'Pour to Protect', has already won medals in US-based spirits competitions. ➤



Processing sugarcane by hand

When the Oceans Forward and DomSeTCO teams hit upon their rum distillery idea, finding enough sugarcane for commercial production was not so easy. Sugarcane farming had waned as a major agricultural staple, so the big task was to engage with farmers to begin planting cane in quantity again. It began with a few pioneering collaborators, farmers who planted sugarcane near remote villages and helped to transport the cut cane over sometimes treacherous mountain and coastal roads, to the distillery in the village of Rosalie, on Dominica's east coast. Rosalie Bay Distillery's sugarcane now comes from a network of over 80 farmers in dozens of communities across Dominica.

The rich and varied soils of Dominica allow farmers to grow a range of cane types, each lending notes to the complex flavour profile of Rosalie Bay Rum. But cane alone does not make a great rum! Rosalie Bay Distillery teamed up with Master Distillers from Lyon Distilling in Maryland, USA to perfect their methods and provide expert training for Head Distiller Kernean George. Kernean and her dedicated staff have mastered the intricacies of the distillery's modified column-pot still to create one-of-a-kind rums, from 'clear' unaged varieties to rums now aging in imported oak casks. Taking a 'farm to glass' approach, every bottle is labelled with the name of the village where the sugarcane was grown, along with the names of the farmer who grew it and the distiller who turned it into rum. >



Burnett Pierre relocating a fragile clutch from rising seas



A leatherback hatchling races towards the surf



Fitting a solar-powered transmitter to a rescued juvenile turtle



Science meets surgery – tagging an invasive lionfish to track its movements and protect the reef



Oceans Forward's Coral Rescue Center working to restore coral

The drive for conservation is at the heart of everything that Oceans Forward and Rosalie Bay Distillery do. With this in mind, the distillery is designed to keep its ecological footprint small. The distillery currently gets 50% of its electricity from on-site solar panels, and will soon be 100% solar-powered. Rainwater is stored for the dry season, and on-site wastewater treatment produces clean water for irrigation. Rosalie Bay Distillery's ambition is to make its operations carbon neutral in the near future – and that includes sail-based export transportation to the USA.

We encourage you all to shop for your bottles of this Dominican nectar, and as you raise a glass to the team at Rosalie Bay and savour its unique flavour, remember that there will be whales and sea turtles raising a flipper to you, and the coral reefs around a small island in the Caribbean will be glowing with vibrant colour.





OYSTER 82' | BILL AND ME

€1,500,000 + VAT | Mainland Spain

#12 of this handsome, go anywhere sisterhood, de-shelled 2009. Great space for 6 plus crew, she had a major nautical makeover 2022/23 including systems, comms, AV, front sails, new rod, full rig check and more. Now gleaming and both rig and wheels are now delightfully orange.





Y8 | PEREGRIN

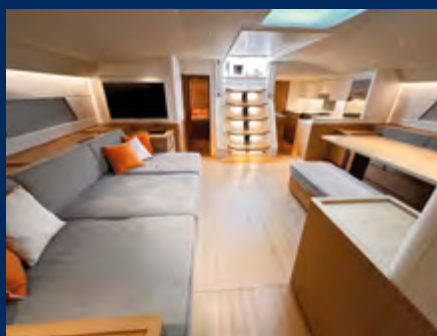
€2,100,000 | Palma de Mallorca

Luca Brenta lines, this light displacement carbon bluewater yacht was commissioned by Michael Schmidt for his personal use. She proved herself to be fast, capable and comfortable. Now updated in this ownership, and check out the marvellous hull livery.

MARTEN 80' | NIMROD

€998,500 + VAT | Spain

Judel/Vrolijk magic, of carbon, with carbon rig and in-boom. Now offered as a fully plug and play bluewater yacht with new paint, decks, standing rigging, sails, and full systems upgrade. There is nothing not to like.



MAXI DOLPHIN 75' | KARMA

€3,275,000 | Sardinia

Mark Mills in 2018. High performance cruising yacht for epic short-handed sailing. Sandwich and carbon for strength, yet she's light as a feather. Cariboni lift keel for performance and at 2.8m she's welcomed most places.

ICE 52' RS | GOOSE

€1,350,000 + VAT | Italy

Felci in 2023 #17 of the series, proven track record, she won her class in the Migli 151 Race. Now professionally packed up and ready for her new owner to have unwrapped for plug and play express sailing.



MYLIUS 80' | CARBON ARROW 3

€3,750,000 | South of France

Up to the minute Simeone lines from 2020, she has been very little sailed and certainly never ridden hard. Comes with Hall high modulus carbon rig and EC 6 rigging as well as full bluewater spec. Her boutique interior is charming.





ROAD BIKING IN MALLORCA – FOR LOCAL CHARITIES

By Rowan Fairbrass – Berthon Spain

For many years Mallorca has been the go-to destination for road biking enthusiasts throughout Europe. From Olympic teams in training, to amateur cycling clubs, the island is famous for its diverse range of terrain, top quality road conditions and of course those endless, stunning views.

Given these brilliant metrics, it is not surprising that numerous annual events have started up in Mallorca celebrating the international passion for road biking. The Mallorca 312, which usually takes place in April, is a one-day event covering, believe it or not, 312 kilometres. There are three graded options depending on the difficulty of the challenge preferred – either 312, 225 or 167 kilometres. Each route takes in the Serra de Tramuntana and routes cyclists from coast to coast. Competitors come from all over the globe, with an astonishing 8,500 cyclists taking part in 2025, quite the change from the first event in 2010 with only 199 participants! Over the years, the event has seen the President of Spain's Senate, and the manager

of the Argentinian football team participate, as well as Olympian cycling medallists and cycling celebrities travelling to the island to take part in this now, world renowned event.

Transient superyacht crew are not immune to the lure of the road bike. With direct access to kilometre upon kilometre of cycle path right from the port entrance, it is no wonder that cycling has become such a popular pastime amongst yacht crew. Sponsored charity cycle rides are a great team building activity, as well as a personally fulfilling experience with riders giving back to the local Mallorcan community. ➤



© Christopher Scholey | scholey.co



Photo © Dareth Evans | dareth-evans.es

A charity based in the south of the island – **6Points Cycling Challenges** – run a year round event calendar, raising money for a number of different charities through sponsored cycle rides. In January 2025, Berthon Spain collaborated with 6Points, and its founder and organiser Bryan Visser, to organise a cycling event in the southwest of Mallorca. Berthon Spain were joined by **e3 Systems** and **Marine Results** as sponsors of the event. Both companies are both well known to Berthon Spain and highly regarded within the superyacht industry.

The benefactor was **Yachting Gives Back**, who like Berthon Spain, have their Head Office in STP, Palma. For Yachting Gives Back though, their headquarters may be found in a shipping container, giving them room to store all the donated goods they receive. The charity started out in 2019 as a collection point for food from superyachts that would otherwise be thrown away. Volunteers would distribute it to local food banks. Yachting Gives Back has in the past 6 years become a well-known name amongst crew and yachting businesses alike. Two members of Yachting Gives Back, founder Nick Entwisle and volunteer Anne Nielson, joined us all for the lunch provided to the participating cyclists at the finish line, in Port Adriano.

This fun event raised €3,500 for Yachting Gives Back and the money was already being spent wisely. Nick used it to buy 3 new chest freezers for the Can Gazà homeless shelter in Palma. The law in Mallorca requires supermarkets to donate food nearing its sell-by date, rather than throw it away. This ensures a constant supply of donations to the shelter, and the three new freezers means that Can Gazà can now keep the food for much longer periods of time. Apart from feeding 20 residents every day, the kitchens in Can Gazà also prepare 200 extra meals every week for local soup kitchens.

Following the success of the January event, we decided to sponsor another 6Points Cycling Challenges cycling event taking place in May. With us, were 15 other sponsors, from Reverence Hotels to a plethora of businesses supporting the Superyacht industry (like us), a veterinary practice, a taxi firm, and many more. It was the ninth annual 3 day event for 6Points, raising an astonishing €44,089 for local charities. Bryan Visser's initial vision for the event to centre around a positive rider experience, and for it to not be a race, still holds true today. With up to 100 riders, the 6Points Cycling Challenges retain their friendly, family feel, with riders returning year after year to join in the fun.

Of course, the routes are still a challenge! The most ambitious option for elite endurance riders is 533 kilometres long, with no less than 8,945 metres to climb, which is higher than Mount Everest! Passing over the peaks of the Serra de Tramuntana mountains, across the flat plains of Es Pla de Mallorca with its vineyard vistas, reaching the far north at Cap de Formentor and then onwards to the finish line down in the south western corner, in Port Adriano. ➤



Photo © Christopher Scholey | scholey.co | christopher@christopherscholey.com

With the focus on support for the local community, the charities that benefitted from the proceeds of the May event are based in Calvià –

Asdica supports young people with disabilities and their families by arranging social activities, providing critical rehabilitation and physiotherapy as well as offering psychological support.

The Shambhala Foundation delivers help to young people in Mallorca facing risks of social exclusion. They work on personal growth through education, community service, martial arts and personal development coaching. The aim of the Foundation is to prepare the young people for a rewarding, self-supporting life where they can become assets to their community.

SOS Animal Mallorca is a rescue centre for homeless animals, providing food, care and medical attention for cats and dogs while they wait for their chance of a forever home.

Being part of the yachting industry often means working in a world of privilege and opportunity, but it also offers a unique opportunity to give back. Mallorca is a honey pot for an international community of professionals, crew, and visitors - some on the island for a fleeting summer, whilst others make it their long-term home. Regardless of how long they stay, many feel the call to contribute to the island that gives them so much. Whether through charity rides, local initiatives, or supporting grassroots organisations, the desire to help those less fortunate is a growing thread that connects people across cultures and crew lists. In a setting where wealth and success are so visible, it's heartening to see how many in the yachting world are choosing to turn that perspective outward and give back to the communities that quietly support this vibrant industry from the shore.



NAUTOR SWAN 65' | EVRIKA

€650,000 | South of France

S&S and Nautor collaborated to produce what is for many, the most beautiful series yacht on the planet. From 1982 she is #36 of 41 remarkable hulls. Delightfully original below, recent paint, decks, systems, the works. Astonishing and special yacht.



NAUTOR SWAN 61' | CONCERTO

€380,000 + VAT | Norway

Spectacular centre cockpit go anywhere cruising yacht. Awesome build quality, easy to sail with an automated furling rig, and tucked up in the winter under cover, she shows little sign of her 1989 build year. Nautical makeover 2024, and of course, a Swan is a Swan.



NAUTOR SWAN 59' | XANADU

€395,000 | Mainland Spain

Frers and Nautor in 1990, she was the last of her kind to launch. Built for the Europa Rally, she has plenty of beds! Now set up for easy family sailing with push button most things. New deck and more 2019 and 2021 saw a new engine, gen, air con., the works!



NAUTOR SWAN 55' | GEMM

€395,000 | Italy

Centre cockpit cruising Swan, conceived and built for families to cruise far aboard – and this class has delivered. 1992 launch, she has been seriously reworked and updated to fit her for 21st century cruising sailors.

**NAUTOR SWAN 65' | VENATOR****€875,000 | South of France**

1973 splash, this gleaming example of this important sisterhood looks and is the business. Disembowelled and rebuilt in her previous ownership, the updates to her interior and on deck, are simply genius.

**NAUTOR SWAN 68' | DEFIANCE****€565,000 | Italy**

Handsome flag blue Nautor Swan from 1992, the 68 is an incredible platform for bluewater - powerful, balanced and offering fast passage times. They love regatta circuits too. This yacht has been well loved by this owner and in return she has taken him far.

**NAUTOR SWAN 60' | MARIE BLUE****€455,000 | Holland**

#3 of this iconic sisterhood from the Nautor crew. This owner has cherished her since 2003 and has sailed her extensively. She has the perfect layout with crew or for family use, and aft access for her owners.

**NAUTOR SWAN 60' | SOTTO VOCE****€465,000 | Valencia, Spain**

Elegant and well sorted Swan which is set up for fleet bluewater and also has the updates for regattas as you wish. From 1997, #011 of this iconic series with nice new dark blue topsides livery and recent standing rigging. Conceived, built and updated for sailors.



PEARL 62' | BAHARI

£1,630,000 UK VAT PAID | Eastern Mediterranean

Kelly Hoppen and the Dixon Yacht Design Team in 2020, she has the full spec for both Northern European and Mediterranean waters. A brace of 900hp Volvos provide the rocket power and she comes with ridiculously low hours. Much polished.



HUNT 52' | HIGHLAND LASSIE

£625,000 | Lympington, UK

Iconic Hunt deep-V hull and beautifully executed build and engineering from 2010. Twin 705hp Cats provide the rocket power and she is massively equipped – thrusters front and back, passerelle, upgraded air, C-Zone and tender garage. Skipper cherished and is extremely easy on the eye.

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THE SKIPJACKS OF CHESAPEAKE BAY

Guardians of the Oyster Harvest

By Peter Houghton, Berthon USA

Photography © Chesapeake Bay Maritime Museum

Generations of watermen carved a living out of the beautiful Chesapeake Bay. By far the best known of the boats they used is the Chesapeake Skipjack, so called for their unique design with vertical hull sides and flat bottoms resembling the Skipjack tuna that leaps out of the water. Rugged yet graceful, they were built for oyster dredging in the shallow waters of the Bay and were both workhorses and symbols of an era in the nineteenth century when the oyster industry thrived. Skipjacks are now seen in very much smaller numbers, symbols of that earlier time and the traditions of the Chesapeake Bay watermen. ➤



Above - Skipjack HM Krentz cruises the Miles River | Photograph courtesy of Chesapeake Bay Maritime Museum

Above corner - Using an oyster knife to demonstrate how to shuck a Rappahannock river oyster | Jennifer / stock.adobe.com

Top Left - Skipjack Rosie Parks is part of the floating fleet of traditional Chesapeake vessels at the Chesapeake Bay Maritime Museum in St. Michaels, MD | Photograph courtesy of Chesapeake Bay Maritime Museum



Above - Waterman taking a break on a skipjack boom above a pile of oysters, Magothy River Anne Arundel, MD, 1969
Photograph by Robert deGast, Collection of the Chesapeake Bay Maritime Museum

Above right - Skipjack laden with oysters on the Chesapeake Bay, 1969 | Photograph by Robert deGast, Collection of the Chesapeake Bay Maritime Museum

Below - Skipjack Martha Lewis underway, 1969 | Photograph by Robert deGast, Collection of the Chesapeake Bay Maritime Museum

In the 1890s Chesapeake Bay was at the epicentre of the global oyster trade. In those days, large two masted vessels called Bugeyes were used for oyster dredging, but they became too expensive and cumbersome to operate. Enter the lovely Skipjack which was cheaper and easier to build yet could still manage heavy oyster dredges. With a single mast, they were easier to run and perfectly suited to the conditions in Chesapeake Bay.

The Skipjack fleet quickly expanded with many small boatyards building them, as well as the watermen themselves in towns across Virginia and Maryland. Mission central were the towns of Deal Island, Crisfield, Cambridge and Tilghman Island. By the early 1900s over 1,000 Skipjacks were in the water dredging oysters and they were the rump of the oyster fleet.

Perfectly designed for their task, with shallow draft – often less than 3 feet, their wide beam made them stable and perfect for work in the shallow waters loved by oysters. Normally the hull was V-bottomed or hard chined so that the boats could dry out on the seabed when unloaded or moored.

The engine of the Skipjack is a large mainsail and jib on a long bowsprit. Her decks had lots of space for the watermen to move around when sailing the boat and for oyster sorting. Their dredging equipment was often manual, unless they had a winch to haul up the heavy iron dredges full of oysters.

Many of the fleet also had pushboats which were motor powered and tied to the stern, legal in Maryland for navigation but not to be used whilst active dredging was underway. ➤

The oyster season was from November to March, when the Bay was cold and windswept, and so conditions for the watermen were harsh. They were normally crewed by a Captain – often the boat's owner – and carried between three and five deckhands, normally family members. The boats would be working from before sunrise to the last of the sunset.

Physically hard work, the heavy dredges were dropped and then hauled back by winch or manually. Once aboard, the oysters were cut from the mud and shelled right there on deck. They were then sorted by size and quality and stored in wooden bushels (volumetrically 8 gallons) to be sold at market. It was this oyster harvest that supported the watermen throughout the year.

At its peak, the Bay's oyster industry supplied almost half the planet's oysters and of course the Skipjacks were central to that success.

Overharvesting became an increasing problem, so Maryland State passed new laws banning motor powered dredging and only allowed sailing Skipjacks to dredge oysters. Therefore, the Skipjack was not only traditional for the watermen but they were also a commercial necessity and they continued to dredge for oysters under sail into the 1980s. This made them the last commercial sailing fleet in the United States. After this the oyster population collapsed because of over fishing, habitat destruction and disease.

