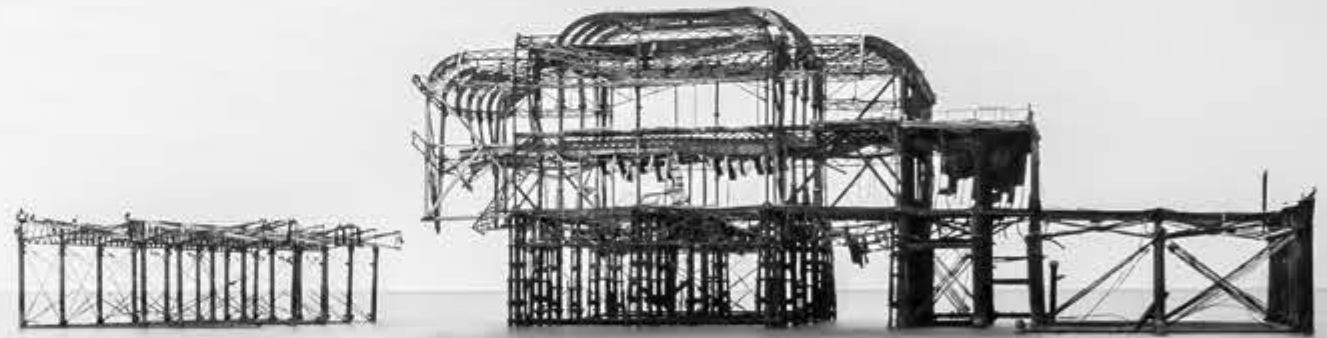


— XXII —

THE BOOK

2026/27



BERTHON
INTERNATIONAL

The West Pier at Brighton – our Cover Shot for this year © Harry Shutler.

Having a photographer on the Team at Berthon enables us to deliver excellent imagery of the Berthon fleet both moving and still. Harry Camera is able to capture condition, special elements and a factual representation of the yachts that we sell. Our annual Book cover is captured by him, photographing landmarks and seascapes around the shores of the UK.

This shot captures the relic of another age, originally opening in 1866, Eugenius Birch designed it as a place of leisure for promenades, taking in the sea air and watching concerts. A landmark, hugely popular in the 19th and early 20th centuries but declining thereafter, as the Pier aged, maintenance costs rose, and it suffered the indignity of the removal of some of its sections in WW2 for defensive reasons, as well as having an RAF fighter crash into it in bad weather; and so its decline seaward became inevitable. By 1970 it was closed for safety reasons, the Great Storm of 1987 damaged its structure further and whilst there was talk of restoration, the money didn't follow. Storms in 2002 saw major sections collapse into the sea, and 2 suspected arson attacks saw fire rip through the by now, very fragile structure.

So, what you see today is a reminder of another age as well as the power of the sea. For all its decay, it provides a striking image, and West Pier remains an iconic part of the shoreline at Brighton.

The Cover Shot for our Book is always a challenge as it spans both front and back covers. It is shot at 35mm with no compression or exaggeration, just natural perspective. The exposure, 15 seconds at f/9 was chosen to hold that balance, it softens the water but doesn't erase it, so there is still movement and texture. A 10-stop ND filter was used, layered with a soft .09 graduated filter to provide a lowered and balanced exposure. Harry decided on black and white for this image, to allow the Pier's structure to be looked into, rather than looked at.

The magic of West Pier is its form, the space it occupies and the sense of time and the elements at work. Not a monument or a romantic ruin, but now part of the tapestry of the British coastline.



WELCOME

The Berthon Book is part of the fabric of the Berthon offering. The 2026/27 Book is the twenty second edition, and it's still just as much fun to put together as it ever was. Its DNA relies on original articles written by Berthon supporters, friends and members of the Berthon Team.

Only those articles that fascinate us are found between its covers, and we hope that you will enjoy the wide variety of subjects that are featured this year.

Also included are the Berthon New Yacht fleet, as well as a selection of our Berthon Brokerage yachts, all of which can also be found with full details and imagery, in our Berthon Book on-line catalogue. Ask us about the entire Berthon fleet.

Welcome to the 2026/27 Berthon Book – we invite you to dive in and enjoy.



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Director – Berthon Sales Group

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REVIEW OF THE MARKET

Our market is informed by outside influences both political and economic. However, what doesn't change is the wish of those passionate about our sport to buy, sell and to get out on the water, throughout our offices in Europe and the USA. Berthon International's Tim Carbury writes.

berthoninternational.com



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THE CAMPBELL FAMILY AND THEIR RECORD-BREAKING BLUEBIRDS

Most of us know the name BLUEBIRD as well as those of Malcolm and Donald Campbell. Their speed machines with their iconic blue livery, extraordinary series of speed records on land and sea, and the tragic crash on Coniston that destroyed BLUEBIRD K7 and claimed Donald's life. Berthon International's Hugh Rayner, captivated by the story since childhood, recounts it here.

campbellheritage.co.uk

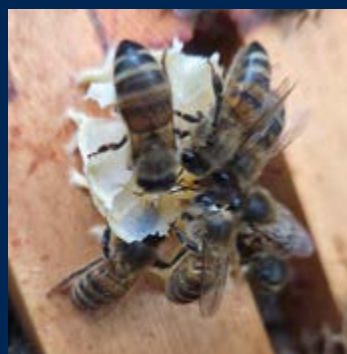


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LOBSTER FISHING ON THE SWEDISH WEST COAST – TRADITION, COMMUNITY AND THE BLACK GOLD

Joint MD of Berthon Scandinavia, Magnus Kullberg, his partner Doreen and son Max, like most of us, love lobsters! Close to the Berthon offices in Henån, their lobster pots are positioned during the season and offer up rich rewards for the table. Magnus explains how it all works.

berthonscandinavia.se



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BEEKEEPING - A HOBBY THAT REFUSES TO STAY SMALL

Bees are an enigma, and Berthon photographer and videographer Harry Shutler has certainly found them a challenge since he became an Apiarist in Director Sue Grant's wildlife garden. A minor hobby has grown, together with the number of hives and their fascinating and obtuse inhabitants – and of course there is honey!

fernslodge.co.uk

40

THE ART OF ESCAPISM (PASSENGER CLOTHING)

Richard Sutcliffe founded Passenger Clothing with wife Alexa in 2012, an idea that was formed on Vancouver Island on the way back from their honeymoon. Based around the positivity of escapism – finding things that make the world go quiet. This idea has delivered a massively successful and still growing business which Richard describes as an outside, not outdoors brand. Robert Steadman of Berthon International chats to him.

passenger-clothing.com



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WHERE ARCHITECTURE BECOMES ART – BASILICA DE LA SAGRADA FAMÍLIA

2026 sees the opening of our Berthon office and workshop in Port Ginesta, close to the extraordinary city of Barcelona. Amongst its many treasures are the works of Antoni Gaudí, Rose-Marie Hunt of Berthon Spain tells us about the extraordinary Sagrada Família as well as touching on Casa Batlló and Park Güell. The imagery is spectacular.

berthonspain.com



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YACHT SURVEYS FOR MEGA YACHTS

Richard Franklin has owned a series of extraordinary yachts, today it's the mighty Huisman 82 METOLIUS which we sold to him a few months ago. One of our favourite people, he also runs Yacht Survey Partners, the go to firm for Mega Yacht surveys. He shares a little of the magic and challenges of his business.

yachtsurveypartners.com

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A NEW VOYAGE FOR OUR MARVELLOUS SIMON TURNER...

Simon has been part of the Berthon Story since 1979, when he worked in our Lymington HQ's Dockmasters' office between school and college. A very successful large yacht broker based in our Palma office, he takes a step back into semi-retirement this summer, after the Palma Superyacht Show and his farewell party.

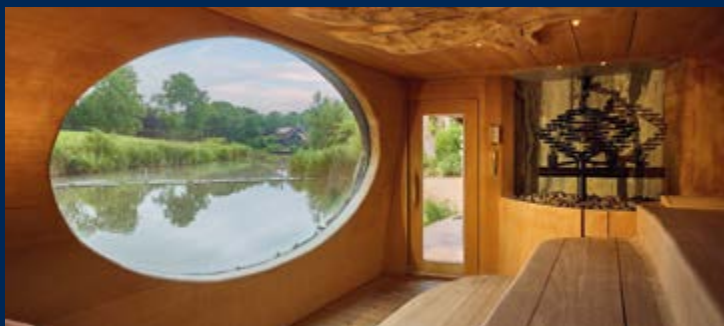


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POOLE AT DUNKIRK

Peter Burt's fascinating article tells us of the evacuation of Dunkirk in May 1940 and the part played by the fishing fleet and ferries from Poole, whose crews took them to Dover for the onward passage, crewed by the military. What happened then and the role Poole later had in receiving Dutch skoots to the harbour is compulsive reading. With thanks also to the Poole Maritime Trust of which Peter is president, as well as to Jack Hawkins and Gavin MacLachlan for the material supplied.

poolemaritimetrust.org



86

OF THE ADMIRAL, THE KING PILES AND THE CONTINUITY OF BERTHON

The Berthon story is one of continuity and renewal. Berthon's Lymington Marina was opened in 1968 by Admiral of the Fleet Earl Mountbatten of Burma. 48 years on, the marina wall has just been replaced. Dominic May describes the process and the parallels between the challenges today and then.

berthon.co.uk



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FORT RESORT BEEMSTER - A HIDDEN OASIS IN THE DUTCH COUNTRYSIDE

Fort Beemster is owned by Frank Bart, who is also owner of the smart St-Barth 85 Fly. Built in 1889, in another life it was a Dutch defence post, which could flood the fields around it to halt the enemy. Now totally rebuilt as a luxurious resort, Berthon International's Tim Carbury was invited by Frank to spend the night and dive into all that the Fort has to offer.

fortresortbeemster.nl/en



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FROM BROKERAGE TO BLUEWATER: REFLECTIONS ON THE NEWPORT-BERMUDA RACE AND THE BOATS THAT GET US THERE

The Newport-Bermuda Race is an iconic event and is always well supported, as yachts migrate from the autumnal chill that marks the end of the season on the East Coast of the USA to the sunnier climes of the Caribbean. Race veteran Peter Houghton of Berthon USA describes this delightful event.

berthonusa.com



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ARC PASSAGE, AND DISCOVERING BLUEWATER WITH THE FAMILY (EUPRAXIA)

Buying a bluewater cruising yacht to go far with the family is a dream that many have and we love helping sailors to realise this ambition. Discovery 55, EUPRAXIA owner Neil Cheston describes his voyage, and also the glorious ARC passage with his son and friends aboard in 2025/26. EUPRAXIA is now available for sale through Berthon.

berthoninternational.com - discovery-55-eupraxia

REVIEW OF THE MARKET

By Tim Carbury, Berthon Sales Group

As I step in to write my first Review of the Market in the Berthon Book as Managing Director of the Berthon Sales Group, the publication celebrates its twenty-second birthday. It is unique to Berthon and part of the fabric of an organisation that places teamwork, professionalism and a passion for yachts at the core of everything that it does. Unlike the standard house magazines released by colleagues in the industry, the Berthon Book comes from the heart. Here you won't find any external advertising, only articles that have passed the Berthon sniff test because they feature subjects that we are fascinated with, all original, and only written by Berthon family or supporters. We also feature a selection of the Berthon Fleet.