Today there are fewer than twenty Skipjacks surviving from the original fleet of over a thousand. Some look very sad, whilst others have been restored for education as well as tourism use. These lovely boats have found support from:

- The Chesapeake Bay Maritime Museum in St Michaels MD.
- The Skipjack Heritage Museum on Deal Island.
- The Living Classroom Foundation in Baltimore.

You can see them at the annual Skipjack Races at Deal Island and Tilghman Island. This is a chance to celebrate these brave little boats and the watermen who sailed them.

Maryland designated the Skipjack as their State Boat in 1985 – the only state to recognise their important place in the culture and history of Chesapeake Bay.

Skipjacks may now be seen giving service as floating classrooms and to demonstrate the fabric of Chesapeake Bay down the generations. They are used to educate students and the public about the Bay's ecology, history and also about the environmental challenges that we all currently face.

Authors, photographers and artists are still drawn to their sweet lines and their extraordinary history and that of the watermen who operated them.

Mention Chesapeake Bay, and it is not long before someone will mention the Skipjack which is synonymous with its waters. A thoroughly locally born boat built by those who lived on the shores of the Bay and operated by them too, where sailing power and not motor power was the only propulsion method available. We also remember the thriving oyster beds and a time of plenty before disease and overfishing destroyed the industry.

The push is now underway to restore the once-mighty Chesapeake Bay oyster beds, as Skipjacks have disappeared from the working fleet. However, they continue to sail on as guardians of the Bay's maritime legacy. Restoring and preserving the remaining members of the Skipjack fleet means that this piece of America's history is also preserved, together with the memory of the hardy watermen who built them, sailed them and eked a living from their wide decks. ➤



Above - A group of skipjacks, including the Annapolis Maritime Museum's Wilma Lee, compete in the 2021 Choptank Heritage Skipjack Race
Photograph by George Sass

Below - Skipjack Han Em Harv competes in the 2021 Choptank Heritage Skipjack Race | Photograph by George Sass



A scene from the 2015 Deal Island Skipjack Races | Photograph courtesy of Chesapeake Bay Maritime Museum



A massive Berthon thank you to the Chesapeake Bay Maritime Museum (CBMM) for their help with this article and for allowing us to use the wonderful Skipjack imagery illustrating this piece.

CBMM is located along the Miles River in historic St. Michaels, Maryland, United States. It explores and preserves the history, environment and culture of the entire Chesapeake Bay region, and makes this resource accessible to everyone.

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CBMM's Charity Boat Donation Program accepts and sells well-maintained boats year-round to support its mission.

Learn more at: cbmm.org/buy-a-boat



The Chesapeake Bay Maritime Museum's 18-acre waterfront campus includes the 1879 Hooper Strait Lighthouse
Photograph courtesy of Chesapeake Bay Maritime Museum



63' NIGEL IRENS | MOLLY BAN OF DUBLIN €450,000 | Ireland

Tuco Yacht Vaerft in Denmark in 2008, powered by a single 300h Cummins, her low displacement, length ratio delivers speed and great range. Perfect for cruising, she is also the perfect Mother Ship. Beautifully crafted and comes with good looks in spades.



CHERUBINI 44' CUTTER | METEOR £139,500 | Lymington, UK

Elegant good looks, originally hatched in 1977 but now thoughtfully updated with 21st century technology and set up for capable bluewater cruising. She is of course also, massively easy on the eye.



SUPER VAN CRAFT 1380 | MALAIKA OF LONDON

£129,000 | Lymington, UK

1993 splash, much uprated through life. She looks the business and offers huge volume below and above deck. Perfect for coastal cruising or canals, powered by twin 110hp MANs.



78' STOW KETCH | RONA

US \$350,000 | Batam, Indonesia

Here is one that the Brits prepared earlier – in 1895 to be precise. She has a fantastic history that we couldn't start to list here. Rebuilt 2009 in the UK and she has been sailing and being updated ever since. She is offered in full sailing trim.



S&S 46' | INGA FROM SWEDEN VII

€380,000 + VAT | Sweden

As Walsteds can in 2002, she is captivatingly pretty to look at and the sailing is sublime. Immaculately maintained and updated by this owner, she is stored snug inside when she is not in use.



HINCKLEY SW 50' YAWL | SPIRIT

US \$150,000 | Portsmouth, USA

Captivating contemporary classic from 1979 that perpetually turns heads. Constantly refitted, refreshed and updated, the paint sparkles, her sails are fresh and her electronics are definitely 21st century.



OCEAN CRUISING 52' | CHERIDAH US \$449,000 | Newport, USA

William E Cook's board, she is one of only two of these elegant and robust cruising yachts built by Henry Hinckley, she launched in 1997. Still with her first owner, a bespoke and special yacht, meticulously maintained and is ready for action.



OCEAN 71' | OCEAN JOY £365,000 | Portugal

Barn find sitting in Portugal, Van de Stadt and SOS in the 1970s, brought firmly into the 21st century in 2012 and kept there ever since. Awesome interior, powerful sailing, can be handled with short crews and of course looks a picture.



BALTIC 87' | SHAYA €770,000 | Spain

Judel/Vroljik and Baltic, originally named ANNIE in 1994. Folding hard top bimini to drive in dinghy garage at build, today they are innovative and practical. Huge refit in 2017 and pitstop 2023, she now needs some investment to make her sparkle as she should.



OYSTER 625 | YOLO

€2,120,000 + VAT | Mainland Spain

First got wet in 2021, comes with centreboard, twin rudders, thrusters front and back, lithium ion install and recent North sails. Skipper maintained from the off she is immaculately presented and fully refitted after the Oyster World Rally.



OYSTER 49' | YATTARNA

€549,000 | Palma de Mallorca

Pocket Oyster that has been maintained and updated to the hilt, first out of the shell in 2004. Simply the perfect size for local cruising, yet if asked she is long legged for ocean sailing. Plug and play mollusc.



BORÉAL 55' OC | BUSHPOINT

€1,290,000 | Orust, Sweden

Capable, no fuss, does what it says on the tin, bluewater cruising yacht from Boréal in 2021. Lift keel, daggerboards, doghouse and robust cutter rig with fully battened mainsail. For 7 seas sailing, this yacht means business.



GUNFLEET 58' | ELIA

£995,000 + VAT | Palma de Mallorca

2018 splash, centreboarder with twin rudders and thrusters both ends – we love her. Smart flag blue hull livery, intelligent design from Castro and maintained to the hilt by our very own Berthon Spain. No yacht is faultless. This one comes close.



NAUTOR SWAN 48' | MIDNIGHT SWAN £1,200,000 | South Coast, UK

Cruiser racer is a moniker that is much used, yet the concept is rarely well delivered, but on the 48, it is. #227 from 2021, for an owner who likes to cruise 2 handed and to race, she is set up for both. Virtually faultless and sparingly used, she has rarely been slept aboard.



SOLARIS 40' | BLUE DREAM

€450,000 | Italy

2021 Soto from our friends at Solaris. Not only does she look good from every angle, she sails like a rocket. Custom 2 cabin layout, solar, Zeus wizardry, Sparcraft rig, and she's available today.

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English wines, working with Mother Nature and a little magic...

Once across the River Lym from Berthon, we drive into the New Forest and then down a winding lane, past an impossibly charming Victorian church and suddenly we are there. The hive of agricultural activity with tunnels and farm buildings galore that is Newhouse Farm. ➤



Strawberry tunnels | © Phill Williams



Sandy Booth | © Monika Grabkowska



Cabernet Franc vines growing under tunnels | © Harry Shutler, Berthon

An old dairy is Mission Control for the **B58 Winery**, with a large boardroom table hewn of teak and workstations that plot the science that is such an important part of what happens here. Casually parked at one end is a very shiny Yamaha Fisi motorbike, and of course a drum kit...

Sandy Booth bounds in to join the team that are creating a quiet revolution in English wine making in a very English part of the world. A family affair, Sandy works with his brothers-in-law, having bought the business from his business partner in 2020 after having initially joined in 2008. The bike is his and one of his brothers-in-law plays the drums.

They are also the brains behind The New Forest Fruit Co. which grows around 5,000 tonnes of strawberries annually, as well as an astonishing 100 tonnes of asparagus. They are leaders in innovative and sustainable farming that uses tunnels and science – SAP analysis for the plants and more. In this way, crops which are grown sustainably can be optimised. Not only are the numbers good, the produce tastes amazing... Fascinating, but what has this got to do with wine?

B58 is so called because it all started on the Beaulieu estate adjacent to the Beaulieu Abbey and the first new vine was planted by Edward, 3rd Baron Montagu of Beaulieu in a new vineyard, on the traditional site of the old vineyard in 1958. The vines were not maintained or picked for many years, until they were taken over by the Newhouse Farm Team. Today, after a lot of work, they are in rude health and are part of a jigsaw of vines both in Beaulieu (outside) and at Newhouse Farm (under tunnels). ➤



Above - Sandy Booth's Yamaha Fisi motorbike | © Harry Shutler, Berthon
Below - Edward 3rd Baron Montagu plaque



Above - Sandy with his brothers-in-law Grzegorz (r.) and Irek (l.)
Below - Asparagus under tunnels





Intrigued with the idea of making wine, it did not take long before the team were applying the systems that they had developed for the propagation of fruit and asparagus, to wine. Their first wines appeared only this year, and immediately picked up medals from the International Wine and Spirit Competition (IWSC) and the Independent English Wine Awards (IEWA). B58 Gewürztraminer and Beaulieu Rosé both taking silver, with B58 Red and Beaulieu Red both taking bronze at the IWSC and the B58 Gewürztraminer and the B58 Red taking bronze at the IEWA's!

Of course, there is more to making wine than planting the vines, and for the B58 team, the learning process is well underway but far from complete. The vines at the farm are grown under tunnels which provide a micro-climate and extends the growing period. They are planted in raised beds using Coir – the outside of the coconut which is inert but which after time rots into natural compost. The raised beds are open at ground level, which allows the vines' roots to grow into the loam and clay New Forest soil. The irrigation system delivers not just water, but nutrients and this is where the science comes in, with the plants analysed to ensure that they are getting the minerals and nutrients that they need. Bush roses are planted at the head of each line of vines as an indicator of the presence of aphids so that the team can react to prevent an infestation that would otherwise damage the vines, and later their important fruit. Thanks to the tunnels the winery is able to use less sprays. ➤

Above - Vines under tunnels

Below - The inaugural B58 Wine collection | © Monika Grabkowska

Bush roses | © Harry Shutler, Berthon

On the way back to the winery to see interesting oak barrels beside stainless steel vats, we pass a large barn with New Forest Fruit Snacks emblazoned on it. This part of the farm pulse dries strawberries and raspberries to provide delicious innovative snacks made from 100% New Forest Fruit Company strawberries and raspberries that would otherwise go to waste and by the way, they taste delicious too...

The winery is filled with vats, barrels and stainless steel baskets full of bottled wine. This is where Sandy works with oenologist Guillaume Laguerre to blend the wines, and to navigate a complicated recipe of different grapes, alcohol levels, sugar content and more to arrive at the holy grail of fine English Wine. *Who knew that the vast oak barrels were toasted inside before being filled to produce more flavour?* The barrel maker marks the degree of toasting - depending on each grape variety which informs the final flavours. The stainless steel vats contain grape juice alone which is blended between differing grape varieties and the wine is stored in oak, with its special flavour, to see what works best.

The B58 winery is unusual as the winery produces still wine only. A selection of reds and white, and rosé of course, the numbers and variety of vines grown – is amazing. Using differing grape varieties adds to the possibilities. A trip to the winery today will see barrels and vats with fermenting grape juice from - Bacchus Orange, Shiraz, Merlot, Cabernet Franc, PiWi Red and Gewürztraminer.

In the same way as they grow strawberries and asparagus, the B58 Team are using their skills as plantsmen, farmers, scientists and winemakers to raise the game of English wine making several notches.

Key to success is getting the Brix level right, the measurement of the sugar content in the grape juice to determine when to harvest their grapes. B58 wines aim for a level of 20/22 in the wine they press.

Innovative farming is key, using revolutionary methods to plant vines earlier and to harvest a little in the first and second years rather than leaving it to the third or fourth. Covering the vines makes sure they grow well from the beginning and right up until the end of the harvest. It must be an incredible sight to see the deep red and translucent grapes ripening outside in the English countryside. It's thanks to the environment the tunnels provide, that the fruit obtains a higher Brix level which is necessary to produce the quality and consistency of the wine each year. And all the while monitoring, caring for and weeding, pruning and picking by hand.

As the tide of global warming laps at the traditional wine making areas in France, it is not inconceivable to think of the UK becoming a basket of wine making in Europe, as summers here become hotter and longer. However, for Sandy, the key thing is to understand the vines, the process and the science, and to work innovatively to increase yield, while maintaining flavour and consistency year on year. A farmer all his life, having wrestled a small strawberry farm into a significant player, his enthusiasm for the possibilities that the B58 winery hold are boundless. Another 2,400 vines of Cabernet Franc, Shiraz and Nebbiolo were being planted when we visited, ready for the 2026 growing season. Another initiative that with some science, thoughtful blending and skilled sustainable farming practices, will have Mother Nature smiling and more of us raising a glass filled with B58 wine in the future.



Above - B58 wine barrels | © Harry Shutler, Berthon
Below - B58 Beaulieu Red 2023 | © Monika Grabkowska



Guillaume Lagger & Sandy Booth | © Monika Grabkowska



B58 Beaulieu Rosé 2023 | © Monika Grabkowska



DISCOVERY 55' | SAXON BLUE €636,500 UK & EU VAT PAID | Lymington, UK

#030 of this extraordinary sisterhood from 2009, she was commissioned for high latitude and the Tropics and has managed both without missing a beat. Refitted by this owner, she is now at Berthon's HQ in the UK to be sold.



DISCOVERY 55' | C-QUEST

£425,000 | South of France

Extremely well sorted Disco from 2007, this owner has allowed his wallet full reign for new standing rigging, sails, and electronic wizardry. Also on the list were deck hatches and cockpit cushions amongst a myriad of other updates. Bluewater ready.



DISCOVERY 55' | SYLVIA

£539,000 | New Zealand

2008 Disco, these owners have sailed with her from Europe to New Zealand and she has served them well. In return, they have cherished her with rigging, sails, solar array, electronics and more – she even has Starlink. They have returned to the office and classroom, she is ready for the next ocean.



DISCOVERY 67' | SAPPHIRE II OF LONDON £980,000 | Australia

#04 of this great series, she was the last of her kind to launch in 2011. Perfect for owner driver use, has good crew quarters. Massive refit Down Under including rig, lithium ion, electronics install and more. On her way home from Brisbane to the UK, ask us about her passage and progress.



DISCOVERY 58' | LUNA OF SARK

US \$1,195,000 + VAT | Spain

#2 of these extraordinarily well thought out bluewater yachts from Ron Holland. 2015 splash, she has been immaculately fettled in 3 loving ownerships. Now unexpectedly back on the market, she comes with fresh batteries, covers and a full service of all systems.



DISCOVERY 57' | JUNO

£998,500 | Lymington, UK

2014 from Ron Holland and Team Discovery, #007 of the series, she was the last to splash and has the biggest spec for bluewater. Lovely cherry innards, proper deck saloon, intelligent space planning and shiny. New standing rig and much else.



DISCOVERY 55' | TICKETEEBOO

£405,000 | Croatia

Perfect Mediterranean cruising yacht, but is capable of much more, from 2009. Still in her original ownership, she has been perfect for summer cruising 2 up. Sadly, her owners have run out of puff and are hanging up their sea boots, but this Disco is ready for much more.



HYLAS 54' RAISED SALOON | QING

£345,000 | Lymington, UK

Frers in 2001 with a slippery hull design as well as spacious teak interior with raised saloon and 3 delightful cabins. Has form with a north Atlantic circuit beneath her keel. Massive updates in this ownership – she is definitely more than the sum of her parts.



HYLAS 54' | REMEDY

US \$399,000 | Portsmouth, USA

1989 from Frers, set up to go far, short handed. Nice new sails and full engine rework 2022, new hull paint 2024 and her widget list is long. The sailing is powerful, rewarding and straightforward. Great bluewater yacht.

**DISCOVERY 55' | MERLYN III****£465,000 | Lymington, UK**

White hulled Disco from 2012 with all the kit for mile munching, she has been far. Now needs some TLC to make her gleam as she should. Her competitive pricing provides plenty of scope to turn her into your magic carpet for bluewater.

**DISCOVERY 55' MKII | KNOTTY GIRL****£650,000 + VAT | Spain**

2015 Disco 55, the MkII are rare. She comes with all the benchmark bluewater cruising credentials of her more mature sisters but now with a sprinkling of genius ideas from the Discovery team including flush hatches, vertical hull windows and special saloon layout. Gleaming, vast spec.

**DISCOVERY 55' | BLUE HARMONY****£580,000 | Lymington, UK**

From 2011, she is one of the most immaculate of her kind that has passed through our hands. Comes with the MkII interior layout which looks like its practically just out of the box. Very full widget list, she has but modest miles beneath her keel.



WASA PACIFIC | ZELDA

SEK 4,900,000 | Stockholm, Sweden

Her hull may have exited the mould in 1992, but she was completed in 2024, giving her 21st century technology and build, including new sails and a new custom keel. With space enough for 13 souls she is perfect for mile building and long passages.



HANSE 540E | CAOL ILA

£170,000 | Lymington, UK

Judel/Vroljik design from 2009, still with her original owners, she has provided sprightly and comfortable cruising in both the Caribbean and the UK. No teak decks to fret about, and masses of yacht to the £.



HANSE 505 | MOJITO

€330,000 UK VAT PAID | Spain

2015 Judel/Vroljik that is full of smart design ideas. Her elegant hull has a long waterline and she has a performance orientated sail plan, and a safe, comfortable working cockpit. Her original owner ticked the full extras list.



JEANNEAU SUN ODYSSEY 49' | WORKING ON A DREAM

SEK 1,800,000 | Stockholm, Sweden

2004 Briand that is totally set up for bluewater, with redundancy of systems, twin helms and a lovely interior for living well aboard. Looking as smart as paint and ready to sail far.



HANSE 588 | MAGMA

€545,000 | Valencia

Elegant Judel/Vrolijk lines paired with performance. Comes with a dinghy garage, twin wheels, vast cockpit, underdeck halyards, she's easily handled shorthanded. With 4 cabins, and a large light flooded interior she is perfect for sailing and living well aboard.



HANSE 630E | VIVENDI

€595,000 + VAT | Mainland Spain

2012 630e with Judel/Vrolijk good looks and modern styling. Comes with an amazing spec for family cruising – automated rig, thrusters both ends, gunmetal hull livery and more. The rigging is fully serviced, she is the business.



FRANCHINI 63L | SIMONICO

€490,000 | Sardinia

Unmistakable Doug Petersen design, made flesh in Italy in 2005. Solid teak interior, sorted for a planet circuit, the sailing systems are all push button. With room enough for 8 souls plus crew, she's a great platform for going far.

MATCH PLAY IN SCOTLAND

– DEFINITELY BETTER BY BOAT!

When Iain Forsyth bought the iconic Swan 56' NOONMARK VI to keep close to his home in the wonderful cruising waters of the West Coast of Scotland, it was clear that she would be perfect for the task with her powerful sailing and great sea manners. As ever, the chat turned to other things and to the important subject of golf...! Iain worked in the industry for many years and apart from being an enthusiastic golfer, part of NOONMARK's brief will be to offer himself, his friends and occasional charterers the option of sailing to some of Scotland's finest courses which are a hop and a skip from the coast. He gives us the low down...



Nautor Swan 56' NOONMARK VI | Isle of Arran, Scotland

Starting in Girvan, where there are yacht berths to be had alongside a commercial harbour, the port is 50 miles from Glasgow Airport.

Trump Turnberry is 6 miles away and Ailsa Crag, close to Girvan is clear to see from the course – 60 to 70% of all curling stones come from this astonishing place. Turnberry is an iconic 'Open' venue, where Nicklaus and Watson duelled! The course has challenging terrain including the special ninth hole known as the Duel in the Sun, named after the 1977 Open Championship. Requisitioned during both World Wars for use as an airbase, the course was designed by Willie Fernie in 1902 with a major overhaul in 2016 by golf course architects Mackenzie & Ebert. It ranks 10th in the world. ➤

Trump Turnberry | Photo credit Royal Trump Turnberry | trumphotels.com/turnberry

Trump Turnberry

“
It ranks 10th in the world

Royal Troon

Next stop is Troon Harbour, 20 nautical miles away and Troon Yacht Haven is the perfect place from which to attack two amazing courses.

Royal Troon is just 2 miles away, founded in 1878, with 2 championship courses – the Old Course and the Portland Course. Many of the game's greats have stood on the famous Postage Stamp (8th tee) with little more than a pitching-wedge in hand before swapping that club for their sand-wedge. A par (or better) gives you permanent bragging rights at the bar!

Prestwick Golf Club is 5 miles away and is an historic club with a rich history and the course has some classic holes and many features which have been copied by course architects through the ages. Some of the holes are quirky, but all are great fun to play.



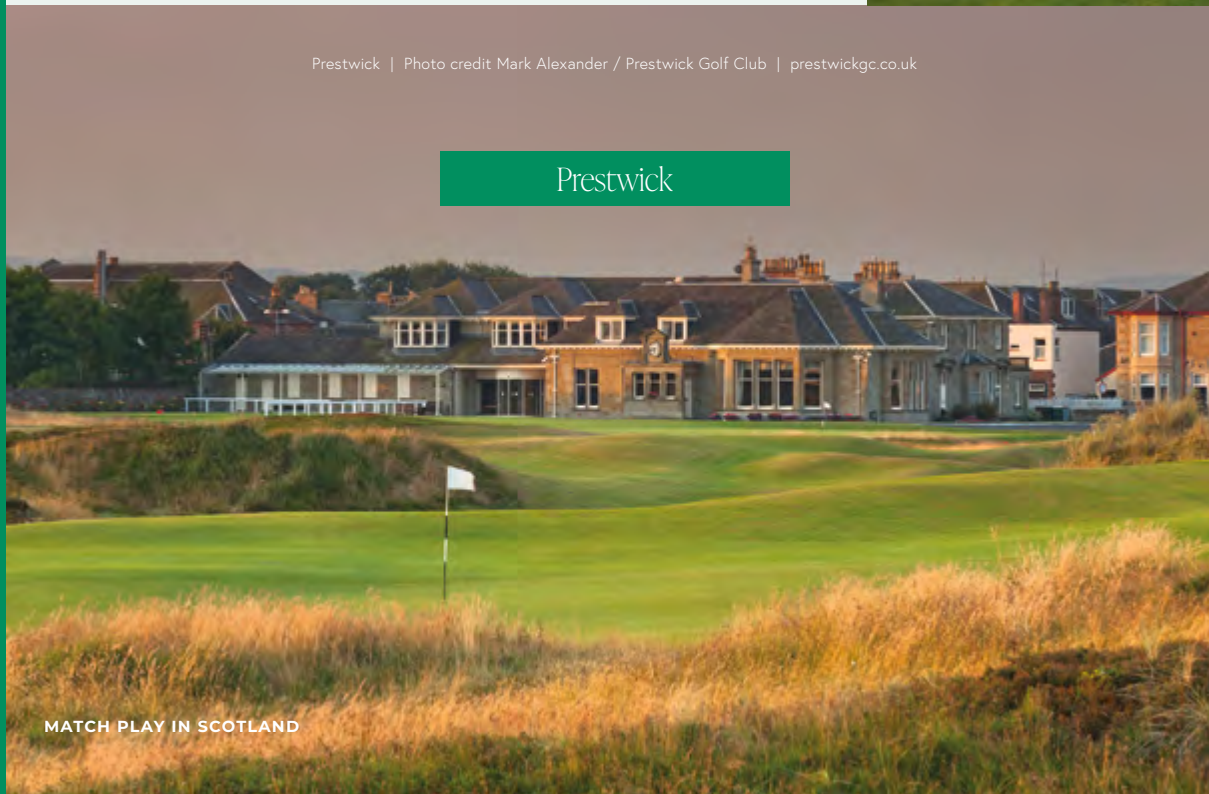
Prestwick | Photo credit Mark Alexander / Prestwick Golf Club | prestwickgc.co.uk

Prestwick

A sail of around 25 nautical miles brings you to the lovely anchorage of Lochranza on the Isle of Arran, with a dramatic Scottish castle and the inevitable distillery!

Shiskine is the local golf club and has 12 holes and is a great play in a stunning setting. A bit quirky but has some lovely holes and is worth a visit.

Up anchor and onto Campbeltown on the Mull of Kintyre with its protected port and modest marina, just over 20 miles from Lochranza by NOONMARK... ➤



Machrihanish

“
the best opening hole
of golf in the world

Shiskine Golf Club | Photo Credit Hamish Bannatyne
and Shiskine Golf Club | shiskinegolf.com

Shiskine

Machrihanish Dunes | Photo credit Machrihanish Dunes | machrihanishdunes.com

Machrihanish Dunes

Machrihanish is five miles across to the west coast of the mull and has one of the best tee shots anywhere in the world, across the beach in Machrihanish Bay, referred to by Jack Nicklaus, a par 4, as the best opening hole of golf in the world. Nicknamed Mach 7 because of its notoriously strong breeze and challenging layout, it tests players with rolling fairways, blind shots and pot bunkers.

Close by are **Machrihanish Dunes**, next to the Atlantic, this award-winning course comes with amazing views and a dunescape too. Opened in 2009, known as Mach Dunes, if you are coming to Scotland to golf it is a must. ➤



Our next stop is Portrush, in Northern Ireland, a pleasant sail of around 50 nautical miles, it is a small harbour protected by two man-made piers with some pontoons as well as moorings that visiting yachts can pick up.

A short walk of a mile finds you at the **Royal Portrush Golf Club**, with the hills of Donegal to the west, Islay and the Southern Hebrides to the north and the Giant's Causeway and the Skerries to the East. The courses are overlooked by the ruins of Dunluce Castle, a ruined 13th century castle, and it is this building that lends its name to Royal Portrush's Dunluce Links. These always rank highly on any list detailing the World's best courses. Apart from the scenery, there is the layout. Redesigned before the 2019 Open Championship it is indeed testing both on and around the greens – making it a favourite for Shane Lowry. ➤

Another Place, The Machrie



The light and dramatic sea and landscapes make the place like nowhere else in the world, and so Iain very much looks forward to indulging his passion for sailing with his Swan, as well as the opportunity to play at some of the most exciting and dramatic links on the planet, and to sampling some very fine malts on the way.

Here we have but touched the surface of the possibilities and there are other favourite links and many other ports, that we have left un-recorded in this piece. If you're fond of sailing or golfing, and decide to try out Scotland, Iain will see you there!

Our final stop is the lovely harbour of Port Ellen on Islay, a fabulous sail of 30 nautical miles and a 4 mile trip finds you at **Another Place, The Machrie**. This old links is an original Willie Campbell design dating back to 1891, that was then redesigned by DJ Russel and reopened in 2018. With Hebridean views of the sea as well as the peaks of Beinn Bheigeir and the Paps of Jura, there are a mix of holes in the dunes by the edge of the sea and some amongst peaty, heathery land. A bracing round will be rewarded with a dram produced on this Malt Whiskey producing Mecca.

For both golf and sailing, Scotland is a bit special with some of the most dramatic sailing and golfing to be had on the planet. Whilst we can't guarantee wall to wall sunshine, you can be certain of a wide variety of weather here and some challenging sailing and play.

Another Place, The Machrie

“
Malt Whiskey producing Mecca





NAUTOR SWAN 60' | HOLLIE

€585,000 + VAT | Greece

Flag blue Frers Nautor from 2000. Set up to circuit the planet, she also likes to regatta. In this ownership since 2011, she is perfect for short handed sailing and her primary crew of 2 have found her responsive, easy to handle and a joy to own. She looks fab.



NAUTOR SWAN 53' | GAIA

€675,000 | Mainland Spain

2005 cruiser race from the Nautor people that manages both roles with total efficiency. Serious nautical makeover 2023, with new batteries, standing rigging, paint – including for the mast, and much else.



NAUTOR SWAN 48' | MIA

€966,000 | Italy

2019 hatch, the Swan 48 has proved herself to be a massively popular Nautor, providing the perfect blend of comfort, safe family sailing and potential to regatta. The yacht comes with elaborate electronics, new paint and lovely interior.



NAUTOR SWAN 48' | ASSUAGE

£235,000 | South Coast, UK

The Swan 48 is an evergreen and this yacht from 1996 has recent decks and sails. With a carbon rig and performance keel, she is perfect for the regatta circuit or for rapid bluewater cruising.



COMPOSITE WORKS 90' | LOGICA

€1,200,000 | Italy

Besozzi-Salvetti design from 2002 with centreboard and she is fast. Straight forward systems, uncluttered deck layout and a stunning interior. Just the ticket for yacht charter or for fast family cruising.



FELCI 71' | MARDOR

€1,480,000 + VAT | East Mediterranean

CN Yacht 2000 and the legendary Umberto Felci in 2006, she is a picture. Carefully designed for short handed sailing so she can be sailed either with or without crew. Below she is set up for both as you like it.



NAUTOR SWAN 40' | COOKIE MONSTER US \$155,000 | Chicago, USA

1994 Frers Swan, hardly slept aboard, used for evening races by her still original owner, she sails in sweet water and is stored snug undercover every winter. New B&G 2024, look out for her guest appearance in the film 'The Jackal'.



“

BLUEWATER SAILING IS AN OPPORTUNITY TO
EXPERIENCE THE BEST OF PLANET EARTH



FORESTS, BLUEWATER CRUISING AND TREES...

Photography © World Cruising Club

Berthon and World Cruising who run yachting's favourite bluewater rallies have worked together for years. The Atlantic Rally for Cruisers, known to all as the ARC, is a 'must do' event. A large percentage of the Berthon bluewater brokerage fleet have participated, sometimes multiple times, through different ownerships.

The **World ARC** is another great event which takes bluewater sailors around the planet in the company of a diverse fleet. A huge advantage of this annual rally is that it allows yachts to sail around the world at their own pace, whether that means staying longer at a stopover to cruise the area or laying up to focus on other aspects of life. When the next season comes around, the rally is there again, ready to take you off on another adventure.

Bluewater sailing is an opportunity to experience the best of Planet Earth, powered by the breeze (and some diesel too of course), together with the solar array and water power that is used by many cruising yachts today. Travelling this way is kind to the planet and good for the soul. ➤





Good but not perfect. Our GRP and carbon fabricated chariots mostly have diesel engines, generators and a myriad of petroleum based parts both moving and otherwise. Our crews fly to rendezvous via 747 and much of the needed equipment needed on stopovers arrives in exactly the same way.

World Cruising's Rallies are busy events. The ARC for example normally has a fleet of 150+ and approximately 1,000 of crew, together with visitors, technicians and all the other paraphernalia that accompanies such a large event – and that's on both sides of the Atlantic.

World Cruising understands the need to tread gently on the wonderful parts of the planet that their fleets visit, to treat them with respect, and to pay back. They have therefore formed their **POSITIVE IMPACT FUND** with the aim of putting back, paying for initiatives that will benefit the glorious places their fleets visit and help to protect them for the future.

One such project is a Tree Planting project in Gran Canaria in the Canary Islands, starting point for the ARC. Since 2010, World Cruising have been sponsoring **Fundación Foresta** which is a private not for profit organisation running the programme.



IT'S A SHOT IN THE ARM FOR BIODIVERSITY

Berthon also love trees! After all, our HQ in Lymington is situated in the New Forest, on the south coast of the UK. Not that new, it was founded in 1079 by William the Conqueror and has been an essential part of the fabric of the UK since. The mighty oaks with their grown frames, used to build Henry VIII's fleet of battleships at nearby Beaulieu, all came from the New Forest, and the preservation of the Forest has been managed down the ages by the Verderers, and this management continues today.

With this in mind, we are delighted to sponsor the transport from the ARC fleet in Las Palmas to the ARC Forests in Lomo Vacas near Firgas, and to near Teror in Pico El Rayo in the north of Gran Canaria. Sailors are asked to turn forester for a day and to pick up a shovel and plant trees. Since 2010, World Cruising's ARC fleet sailors have planted no less than 4,037 native trees and we are hoping that by working with them, many more young trees will be added.

Fundación Foresta has been planting trees since 1998, aiming to recover, look after and restore the forests in the Canary Islands. In Gran Canaria the focus is on expanding and ultimately connecting what remains of the ancient Doramas Forest. Named after the Guanche Chief Warrior who is famous for his bravery in fighting off the Spanish colonisers in the fifteenth century, today his namesake is getting the help it needs to recover from the deforestation that occurred on the island to make charcoal for sugar cane mills, and also for agricultural expansion. ➤



Aside from the importance of replacing what has been lost down the years, it's a shot in the arm for biodiversity. The project also captures CO₂ and sequesters much needed rainwater. Foresta calculate that the ARC Forest trees, on their own, will capture around 870 tonnes of CO₂ over 30 years – which is deeply cool.

Of course these guys are what make it all possible. So, if you are contemplating an ARC, be sure to take the Berthon bus and head to the mountains, ready to dig like mad. See you there!



THE ARC FOREST IS COMPRISED OF A VARIETY OF TREES, NAME CHECK BELOW –

38% are Faya which is a native fir tree that grows in the Canaries and in Madeira. Also known as the wax myrtle, it has a light green leaf which darkens with age and has edible drupes which can be used as an astringent remedy for catarrh.

29% are Brezo which is a tree heather also called Brezo Canaria. It's a shrub or small tree growing up to 4 metres and as much as 10 metres in the Canaries. Its young branches are whitish and the bark is dark with long and thin leaves and tiny pink and white bell shaped flowers.