The rollercoaster of macro-economic and political world events keep humankind on its toes and this affects us all. In yachting, we are sensitive to what this means to our clients – both buyers and owners. Fortunately, the call of the sea is strong and as a Group 2025/26 has been kind to us with numbers in the ascendant, helped by the fact that we are primarily yacht brokers working in the brokerage market and so new yacht sales are not our core mission.

Talking of new yacht sales, even the most optimistic of us would have to admit that this part of the market is difficult and continues to be so. Manufacturers are fighting reduced demand, increased material costs driven by fuel cost, inflation and uncertainty, the need to build in this environment and then sell for more than their costs. This makes the delta between new yachts and the brokerage market wide. Of course, there are still those for whom only a new yacht will do – and for them there has never been a better time to buy. Although numbers fall, as ever there will be enough of these buyers to keep this part of our industry afloat. ►



PEGASUS 50

“ WE ARE NOW DEVELOPING THE BUSINESS FURTHER IN THE BARCELONA AREA WHERE TRADES AND INFRASTRUCTURE ARE GROWING FAST AS THIS AREA GAINS PROMINENCE. ”

Production yacht sales are difficult – production motor yachts particularly so with their unit cost and the cost of fuel also. Smaller bespoke yards are faring better, as they are nimble and offer a product that is unique in its positioning and the capability it offers.

We represent Pegasus Yachts from Slovenia who are a good example of this. They have the first 2 hulls of their innovative 67 in build, both for delivery in 2027. Their 50 which is where it all started, remains popular and they are up to hull #022 of this series which is a great result, showing that good design, competent build and an appreciation of what works for owners is what the market seeks. They have recently appointed journalist and sailor Pip Hare as their shorthanded sailing consultant, further underlining their marketing position as builders of fast cruising yachts that are uncompromisingly owner/driver focused. We enjoy working with the Pegasus team and enjoy their passion for what they do.

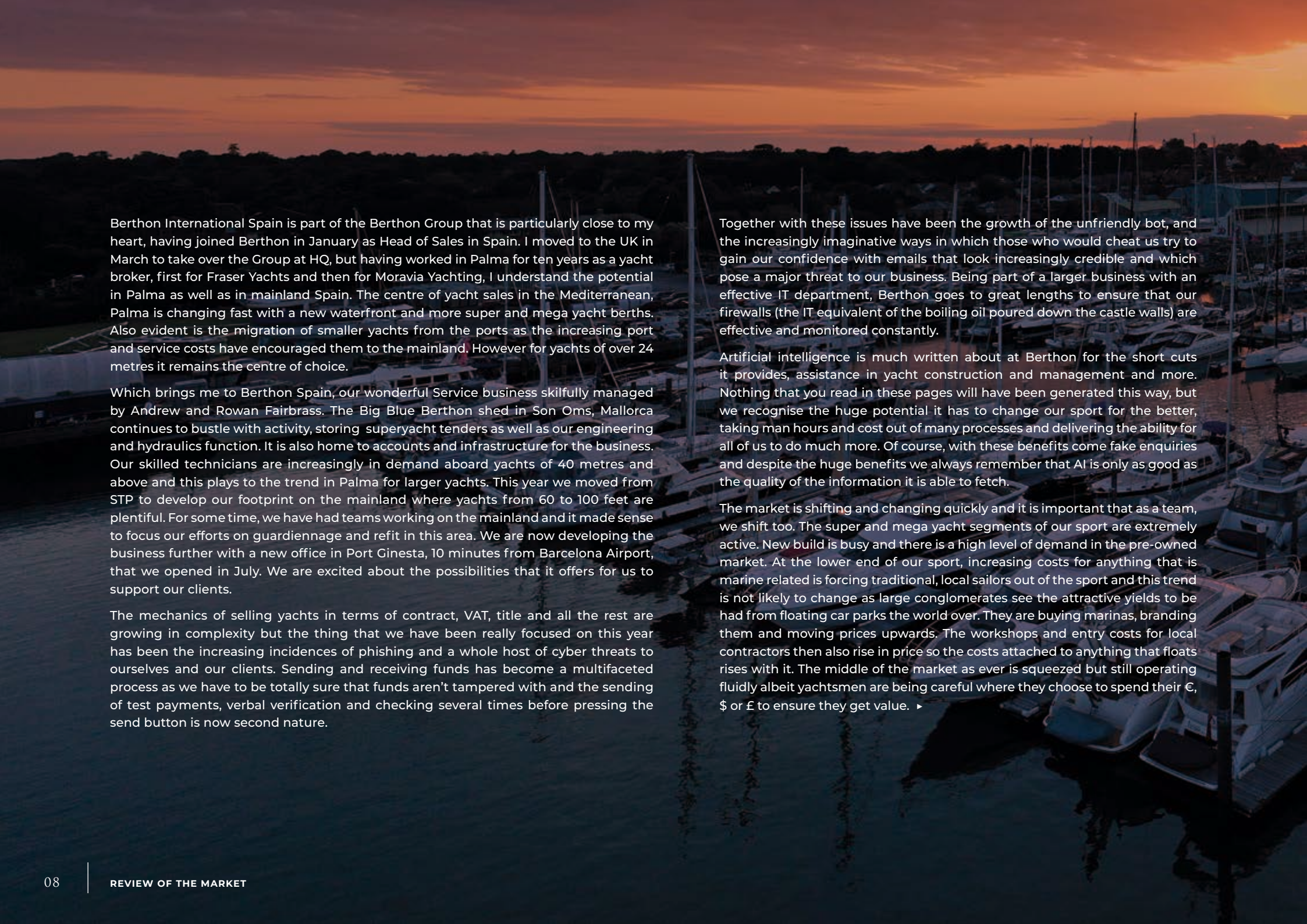
Higher quality new yacht offerings are also selling, like Solaris Sail and Power, their experienced management team and solid financials enabling them to be innovative and to provide new yachts to the client base that also have a strong residual. This year in addition to holding the Solaris Sail territories for the UK, East coast of the USA, Finland and Sweden, we also agreed to manage sales for Solaris in the Balearics with our friends at Luxury Marine, showing a Solaris 50 and 64RS at the Palma Boat Show in May.

At our Lymington HQ, brokerage sales have been brisker than we expected, assisted by the opportunity to present high quality pre-owned yachts in good condition with good service records at sensible prices. The mature, outlandish and poor condition yachts on the market are struggling. What is shabby chic to her current owner, looks like a money pit to buyers wanting to have the security of knowing the on-costs and that if circumstances dictate, they can exit without a long wait and high on-costs, and at a price that is palatable.

Another initiative born at HQ and rolled out to our other offices has been the introduction of our Berthon Essentials brand for our smaller listings to ensure that they receive the same focused and effective marketing as our larger listings with a separate website as well as YachtWorld. A dedicated broker, Ben Hitchen, manages the brand and works with all our offices to make this initiative flourish.

Berthon Scandinavia continues to deliver exceptional results and to list, know intimately and sell, some of the smartest yachts on the planet, which spend the long Scandinavian winters tucked up inside in temperature controlled sheds. Teak decks are virgin, rigs are out and stored under cover every winter and nothing is left out in the weather. The business headed up by Magnus Kullberg and Fredrik Sundberg is growing and if you have never visited the wonderful island of Orust, I would encourage you to do so. It is beautiful and the sailing is fabulous

Berthon USA has found itself in the epicentre of world events and has been buffeted by tariffs and all that this means for the domestic USA market, as well as the fallout of wars, fuel prices and political uncertainty. For sure this has slowed new yacht sales in our home market, as Moodys and Rustlers attract a healthy supplement on import. The domestic market has legs where clients are prepared to buy in an uncertain environment. For many Americans the answer has been to buy a yacht outside home waters so the yacht arbitrage between Berthon's European offices and Newport is an important part of the offering. We urge our American clients not to worry about the welcome they might receive in Europe – we all love you guys and are so happy to see you in our waters and sharing our mutual love of our sport. ►

A wide-angle photograph of a marina at sunset. The sky is a mix of orange, pink, and purple, with the sun low on the horizon. Numerous yachts of various sizes are docked in the water, their masts and rigging visible against the colorful sky. The water reflects the light from the sky and the boats. In the background, there are silhouettes of trees and buildings along the shoreline.

Berthon International Spain is part of the Berthon Group that is particularly close to my heart, having joined Berthon in January as Head of Sales in Spain. I moved to the UK in March to take over the Group at HQ, but having worked in Palma for ten years as a yacht broker, first for Fraser Yachts and then for Moravia Yachting, I understand the potential in Palma as well as in mainland Spain. The centre of yacht sales in the Mediterranean, Palma is changing fast with a new waterfront and more super and mega yacht berths. Also evident is the migration of smaller yachts from the ports as the increasing port and service costs have encouraged them to the mainland. However for yachts of over 24 metres it remains the centre of choice.

Which brings me to Berthon Spain, our wonderful Service business skilfully managed by Andrew and Rowan Fairbrass. The Big Blue Berthon shed in Son Oms, Mallorca continues to bustle with activity, storing superyacht tenders as well as our engineering and hydraulics function. It is also home to accounts and infrastructure for the business. Our skilled technicians are increasingly in demand aboard yachts of 40 metres and above and this plays to the trend in Palma for larger yachts. This year we moved from STP to develop our footprint on the mainland where yachts from 60 to 100 feet are plentiful. For some time, we have had teams working on the mainland and it made sense to focus our efforts on guardiennage and refit in this area. We are now developing the business further with a new office in Port Ginesta, 10 minutes from Barcelona Airport, that we opened in July. We are excited about the possibilities that it offers for us to support our clients.

The mechanics of selling yachts in terms of contract, VAT, title and all the rest are growing in complexity but the thing that we have been really focused on this year has been the increasing incidences of phishing and a whole host of cyber threats to ourselves and our clients. Sending and receiving funds has become a multifaceted process as we have to be totally sure that funds aren't tampered with and the sending of test payments, verbal verification and checking several times before pressing the send button is now second nature.

Together with these issues have been the growth of the unfriendly bot, and the increasingly imaginative ways in which those who would cheat us try to gain our confidence with emails that look increasingly credible and which pose a major threat to our business. Being part of a larger business with an effective IT department, Berthon goes to great lengths to ensure that our firewalls (the IT equivalent of the boiling oil poured down the castle walls) are effective and monitored constantly.

Artificial intelligence is much written about at Berthon for the short cuts it provides, assistance in yacht construction and management and more. Nothing that you read in these pages will have been generated this way, but we recognise the huge potential it has to change our sport for the better, taking man hours and cost out of many processes and delivering the ability for all of us to do much more. Of course, with these benefits come fake enquiries and despite the huge benefits we always remember that AI is only as good as the quality of the information it is able to fetch.

The market is shifting and changing quickly and it is important that as a team, we shift too. The super and mega yacht segments of our sport are extremely active. New build is busy and there is a high level of demand in the pre-owned market. At the lower end of our sport, increasing costs for anything that is marine related is forcing traditional, local sailors out of the sport and this trend is not likely to change as large conglomerates see the attractive yields to be had from floating car parks the world over. They are buying marinas, branding them and moving prices upwards. The workshops and entry costs for local contractors then also rise in price so the costs attached to anything that floats rises with it. The middle of the market as ever is squeezed but still operating fluidly albeit yachtsmen are being careful where they choose to spend their €, \$ or £ to ensure they get value. ►



Berthon Market Report 2026

The Berthon Market Report which is released each year at Easter provides a précis of the year before as well as an overview of the important changes that we are seeing. The common denominator running through its various editions is all around the not very exciting or sexy subject of VAT. I see you raise your eyes heavenward and mutter Brexit. Well, yes there is that, but by far the most testing part of the subject is understanding the treatment of yachts in relation to VAT in different parts of the European Union. There is no common policy, it changes dependent on area and on the Customs official with whom you are dealing. In many cases it has the feel of the bazaar about it and with a punch line of up to 27% of the value of your yacht it is a significant potential problem. A lot of work goes into understanding the current nuances of this issue at Berthon.

The Berthon Sales Group team are all very experienced at what they do and it's great to lead an organisation where everyone likes and respects one another. The flow of information and cooperation across all the offices is a real strength. However, our greatest strength for sure, is the wonderful Berthon clients who trust us to buy and sell for them and who give us the opportunity to join them on their yachting voyage whether it takes them from the racetrack to ocean crossing, puddle jumping to roaring around at high speed. For as we all know, whatever your method of attack, there is nothing to beat getting out on the water.



HH CATAMARANS HH66' | NO CODE

2016 | €2,850,000 | Badalona, Spain

Ferociously quick multihull in gleaming good shape.





NAUTOR SWAN 112 RS | MYSTERY

2000 | €3,900,000 + VAT | Cephalonia, Greece

Iconic member of the Nautor Swan 112RS fleet – she has never looked better.



“ K7's jet engine produced enormous thrust, allowing her to accelerate with astonishing speed whilst skimming lightly across the water's surface.”



THE CAMPBELL FAMILY

and their Record-Breaking Bluebirds

By Hugh Rayner, Berthon UK | Photography By Ruskin Museum

The story of the Campbell family and their BLUEBIRD world speed record boats is one of courage, engineering brilliance, obsession with speed and ultimately tragedy. It has fascinated many young boys – including a much younger Hugh Rayner!

The Campbells became synonymous with the pursuit of speed records on both water and land as Donald carried on Malcolm Campbell's tradition by holding both water and land speed records. Their famous blue machines captured the imagination of Britain and the world during the 20th century. BLUEBIRD was a symbol of daring innovation and national pride.

Sir Malcolm Campbell, born in March 1885. A journalist and motor racing aficionado, during the 1920s, Malcolm was fascinated by the demands and challenges of breaking speed records. His racing machines were named BLUEBIRD after a stage play by Belgium's Maurice Maeterlinck, and the bright blue colour is now permanently associated with the Campbells. So enthusiastic was Malcolm that he drove BLUEBIRD on her first outing to victory at Brooklands with her paint still wet. The Land speed record was his first target. In 1935 he was the first man to exceed 300 mph in the Campbell-Railton BLUEBIRD car, with doubled aft wheels to provide extra grip for the massive, supercharged Rolls Royce R V12 engine and air brakes fitted to slow the machine. Donald joined his father at Bonneville Salt Flats on 3rd September, to witness his crowning and retiring land speed achievement - reaching 301 mph. ►



Malcolm's ambitions extended beyond land, so he turned his attention to water speed records in the late 1920s and early 1930s, an arena dominated then by American Gar Wood. His early boat commissions culminated in the famous BLUEBIRD K3, a sleek hydroplane designed by Fred Cooper of Saunders Roe and powered (*again*) by a single Rolls-Royce R V12 aero engine. K3's name and ∞ infinity symbol derived from her Unlimited rating with Lloyd's. This 23' design delivered several world water speed records during the 1930s, including reaching 126 mph at Lake Maggiore in September 1937, wrestling the 5-year record from his American nemesis, Wood. She represented a major leap forward in single-step hydroplane technology, using a lightweight design intended to plane and skim across the surface of the water at speed, with her weight positioned as far aft as possible.

Malcolm commissioned the more advanced "three-pointer" BLUEBIRD K4 design in 1939, which at speed rode on just three contact points with the surface, dramatically reducing drag, and remaining stable at higher speeds, although only to a degree.

BLUEBIRD K4 was built by Vosper and powered by the Rolls-Royce R engine used in K3. In August 1939, freshly christened K4 (*Donald cracked the fizz*) reached 141.74 mph on Coniston Water in the Lake District, setting a new world water speed record. The family's long and tragic relationship with Coniston had begun...

The start of World War II stymied further record-breaking challenges, and when Malcolm died in 1948, the BLUEBIRD legacy passed to Donald who had grown up in the shadow of his famous father, determined to establish his own reputation. Under the terms of Sir Malcolm's will, all possessions and record-breaking-machines were auctioned off, so Donald bought K4 back and modified her, hoping to continue the family tradition.

Donald quickly discovered the dangers of high-speed boating. In 1951, K4 suffered a catastrophic structural failure when the gearbox sheared its mountings during a test run at Coniston and thrust through the floor of the hull at around 170 mph. Unbelievably Donald survived the crash, but this accident demonstrated that propeller-driven technology was at its limits, so K4 was stripped for parts and burned on the shores of Coniston.

Convinced that the future lay in jet propulsion, even though his rival John Cobb had been killed in 1952 in his birch composite trimaran CRUSADER equipped with De Havilland's Ghost turbojet, he worked alongside engineers Ken and Lew Norris on a long, narrow, shape resembling an aircraft fuselage mounted on hydroplane sponsons. She is of course the most famous BLUEBIRD of all: K7. Introduced in 1955, K7 was revolutionary. The world's first successful jet-powered hydroplane featuring an all-metal, three-point design, built by Salmesbury Engineering and powered initially by a Metropolitan-Vickers Beryl axial flow, turbojet engine producing 3500 pound-force (16kN) of thrust.

K7 was unlike anything ever seen on the water before, with a "pickle-fork" layout on her contact points. Donald returned to Cumbria and large crowds gathered to watch the giant blue crustacean-like vessel launch. K7's jet engine produced enormous thrust, allowing her to accelerate with astonishing speed whilst skimming lightly across the water's surface.

Ullswater was selected for Donald's first successful record in K7 during July 1955. BLUEBIRD reached 202.15 mph making him the first man to exceed 200 mph on water. This was just the start of his domination. In the nine years between 1955 and 1964, K7 broke the world water speed record a staggering seven times. Progressing from 216 mph, to 225 mph, through 239 mph, and 248 mph, to accelerating to over 260 mph. Coniston's long, straight section superseded Ullswater as the venue for these attempts, and Donald became a regular visitor to Coniston, and one of Britain's greatest post-war celebrities. Calm, suave, articulate and impeccably dressed, he was the modern image of British engineering excellence during the 1950s and 1960s. Huge crowds gathered to witness the spectacular plume of jet spray trailing the hydroplane as K7 sped down the lake. ►

OPPOSITE TOP | 1937 hydroplane K3 set 3 water speed records with Sir Malcolm Campbell at the helm. 130.91 mph reached.

OPPOSITE BOTTOM RIGHT | Bluebird K7 after launch at Coniston Pier in May 2026.

OPPOSITE BOTTOM LEFT | Pier Cottage | Photo credit Geoff Hellawell



© Geoff Hellawell





“ In the nine years between 1955 and 1964, K7 broke the world water speed record a staggering seven times.”





Away from Campbell's driven persona, financial pressures were immense and taking their toll. Even sponsorship by BP, Mobil and other organisations could not cope with the vast expense of record-breaking. Donald struggled with debt and pressure to maintain interest through the achievement of ever-higher speeds. In 1964 Donald decided to challenge for both water and land speed records in the same year. Never achieved before or since, it was testament to his drive.

Campbell took his turbine-powered CN7 car Down Under. Two frustrating years followed battling conditions on Australia's Lake Eyre, where he eventually reached 403.10 mph. Not content with the land speed record, he shipped K7 to Western Australia's Dumbleyung Lake and set his final water speed record of 276.33 mph, with only hours to spare on New Year's Eve 1964, becoming the most prolific breaker of the water speed record.

Donald wanted to push for the ultimate water speed record - exceeding 300 mph on Coniston. His American rivals and their massively powerful craft provided a lot of pressure - and K7's performance was being questioned. Donald needed to impress his sponsors to help his struggling finances. In 1966, K7 was fitted with a Bristol Siddeley Orpheus jet - lighter and more powerful, loaned to him by the MOD, developing 4500 pound-force (20kN). A vertical tail stabiliser from a Folland Gnat aircraft was also added, with a hydraulically operated water brake to scrub off speed (*Coniston's course is five miles in length*). K7 returned for trials in November 1966. These were beset by poor weather and technical issues, with the destruction of her Orpheus when K7's air intakes collapsed and sucked debris into her compressor blades, writing off the engine. Donald swapped to another jet from a crash-damaged Gnat, but fuel starvation hampered top-end performance, delivering only 264 mph. A new booster pump improved the jet's performance. Now all the team could do was wait for better weather.

Coniston, 4 January 1967, another record run in challenging conditions, an ideal North-South run at an average of 297.6 mph slowing BLUEBIRD by applying the water brake from a high speed of 315 mph (*two timed runs to count*). Then, arguably the most infamous

moment occurred. Passing the start of the measured kilometre at over 320 mph the three-pointers stability disintegrated, and her starboard sponson started to bounce, so K7 became airborne at over 300 mph. As we all know too well, having watched the footage time and again, K7 gracefully somersaulted, landing violently nose-first, cartwheeling across the surface as she broke up. Donald was killed instantly. BLUEBIRD was destroyed beyond the air intakes, where the cockpit is located. Donald's mascot; his teddy, Mr Whoppit, floated to the surface, along with his driver's helmet, but Donald and BLUEBIRD remained at the bottom of Coniston for thirty-four years.

After a long campaign, led by surveyor/engineer/diver Bill Smith and the Bluebird Project team to raise BLUEBIRD and Donald, in 2001 they delivered. Donald was laid to rest at St Andrew's Church, Coniston.

And what of K7? Over the years, she has been lovingly restored to running condition, surrounded by controversy and ownership disputes. Displayed at the Ruskin Museum in Coniston, she serves as a memorial to Donald Campbell and the extraordinary courage of the Campbell family.

May 2026 saw Donald's K7 and Sir Malcolm's 1937 K3, share the waters of Coniston at the Bluebird K7 Festival. What a sight!

Gina Campbell, Donald Campbell's daughter said: *"Let's hope my dad is looking down on BLUEBIRD's return... It makes my father and his band of merry men look pretty damn brilliant if you think about it."*

K7 beset by technical issues, and uncooperative Lake District weather, still touched 100 mph briefly on the Friday afternoon with Australian, Dave Warby aboard. Gina was there. She has challenged water speed records herself, whilst safeguarding the BLUEBIRD name, one of the most famous in the history of motorsport, be that land, or water.

OPPOSITE LEFT | Gina Campbell, Mr Whoppit and Dave Warby in May 2026 at Coniston.

OPPOSITE RIGHT | Bluebird K7 passing Brantwood - John Ruskin's wonderful house and gardens at Coniston.



GRAND BANKS 59' ALEUTIAN RP | TUSK

2008 | £999,950 | Beaulieu, UK

Unapologetically classic, immaculately sorted.





HARDY 62' | EVOLUTION

2013 | £775,000 + VAT | Poole, UK

Handsome and well-conceived motor yacht
for serious cruising.





REDBAY 1650 EXPLORER CABIN RIB | LADY KATE

2018 | £825,000 | Lymington, UK

Deeply cool, infinitely capable.