7% are Follao – otherwise known as *Quercus Canariensis*, originally from southern Spain, a slow growing hard wood.

7% are Acebino which are holly trees endemic to the Canaries. Evergreen, they grow up to 10 metres with white flowers in the spring and red and yellow berries later in the year. They love wild woodland areas.

Apart from these, there are some other lovely species included in the mix –

Palo Blanco – the Canaries Olive – from the Oleaceae family and only found in the Canaries and Madeira. They can grow up to 50 feet and have a rough bark, leathery leaves and the fruit is a fleshy drupe – similar to an olive.

Madrono, which is an evergreen relation to the strawberry tree with white flowers, red berries and lovely glossy leaves.

Barbusano, known locally as the Canary Laurel - it is the only species of flowering plant belonging to the genus *Apollonias* of the Laurel family. It is endemic to the Canaries and Madeira.

Vinatigo Laurel – another laurel that flourishes in the Canaries and neighbouring islands.

Castano – the Spanish for chestnut – the Sweet Chestnut is a deciduous tree loved internationally. In the UK it is also called the Spanish Chestnut. It grows up to 35 metres and is related to the oak and beech.



NAJAD ONE OFF | RED LINE

SEK 1,900,000 | Henån, Sweden

Aptly named – see above, from 1996. The in-house Najad design team put her together and the build is epic. Well uprated for long distance, recent updates include new teak decks, furling rig and standing rigging, as well as fresh hull paint.



NAJAD 490 | CARICIA

€525,000 | Orust, Sweden

2007 launch, she is still with her original owner. In 2019 she left home waters after a nautical update to explore the Mediterranean. Now back home, she prefers under cover shed life in the winters. Lovely, well sorted yacht.



NAJAD 460 | BOHEMEN

€350,000 | Henån, Sweden

2003 Judel/Vroljik, she had a serious nautical makeover in 2019 to ready her for a circuit of the planet. Mission accomplished she is now back on her island of birth, bristling with kit and ready for much more bluewater.



NAJAD 460 | LYRA

€300,000 | Naples

Born in 2001, the Najad 460 is the perfect size for local cruising, yet still long legged to go much further as you wish. We sold her to these yachtsmen who have loved her versatility. She is now Mediterranean based and ready for her next chapter.



NAJAD 380 | SIGNE

€220,000 | Henån, Sweden

2005, another yacht that is the result of the super successful collaboration between Najad and Judel/Vrolijk. Well sorted with windlasses at both ends, in-mast, and electric winches. Compact for local cruising, long legged when asked for more.



NAJAD 380 | LIR

US \$275,000 | Port Ludlow, USA

Judel/Vrolijk Najad from 2011, one of the last of her class to splash. Sparingly used, with smart Awlgripped topsides, in-mast, Garmin electronic wizardry 2018, lovely mahogany innards. Massively rare yacht particularly on the West coast.



CHALLENGE 72' | IRONBARQUE

€485,000 + VAT | Spain

Famous as SAVE THE KIDS, one of 11 extraordinary yachts that were designed and built to race around the world against prevailing winds and currents – as Chay Blyth thought it a good idea! Now sorted for bluewater.



CHALLENGE 67' | NASHACHATA II

€625,000 | Spain

Does what it says on the tin, designed and built to sail around the globe against prevailing winds and currents. Disembowelled and rebuilt to Category 0 in 2021, another member of Chay Blyth's iconic Challenge Fleet.



CHALLENGE 67' | WHIRLWIND

€346,000 + VAT | Lorient, France

The weapon of choice for adventure sailing and mile building. From 1992, she is part of the Challenge fleet of unbreakable metal yachts for sailing upwind around the world. Now in commercial use and kitted for the job.



21.5M SIMON ROGERS CUSTOM | SONG OF THE WHALE

£750,000 | Savannah, USA

Of steel, built in 2004 for IFAW to MCA Category 0 and maintained in class ever since, she has been gifted to the scientists who ran her. Super quiet for research with cetaceans. Important, capable vessel that deserves to continue the good work.



ISLAND PACKET 440 | SERAPHINA OF CHICHESTER

£330,000 UK VAT PAID | Gibraltar

Bob Johnson and the Packet people in 2005 and still with her first owners. Cherished and with recent paint and standing rigging. She has taken them on the North Atlantic circuit, proving herself to be a reliable, comfortable and swift magic carpet.



BOWMAN 57' | ALERIA

€275,000 | Mediterranean

From the UK's finest – Holman & Pye, Camper & Nicholson's and Bowman in 1976, their skills and quality of craftsmanship have stood the test of time. Iconic platform for bluewater, nautical makeover 2024/25 she is ready for more oceans.



NAUTICAT 37' | NIRVANA

£185,000 | Lymington, UK

Practical Nauticat build and capability from 2002. Splendid deck saloon, comfortable cockpit and great space planning. Much uprated and reworked by her current sailors including new sails, batteries, canvas and electronic wizardry.



PACIFIC SEACRAFT | ACADIA

US \$245,000 | Portsmouth, RI, USA

Handsome Crealock design from 2002. Stable, predictable and comfortable for planet circuits, also compact for a more local role too. Consistently improved and updated and now offered in shipshape good order.



SOUTHERLY 135 | YAHOOO

£220,000 + VAT | Lymington, UK

The Southerly 135 is a favourite amongst sailors for her practical layout, deckhouse that works and lovely variable draft. This yacht from 2006 has been updated by this owner for shorthanded bluewater as well as creek crawling.



SOUTHERLY 42' RST | SAVING GRACE II £369,000 | South Coast, UK

Hatched 2013, she is one of the last of the sisterhood to launch. Still with her original owners, they have loved her and maintained her meticulously, including lots of nice updates. Variable draft, Humphreys performance and Southerly know-how.



SOUTHERLY 42' RST | SOUTHERN COMFORT

£195,000 UK VAT PAID | East Mediterranean

2009 centreboarder with a genius 3 cabin layout making for a very social yacht. Lots of recent updates including rigging, sails and new in-mast main. The pull of Southerly ownership is strong, these yachts are rare in brokerage captivity.



SOUTHERLY 480 | MANUKA

£925,000 | South Coast, UK

Stephen Jones and the variable draft wizards in 2019, she is one of the very last of her kind to splash. Great spec, sparingly used, much polished. Fast, flexible, easily handled short-handed, compact for exploring, long legged for oceans as you like.

SOUTHERLY 47' | ANNA

€715,000 | Öckerö, Sweden

Hatched 2013, with only 1.2m keel up, creek crawling is a reality. She is also a capable and fast bluewater cruising yacht, with lovely teak interior and practical raised saloon. The 47' is a rare bird to find in brokerage captivity.



BENETEAU ST 50' | TOTEM

€775,000 + VAT | Orust, Sweden

Very smart semi-displacement motor yacht from the Beneteau crew in 2018. On 435hp Volvo IPS with joystick control and dynamic positioning. Light, airy and spacious innards, practical and easy to work exterior. The perfect tool for comfortable clockwork yachting.



DALE NELSON 38' | OUT OF THE BLUE £249,000 | South Coast, UK

Welsh magic from Dale in 1999, totally reworked by them in 2022, including a brace of thrusters, Raymarine wizardry, batteries, upholstery and more. Twin TAM63 370 horses provide the power. Limed oak interior, splendid, capable blue boat.



SEAWARD 29' | ENDEAVOUR

£159,950 | Lymington, UK

The brainchild of Arthur Mursell from 2014, a pair of peppy 240hp Yanmars mean she's frugal yet capable of speeds in the mid-20s when asked. Super spec, thoroughly spoiled in the 2 ownerships she's had to date, so gleams.



TRADER 42' | BIASHARA

£209,950 | Lymington, UK

Tony Castro and Trader in 2007, this is not the first time that this well designed and engineered semi-displacement motor yacht has passed through our hands. Vast innards with 2 ensuite cabins, remodelled galley, immaculate service history, she runs on a pair of Cummins QSB diesels.



SEAWARD 35' | BRUISER

£224,950 | West country, UK

One of the last 35s to splash in 2011 with twin 315 Yanmars and has a lovely oak interior. Built for the rough stuff, very well sorted all weather clockwork yacht.



SEAWARD 42' | BOUNDER

£425,000 | Lymington, UK

TT Boat Designs from 2016 with twin Cummins QSB 425s delivering an 18 knot cruise. Massive spec including Quick Cyro, Onan 8kVA, Humphree Active Ride, thrusters both ends and masses of Raymarine wizardry. But the nub of this yacht is her capability and perfect sea manners.



AQUASTAR 48'S | ZANDRAZ

£425,000 | South Coast, UK

This blue boat gleams from stem to stern, born 2007/08 with a pair of Volvo D9-500s and the outstanding handling and performance in all weathers you would expect. Great interior (thank you Ken Frievoth) with clever space planning below and on deck.

Royal Geographical Society 'EXPLORERS WATCHES'

ARE THEY THE RAREST GROUP OF RECORDED WATCHES IN THE WORLD?

By Peter Burt

Collectors and their collections come in many different forms. I'm a watch collector. Although I happen to wear a Rolex submariner, probably the most robust and best of that breed, it is a working watch, not part of my collection.

I started collecting pocket watches as a child after playing with a wonderful, gold, Hunter cased, Victorian Chronograph, sailing watch. A fine piece of the watch maker's art and a handsome and useful tool for any racing sailor. I remember it like yesterday and at the age of five it made a huge impact on my life and led to many adventures and to making quite a few friends. Step forward nearly sixty years and in my wanderings, I was offered an extraordinary pocket watch. I have collected naval and private 'Deck' watches, (navigating watches) in their handsome: mostly mahogany boxes, for many years but this was different.

This silver cased, open faced watch was a large, heavy, tough watch with a screw-on flat glass and a screw-on back with a tiny chain securing a screw-on cap over the winding crown. In fact, a truly waterproof watch, created and used 50 years before The Rolex patent waterproof watch of the mid-1920s. It was inscribed on its plain, silver back: Royal Geographical Society. **No. 28.**

I was immediately intrigued. My father had been a fellow of the RGS from the early 1930s. I bought the watch, and it has led me through many years of research on probably the rarest, best recorded and catalogued, group of watches in the world.

These are the so called RGS Explorers' watches. They were lent to members and Fellows of the Society between 1878 and 1939.

These 138 'Travellers' (they were never called Explorers, much too vulgar), were the great British explorers of their age. In fact, the only outstanding man who didn't carry these watches was Robert Falcon Scott, who was supplied by the Royal Navy with Smiths watches, to RGS pattern, one of which can be seen at the Greenwich Maritime Museum.

Ernest Shackleton borrowed 4 for his first great adventure into the Antarctic in 1907. The list of Travellers reads like a list of almost all the men who ventured across the world, driven by the bug of escapism, discovery and adventure.

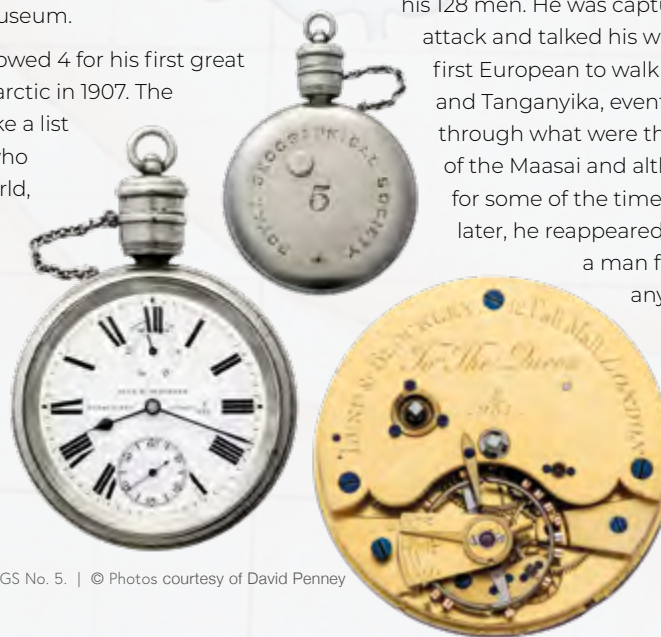
Take **RGS No. 5.** Supplied to the East African Expedition and finally to **Joseph Thomson** in 1878,



Joseph Thomson and James Chuma | Photo courtesy of the RGS

as second in command of the Society's East African Expedition, exploring the possibility of creating a new road from the east coast of Africa near Dar es Salaam, to the Great Lakes of Victoria and Tanganyika over 500 miles away, as the crow flies. The leader of the expedition died of fever, 5 weeks and only 145 miles into the centre of an unknown area. At the age of just 20, this bright young Scottish lad had to decide whether to carry on or go back. He went on, walking the nearly 3,000 miles with his 128 men. He was captured and released twice, faced attack and talked his way out of trouble, and was the first European to walk between the Lakes of Victoria and Tanganyika, eventually returning to the coast through what were thought to be the hostile lands of the Maasai and although he suffered from fever for some of the time, he kept walking. 14 months later, he reappeared at the coast, having never lost a man from his huge team or injured anyone they encountered. He

returned to England a hero and became an explorer of other parts of Africa. The great herds of Gazelle in Southern Africa were named after him, Thomson's gazelle. ➤



RGS No. 5. | © Photos courtesy of David Penney

My next traveller was **Harrison**, who, after losing his father decided he too would go to the wilds of upper Canada and survey the Mackenzie River Basin. He walked the equivalent of London to Sicily and back, surveying part of the 690,000 square miles of the Basin, in the course of 3 summers and 2 winters. The lowest temperature on his travels was minus 67 degrees Fahrenheit. He lost **RGS No. 28** for 7 months and made a 200 mile walk to successfully find it in the early summer of 1907.

There were 26 watches purchased by the Society. The Instrument Book numbers them, records the name of the maker and supplier, the date of purchase, the actual number of the watch movement, and sometimes the reason for purchase. The second Instrument Book records the lend and return of every watch and here we find wonderful, acerbic comments in a cramped hand on who borrowed which watch, where it was going to be used, where it actually went, comments on its condition when returned (or not) and when it was sent to be repaired or rebuilt.

11 watches were irretrievably lost. Some of the notes read:

“Dear Secretary, I regret I am unable to return the Society’s watch as I had to trade it for the return of my wife”

“The watch you lent me was stolen by natives on the train, on the way to Khartoum”

“Returned by his assistant as Mr. Becher drowned on the 3rd day of the expedition”

“Colonel Fawcett and his son walked, with their supporters into the jungle and were never seen again”

These watches were always expensive, In 1878 they cost £35, (about £3,000 now). They are remarkably resilient and reliable watches known as half Chronometers. When looked after carefully and wound every day at the same time, they could be successfully used for keeping GMT anywhere in the world from high to low latitudes and in hot or cold climates. They were generally used singly or in threes. In my research and in looking at websites,

going to the great sale rooms both in the UK and the USA and talking to many dealers, I have only found five and the possibility of a sixth. I have advertised to see if I could identify any other real ones but have not found them. The five I have seen are now all cased in beautiful mahogany Victorian style deck-watch boxes, which gives them some safety and an extra charm.

There have been fakes created, but they are easily dismissed. They may be real explorers watches which have later been engraved with false RGS names or numbers. I hold copies of all the Instrument Books and occasionally I am asked to confirm or dismiss RGS watches that have been found. As a Fellow of the RGS, the Society sometimes sends me queries about these watches they have received, and I am still studying and reading at the Society’s wonderful Library in Exhibition Road, London.

There are quite a few Explorer’s watches to a similar pattern that come on the market. The few I have seen were made by Smiths, Dent, Ogden of London, Lund and Blockley and others. The rest of the RGS watches remain unseen and incredibly rare and change hands amongst dealers and collectors for increasing sums of money, each watch often having an amazing history of adventures in countries all over the world.

The final watch I will mention is **No. 21**. Borrowed from the RGS and used by **Major Bagnold** of the Royal Engineers, in 1930 for navigating a private expedition



Bagnold 1930 taking a compass bearing in the Desert | Photo courtesy of Stephen Bagnold

in specially designed cars, across the Libyan Desert. Bagnold, a great polymath, (inventor of the Bagnold sun compass, author of many books, advisor to NASA on the possible surface of Mars) and his team learnt how to drive up into the sand dunes and along their tops covering long distances exploring where only camels might have trodden before. Their 3,000 mile journey was a huge success and obviously great fun, though sometimes very hard work. Ten years later, known as an expert on the sands of the eastern Sahara, Bagnold, who was passing through Cairo in 1940, was asked to form a new group for the British Army. At General Wavell’s request, he created and commanded the Long Range Desert Group who, with much panache became hit-and-run pirates of the great sand sea, destroying Italian and later Nazi fuel dumps, camps and aerodromes and from which later sprang the SAS.

These handsome, chunky, RGS watches are amazingly rare and have become much sort-after for the stories in which they have been involved. Each watch is a piece of real history and a great conversation object for connoisseurs at the dinner table, fine pieces of history to carry in a pocket and produce to show friends. Whilst they have given me a fascinating chance to learn about people and the world they have also kept me away from sailing on the odd sunny day.

The problem is finding any watches of the 15 that might still be out there. Do you know of another?



RGS No. 21. | © Photos courtesy of David Penney



BERTRAM 31' COMPETITION | THUNDERSTREAK

POA | South Coast, UK

Tommy Sopworth's legendary steed, Ray Hunt lines of course and originally made flesh in 1963. Now rescued and totally restored and with a pair of Mercruiser big block V8s on Race X legs. Unique, irreplaceable and ferociously quick.



COCKWELLS CUSTOM 32' | OCEAN FAUNA £149,950 | Lymington, UK

Modern classic from 2005 with lovely lines which follow those of a pilot cutter. Twin 125hp Yanmars together with other 21st century technology combine happily with her lovely timber build from a kinder age.



RIBCO SEAFARER 36' | 36.070

€245,000 | Palma de Mallorca

Superior chase boat with stacks of space and speed. Beautifully engineered by Ribco, the jet power is delivered by twin 350hp Verados which provide up to 50 knots. Also comes with AV, electronics and electric loo. Awesome.



PRINCESS V39' | YATZY

SEK 3,850,000 | Nacka, Sweden

2014 Olesinski from the Princess people. Her 330hp D6 Volvos have very low hours, and she is stored ashore undercover in the winter time. She has mostly only seen use in brackish water. Class act for comfortable motor yachting.



PRINCESS 49' | MIGSY II

£699,950 | Lymington, UK

2017 splash, with her first owner, comes with masses of caboodle from Tropical air to Dockmate remote control to IPS joystick docking to Seakeeper to hi-lo platform – she even has a Williams mini-jet. Sparse engine hours, much polished.



BOTNIA TARGA 44' | MINERVA

£599,000 + VAT | Lymington, UK

4x4 motor yachting from 2015 that offers superb handling at sea, and she has been meticulously maintained from Day One with a captain on hand full time. Staggeringly large spec list, a pair of 400hp Volvos and loves it when the going gets tough.



74' VSV | MARYSLIM

£299,000 | South Coast, UK

Now for something completely different... Delivered 2007, this Very Slender Vessel performs offshore in adverse conditions at speeds that will, put simply, stop other boats. Designed by Nick Bailey using the VSV concept patented by Adrian Thompson, she is extraordinary.



XSR 48' | SWIFT

£600,000 | Lymington, UK

Buzzi designed hull XSR from 2020. Totally refitted 2023 for a high speed, professional interceptor role including matt grey livery, enclosed hardtop, electronics, FLIR, Starlink, demountable drone platform and more. Mean, well-sorted, machine.



HARDY COMMODORE 42' | DREAMER £329,000 | Lymington, UK

2002 from Andrew Wolstenholme's design office, now much updated and reworked. Yanmar 420s, epic seaboard and with a lovely 3 cabin layout. Definitely the best of British, she is perfect for passages and living well aboard.



TRIQUAL 65' | BIG BIRD OF POOLE £394,950 | Lymington, UK

Constructed of multichine steel frame from 2002, she has enjoyed a gradual but significant nautical makeover since this owner purchased her in 2013. Runs on fumes courtesy of a pair of Vetus Deutz. Massive volume inside and out.



BENETTI SAIL DIVISION 78' | VICTORIA III €1,100,000 | Oslo, Norway

Proper motor yacht from the Benetti people in 2001. Not only does she look good from every angle, she has an elegant interior with 4 double cabins plus crew. Displacement hull form which is fully stabilised. Perfect for family use and could also charter if you must.



MOODY DECKSALOON 54' | MIADELITA US \$650,000 | Kinsale, USA

Recent build in 2018, with fab galley down configuration that works brilliantly. American cherry innards with heating and aircon for her 3 spacious cabins.



MOODY DECKSALOON 45' | STELLAR J

US \$650,000 + VAT | Lymington, UK

2021 splash, smart stars and stripes hull paint, and good looks from the Dixon Team and a Watervision interior. Recently arrived with us from the Caribs, she has been refreshed.



MOODY DECKSALOON 41' | LYDIA US \$595,000 | Annapolis, USA

Massively well sorted and well conceived deck saloon yacht from the Dixon Design team. From 2022 comes with everything that opens and shuts – which added US\$100k to her build price. Recent updates include lithium ion, genset, dinghy and more.



MOODY DECKSALOON 41' | PARASOL

€535,000 + VAT | Nyköping, Sweden

Barely unwrapped from 2023, clever one level deck saloon and cockpit space that works seamlessly. She is perfect for cruising whatever the weather. Smart touches throughout.



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Bill Rudkin
Peter Houghton
Jonathan Banks



CHAPEL ROCK AND THE WRECKERS' COAST

Photography © Harry Shutler, Berthon UK

'Taken with a 1970s Hasselblad 503CW medium format camera'

Every year we debate which image should appear on the front of the Berthon Book. In-house photographer, Harry Shutler, always has the best ideas, and of course it is he who will be scooped up in a RIB and maybe forced to swim to get exactly the right shot; or like this year, to walk for miles to get this incredible image of Chapel Rock. An iconic coastal feature, it is found on the Southwest Coastal path close to Hartland and Hartland Quay.

Of the hundreds of images at different angles, in differing lights and of different style, we have chosen the image you see. To Harry it resembled a broken mast and torn sail battered by the violent edge of the Atlantic. It is on its own. For literally centuries it has marked the threshold of where the land ends and unforgiving seas begin. ➤



“
over 150 recorded wrecks

The north Devon and Cornwall coasts are harsh, with few places where mariners can run for safety. Its history is one of ships wrecked along its length, smuggling and worse, for this coast is known as Wreckers' Coast. It is easy to see how Daphne du Maurier imagined the perils for seamen that awaited in heavy weather here, thanks to the landlord of Jamaica Inn.

This short stretch of coastline has over 150 recorded wrecks, and of course it is likely that there will be more, unrecorded and forgotten. One such casualty was the SS ROSALIA. In 1904 she was swallowed by a storm and did not survive. She was left to rust on this harsh coastline. Her iron bones can still be seen at low tide, a decaying memorial of her time and to the men who sailed aboard her.

The tales of wreckers in these parts are part of the UK's narrative, and of course it makes for a rattling good tale, of locals who lured ships close to the shore using lanterns tied to donkeys which were walked along cliff paths to imitate the lights of a safe harbour. Logically, it is unlikely that these lanterns could have been powerful enough or high enough to be seen by nearby ships, particularly in very bad weather or fog, but perhaps there is some truth in these myths. The stories go that the wreckers would use their lanterns to drive ships ever closer to the shores, and once floundering on local, well-known rocks, they would swarm down to collect their booty, leaving the bodies of those unfortunate sailors who washed up to be taken away by the tide, and dispatching any who made it ashore alive.

For sure, in the eighteenth century, smuggling was at its zenith in this area, with goods such as brandy, tea, tobacco and silk attracting heavy taxes and creating an industry in which in some cases, whole local communities had a hand, from the farm boy to the Squire. Goods were dropped off by passing ships at night and hidden, eventually finding their way onto the black market. There were serious consequences for smugglers if caught by His Majesty's Customs officers, including imprisonment, impressment into the Royal Navy, transportation to the Colonies, and in some cases execution. ➤



Chris Alan Wilton / Alamy stock photo

Here are a few of them

In 1882, **SS HOCHÉ**, a French steamship ran aground in dense fog on the 1st July en route from Rouen to Cardiff. She was a total loss, although happily all twenty-three crew were rescued. Her boiler, anchor and rudder can still be seen at low tide.

SS ROSALIA, whose bones are visible at low tide, was an Italian steam cargo ship which came ashore on May 27, 1904. En route from Genoa to Newport, Monmouthshire, she ran aground in dense fog. Attempts to tow her to safety failed and she was lost. Photographs taken at the time, show her heeling to port on the rocks with her boat davits lowered and empty. At low tide, the foot of her stem could be seen jammed into the rocks.

In 1962 **RFA GREEN RANGER** had the same fate, hitting Gunpath Rock on the Hartland peninsula. She had been torpedoed in September 1946 whilst in Portland Harbour. Although holed below the waterline, she remained afloat, but it was only in 1962 whilst on tow to be refitted in Cardiff, she broke free of her tug and met her end. There was a skeleton crew of seven aboard, all rescued by the Hartland Lifesaving Company with their Breeches Buoy, a rope based piece of kit which resembles a round personal flotation device with a leg harness – rather like a zip line. Deployed using a mortar rocket, the crew had to be rescued one at a time, each one pulled to safety. **GREEN RANGER** is still just visible at low tide.

In 1982, **MS JOHANNA** was lost on 31st December. A Dutch owned cargo ship, en route from Rotterdam to Barry in South Wales, she carried a cargo of wheat. In foul weather she was driven onto the rocks less than 400 metres from Hartland Point lighthouse. There she broke up with four crew airlifted by a helicopter from RAF Chivenor, and her three officers being taken off by the Clovelly RNLi lifeboat. A local landmark along the Southwest coastal path for years, in the storms of 2014, much of the wreck broke up leaving only small bits of rusting metal to be seen today.

We hope that you enjoy the image of Chapel Rock. Of course, seen from the sea in a stiff gale and on a lee shore, it doubtless looks rather less romantic.



SS ROSALIA | Photo Credit Hartland Quay Hotel

Of course, wreckers or not, these are treacherous waters and ships came to grief, still do, with locals salvaging the cargoes that came ashore. At Hartland, tales are told of villagers scaling cliffs in the pitch dark or launching boats to save sailors from stricken ships; and Hartland Lifeboat Station, once active here, played its part in later times.

The roll call of ships that foundered in the 1800s is long for such a short stretch of coastline as you can see, and there will be those that didn't make the list -

Today, this coastline remains perilous, with ships coming to grief as recently as 1982.



“
this coastline
remains perilous



25M FEADSHIP | ATALANTA J

€750,000 | South of France

1958 launch, lines by De Voogt, her good looks are timeless and she comes with innards for 8 plus crew. Disembowelled and rebuilt at Dor Lemmer in the 2000s, her interior was refreshed by Felix Buytendijk. The perfect family motor yacht.



PENN-JERSEY COMMUTER | SIENA

£275,000 | South Coast, UK

1932 launch in the USA, she's certainly seen life – prohibition rum-running, arrest, lend lease, service with the RN, together with a fascinating succession of owners. Now restored and gleaming and enjoying a more sedate way of life.

**AMEL 50' | MAMITA****£765,000 UK & EU VAT PAID | Mainland Spain**

Her sisterhood has over 100 hulls sailing bluewater – they are a phenomenon. Launched 2017 she has a full spec for both northern waters and Mediterranean cruising and has done both, although she is yet to cross an ocean.

**COMET 62'RS | WAYRA****€465,000 | Sicily**

Vallicelli in 2007, she is a very clever family cruising yacht which is fast, responsive and safe for little people. Her deck saloon is uber well profiled – it is nearly invisible. Comes with masses of kit for Mediterranean sailing, must be sold to make way for larger.

**SOUTHERN WIND FARR 72' | FAR WIND****€420,000 | Italy**

#2 of a limited edition of 10 Farr Southern Winds, made flesh in 1994. Strong as an ox, fast and rewarding to sail. Good for regattas and perfect to cross oceans aboard. Masses of Farr to the €.

OFFICE WALLS THAT TELL BERTHON'S STORY

Photography © Berthon Boat Company

The walls of our offices in our Lymington HQ, as well as our 8th floor sales office in Palma de Mallorca are adorned with marine art, all of which are part of Berthon's story, and which have been bought or given to Berthon down the years. Brian May, who is the Berthon archivist, knows these paintings best and he has developed and researched this great Berthon resource and we share some of this fascinating history with you.



The Lymington **One Design** was created and designed by Brian's great grandfather Harry May at Berthon in 1923 to commemorate the formation of the new Royal Lymington Yacht Club and its commodore Major Cyril Potter. An order of five were launched in 1924. These were named SAPPHIRE (The Hon. FC Brownlow), DINAH (George S Burge), ARROW (Mrs Cyril H Potter), FENELLA (Miss Sheila Potter and G S Burge) and POPPET (Claud Pearce-Serocold). Other orders included five for the Argentine Yacht Club in Buenos Aires.

The painter **Montague Dawson (1890 – 1973)** was a personal friend of Harry's - he lived locally on the cliffs at Milford on Sea. Many of his paintings featured seascapes looking out to sea, with the Isle of Wight and the Needles lighthouse in the background.

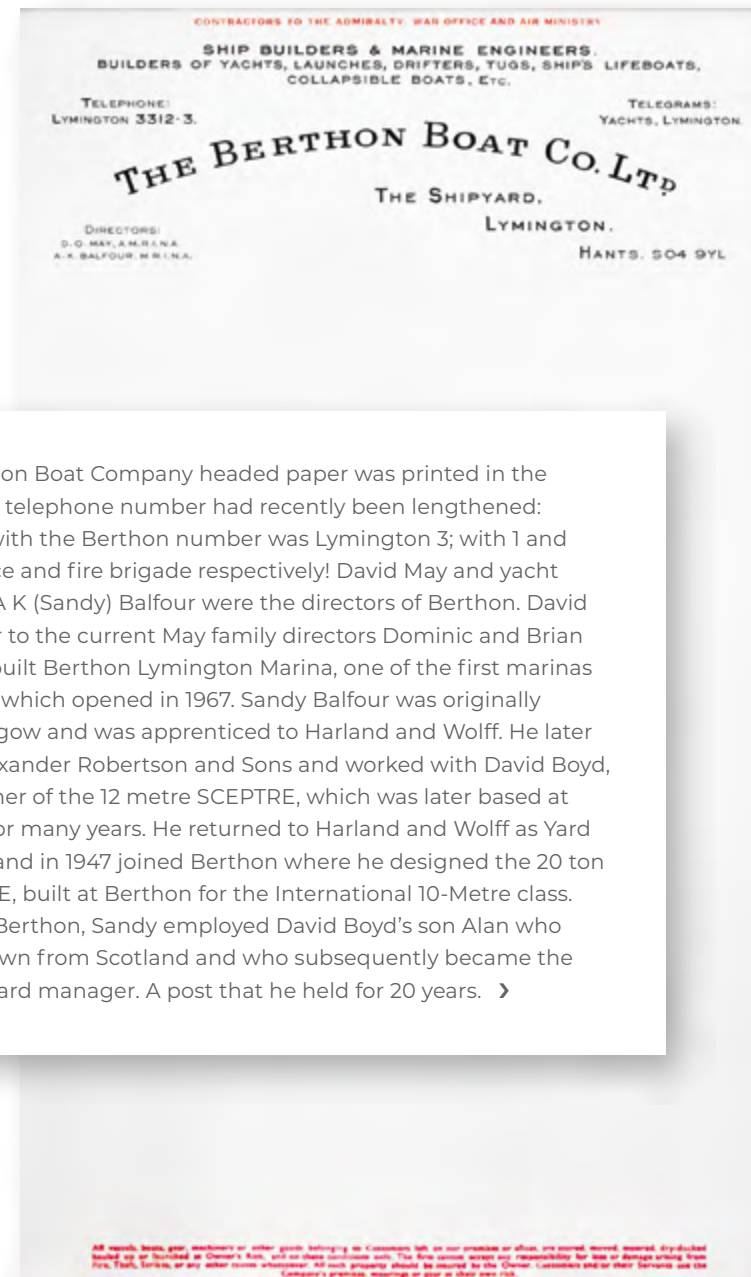
By 1926 twenty boats had been built and from 1927 they were registered as the West Solent Restricted Class, being sold for £600 each with different layouts on identical hulls and 567sqft of sail area. They cost substantially less than a bespoke six-metre at £1,500! The whole fleet of 39 were eventually named the West Solent One Design (WSOD). That year Lt Cdr Percy Dean VC RNVR, named his CYRILLA. The London Gazette recorded his VC citation:

"For most conspicuous gallantry. April 22/23, 1918. Lieutenant Dean handled his boat in a most magnificent and heroic manner when embarking the officers and men from the blockships at Zeebrugge. He followed the blockships in and closed INTREPID and IPHIGENIA under a constant and deadly fire from machine and heavy guns at point blank range, embarking over 100 officers and men. This completed, he was proceeding out of the canal, when he heard that an officer was in the water. He returned, rescued him, and then proceeded, handling his boat throughout as calmly as if engaged in a practice manoeuvre. Three men were shot down at his side whilst he conned his ship. On clearing the entrance to the canal, the steering gear broke down. He manoeuvred his boat by the engines, and avoided complete destruction by steering so close in under the mole that the guns in the batteries could not depress sufficiently to fire on the boat. The whole of this operation was carried out under a constant machine-gun fire at a few yards range. It was solely due to this officer's courage and daring that M.L.282 succeeded in saving so many valuable lives."