FAIRLINE SQUADRON 58' | KISMET II

2007 | £485,000 | Lymington, UK

In immaculately good shape, wonderful family motor yacht.



PRINCESS 43' | JUST LET IT GO

2016 | £429,950 | Lymington, UK

Thoroughly well-conceived and well executed design
and built by the Princess people.



LOBSTER FISHING ON THE SWEDISH WEST COAST

TRADITION, COMMUNITY AND THE BLACK GOLD OF THE SEA

By Magnus Kullberg, Berthon Scandinavia



Many of us who live on Sweden's west coast are passionate lobster fishermen. One of our number, Bengt Arvidsson, one of the marine surveyors who frequently inspects the yachts that we broker, is one of them. Another is one of our long-standing clients, Anders Pettersson. In our family, it is my partner Doreen who is the driving force behind our lobster fishing, also inviting friends and children to come along with us. We fish close to shore using our little boat, which is just over four meters long with a 20hp outboard engine. We usually fish in the waters around Ellös, a 10-minute boat ride away, passing the Hallberg-Rassy shipyard on our way out to the fishing grounds.

When the September winds begin to feel colder and the morning mist settles over the water, you know that the Lobster Premiere is approaching. For many people along Sweden's west coast, this is one of the highlights of the year. Lobster fishing is not only about catching an exclusive delicacy, but also a tradition deeply rooted in life along the Bohuslän coastline. ►



TOP RIGHT | Magnus and Doreen driving to pick up the traps

BOTTOM RIGHT | Morning mist over Käringsön





TOP | HR50 sailing close to the lobster area | Photo credit Magnus Rassy

BOTTOM LEFT | Kalle holds a great lobster

BOTTOM RIGHT | Another great catch! | Photo credit Anders Pettersson



A TRADITION OF HUNDREDS OF YEARS

Lobster fishing on the Swedish west coast has been going on for literally centuries. History tells us that as early as the 16th century, lobsters from Bohuslän were exported to the Royal courts and exclusive restaurants across Europe. The Swedish west coast lobster was considered something truly special thanks to the cold and clean waters of Skagerrak and Kattegat and so it quickly became an important source of income for many coastal communities. Every autumn fishermen from small villages along the coast gathered to set their traps.

The tradition is still alive today. For those of us who fish, the experience itself is just as important as the catch. Being out on the water, enjoying the weather, the sea, the community spirit, and the excitement of pulling up the traps.

The lobster fishing season officially begins at 07:00 on the first Monday after September 20th each year. In 2026, this means the season starts on September 21st.

For us, Opening Morning usually begins early. The trip toward the fishing grounds around Ellös is short, but the feeling that the season has arrived makes this short journey special. As we pass the Hallberg-Rassy Shipyard on our way out, we often meet other boats heading in the same direction. There is a unique sense of fellowship out on the fjord on these mornings and everyone shares the same experience. ►



RULES THAT PROTECT THE LOBSTER AND THE FISHERY

Today lobster fishing is carefully regulated to protect the lobster stocks and to ensure that future generations can continue the tradition. The rules are strict and respected by most fishermen.

When fishing for lobster, only lobster traps may be used. The traps themselves must also meet detailed construction requirements. Each lobster trap must have at least two circular escape openings with a minimum diameter of 60 millimeters so that the smaller lobsters can escape. In addition, every trap must contain special escape panels designed to prevent ghost fishing so that if a trap is lost on the seabed, lobsters and other marine animals must be able to escape. For that reason, the escape opening is secured with untreated cotton twine that naturally decomposes over time. It is a simple but effective solution that makes a real difference for the marine environment.

Recreational fishermen can set a maximum of six lobster traps per person at the same time, whilst licensed professional fishermen may set up to 40 traps. All fishing gear must also be clearly marked, with a buoy or cylinder coloured red, orange, yellow or white and clearly marked with the owner's name and phone number.

To prevent cheating before the opening day, special restrictions apply, prohibiting any fishing with nets and traps within the lobster fishing areas in Skagerrak and Kattegat one week before the Premiere. ►



RIGHT PAGE - ABOVE LEFT | Max learning to be a lobster boat driver

BELOW LEFT | Sam and Max pulling up a trap

TOP RIGHT | Bengt Arvidsson's friend with a huge catch | Photo credit Bengt Arvidsson

BOTTOM | Hummer cages stored on the dock | Photo credit Anders Pettersson

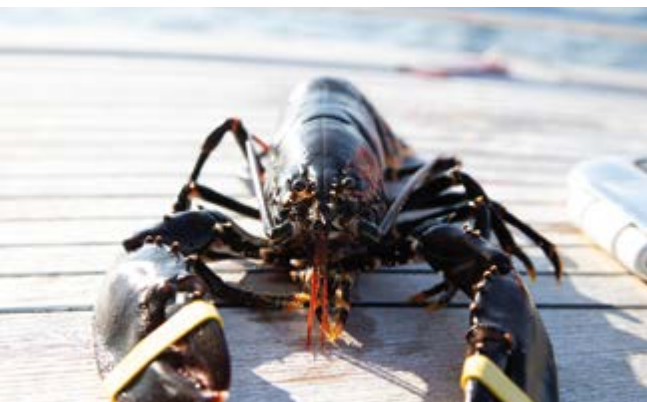
LEFT PAGE - TOP | Berthon's showing dock, used for our lobster boat in the autumn

ABOVE LEFT | Black lobster | Photo credit Anders Pettersson

BELOW LEFT | Boat showing a crane for lobster traps | Photo credit Anders Pettersson

BOTTOM RIGHT | 1.5 kg lobster





RESPECT FOR THE SEA AND THE FUTURE

Another important regulation concerns lobster size. The minimum legal size is 9 cm measured from the rear edge of the eye socket to the rear edge of the carapace, known as the carapace length. Any lobster smaller than this must be returned immediately to the sea.

It is also forbidden to keep egg-bearing females. If a lobster carrying external eggs is caught, she must be released immediately. Protecting these females is obviously essential for maintaining healthy lobster stocks. Quite often, large and beautiful female lobsters must be released, but for most of us this is simply part of responsible fishing. Without these rules, lobster fishing will for sure not survive in the long term. During certain periods in the past, lobster stocks along the west coast declined alarmingly which has led to increasingly strict regulations.

Researchers and authorities now actively monitor the lobster population and study how climate change, environmental factors and fishing pressure affect the species. Our waters are changing and those of us who spend a lot of time at sea can clearly notice it.

For most of us recreational lobster fishermen, the lobster fishing season is about much more than the catch itself. There is something special about leaving the harbour early in the morning as the sun slowly rises above the rocky coastline or being on our boat and heading out in cold rain and strong wind conditions.

There is an excitement you feel when the rather heavy traps finally break the surface of the water, and of course, you never know what is waiting inside. Sometimes the trap is empty, often it is full of crabs, but when you are lucky you will find a beautiful black west coast lobster - the Black Gold of the Sea. This feeling, together with the exquisite lobster dinner that follows that evening is what continues to fascinate generation after generation of lobster fishermen along Sweden's west coast. As long as the sea continues to provide and we continue to respect both nature and the regulations, this remarkable tradition will most likely live on for many years to come.



HALLBERG-RASSY 57' | BLÅ SKVALL

2020 | €2,250,000 | Orust, Sweden

Immaculately crafted on the Island of Orust by the Rassy people for relaxed bluewater.





HALLBERG-RASSY 57' | SAMOGITIA

2020 | €2,100,000 | Svineviken, Sweden

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HALLBERG-RASSY 44' | GARBO

2024 | €1,300,000 | Henån, Sweden

Hardly unwrapped, large enough for oceans, compact for local cruising.





HALLBERG-RASSY 62' | SERENITY

2001 | NOK8,395,000 | Sandefjord, Norway

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BEEKEEPING

- A HOBBY THAT REFUSES TO STAY SMALL -

By Harry Shutler, Berthon UK | Photography By Corrin Parker

Beekeeping rarely begins with a grand plan. Often it starts with simple curiosity and a conversation that seems harmless at the time. Someone suggests the idea of keeping a hive, you look into it, and before long you find yourself standing in a garden staring at a wooden box filled with several thousand bees for which you are now responsible. That's more or less how it began for us.

The apiary sits in Sue's garden in the New Forest. Many people know Sue as a Director at Berthon International, but outside the office she is also the owner of a garden that opens to the public through the National Garden Scheme. It is a place where things are allowed to grow naturally, without sprays or interference, and where wildlife moves freely. Flowers spill across borders, brick paths wind between beds of foxglove, rose and hydrangea, and mature trees shelter the garden from the wind. The whole place hums quietly with life during the warmer months, and it is an ideal place for bees.

THE PLAN WAS SIMPLE. START WITH ONE HIVE AND SEE HOW IT GOES.

Anyone who thinks beekeeping isn't hard hasn't kept bees for very long. To the outsider it looks peaceful, even whimsical. The reality is very different. I've burned myself on a smoker, cooked inside a bee suit, cut my hand with

a hive tool, and smashed my thumb building frames. I've stood in front of an angry colony pulling stings from my hood, and I've long since lost count of the times I've been stung. I'm writing this with eight stings on my right hand!

The first bees arrived as a nucleus colony from Paynes Southdown Bee Farms. Collecting your first nuc is something most beekeepers remember. The box looks simple, but as soon as you lift it you realise it contains a living colony. The air hums around it and the responsibility becomes very real.

Installing that first colony is nerve-wracking. Frames are lifted carefully, often with more caution than skill, and the smoker is used with hesitation. The bees, for the most part, are unconcerned, Paynes, after all, are known for their friendly bees. ►







Then come the small moments that make it worthwhile. Seeing eggs for the first time, tiny white grains sitting upright in the cells, is one of them. It is the first real sign that the colony is working as it should. The queen is laying, the bees are building, and the hive begins to grow.

As the colony strengthens, so does the understanding that beekeeping is not simply about owning a hive. It is about learning to read what is happening inside it. Inspections become routine, and the focus shifts from finding the queen to understanding the signs she leaves behind.

And then, just as things begin to feel under control, the bees remind you otherwise.

The first swarm is a moment that makes everything feel suddenly very real. One minute the hive appears normal and the next the air above the garden is filled with a cloud of bees.

Sue came running down to my office to tell me that her gardener had called about a large ball of bees that had formed in one of the rhododendrons at the bottom of ▶





the garden. I made a couple of quick calls, explained I was leaving to deal with a swarm, and ran out the door, telling Sue that we hadn't got to that bit in the book yet!

My partner was furiously reading the chapter on swarms whilst I pulled on my bee suit and gathered equipment. Headphones in, I tried to set up a new hive while she narrated instructions.

Swarm catching is often described as straightforward. The reality involves ladders, boxes, and a lot of improvisation. There is always a sense it could go wrong, but when it works it feels like a small victory. That swarm became a second colony, quietly kiboshing the idea of keeping just one hive.

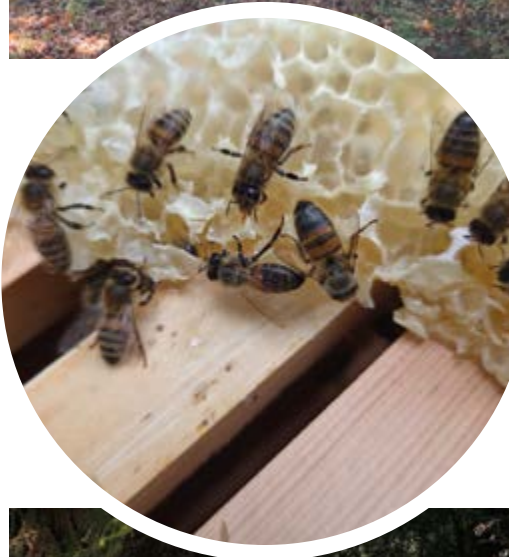
Soon after, the original hive, known as Blue Hive, began to behave strangely. The brood pattern was uneven and the colony unsettled. After some investigation the issue appeared to be the queen. Her mating had been unsuccessful and the colony was declining.

Replacing a queen is a strange experience. She arrives in a small cage by post, attended by a few workers, yet she represents the entire future of the colony. Introducing her requires patience and a degree of faith. For Blue Hive it worked, and the hive recovered.

By then the apiary had already begun to grow. A second nuc was added, now known as Pink Hive, along with several donated colonies. Equipment accumulated quickly. One hive became two, two became three, and before long there were five.

THEN CAME HONEY.

Turning frames of honey into jars is another learning curve entirely. Books are read, videos watched, and advice gathered, often with conflicting opinions. It becomes clear very quickly: bees will try to take their honey back if given the chance!



Eventually we moved everything indoors and the kitchen became a makeshift extraction room. Frames stacked across the floor, an extractor spinning in the middle, honey draining slowly into buckets. Our first batch came in at 16% moisture and produced fifty jars. That might not sound like much but seeing them lined up felt like a genuine achievement.

WHAT STARTED AS A SIMPLE IDEA IS NOW FIVE HIVES WITH PLANS TO EXPAND MISSION BEE FURTHER.

With experience comes a deeper understanding of the challenges bees face. Varroa destructor, a parasitic mite, is probably the most significant. Managing it is a turning point, the moment you realise that keeping bees requires active care throughout the year.

Varroa is only one part of the story. Colonies can fail for many reasons, sometimes despite your best efforts. Bees are both resilient and fragile, keeping them alive requires patience and attention.

Over time the rhythm of the seasons becomes clearer. Spring brings rapid growth, summer constant activity, autumn preparation, and winter survival. The work changes, but it never stops.

Despite all this, there is something deeply satisfying about keeping bees. Watching them move steadily in and out of the hive on a warm afternoon is one of those simple pleasures that never quite loses its appeal.

Beekeeping has a way of teaching patience and humility. No matter how much you read or how carefully you plan, the bees have their own ideas. Expect them to follow a plan and you quickly discover they never received the memo.

What started with a single humming box in a New Forest garden has become a proper apiary and a hobby that refuses to stay small.



HALLBERG-RASSY 55' | UNCLE MOE

2015 | €945,000 + VAT | Henån, Sweden

Perfect with bluewater.



NAJAD 511 | ZERO

2009 | €595,000 | Lysekil, Sweden

Puts the 'I' into immaculate, built to MCA Cat 0, specified for all oceans, nautical makeover in this ownership.





ALLOY YACHTS CUSTOM 29M KETCH | TAWERA

1995 | €1,750,000 + VAT | Valencia, Spain

Classic Ron Holland good looks, easy on the eye
and perfect for world circuits.





CLASSIC HOEK 82' | SWEET EMOTION

2002 | €950,000 | Valencia, Spain

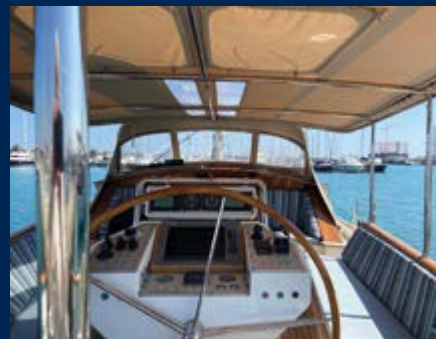
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DIXON 65' | LIARA

2002 | €640,000 + VAT | Genoa, Italy

Composite build, she's strong, light and now all set for 2 handed planet circuits.





CNB 76' | LILLA

1993 | €690,000 | Pisa, Italy

Handsome Briand design, perfect to charter
or for epic family sailing.





BENETEAU OCEANIS 54' | FIORELLA II

2021 | £595,000 | Lymington, UK

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The Art of Escapism

Richard Sutcliffe, Founder of Passenger Clothing

By Robert Steadman, Berthon UK

Definition: the tendency to seek distraction and relief from unpleasant realities, especially by seeking entertainment or engaging in fantasy

Escapism isn't about hiding. It's about arriving. Richard Sutcliffe built Passenger Clothing on that idea and turned it into a £100m business.

We all need to switch off. From the inbox, the group chat, social media, the 24-hour news cycle. Modern life follows us everywhere now, including, ironically, to bed. The only question is whether we actually do anything about it.

Richard Sutcliffe did something about it. He turned that pull toward stillness, toward somewhere quieter, toward a version of yourself that isn't permanently available, into a global brand that speaks to hundreds of thousands of people longing for exactly that.

We sat down with Richard at his home, a stone's throw from Berthon HQ on the south coast, deep in the New Forest, where he grew up roaming the woods and beaches, to talk about escapism. Not the Instagram version. The real thing. ►



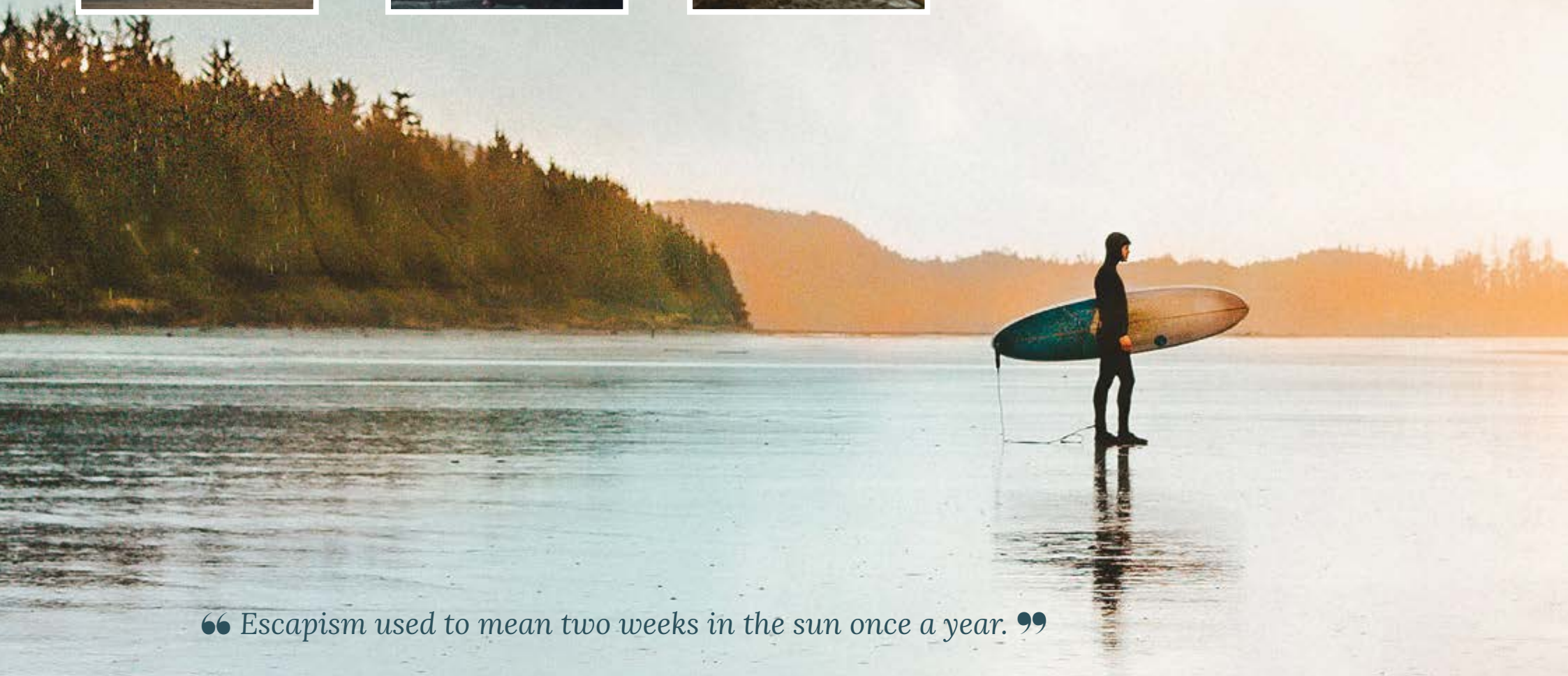
RICHARD AND HIS WIFE ALEXA



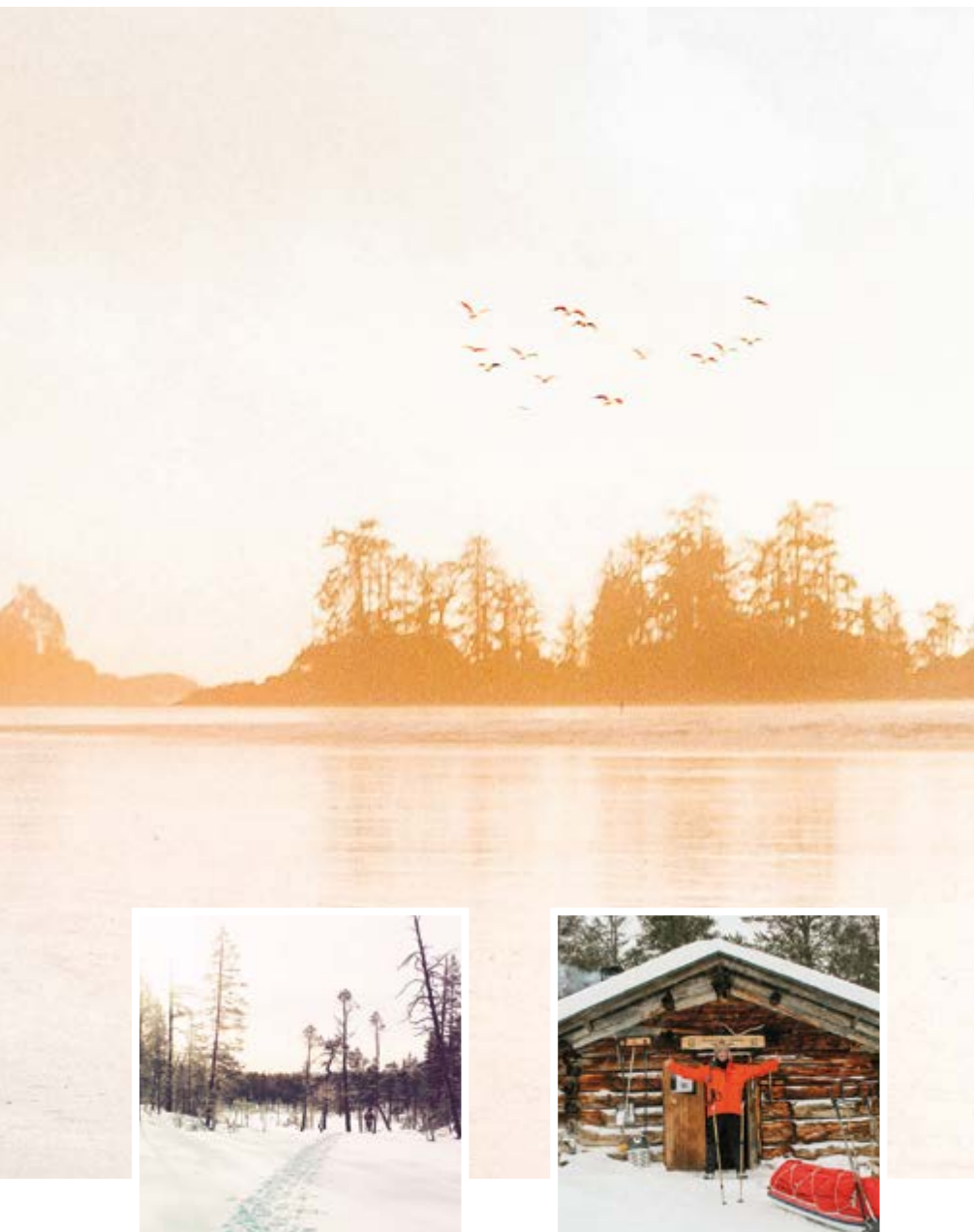
ROBERT STEADMAN AND RICHARD

“That idea, that escapism is fundamentally about the why and not the what became the beating heart of Passenger.”