Many of the class are still racing competitively, or being restored in UK, EU and Argentina. ➤



The two paintings above are by husband-and-wife painters (top) **Herbert Neville (1874 – 1936)** and (bottom) **Marjorie Gardner**; they were married in Lymington in 1924 and had two sons. These delightful studies of the **Berthon shipyard** in the 1920s were painted by them whilst sitting side-by-side on the Lymington Town Quay.



This Berthon Boat Company headed paper was printed in the 1960s. The telephone number had recently been lengthened: to begin with the Berthon number was Lymington 3; with 1 and 2 the police and fire brigade respectively! David May and yacht designer A K (Sandy) Balfour were the directors of Berthon. David was father to the current May family directors Dominic and Brian May and built Berthon Lymington Marina, one of the first marinas in the UK, which opened in 1967. Sandy Balfour was originally from Glasgow and was apprenticed to Harland and Wolff. He later joined Alexander Robertson and Sons and worked with David Boyd, the designer of the 12 metre SCEPTRE, which was later based at Berthon for many years. He returned to Harland and Wolff as Yard Manager and in 1947 joined Berthon where he designed the 20 ton NORTHELE, built at Berthon for the International 10-Metre class. Whilst at Berthon, Sandy employed David Boyd's son Alan who moved down from Scotland and who subsequently became the Berthon yard manager. A post that he held for 20 years. ➤



Laurent Giles designed SHELMAIER. Built by Berthon in 1964, she was the largest sailing yacht to be constructed on the Solent that year. Berthon legend has it that on her launch, which took place straight after a very good lunch at the Shipyard House, David May, who was then running Berthon, her owners and guests ignored warnings from the yard manager that the tide would not wait for SHELMAIER, and so when they finally congregated for her launch from the slipway, sure enough there wasn't water enough for her and she had to be pulled off the mud by a couple of local fishing boats! Nonetheless she was a lucky yacht that has provided enormous pleasure to a series of owners both in the UK and in the Mediterranean.

In the 1960s, Berthon built a chandlery shop on Bath Road where yacht equipment of all descriptions could be purchased by yachtsmen who laid up at Berthon, moored in its mud berths and later in Berthon Lymington Marina. The chandlery is now part of the offices and showrooms for BHG Marine, a subsidiary of Berthon which sells Yamaha outboards, Jeanneau powerboats and a selection of other dinghies. Berthon also had a garage on-site in the old Lymington Power Station, selling Vauxhall cars and Esso petrol. Today, the garage has been built over and is now part of the site of our big blue sheds, a 21st century facility for working in composite, as well as other methods of construction, refit and repair.



“
a 21st century facility



RNLI 12-001 by **Dame Tracey Emin DBE RA**, is a lithograph printed in blue created in 2013, in chine colle on wove, which is signed and dated. A Berthon client encouraged Tracey to produce 250 signed and dated prints of the Mersey class lifeboat which were sold to raise funds for the RNLI. Berthon has a long history of maintaining and refitting RNLI and other lifeboats and built 3 Arun class (52'), 21 Severn Class (57') and 12 Shannon class (48') between 1986-2015 before the Berthon production process was transferred to the RNLI's new £30m factory in Poole. Most Berthon lifeboats are all still stationed around the UK's roughest seas, saving lives. ➤



'Storm Warriors' by **Thomas Rose Miles (1869 – 1888)** dominates the UK sales office. The artist mainly painted landscape and marine scenes of the North East of England, often featuring a human element. He exhibited with the Royal Academy, the Society of British Artists, the Royal Society of British Artists, the Royal Hibernian Society and Arthur Tooth and Sons Gallery in London. This compelling picture shows the lifeboat and her crew negotiating enormous seas to rescue the crew of a stricken ship, reminding us all of the bravery of lifeboat crews, and acting as a reminder that the sea deserves our total respect. Berthon lent the image to the RNLI for its Christmas card in 1987 when Berthon was building Arun class lifeboats.

This print of the famous painting **Horn Abeam** was commissioned by **Frost and Reed** to commemorate Sir Francis Chichester's round the world voyage, accomplished at the age of 65. It was given to us by a lovely Berthon client when he moved to a smaller house. GYPSY MOTH IV is the stuff of which myth is made; she was sold by Berthon a few years ago. She has just completed a refit dubbed - Return to 1967 sailing state - in Ijmuiden, Holland. Artisans from Holland, Spain, South Africa and the UK repainted her interior, repaired equipment and removed her 'Greenwich Museum' floorcoverings to return her to her original 1967 sailing state. She took part in the 2025 RTYC 250th anniversary Pageant on the River Thames, before heading to the Solent for the rest of the summer. It's great to see her with a new life.





COMITTI BRAVA 35' | PROPERTY OF A LADY

£279,950 + VAT | Lymington, UK

2020 launch, all the way from Lake Como, in shimmering midnight blue, with sculpted lines and delivers a perfectly balanced drive. The price has tumbled but the looks remain.



COMITTI ISOLA 33' | Q

£249,950 + VAT | Lymington, UK

This Italian centre console from 2021 looks good from every angle. Mercury Verado 300s provide the power for a swift and muscular deep-V ride. Joystick, Skyhook station-hold, T-Top, heads compartment and more. Stylish for rushing about aboard.



WINDY 31' ZONDA | ZEPHYR

£159,950 | Lymington, UK

Well loved and polished full fat Windy from 2012 that comes with a D6 370hp Volvo delivering plenty of welly to go with that ace Johnsen handling. Good spec and with a pristine white hull.



WINDY 29' COHO | MANIFESTO

£124,950 | Lymington, UK

2015 Scandinavian rocket ship with D6/400, she comes with low hours and is massively well preserved and well updated. She achieves 40 knots without breaking a sweat and is a dream to drive.

**WINDY 39' | COHIBA****£275,000 | Lymington, UK**

No compromise drivers' boat from 2014, with all that legendary seakeeping ability from Hans J Johnsen. Twin D6-400 Volvos deliver an effortless 40 knots. Spring pitstop 2025 and good to go.

**WINDY 39' CAMIRA | LEVANTER****£299,950 | Lymington, UK**

2014 hatch in ice white with a pair of D6 400s as well as joystick, smoke grey cockpit upholstery, Glassbridge, genset and heat. With low hours the Camira has one of the best sports boat hulls on the planet.

**WINDY 29' COHO | IMPULSE****£104,950 + VAT | Channel Islands**

Unbeatable performance and seakeeping to match, this 2015 Coho comes with low hours on her D6-400 and masses of kit and kaboodle. Her classic Storm Grey hull and Charcola Niroxx trim look sensational. An exceptional day boat with outstanding credentials.

**WINDY 29' COHO GT | CERTES****£169,950 | Lymington, UK**

2020, looks like she's just out of the box. Comes with low hours, epic hull livery and a punchy Volvo Penta D6-400 that delivers up to 40 knots, weather and nerve permitting. Proper driver's boat.



Root & Branch Coffee

- A COFFEE COMPANY BORN WITH A MISSION

By Simon Johnston | Photography © Root & Branch

Occasionally industries and institutions experience much needed disruption. Stagnancy and atrophy prevent innovation and throttle creativity, to the net detriment of everyone. This was the very context out of which Specialty Coffee was born. Traded on the Intercontinental Exchange in New York, coffee was a commodity which often traded at less than its cost of production.

In fact, the only entity that profited throughout the supply chain were the brokers themselves, leaving those who did the hard work - namely farmers and labourers - barely covering their costs. It was definitely an industry ripe for sea change (you'll see what I did there, writing in this somewhat nautical publication!).

With the help of some Kiwi entrepreneurs, Specialty Coffee hit the shores of the UK in the early 1990's. The Espresso Rooms opened in London and immediately got traction. Here, coffee was more expensive, but it was also treated respectfully and was of detectably higher quality than the freeze-dried coffee or beans which had adorned supermarket shelves for so long. At the Espresso Rooms and some other later London cafes, great effort was put into helping educate customers around concepts such as 'direct trade'. ➤



Simon Johnston outside Root & Branch Coffee Roasters & Brew Bar in Belfast

“

a touchstone for coffee lovers in Northern Ireland

Roasters began to travel to the farms where the beans were grown, and paid significantly more than 'fair trade'. Fostering long lasting relationships with farmers and ensuring that they put these extra funds into paying their labourers better, as well as committing to ongoing investment in their own facilities, became a backbone of this fledgling coffee movement. Ultimately, shifting the incentive structure within the supply chain, resulted in a meaningful impact on the quality of coffee that was delivered to us here in the UK, and consequently, conscientious roasters and cafés stepped up their game. Gradually, specialty coffee ate into the unsustainable commodity coffee market and the bigger named players have now had to change their approach for fear of becoming irrelevant. ➤



Agri Washing Station in Uganda | Photo credit Omwani Coffee



Migoti Washing Station in Burundi | Photo credit Omwani Coffee

I have a background in biochemistry as well as a love of all things food and drink related. Having left my former career behind, I spent a year swatting up on coffee roasting. In 2015 my kitchen became a makeshift lab. I then found a charming little courtyard and building down a side street of one of Belfast's up-and-coming areas, and it was here that I began the process of translating my theories into action. Hosting an espresso bar and a new production roaster, Root & Branch quickly became something of a touchstone for coffee lovers in Northern Ireland. As cashflow improved, I was able to make trips to countries such as Ethiopia and Colombia to build relationships with the coffee farmers there. Soon after, the mainstream media noticed us and were praising this little coffee emporium. With local and touring musicians checking in to play at Root & Branch's

'Sunday Sessions', the atmosphere was fantastic, and a host of new opportunities arose, such as collaborating with Bushmills Distillery for their North American market.

Over the last years, the company has ebbed and flowed (sorry, another nautical reference I'm afraid!) as Covid changed the hospitality landscape both temporarily and in many respects, more permanently. So, I focused the business on wholesale and moved production to East Belfast into a beautiful red brick former linen mill, close to the Titanic Quarter. The linen and ship-building industries were, once upon a time, the economic heartbeat of the city before it became known for less laudable reasons.

Our current roastery hosts the most advanced roasting system available as well as an espresso bar allowing customers to drink Root & Branch coffee as it should be poured. Throughout its history, we have always tried to innovate and advance the cause of specialty coffee. As well as being Northern Ireland's first solely specialty coffee roaster, we were the first in the world to package its beans in nitrogen flushed aluminium cans. Not only do these provide a more sustainable packaging solution than valved bags, but they also extend the shelf-life of the beans from 3 weeks to 6 months. These cans are extremely popular, and we have made them available via a subscription service where customers worldwide can receive two different coffees from two different origins and processes every month. ➤



Our subscriptions offer two 170g cans or one 1kg bag of fresh seasonal single origin coffees delivered to your door, anywhere in the world



“

we have always tried to innovate and advance
the cause of specialty coffee

We have worked hard this year and, as a result, this summer we opened a new city centre coffee bar close to Belfast's new Grand Central Station.

I still believe that the specialty coffee industry has some way to go before it fully leans into its potential to create root and branch change (small pun here, no nautical theme!) in the industry. One of my ongoing frustrations as a roaster is that so much value leaks out of the supply chain through transactions that are carried out via multiple currency pairs (£'s to €'s to \$'s for example), long settlement times for farmers, as well as the host of middlemen who all take their cut on the way through the process.

Root & Branch has been at the forefront of not only educating the public about coffee, but also helping to educate the industry about Bitcoin and how new payment rails can 'root and branch' revolutionise the industry with significant value add. Not only can this change improve efficiencies by cutting out those who benefit from the financialisation of the industry but who don't provide a value add to the product, but it would ultimately enable farmers to be paid more, be paid quicker, and in turn, protect them from all-too-frequent episodes of overnight currency devaluations in their own countries.

Like coffee, sailing is an important part of my life, although it is currently limited to helping my kids with their Optimist which we sail on the shores of the lovely Strangford Lough.





Mecata Washing Station in Ethiopia | Photo credit Omwani Coffee





HEYMAN 42'PPH | NO1

€660,000 + VAT | Holstein, Germany

2023 yacht from talented designer Gabriel Heyman who brought us the legendary Fantasi 44. This all new design has an epic pilothouse, automated rig, self-tacker, permanently mounted Code Zero and all the creature comforts too. Perfect all weather cruising yacht.



CR 400 DS | KUNG BYXLÖS

SEK 1,790,000 | Kungsör, Sweden

Born on the lovely Island of Orust in 2002, she has outstanding space planning with a proper, spacious deck saloon and 2 great sleeping cabins. Easy to handle with a furling rig and self-tacker. Has rarely ventured outside home waters and winters in a cosy shed.



SWEDEN YACHTS 42' | FANDANGO

£230,000 | Lymington, UK

Norlin/Ostmann deliver a design that is current today, she was built on the lovely Island of Orust in 2003. Well sorted and gleaming we know her well. Epic deck layout and great cockpit, she's fast, manageable, special.



RUSTLER 33' | JULIA

US \$175,000 | Westport, USA

Fab Stephen Jones design, she is the only member of the sisterhood in brokerage captivity in the USA. From 2017, stored inside every winter, lovely green hull livery aka the 'Owl and the Pussycat', carbon rig, massive inventory. Charming.

Rustler

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



Beautiful yachts, beautifully built

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

Rustler 41 M/Y

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



DIXON 65' | LIARA

€640,000 + VAT | Genoa

Carbon build, from 2002, she is light, strong and very fast. High gloss mahogany interior and boards, totally reworked in this ownership for a 2 handed circuit of the planet. In-boom, twin wheels, she looks and is amazing if a tad under priced.

CUSTOM THOMAS 67' | ECOVER OF SKAGEN

£435,000 + VAT | Lymington, UK

Born a Challenge yacht, famous as GROUP 4 driven by Mike Golding. Rebuilt at Danish Yachts in 2009, Chay Blyth would hardly recognise her now. A powerful mile muncher with pedigree.



JEANNEAU 64' | LAYLA

£845,000 | Lymington, UK

Briand good looks and with an atmospheric interior by Winch, she hatched in 2016. Still with her first owners she has been much uprated of late including a new retractable fixed bimini. Perfect for short handed with automated rig and thrusters front and back. Epic family yacht that loves bluewater too.

MOODY 64' | MAISHA

€575,000 | Palma de Mallorca

Bill Dixon and the Princess people in 2003, she offers powerful sailing and has outstanding space planning above and below decks. Massive reworks in her last 2 ownerships including decks, systems, electronics, watermaker – the list goes on and on.



A few words about **MAGNUS RASSY**

By Magnus Kullberg, Berthon Scandinavia

The Hallberg-Rassy Shipyard in Ellös on the Island of Orust, is renowned across the planet for their handsome, capable cruising yachts which are skilfully built and immaculately finished. They are the benchmark to which others aspire.

Berthon's office in Henån on Orust is but a short drive away, and Magnus Rassy has been a neighbour for years. I have been selling pre-owned Hallberg-Rassys for longer than I care to remember, and it is not hard to love the yachts for their intelligent design and sweet sea manners.

Magnus Rassy on a Hallberg-Rassy 69 | Photo credit Lars-Åke Reden



Circa 1972 | The yellow Optimist dinghy in the garden
Magnus standing up behind his younger brother Tomas who's sitting

Last winter, Magnus invited me to sail aboard the new Hallberg-Rassy 69' in minus 8 degrees – and what a special day that was – the new flagship of the Rassy range, she was fast, comfortable and easy to handle. Magnus is known as the CEO of this family owned and run yard, a great businessman and an integral part of the yachting industry. However, as with most people there is so much more to Magnus than being the CEO. He is also a great yachtsman, salesman and technically extremely competent. More than that he is mad about yachts, and importantly for me, he is my friend.

Alongside the corporate Magnus, are a few stories about him that I thought to share with you to provide an insight into why he is such an innovator and steers the Hallberg-Rassy ship so successfully through the choppy waters of the international marine market.

Magnus was always fascinated by the Hallberg-Rassy shipyard, by the age of 10 he was fuelling boats up, sweeping the shop floor, collating invoices and generally living the yard. A yellow Optimist first got him afloat, although she was slow, heavy and she also leaked. Christoph his father built him a new steed out of plywood – a big improvement! >



Hallberg-Rassy yard | Photo credit James Tomlinson

From Optimist to Laser – paid for by selling candy at local markets and Christmas magazines, whilst dreaming of something larger – and fast! He sailed to Hankø in Norway, aboard his parents' Hallberg-Rassy 49, when the Half Ton Cup was on. Eyes wide he spied FRAM VIII anchored close by – the Norwegian King's raceboat and resolved to build a half tonner for himself.

Mustering his resources, it quickly became clear that a half tonner was beyond his means, no matter – quarter tonner she would be. Commissioning a design was out of the question but luckily he found an article in the Norwegian magazine Seilas written by Eivind Amble,

designer of FRAM that had sketches sufficient for young Magnus to estimate proportions of length to beam and the percentage distribution longitudinally on the deck-line and waterline. Christoph was full of encouragement and practical help in building the boat. Magnus lofted his first yacht and built her of Divinycell, polyester, Aramat, Kevlar and Glass Fibre matt.