“ Escapism used to mean two weeks in the sun once a year. ”



So Where Did It All Start?

For Richard and his wife Alexa, who co-founded Passenger together back in 2012, the moment of clarity came on their honeymoon. A trip across Canada ending on the remote west coast of Vancouver Island, watching the sun go down over the Pacific, a campfire crackling in the silence.

"Everything went quiet," Richard recalls. "That feeling of just taking it all in, that was the moment."

It sounds simple. It was. And that, he'll tell you, is exactly the point. "Escapism is whatever it is in the moment. It's not a negative thing, it's about unplugging to recharge. It's positive. It's about being present and enjoying the little things." The longing for that feeling, he believes, is the thread that connects us all, however differently we each go looking for it.

That idea, that escapism is fundamentally about the why and not the what became the beating heart of Passenger. The name itself grew from trying to piece it all together. Mountains, roads, sun, waves and trees. A brand purpose that felt, from the very beginning, entirely their own.

And the spiritual home? Right on his doorstep. Richard grew up in the New Forest, a place he describes with genuine warmth as a mini-Canada. Wild animals roaming free, ancient woodland, the sea never far away. "There are better places around the world," he admits. "But on its day, it's better than anywhere."

A Small Start With A Big Idea

Passenger started as a side hustle. Expectations were modest, a lifestyle business, a bit of fun, nothing more. But something unexpected happened almost immediately. People didn't just buy the T-shirts. They bought into why the T-shirts existed. "It was never about what we do, it was always about why we do it."

"It was new," Richard says. "It hadn't really been described before. But when people got it, the penny dropped." He pauses. "I never really doubted it, because the feeling was real. We created a category and put a brand in it."

Success arrived faster than either of them expected — and all at once. Internet sales hit half a million. Stores came calling. Retail partnerships followed. "What we were doing was resonating," Richard says, "and then it was just about getting the right team in place." ►

A Universal Longing

Passenger's audience isn't united by age or income but by a shared instinct, a love of travel, adventure and the outdoors, and the sense that real experience beats a screen every time. Richard thinks the hunger for escapism runs deeper than demographics.

"It's fundamental to human nature," he says. "Everyone is looking for the same thing, just doing it in different ways. The less human things are, the more people need escapism. That's why I believe the sky is the limit with Passenger."

Escapism used to mean two weeks in the sun once a year. Today it's a daily negotiation — a walk at lunch, a swim before work, a weekend with the phone on airplane mode. The goalposts have shifted because the distractions we're looking to get away from got a lot bigger and a lot louder.

When we ask Richard what his own version looks like, he doesn't hesitate. "If I can get on the water on a Friday afternoon with my family, I'm winning." He also makes electronic music. Finds clarity on long drives. Loses himself in ambient tracks that, as he puts it, "take you somewhere different."

Crucially though, Richard is clear that Passenger has never been a brand built on negativity. "It's not a fight against the rat race," he says. "It's about how you live in the five to nine, not the nine to five. You don't live to work, you work to live. It's about balance and what refuels you."

The Hardest Easy Thing

Here's the paradox. Everyone wants it. Almost no one prioritises it. Richard recognises this without hesitation. "There's always a reason not to do something. People are overwhelmed. Procrastination is the killer of time." His answer is to stop thinking about escapism as something grand and complicated. A walk. A drive. Twenty minutes with the right music. "Break it down into the small actions," he says.

And Passenger itself? Not an outdoor brand, he's very clear on that. "The big macro trend uses the word outdoor," he says. "We're not an outdoor brand. We're an outside brand." It's a small distinction that, when you think about it, says everything. Outside isn't a category. It's a feeling. It's wherever you find it.

Passenger became bigger than he ever imagined, not because he chased growth, but because he stayed stubbornly close to the why.

Find the thing that makes the world go quiet. Do more of it. It really is that simple — and that hard.

“Find the thing that makes the world go quiet. Do more of it.”







SIRENA 48' | CARIAD

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SIRENA 48' | 48.043

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FPB 78' | GREY WOLF II

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available to explore an ocean near you.





FPB 83' | WIND HORSE

2005 | US \$2,998,900 | Beaufort, North Carolina, USA

The genesis of the FPB fleet from Dashew Offshore, the Dashews put over 60,000 miles beneath her keel cruising 2 up.





FOUNTAIN PAJOT MY 44' | SANTA DUET

2019 | €795,000 + VAT | Tivat, Montenegro

Good looking and well sorted Cat with masses of space for comfortable Mediterranean exploration.





HARDY COMMODORE 50' | DOLPHIN OF PLYMOUTH

2005 | £430,000 | Suffolk, UK

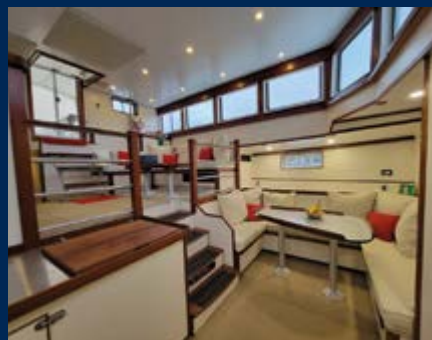
British boat building at its best, great in a seaway and with a lovely hand-crafted interior.



OCEAN VOYAGER 70' | TARA

2021 | US \$650,000 | Freeport, Bahamas

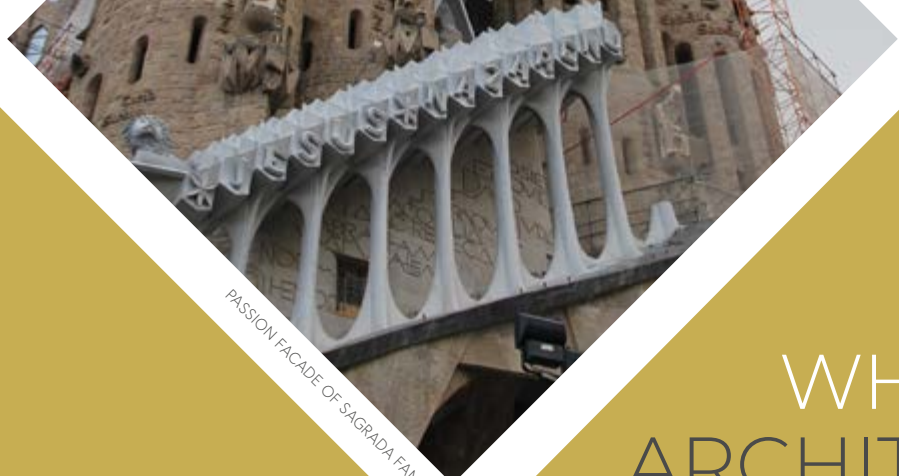
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“TODAY, GAUDÍ'S BUILDINGS REMAIN AMONG BARCELONA'S MOST VISITED SITES, WITH GUIDED TOURS OFFERING DEEPER INSIGHT INTO THEIR DESIGN AND MEANING.”



SAGRADA FAMÍLIA INTERIOR

A photograph of the Passion Facade of the Sagrada Família, showing the intricate stone carvings of the Crucifixion and Descent from the Cross.

PASSION FACADE OF SAGRADA FAMÍLIA

WHERE ARCHITECTURE BECOMES ART – BASILICA DE LA SAGRADA FAMÍLIA

By Rose-Marie Hunt, Berthon Spain

A photograph of the colorful stained-glass windows of the Sagrada Família, featuring abstract, organic patterns in shades of red, orange, and yellow.

SAGRADA FAMÍLIA STAINED-GLASS WINDOWS

A photograph of the intricate stone carvings and dove sculptures on the facade of the Sagrada Família, showing a dense, sculptural composition.

SAGRADA FAMÍLIA - INTRICATE STONE CARVINGS AND DOVE SCULPTURES

A photograph of the interior of the Sagrada Família, showing the dramatic play of light through the colorful stained-glass windows and the organic, columnar structures.

SAGRADA FAMÍLIA INTERIOR

Behind every city wall lies a certain charm, yet few rival Barcelona, a city where architecture becomes art, and where the vision of Antoni Gaudí continues to shape its identity.

Born in Catalonia in 1852, Gaudí was raised in a family of craftsmen, with both his father and grandfather working as coppersmiths. From an early age, he was exposed to the process of shaping materials by hand, developing an intuitive understanding of nature, form, structure, and three-dimensional space, a skill that would later define his architectural approach. Known for his disciplined and deeply focused character, Gaudí lived a modest and increasingly private life, dedicating himself almost entirely to his work. ►



SAGRADA FAMÍLIA EXTERIOR



SAGRADA FAMÍLIA EXTERIOR



CASA MILÀ

His professional career began to take shape in the early 1880s, at a time when Barcelona itself was expanding and evolving. He became involved in the Sagrada Família in 1883, a project that would come to define both his career and his later life. Rather than relying heavily on traditional drawings, Gaudí often worked with three-dimensional models, experimenting with gravity and structure using hanging chains to calculate natural load-bearing forms. In his later years Gaudí became increasingly devout adopting a more austere lifestyle and dedicating himself entirely to the Sagrada Família, to the extent that he eventually decided to live on site during its construction. What began as a continuation of an existing design soon evolved into something far more personal, as Antoni Gaudí gradually transformed the basilica into a deeply symbolic and highly ambitious work, drawing on nature, religion, and geometry to create a structure unlike anything seen before.

While continuing work on the Sagrada Família, Gaudí simultaneously developed his architectural language through other commissions, most notably Casa Batlló (1904–1906).

Here his architecture takes on a more expressive and imaginative quality, with the façade's flowing lines, colourful mosaic surface, and skeletal forms suggesting movement and life. The building reflects his growing confidence in moving away from rigid structure towards a more organic approach, where decoration and function become inseparable, and where storytelling through references such as the Catalan legend of Saint George plays a central role.

Originally, Casa Batlló was not conceived as a completely new build, but as a renovation commissioned by the wealthy textile industrialist Josep Batlló in 1904. Batlló had purchased an existing, rather conventional building on Barcelona's Passeig de Gràcia and initially intended to demolish it entirely. However, Antoni Gaudí persuaded him to transform the structure instead, proposing a radical redesign that would maximise both visual impact and functional innovation. Given remarkable creative freedom by his client, Gaudí re-imagined the façade, interior spaces, and structural elements, turning what could have been a standard refurbishment into one of the most distinctive and expressive works of Modernism. The project was completed in 1906, reflecting not only Batlló's wealth and status but also his willingness to embrace bold, unconventional design.

This evolution continues in Park Güell (1900–1914). Gaudí was given the freedom to explore these ideas on a much larger scale. Originally conceived as a residential garden estate inspired by the English garden city movement, the project instead became a space where architecture and landscape merge perfectly. ►





Winding paths, sculpted viaducts, and colonnaded structures appear to grow naturally from the terrain, while the use of local materials and integrated systems, such as rainwater collection, demonstrates both creativity and practicality. Together, these works illustrate the progression of Gaudí's vision, from structured beginnings to a more fluid and nature-driven approach that continues to define Barcelona's architectural identity.

This approach is particularly clear in the colonnaded spaces, where rows of leaning stone columns appear almost like tree trunks, slightly angled to reflect natural forces and to support the terraces above. The materials and forms throughout the park echo this idea, from rough stone surfaces to the flowing, mosaic-covered bench that wraps around the main terrace.

Antoni Gaudí used mosaics especially his signature **trencadís** (broken tile work) for a mix of practical, artistic, and philosophical reasons, not just decoration.

Firstly, it gave him complete creative freedom. Instead of working with uniform tiles, he used broken pieces of ceramic, glass, and stone, which allowed him to follow the curved, flowing shapes that define his architecture. Straight, standard materials simply didn't suit the organic forms he was creating. ►

There was also a practical advantage. The broken tiles could easily cover irregular surfaces (curves, slopes, and uneven structures) making them perfect for projects like Park Güell and Casa Batlló. They were also durable, weather-resistant, and reflected light, helping buildings stay visually vibrant in the Mediterranean sun.

Just as importantly, mosaics connected to his inspiration from nature. The shifting colours and fragmented surfaces mimic things like water, scales, leaves, and natural textures. You can see this clearly in the shimmering façade of Casa Batlló or the serpentine bench in Park Güell. Today, Gaudí's buildings remain among Barcelona's most visited sites, with guided tours offering deeper insight into their design and meaning. Experiencing the Sagrada Família, Casa Batlló, or Park Güell in person highlights the full impact of his work — something that goes far beyond photographs. His legacy continues to shape the city, leaving a lasting impression on all who encounter it.

Finally, there's a symbolic and cultural element. Using discarded materials and turning them into something beautiful reflects a kind of transformation taking the ordinary and elevating it. It also ties into Catalan craft traditions, which Gaudí valued deeply.

The cross-topped spire in the image is known as a Gaudí cross, typically formed with four arms pointing in different directions. While it has clear Christian symbolism, it also connects to Saint George, who, according to legend, defeated a dragon to save a town. Gaudí often referenced this story in his work, not in a literal way, but through suggestion and symbolism.

In Park Güell, the connection becomes more interesting when you look at the wider setting. The famous serpentine bench, covered in colourful mosaic, has often been interpreted as representing the body of the dragon, with its flowing, scaled surface echoing movement and life. The cross above, rising vertically, can be seen as a symbolic counterpart, representing faith, protection, or even the moment of victory over the dragon.

Rather than telling the story outright, Gaudí embeds it into the architecture, allowing elements like the cross, the curves, and the textures to hint at deeper cultural meaning. It's a good example of how his work blends religion, local identity, and natural form, all within a single design.

Experiencing the Sagrada Família, Casa Batlló, or Park Güell in person highlights the full impact of his work, something that goes far beyond photographs. His legacy continues to shape the city, leaving a lasting impression on all who encounter it.



“ EXPERIENCING THE SAGRADA FAMÍLIA, CASA BATLLÓ, OR PARK GÜELL IN PERSON HIGHLIGHTS THE FULL IMPACT OF HIS WORK, SOMETHING THAT GOES FAR BEYOND PHOTOGRAPHS. ”





SOLARIS 64 RS | PETIT CHEVAL BLANC

2022 | €2,395,000 + VAT | Palma de Mallorca, Spain

What Solaris does brilliantly - fast, furious,
elegant and comfortable.





DIXON 73' | KAHUNA

2012 | €950,000 | Barcelona, Spain

The Dixon Design team deliver a capable deck saloon
bluewater yacht that is fleet of foot.





RICHARD AT THE HELM



YACHT SURVEYS FOR MEGA YACHTS

By Richard Franklin, Yacht Survey Partners

No matter how large your yacht, you can guarantee (except for that one owner!) that someone, somewhere, has a larger yacht. And whilst size isn't everything, when it comes to surveying a yacht, size is a key factor. It determines the time and team resources needed, the systems that will need to be surveyed and the regulatory regime under which it all takes place. Within the envelope that these provide, we have to achieve flawless delivery, consistency in our work, timely delivery and a top-quality survey each and every time, forever being mindful that we are only as good as our last survey.

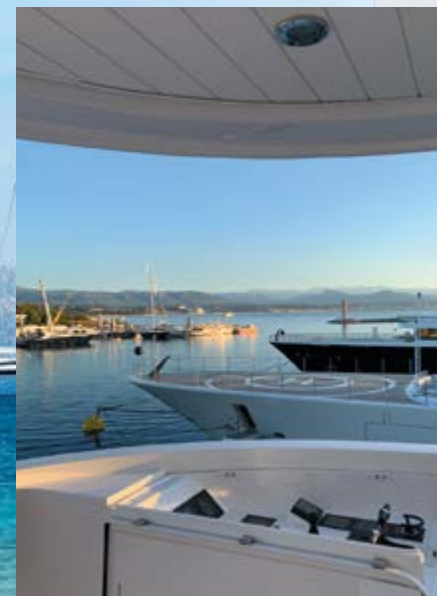
I'm sometimes asked how we can flip from surveying a 40 metre motor yacht to a 120 metre superyacht from week to week. My answer is that they have more in common than you might think. Each of them needs to have roughly the same list of systems for propulsion, hotel services, command and control, navigation, communications and safety. Whilst yacht designers and naval architects achieve the most amazing things on the outside, the insides are less prone to radical change, being driven by rules, convention, convenience, optimising use of space and maximising guest comfort. This means that the layout is fairly predictable. What does vary are the size and complexity of the systems, which grow with volume rather than length. This means that we work in a world in which total installed propulsion power of 40,000 horsepower, power generation capacity of over a megawatt, water production capacity of over 2 tonnes an hour and cranes that can lift 10 tonne tenders, are all commonplace. But despite the size, the survey process for every system no matter the size is the same: we inspect, we test and we benchmark performance through testing.

Whilst layout and fitout tend to be similar as boats get larger, the regulatory environment in which they have to operate goes through a series of step changes as they grow, especially when the intention is to operate the yacht commercially. The first key transition is at 24 metres length (based on a measure known as length between perpendiculars which is usually less than length overall). Below this level, commercial yachts are regulated by the MCA's Code of Practice for Small Commercial Vessels. Above this size, commercial yachts are subject to regulation by their chosen Classification Society (names such as Lloyd's Register, RINA and ABS etc) and Flag State (countries such as Cayman Islands, Marshall Islands, Malta etc). These comprehensively determine the build and operation of the yacht and require routine annual surveys and major 5 year renewal surveys. It is probably due to this step change in regulatory complexity that we see very few commercial yachts above 24 metres but below 40 metres; the additional time and cost have to be justified by a significant enough increase in space and amenity. ►

Once beyond the 24 metre transition, the next major transition point happens at 500 gross tonnes (*usually at around 50 metres LOA*), at which point rules for build and operation of the yacht step up to another level, and again at 3,000 gross tonnes (*usually at around 80 metres LOA*), at which point the rules no longer see a yacht but a small ship, with yacht qualifications for crew no longer recognised. The other interesting transition point is the number of guests (*defined as those not on the crew list or contracted to either the Owner or the Charterer*) which is limited to 12 for any large yacht in all circumstances, unless the yacht is built to be a passenger yacht, in which case she can carry up to 36 guests. The added cost and complexity of building to the passenger yacht code explains why it isn't uncommon to see 100 metre plus yachts with accommodation for just 12 guests. Although I

shouldn't generalise, the larger the yacht, the easier they are for us to survey. Although this may seem counter intuitive, all those layers of regulation and oversight mean that there's a form of quality control that is missing or less rigorous in smaller yachts.

Despite the enormous size and complexity of some of the yachts that we survey, with iconic yachts whose values run into the hundreds of millions of Euros, there will still be issues, and our challenge is to structure a rigorous survey process that will unearth them through a process of inspection, testing and enquiry. Survey times vary between 3 to 4 days for a 50-metre yacht with a team of 2 or 3 surveyors, to 5 days for a 100-metre yacht with a team of 5 or 6 surveyors. Our team are a multidisciplinary mix of deck, engineering and interior, all of whom have worked at sea on similar yachts. On top of this, we'll engage ►



any number of specialists to do a deep dive on the main engines, gearboxes and generators, electrical systems, noise and vibration and paint, so we could be as many as 10 to 12 onboard. This places enormous demands on crew resources, so the team focuses on being quick, efficient, professional and polite at all times. We never lose sight of the fact that although we're surveying the most amazing bits of hardware, the success of the survey often comes down to the people, and in particular, our ability to rapidly build a rapport with the crew. We find that sitting down for a coffee and a chocolate Hobnob in the crew mess on the morning of the first day pays enormous dividends during the survey. Although we have to take what comes, a happy and helpful crew makes for a quick and enjoyable survey.

In terms of structuring a survey, we think of the survey in 3 stages: the in-water survey, the sea trial and the underwater hull survey. We usually recommend arranging the sea trial on day 2, so that we have had a chance to get to know the yacht and the crew, and for the haul-out to be at the end of the survey, as (a) *if the sea trial is a disaster, it may not be too late to avoid the haul-out costs* and (b) *if there are shipyard delays with the haul-out (imagine putting a 100 metre plus yacht into dry dock)* then it doesn't derail the rest of the survey process, which runs to tight deadlines.

The sea trial is the crux of the whole survey. We usually request a minimum of 4 hours from port entrance to port entrance which provides enough time to complete our sea trial protocol. We increase this to 8 hours if we have the noise and vibration experts onboard. Our aim for the sea trial is to take the yacht to the edges of her normal operating envelope in order to test performance and

reliability. The tests will include an hour at full power on the main engines, which is usually enough time to bring any problems to light. The tests will also include turning circles and zig-zag trials in order to test the effectiveness of the steering and the stabilisers, and to ensure that there are no abnormal vibrations coming from the rudders or the propulsion drivetrain. In short, we test every system onboard to ensure that it is performing as it should. Writing this article and remembering doing 28 knots on a 97-metre motor yacht with a rooster tail at the back and burning 3 tonnes of fuel an hour, the sea trial is absolutely my favourite part of the survey!

Assuming that the survey goes well (*which isn't always the case, and we have sometimes been pulled off mid survey and were actually towed back to port on one occasion*) and we step off the yacht on the final day, then the hard work really begins. Throughout the survey, the team have been taking notes and photos and populating our survey software system. Our challenge is to turn all the information gathered into a detailed, well argued, clearly written final report, which provides solutions and cost estimates for the issues that we have identified, all

**“ CONSIDERING THAT OUR
FINAL REPORTS CAN RUN TO
AS MANY AS 400 PAGES, THIS
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TEAM ARE WELL USED TO. ”**

within 3 days, which is our contractually allowed reporting timeframe, whatever the size of the yacht. Considering that our final reports can run to as many as 400 pages, this is a major task, but one that our systems and team are well used to.