A difficult learning process followed and in the summer of 1984 **RASSKER** - *Rask means swift in Norwegian* - was launched. She flew and easily won the Lysekil Race, later being disqualified for a



RASSKER 26ft / 7m

misunderstanding over her rating. She was fast and a client who sailed her, then bought her from Magnus. Sailor, designer, draftsman and salesman!

The proceeds of sales and more hard work to save up and then **RASSKER MAGNUM** at 35 feet was born, again built by Magnus. She looked a lot like a Hallberg-Rassy but she was designed for performance as well as offshore sailing, and beneath the blue stripe and non-threatening lines she was ferociously quick, surprising everyone when she came sixth out of a fleet of 1,000 yachts in the Tjörn Runt in 1988. Soon Magnus' second yacht had also found a new home. ▶



Open Yard / Öppet Varv | Photo credit Lassi Hellman



Open Yard / Öppet Varv | Photo credit James Tomlinson

During his early years, Magnus was of course boat mad, but he didn't spend his early career in Ellös. He got a degree in Economics, worked as a trainee on Lake Constance for the Hallberg-Rassy dealer there and then did his military service as a telegraph operator in the Navy. Then it was back to Ellös as a temporary salesman, programmer of the new CNC milling machine at Hallberg-Rassy, and in the evenings and weekends he was a door-to-door salesman for Electrolux vacuum cleaners! Truly the university of life!

The Hallberg-Rassy 34 from Germán Frers was also his brainchild to fill the gap between the 312 and 36. Magnus liked the idea of a series yacht for himself for the safety of residual value, and because he had a lot of new ideas about cruising and what a modern Hallberg-Rassy could be. The first yachts had a very large cockpit which took away from the interior volume but once this was changed she became a staple for the yard with four hundred and eighty four 34s built over 16 years.

Magnus gets marketing. Hallberg-Rassy as a business is informative, friendly and technical. It explains its offering. He started with a website and social media in the 1990s understanding its potential and has built fantastic relationships with the yachting press making it easy for them to be informed about the yard and the yachts. Hallberg-Rassy are known for their sharp brochures and great imagery.

Many of you will have been to the Open Boat Yard held every August. A great event when the yard is open for all to see the yachts and the facility. Magnus' idea of course, and he also decided to invite suppliers and competitors (at Berthon we participate every year). His grasp of its potential means that today it's the largest boat show in western Sweden.

“

HALLBERG-RASSY AS A BUSINESS IS INFORMATIVE, FRIENDLY AND TECHNICAL

When Christoph Rassy celebrated his 70th birthday in the 2000s he had run Hallberg-Rassy for three decades and 250 people worked in the business. In family businesses it is normal for the next generation to simply step up. However, Tomas, Magnus' brother had decided on a different career path and Magnus was only in his early thirties. Having decided that an older more experienced head was needed at the top, a couple of attempts were made to fill the role with executives from Volvo Cars and also Skanska. The recruitments were not a success as neither had the empathy or passion required to run a business like Hallberg-Rassy.

So, if you think that Magnus' appointment was a shoo in, it most definitely was not, but finally aged 36, he took over from Christoph who then had the foresight to go bluewater sailing for 2 years, leaving his successor to fashion his own style of management. On his return to Orust, Christoph found that the yard was still there, and still producing great yachts and so the handing of the baton to the new generation was complete.

So the next time you see a Rassy with her distinctive blue hull line and good looks, remember that she came from a yard run by a yacht mad marketeer, who loves building yachts and who learnt the business the hard way from selling vacuum cleaners to lofting a quarter tonner. Also, that the inspiration for this all started with a leaky yellow Optimist in Ellös harbour.

Hallberg-Rassy 34





HALLBERG-RASSY 44' | SHEARWATER £590,000 | Lymington, UK

2019 launch, she has been sparingly used through life and in many areas has been barely unwrapped. Genius Rassy hard top, fab for either warm or chilly climates, and also comes with a clever 3 cabin layout. Perfect for family or shorthanded sailing.



HALLBERG-RASSY 42' | ELBIAN €197,500 | Menorca, Balearics

German Frers Rassyfarian from 1997 with nice furling rig and great kit list for the Mediterranean and beyond. Easy to sail, safe and secure centre cockpit and fully pit stopped 2025.



HALLBERG-RASSY 49' | AMFITRITE SEK 1,950,000 | Henån, Sweden

Enderlein Rassy from 1983, she was the first of her kind to splash. Smart dark blue hull livery, no teak decks to worry about, conventional rig and also comes with 2 cockpits. Professionally maintained and her 120hp Yanmar has only run just over 2,000 hours!



HALLBERG-RASSY 43' | MICHAELA €305,000 | Henån, Sweden

2005 Rassyfarian, she's a handsome all weather bluewater yacht. In her second ownership she enjoyed sparkling summers in Scandinavian waters, and slumbering in a nice warm shed in the winters. Much uprated by this owner, with all improvements and works carried out by the Rassy Shipyard. Gleaming yacht.



HALLBERG-RASSY 55' | UNCLE MOE €1,100,000 + VAT | Henån, Sweden

2015 from the Rassyfarians, with push-button sailing courtesy of her white-painted hydraulic furling rig, nice hardtop, a couple of thrusters, and masses of unique Rassy updates on earlier yachts – from her modern, elegant interior to enlarged portlights so that light floods in, and more. Perfect for blue, white, or azure waters sailing.



HALLBERG-RASSY 52' | ESTEHR

SEK 8,285,000 | Italy

Her sisterhood has over 100 hulls sailing bluewater – they are a phenomenon. Launched 2017 she has a full spec for both northern waters and Mediterranean cruising and has done both, although she is yet to cross an ocean.



ARCONA 435 CARBON | ELINE V SEK 6,550,000 | Strömstad, Sweden

Sails like a rocket, from 2019, also has all the gear for super comfortable, yet quick, cruising. Comes with carbon rig, in-boom, lithium ion, a couple of thrusters, B&G wizardry and nice carbon hull. Little used, much polished by professionals.



PEGASUS 50' GLOBE (DIESEL)

From €1,250,000

New build from Marko Paš and the rest of the Pegasus team – who brought us the Shipman series. Of carbon, with carbon spar, intelligent deck saloon and epic machinery access, perfect for shorthanded crews to mile munch aboard, quickly. Contact us for the griff.



GRAND SOLEIL 50' | TRUE COLOURS

£398,750 | Lyminster, UK

2015 Botin and Carkeek design, she is very cool. Fast, responsive, easily sailed shorthanded, she munches miles effortlessly. Maintained with ruthless efficiency by her current, original owner. Unmarked interior, vast spec including North Sails. Epic.



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A totally fresh look at Performance Bluewater cruising.
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BERTHON
INTERNATIONAL



TP 52' | SUMMER STORM 52

POA | Newport, USA

2015 build, fab for inshore and offshore yacht racing. Totally plug and play with a full inventory, fresh sails in 2025 and full NDT.



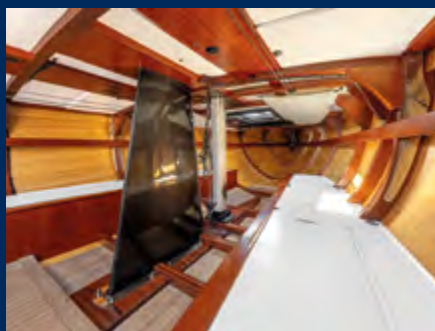
VOLVO OCEAN 65' | VO65 NO6 €350,000 | Auckland, New Zealand

Persico and Farr in 2015. Ex-TURN THE TIDE, grand prix ocean racing machine ready for her next owner to ship. Perfect for express bluewater events.



VOLVO OCEAN 65' | AMBERSAIL 2 €395,000 + VAT | Torrevieja, Spain

Farr from 2013, she is the only one of the sisterhood to complete just one circuit of the planet. Since the fleet refit, she has only raced inshore. Comes with a spare rig and has great potential for optimisation.



SPIRIT 52'D | OUI FLING

£599,950 | Lymington, UK

Bespoke design from 2017 with the specific purpose of performance sailing and optimised to do so. She comes with those classic Spirit overhangs, good looks and west epoxy construction. Beneath the bonnet lies a weight minimised structure including carbon keel blade. Immaculately presented and ready to collect for silverware.



KER 52' | FAST EXIT II

POA | Dana Point, USA

Built as VARUNA and TONNERRE this supercharged take on the TP 52' has a taller rig and lighter displacement, unhampered by the TP 52' box rule. Optimised for the Transpac and offshore downwind. New Ker bow shape – she motors.



HH42' | SCAMP 3

€249,500 + VAT | Poland

2013 Judel/Vrolijk, she's a Fast 40 style yacht that is exceptionally capable offshore. Optimised for ORC and competitive under IRC. Great inventory and lots of bang for your buck.

ROYAL THAMES 250TH ANNIVERSARY

By Ben Cooper, Berthon UK
Photography by © Paul Wyeth



Founded in 1775 as the Cumberland Fleet—spurred by a silver cup donated by the Duke of Cumberland—the Royal Thames Yacht Club (RTYC) stands as the world's oldest continuously operating yacht club.



2025 therefore is a big year for the Club, and as part of celebrations that run throughout this landmark year was the 250th Anniversary Regatta, held from 11th to 15th June 2025 in Cowes and across the Solent. This event marked an historic celebration of heritage, community, and sport, and one which is unlikely to be seen again for another 250 years.

With over two hundred yachts and around a thousand sailors, the Regatta brought together an unparalleled range of competitions. These included the RORC IRC Nationals (Classes 0–4). Many of the entries were also contenders for the upcoming Admiral's Cup, now reinstated as the premier team handicap Regatta and the second most prestigious trophy in yachting history, after the America's Cup of course.

Running alongside these were the One Design championships for the J/70, Etchells, RS Elite, Sonar, Dragon and Daring (Cory Cup), as well as fleet races for Mermaid, Classic, and Cruiser divisions.

I was lucky enough to be competing in the J/70 with old friends, which was exactly the right temperament for the Regatta – youngsters refer to it as 'the vibe'. We sailed well and badly, and saw both ends of the fleet, but sailed well to win Race 2, which was a good way to start Friday evening. ➤



IRC Championship

“

HISTORIC CELEBRATION OF
HERITAGE, COMMUNITY, AND
SPORT, AND ONE WHICH IS
UNLIKELY TO BE SEEN AGAIN
FOR ANOTHER 250 YEARS





Ben and crew proudly fly the striking 10-metre pennant from their RTYC J/70 | Photo taken by Ben



“
ACHIEVING A
SUCCESSFUL REGATTA
OF THIS MAGNITUDE
DEMANDED
COORDINATION

Some of the fleet will have seen our 10 metre long pennant flown from our masthead on the way back in from racing. This is a replica of the Winners' Pennant flown from the masthead of the winning yacht in 1775 on her way back into port. It would have looked more at home on a hundred foot yacht though! We intended to give it to the winning yacht that day - and we certainly didn't expect it to be us!

The racing was expertly run by Principal Race Officer Tim Hancock, who skilfully coordinated five Committee Boats across shared courses, crafting fair yet vibrant racing conditions, with very little overlap between fleets.

The weather could certainly be described as 'varied' - flat calm one day, and then howling winds the next.

Ashore, the Cowes Yacht Haven was transformed into a bustling Regatta Village, complete with daily live music, bars, and a spirited atmosphere. There were many food stalls and comfortable places to lounge and socialise whilst waiting for wind, as well as in the evening.

The climax of the social programme was on the Saturday evening, when the Yacht Haven event centre opened its doors to four hundred members for a sit down dinner, which was combined with a crew party outside. After dinner the tables were cleared and the famous DJ Mark Covell (also a Silver medallist) brought the place alive with an incredible light show and great music to wobble around to.

This was all topped off by a superb firework display to remember for a long time. Reminiscent of Cowes Weeks many years ago.

Achieving a successful Regatta of this magnitude demanded coordination among over a hundred volunteers as well as partnerships with prestigious organisations, such as the Royal Yacht Squadron, Royal Southern Yacht Club, Royal Ocean Racing Club, Cowes Harbour Commission, Cowes Yacht Haven, and Shepards Wharf Marina. ➤



RS - ELITES



JPK yacht 'YES'

Vice Commodore Richard Powell thanked all the collaborators, emphasising the monumental planning, shared passion, and seamless execution required.

The 250th Regatta beautifully honoured RTYC's centuries-long legacy by combining competitive racing elite athletes' dream with rich sailing traditions. It served both as a testament to past achievements—dating back to the Duke's silver-trophy race in 1775—as well as a vibrant springboard into the Club's future expression of yacht racing.

It showcased how the Royal Thames balances heritage, sporting excellence, and community, allowing it to chart a course for another century of innovation out on the water.

In summary, the 250th Anniversary Regatta was more than a sporting milestone, it was a dynamic celebration of sailing culture, competitive spirit, and community solidarity. As the Solent's waters settle, the echoes of quarter-millennium will surely inspire RTYC's next 250 years.



Fleet of competing Etchells



GUNBOAT 78' | MY CAT

€4,250,000 + VAT | Mainland Spain

Nigel Irens and the Gunboat Team in 2016. Apart from the epic build in full carbon and the incredible sailing performance, she also comes with an enormous spec and absolutely incredible volume above and below decks. Truly a fast platform for living well.



CK 70'

€2,250,000 + VAT | South of France

2022, of tin with a spare hull, massively robust so perfect for serious cruising with space enough for 12 and acres of deck space for storing toys as you wish. Great for high or low latitudes, loves crossing oceans.



LAGOON 560 | CASCADIA 2

US \$899,000 | Annapolis, USA

2012 multihull to lines from Van Peteghem and Lauriot Provost, now with her second owner, has never been chartered or put away remotely wet. Easy handling and perfect for long distance. Lovely flybridge, enormous main saloon and 5 ensuite cabins.



CORSAIR CRUZE 970 XL | YOLO

€225,000 | Gävle, Sweden

With reinforced trailer – she's road and sea ready! From 2015 with a big sail area, self-tacking jib, centreboard and retractable rudders she's great for creek crawling too. Comes with carbon reinforcements and hull folding system. Out on the water she is frighteningly quick. Lives ashore under cover.



63' IRENS CUSTOM TRIMARAN | PARADOX³

€1,250,000 + VAT | Portugal

Built by Marsaudon Composites in 2010, little of the original Tri remains after a root and branch refit in this ownership. Now ready for offshore yacht racing or for fast, comfortable and exciting ocean passages in a cruising role.

HH 66' | LEE OVERLAY PARTNERS III

US \$3,100,000 | Antigua

Custom built multihull delivered 2020 for outstanding performance on the race track together with comfort and style at anchor. Crew maintained from the get go, high performance sails and kit. Designed to be safe and easily managed offshore. Extraordinary yacht.



NIMBUS 365 COUPÉ | LUX

£159,950 | Lymington, UK

Genius design from the Nimbus people delivered 2009, with a stable hull, 2 double cabins, light and airy interior and single Volvo D6-370 on shaft. Very well prepared for her next owner – she's ready to roll.



SWORDSMAN 40' | OHANA

£169,950 | South Coast, UK

2004 from Bridgend with epic modified Fairey Dagger hull by Burnard. Conceptualised as a fast offshore patrol boat, she combines superior build and finish with outstanding handling, and speed, provided by a pair of 480hp Cummins.



BACK COVE 29' | SEA OTTER II

£134,950 | South Coast, UK

From wonderful Maine on the Eastern Seaboard, also perfect for UK waters with a wheelhouse and good sea manners. From 2007, her Yanmar 315hp delivers a low 20s cruise but with stacks more when asked. Splendid little motor yacht.



MAXI CUSTOM TENDER | GATTONE RADAGIO

€165,000 | Italy

Far too cool for school from Custom Tenders in Italy with triple petrol Mercruiser 350s from 2016 delivering top out at a teeth rattling 46 knots. 1996 build, express sunbathing platform with attitude.

**COBRA NAUTIQUE 9.2M | XANADU****£169,500 | Lymington, UK**

2023 splash, with a deep-V hull and a pair of 300hp Mercruiser V8s. If you're up for it, she'll top out at 58 knots. Nice T Top, thruster, Fusion, sun pads and more. Serious saving on new build cost.

**MINOR OFFSHORE 34' WR | PLUFF****SEK 1,825,000 | Strömstad, Sweden**

2006 splash, comes with a 500hp Volvo, the robust and handsome little motor yacht offers safe and secure deck space and is uber versatile for cruising, fishing or just dashing about aboard. Easy keep, lots of fun.

**ASTONDOA 39' | NAUTI III****£145,000 | Lymington, UK**

Capable hull lines from Olesinski from 2004. Well executed Spanish build, she has had 2 experienced owners who have updated her beautifully. Her 63P 370hp Volvos deliver 30 knots when asked, great yacht for cruising with 4 or 6.

**BROOM 4150S | G&T****£185,000 | South Coast, UK**

Unmistakable John Bennett lines from 2001, she is still with her first throttle operative. Running on a pair of 3126TA, she has been lovingly maintained and uprated through life. You will find absolutely no rough edges.



FPB 78#2 | GREY WOLF II

US \$6,500,000 + VAT | Channel Islands

2017 build, the Dashew Offshore Functional Powerboat Fleet numbers 18 unique hulls, built for world cruising without limitation. Maintained in class to MCA Category Zero, with 3-4 cabins and 1-2 cabins for crew, masses of kit, vast range and recovery from capsize.

FPB 83' | WIND HORSE

US \$2,998,900 | Beaufort, North Carolina, USA

Functional Power Boats from Dashew Offshore, this boat is where the legend began. The genesis of the FPB fleet, she provides huge range, great seakeeping, and she surfs. Extraordinarily well preserved high gloss teak interior crafted by Kelly Archer.



HOEK 82' | SWEET EMOTION

€1,200,000 | Valencia, Spain

Holland Yachtbouw in 2002, nautical makeover 2023 including rig, paint, decks, interior. Mechanical refit 2025. Massively pretty, sails like a witch even in light airs, on passage she eats miles. Proper deck saloon, atmospheric lower saloon.

84' FRERS | METOLIUS

€650,000 + VAT | Venice

Captivating good looks go with outstanding build from Huisman which has stood the test of time. From 1992 with an atmospheric Beeldsnijder interior, there have been multiple refits down the years. She has given much and has so much more to give.



HALLBERG RASSY 48' MK II | BLUE

€850,000 | Ellös, Sweden

2020 launch, perfect with and for bluewater. Offered post ARC 2024/25, she comes with push button everything and with all the bluewater kerfuffle. Full of Rassysfarian great build, finish and good design.

GRAND SOLEIL 50' | JUNIPER

£330,000 | South Coast UK

The last of the Judel /Vrolijk 50s' for a very experienced owner in 2012, she is now with her second owners. Refitted for the 2024 ARC including rig, solar and hydrogeneration plus batteries, systems and stacks more, she has never looked better. After a glorious winter in the Caribs, she found her way home on the back of a freighter.



ADVENTURE YACHTS AY55' | NO EXCUSE

US \$2,700,000 | Phuket, Thailand

2024 splash to innovative lines from Loic Gopfert, a successor to the popular Alibi 54'. Light, fast, comfortable. Her retractable daggerboards and ample sail plan deliver great performance both upwind and downwind. Of carbon and E-glass, she's a very cool Cat.

MOODY DECKSALOON 54' | OUTNUMBERED

US \$875,000 | Massachusetts, USA

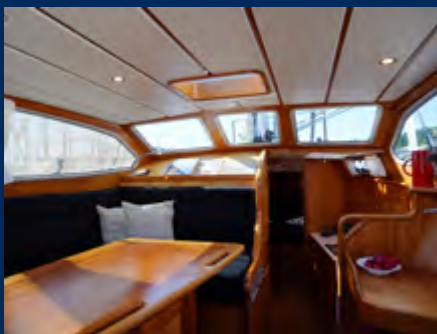
Good looking cruising yacht from the Dixon stable from 2017, with uber smart flag blue topsides livery. Push button rig goes with Lithium Ion, twin thrusters and masses of other kit. Beautifully curated platform for sailing and living well.



HALLBERG-RASSY 38' Mk II | AGGONDEE

US \$169,000 | Connecticut, USA

Frers and the Rassyfarians in 1997, she is totally sorted and much updated including a new main engine 3 years ago. Full caboodle for inshore and offshore cruising. Lovely Rassy build and compact for shorthanded sailing.



NORDSHIP 380DS | TINDRA

SEK 4,280,000 | Henån, Sweden

Handsome, well designed and beautifully put together in Denmark in 2016. Proper deck saloon, furling rig for easy handling and a large protected cockpit. Also comes with 2 great sleeping cabins. In shining good shape, what's not to like?



MALÖ 36 CLASSIC | SILVANA

SEK 1,875,000 | Orust, Sweden

Superior Swedish build from 2001, this lovely pocket cruising yacht from Malö has a furling rig, windlasses at both ends, uprated electronic wizardry and a bow thruster. The perfect solution for relaxed Scandinavian cruising.

**EAGLE 44' | HALYCON****£215,000 | Lymington, UK**

Captivatingly good looking day yacht for glorious summer weekends. First hatched in 2015 with a smart blue hull, sweeping teak decks and a large, comfortable cockpit, she is easy to handle and the sailing is sublime. 3 bears boat as the interior has just enough of everything. Gleaming.

**NAUTOR SWAN 45' | YESS TOO****€280,000 | Mainland Spain**

Competitive under ORC and IRC rules, she's also a member of one of the most successful One Design fleets ever. From 2003, she is both ferociously quick on the racetrack and comfortable for fleet, family cruising.

**OCEANIS 523 CLIPPER' | SLOW GIN****£180,000 | South Coast, UK**

Group Finot's hand in 2008, she comes with twin wheels, epic cockpit layout, 3 cabins plus room for crew as you wish, and is sparkling. Nice recent sails, lots of kit, perfect with Gin and Tonic!

**FARR 40' OD | 082****€66,000 | Helsinki, Finland**

Farr and Carrol Marine in 2000, these race boats have won hearts and minds the world over. Now a comfortable and straightforward performance boat, her extra large mainsail and twin backstays give her the inside track in light airs.



NAUTOR SWAN 371 | TEXAS STAR US \$69,500 | New York State, USA

Holland Swan from 1980, we have known her since birth. In this ownership since 1986, she has only ever had light use but has been cherished which is why she looks so good today. Lovely pocket Nautor Swan ownership is offered.



NAUTOR SWAN 43' | JAVA OF LONDON

US \$160,000 | New York State, USA

Holland Nautor from 1986, she is probably the ultimate barn find. Stored under cover for the last 10 years, yet systems have been exercised, engine run and her maintenance programme continues. Also comes with a shallow keel for all those lovely cruising grounds on the east coast.



NAUTOR SWAN 44' | MISTRAL

US \$139,000 | Rhode Island, USA

1992 Frers with those iconic batwing windows in the coachroof and sweet hull lines. Sparingly used for the past 10 years and laid up at Jamestown each winter. Wonderful family Nautor Swan for sparkling sailing and comfort below.

**NICHOLSON 55' | SURPRISE**

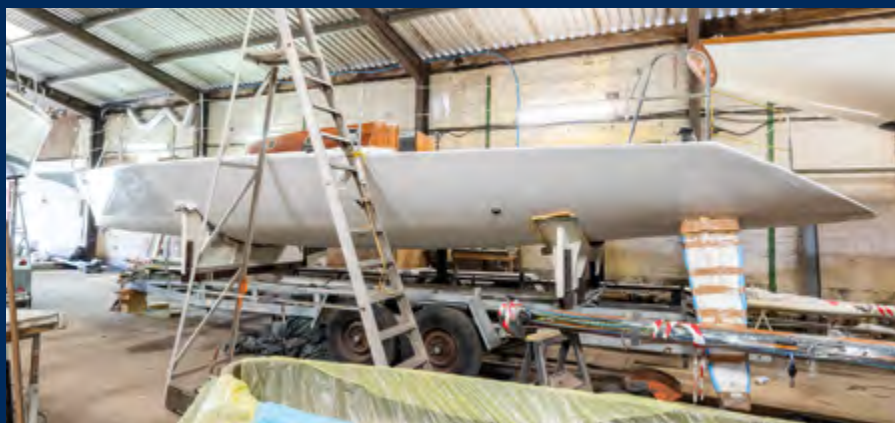
€115,000 | South of France

Raymond Wall and the legendary C&N yard in Gosport, UK in 1973. She is delightfully original, a modern-day classic with simple systems and she has been sympathetically updated by her long-term owners. New Custodians sought.

**GLEN-COATS GAFF SLOOP | DUET**

£35,000 | Lyminster, UK

1926 at McGruer, fully restored in this ownership, she has displayed winning ways on the Classic Mediterranean regatta circuit. Captivating good looks and massively underpriced.

**CORBY SPIRIT OF TRADITION | SPIRIT OF JOYRIDE**

£29,500 | Lyminster, UK

ULDB reborn in a Spirit of Tradition guise. Born as JOYRIDE from Corby's board, now a 21st century take on Spirit of Tradition yacht racing – she's seriously turbo charged.

**SAGITTA 35' | PENTIMENTO**

£29,000 | Lyminster, UK

S&S never out of style good looks, made flesh in 1976, beautifully maintained and charmingly yellow. Of course, the sailing is superb and she'd be happy roaring round the cans if asked.



SWEDEN YACHTS 370 | TICCO

SEK 1,295,000 | Tjörn, Sweden

Pocket Sweden Yacht made flesh on the lovely Island of Orust. From 1996 she has many updates – main engine, standing rigging, bowthruster, windlasses at both ends, nice sails and updated electronic wizardry. Pretty yacht.



BALTIC 35' | KARELIA

£68,500 | Lymington, UK

Pocket Baltic from 1984, she had a massive nautical makeover 2011 and has been cherished and updated ever since. Epic Judel/Vroljik good looks, and of course the sailing is sublime.



BAVARIA 36' | VIRUS X

SEK 640,000 | Henån, Sweden

J&J Design in 2006, she is only with her second owners. Easy to handle with a furling rig, bowsprit and fresh sails. What a splendid solution for lazy summers enjoying the lovely Swedish archipelago!



39'10" CONCORDIA YAWL | PRAXILLA US \$74,500 | Connecticut, USA

Iconic Ray Hunt design from 1952 she is #10 of 103 of these outstanding hulls. She provides a sea kindly motion as well as effortless pace. Thoughtfully updated and cherished by this owner, both structure and bolt on widgets. Special.

**HUNTER 39' | MAMOLU**

€115,000 | Croatia

Glend Henderson design, she is just the job for relaxed and rewarding Mediterranean cruising. boot Düsseldorf boat show yacht in 2010, so has lots of widgets. She is still with her first, loving owner.

**MAXI 1100 | JAMMY DODGER**

£87,000 | Lymington, UK

Pretty and capable cruising yacht from 2003 to distinctive lines by Pelle Petersen. With 2 double cabins and masses of boxes ticked for cruising sailors, she also provides ear to ear smiles from her helm when sailing.

**SABRE 362 | SAOIRSE**

US \$129,000 | Rhode Island, USA

2002 to lines from Jim Taylor with deep keel and larger than standard 40hp Yanmar. Sailed out of the lovely waters surrounding Rhode Island, she spends her winters undercover. Splendid little yacht.

**MÄLAR 30' | VIRELAY**

SEK 350,000 | Resarö, Sweden

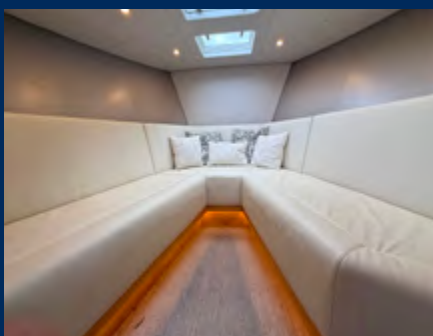
Picture perfect, the Mälär 30 is a classic Swedish One Design from Lage Eklund introduced in 1933. This yacht of GRP is from 1976 and has been optimised for beauty and performance. Part of Sweden's yachting history, and of course the sailing is sublime.



AXOPAR 37 XC CROSS CABIN | SISU

£195,000 | South Coast, UK

From 2021 with BRABUS trim pack in black with grey cockpit cushions and Silvertex interior. Glass screen Simrad nav, the horses are delivered by a pair of black Verado 300s.



PSEA 40 | 40.001

€345,000 | Holland

2015 splash, elegant and unique weekending clockwork boat, the rocket power is provided by a brace of IPS 500 Volvos - she purrs along providing a comfortable, smooth ride. Great cockpit, reasonable innards, she can be found slumbering in a boathouse.



NORD WEST 390 FLYBRIDGE - FREJA SEK 1,950,000 | Mariestad, Sweden

Scandinavian straight line sailing solution from 2002, beautifully built and full of clever touches. Twin KAD 300 285hp Volvos. Recent updates include EFOY fuel cell, Simrad Nav and underwater lights.

**PRINCESS V42' | DECKADENCE****SKR 1,575,000 | Nacka, Sweden**

Olesinski's deep-V hull, from the Princess people in 2004. Comes with a brace of D6-310 Volvos which deliver up to 37 knots at full chat. Lots of nice caboodle – gen, bowthruster, updated electronic wizardry, new furnishings. Deckadence, indeed...

**BACK COVE 37' | GOOSE****US \$489,000 | Rhode Island, USA**

Iconic East Coast motor yacht from 2016. Comes with a massive aft cockpit which is open to her hardtop. A 600Hp Cummins provides take off in the low 20 knots. Absolutely loaded – thrusters both ends, gen, air, retractable bimini, induction hob and stacks more.

**AXOPAR 37' SPORTS CABIN | STORM****£185,000 | Lymington, UK**

2020 model year, she splashed '19, running on a pair of 300V8 Mercurys. Axopar aficionados will know all about the Brabus Line spec and Stealth Black hardware. Also has a Niroxx exterior and very shiny everywhere. Perfect for rushing around aboard.



FAIREY SWORDSMAN 33' | APRIL KNIGHT £99,500 | South Coast, UK

Alan Burnard magic, beautifully preserved, she's stored undercover in the winter time. New paint and Axiom in 2023, recent Sabre 225L, and rare twin head/shower combo. Concourse with knobs on.



LEVI CORSAIR 27' | ZEST £99,950 | South Coast, UK

Race bred Levi from 2002, must be driven fast to be properly appreciated and understood. She comes with a pair of rebuilt Volvo KAD 43s that deliver the rocket propulsion. A rare bird that turns heads always.



CNDB DON SHEAD 45' | ALLIAGE £84,950 | South of France

Don Shead genius in 2004, and still with her original owner. Aluminium build in Awlgrip silver, deep-V hull and capable of speeds around 50 knots. Rocket power is delivered by a pair of Trimex surface drives for Seatek Navy 660s.



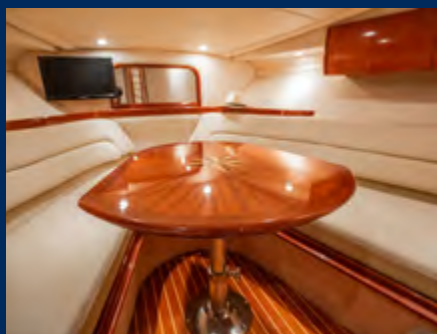
FAIREY SPEARFISH 30' | MERLIN £79,995 | Lymington, UK

From 1973, to lines by the now legendary Alan Burnard, with a pair of 250hp Ford Sabres, this contemporary classic has been much uprated and is a joy to take to sea. Ready to use, no rebuild required.



WINDY 32' GRAND TORNADO | SPITFIRE €115,000 | Palma de Mallorca

Wickedly fun to drive with her legendary Johnsen hull shape, she's from 2008. Much uprated in this ownership. Offers enormous pleasure with only very insignificant damage to the wallet.



WINDY 34' KHAM SIN | HEATWAVE €104,950 | Palma de Mallorca

Powered by a brace of KAD 300 285hp diesels – she motors. From 2003, she is one of the last Windys to be built in Norway. Much uprated in this ownership, now with new plotter, thruster and heater. Looks and is, epic.



WINDY 26' KHARMA | SLEEPY JANE £79,950 | South Coast, UK

2012, full fat Hans J Johnsen Windy in only her second ownership. Lots of nice bolt ons – electric windlass, bowthruster, Niroxx cockpit upholstery and more. D3-220hp diesel and epic handling will delight you.



SEA RAY 375 SUNDANCER | 375.785 SEK 1,295,000 | Kungsviken, Orust

Smart straight line motor yacht that is perfect for cruising in Scandinavian waters with her deep-v hull providing a fast, secure ride even in choppy waters. 2004 splash with a pair of Volvo Penta KAD 300s, smart dark blue hull livery and vast cockpit.



WEYMOUTH 34' | ISLAND STORM £99,950 | South Coast, UK

Nelson derived hull and reliable 180hp Sabres, there is nothing not to like about this splendid 1981 semi-displacement motor yacht. She comes with an abundance of varnished teak below as well as new Raymarine kit, thrusters both ends and more.



AXOPAR 28' CABIN | XPLORA £89,950 | Lymington, UK

2017 and never stored in the wet stuff, her funky Aqua Dock is included in the ask. Verado L7 300hp for rocket power with low hours, and also with thruster, plotter, heating and more.



PORTSMOUTH 30' DOWNEAST FLYBRIDGE | JESSICA L

US \$49,000 | New Jersey, USA

From 1990, this handsome clockwork boat with her single 350hp Caterpillar is just about the perfect dayboat, yet will do the business weekending too. Never out of style good looks and a flybridge too – at 30 feet!

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