Earlier I mentioned that relationships with the crew are critical to the success of the survey. This is also true of the relationship with the buyer and the buyer's broker, for whom we provide daily updates, preliminary reports, and when the final report is submitted, calls to discuss key issues. Our reports are accompanied by prioritised work lists with cost estimates, highlighting issues that we class as defects within the definition of the MYBA contract, which feeds the negotiation process between lawyers on the two sides of the deal.

If what I've described above sounds like a mammoth task, you'd be right. So why we do it? Perhaps there's some ego; it is certainly always a pleasure to see a transaction that we've been working on announced in the yachting press, and to know that we've had an opportunity to get to know the yacht and her crew. Perhaps there's an enduring fascination in being involved with these beautiful and technically amazing yachts. Perhaps it is appreciating the trust that is put in us by our clients, and the pleasure in the relationships that we develop with brokers, crew and principals. Perhaps it's the pleasure in being a little cog in the wheel of this crazy niche industry. As I said at the start of this article, we're only as good as our last survey, so eventually it comes down to the pleasure of a job well done. Here's to the next survey!



NAUTOR SWAN 80' | ZADIG

2001 | €2,000,000 | Rome, Italy

Frers and Nautor combination, and totally good to go.





NAUTOR SWAN 75' | SIMPLE HARMONY II

2007 | €1,600,000 + VAT | Civitanova Marche, Italy

Moderate draft, well-conceived and spacious design, and of course she's a Swan.





NAUTOR SWAN 77' | INVICTUS

2002 | €1,395,000 + VAT | Genoa, Italy

Very special Nautor Swan in truly concourse condition
and with lots of serious upgrades of late.





NAUTOR SWAN 68' | TITANIA OF COWES

2000 | £695,000 | Lymington, UK

Performance cruiser/racer as only really Nautor can.
Available fresh from a nautical pitstop.





NAUTOR SWAN 65' | EVRIKA

1982 | €625,000 | Marseille, France

Sensitively improved and updated to retain the magic of this evergreen classic from Nautor.



NAUTOR SWAN 65' | VENATOR

1973 | €875,000 | Marseille, France

Massively reworked, updated and modernised. Classic Swan that is totally plug and play.





NAUTOR SWAN 53' | GAIA

2005 | €535,000 | Valencia, Spain

Comfortable and spacious for shipboard life, but also with the potential for success on the racecourse.



NAUTOR SWAN 66' | GANESH

2008 | €1,200,000 | Badalona, Spain

Large enough for comfortable crewed cruising, but easy to handle and cross oceans shorthanded.





NAUTOR SWAN 68' | NORTHERN LIGHT

2000 | €585,000 | Palma de Mallorca, Spain

Evergreen Nautor Swan offering powerful sailing and great innards. Intelligent deck layout.





CLUBSWAN 43' | ONDA

2025 | €950,000 + VAT | Badalona, Spain

Exciting and rewarding regatta yacht, also part of a great One Design fleet.



NAUTOR SWAN 60' | INFLAGRANTI

1996 | €445,000 | Sardinia, Italy

Performance Swan with absolutely no rough edges and a friendly asking price.





SIMON TURNER

Managing Broker (Retired)
Berthon Spain



“Turner Files”

SO ENDS THE VOYAGE FOR OUR MARVELLOUS SIMON TURNER...

Simon has been involved with yachting since 1979 and is a very well-known figure in international yacht brokerage, starting his career in the UK and thereafter in the centre of yacht sales for the Mediterranean, Palma de Mallorca. He is renowned for his encyclopaedic knowledge of the sailing yacht market. He has been involved with and sold many of the significant sailing yachts that have come to the market during his career. He has been an agent for Nautor Swan and is the go-to person for information and knowledge about the whole Nautor fleet...

Simon is part of the fabric of the Berthon Sales Group and we will all be sorry to see him hang up his yacht broking boots this year to spend more time travelling with wife Sue, improving his golfing handicap, and paying attention to the first of the Turner grandchildren.

Berthon's Lymington HQ saw a teenage Simon working in our Dockmaster's office between school and college in 1979. When he decided that further study would get in the way of being involved in yachting, Nicholas Edmiston, then the MD of the Sales Group offered him a job as runner, chief tea-maker and filing clerk! In those days yacht brokerage was full of big characters and it was a great time to learn the profession.

Simon spent ten years at Berthon in the UK selling brokerage sailing yachts, new Baltic yachts and new Trintellas. When Swan 51 SWANKERS was sold by Berthon in 1984, Simon sailed aboard her for her voyage from the UK to the Caribbean. This was the start of his passion for Swans which is the thread that runs through his yachting career.

In 1991 Simon and Sue moved to Palma and he went to work for Trevor Holloway, the Agent for Nautor in Spain. This was a golden time for Swan and yacht brokerage in the Mediterranean, and Simon sold around 100 Swan yachts between 1991 and 2002. Likewise for the Turners as their three children grew up in lovely Mallorca, all of them bilingual and enjoying the amazing outdoor life the island offers.

During that time, Simon was the Berthon agent in Palma in addition to his Nautor duties, providing an invaluable link for us to this important market. We sold around forty-five yachts together and it was good to have him back in the Berthon family.

Trevor sadly died late in 2003, shortly after Simon and Berthon set up Berthon Spain, working together for another 5 years. We sold a variety of yachts, but Simon's portfolio (as today) was Nautor Swan heavy, and he was THE broker for those looking for a Swan.

In 2005 Joost Goverts joined Simon as his business partner at Berthon Spain. Joost came from Dahm International – today just a memory amongst old warhorse yacht brokers, but in those days a significant brokerage house specialising in Jongerts and other large brokerage yachts. Simon and Joost became Swan Agents in 2006 and so it was full circle for Simon as he was even more closely involved with his favourite yachts.

In 2008, Simon and Joost formed Northrop & Johnson Spain and said goodbye to Berthon, although we still cooperated on international sales.

For us all the yacht market was changing and Palma with its outstanding service facilities and ability to accommodate superyachts and then megayachts as yachts became larger, made the sale of larger yachts the norm. This focus saw us all dealing with this segment and this was definitely the case for Simon. Berthon has always maintained a foot in both camps selling quality yachts of more modest size in the UK and now our Swedish office, where the waters and facilities do not favour yachts much above eighty feet.

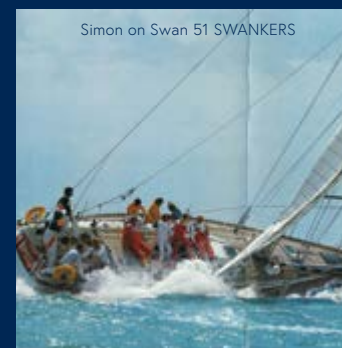
Of course, it was also a time of changing communications with telex being overtaken by fax and then the gradual growth of the internet, first a clunky computer in the corner of the office and gradually expanding to every corner of life – and yacht brokerage was no exception. It made international sales easier and the pace picked up. However, the one thing that does not change is that people buy from people, and that good yacht brokerage relies on sound product knowledge and experience of the business – neither of which will be replaced by ChatGPT any time soon.

As Simon says – “Brokerage is always an interesting business – you never quite know who you’ll meet or how an initial contact will pan out. I’ve worked with clients for up to three years finding them the right yacht. Other times a sale may be completed in three weeks! I’ve sold the same yacht three times and have on occasion sold a yacht I have never seen without meeting either buyer or seller! I sold a Swan 65 in Mexico this way, only meeting the buyer and seeing the yacht years later when I was asked to sell her!”

In 2020, Joost and Simon decided to sell their business and so we were delighted to welcome Simon back to Berthon. It has been a happy time, developing the business in Spain and responding to changing market conditions. Simon has been a key part of this. His gift to Berthon after nearly fifty years in the business is dubbed the ‘Turner Files’ at Berthon. Not only is his knowledge of the market detailed; through the years he has methodically catalogued data about any large sailing yacht you may care to name. He has been involved with the sales of many of them and his personal notes bring them to life on the page.

The 2026 Palma Superyacht Show, was the last that Simon attended as an exhibitor – on the deck of (yes, you guessed it, a Swan) the Swan 77 INVICTUS. Simon’s farewell party was a great event full of people who, like him, have worked in and shaped this great industry of ours, and always for the better.

Great yacht brokers don’t ever really quite retire. Hence, Simon’s desk in our waterfront sales office remains there for Simon to use, when old clients and favourite yachts are in search of the doyen of large sailing yacht brokerage.





Y8 | CALABASH

2024 | €4,350,000 + VAT | Loano, Italy

The Art of Simplicity, made flesh by YYachts.





Y8 | PEREGRIN

2015 | €1,850,000 | Palma de Mallorca, Spain

Full carbon performance bluewater yacht
for comfortable ocean passaging.



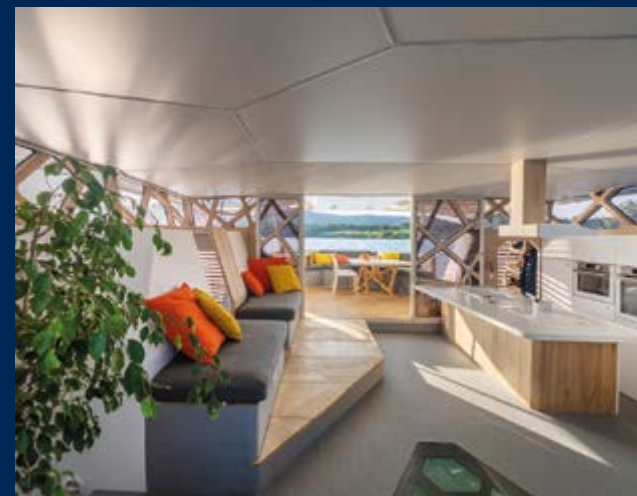


LAGOON SEVENTY 7 | JOY

2018 | €3,100,000 + VAT | Nr Barcelona, Spain

Masses of volume above and below decks
and epic inventory as well.





TORTUE 147 | JEFF

2025 | €950,000 + VAT | South of France

Intelligent modern design, full of innovative and unique detailing.





CK 70' | CK 70

2022 | €2,250,000 + VAT | South of France

Robust go anywhere multihull with space for 12 and acres of deck space for toys.



CK 64' | PRINCESSE ADVENTURE

2019 | €900,000 + VAT | Martinique, Caribbean

Practical cruising Cat of tin, with a very full specification and stacks of potential.





TOP-LEVEL SAILING. ONE-LEVEL LIVING.

The Moody DS41

- Living on One Level in Luxurious Comfort
- Easy Handling and Perfect Control
- Safety and Seaworthiness
- Handcrafted Quality and High Tech

Call us to schedule an inspection
and to specify your own boat!



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Bill Rudkin
Peter Houghton
Jonathan Banks

POOLE AT DUNKIRK

By Peter Burt | © Poole Maritime Trust



◀ The Poole ferry
'Felicity' (PE33), owned
by the Davis family.
| Photo Credit: Andrew
Hawkes collection

WAR DECLARED

War was declared on 3 September 1939 and once again, Poole was deemed to be a strategic location for a naval base. Commander Cosmo Hastings was appointed as the Senior Naval Officer.

Poole was an important harbour on the south coast of England, with a well-established boat building industry and access to professional seamen. Furthermore, the Royal Naval Cordite Factory, producing propellant for naval shells, was located in the north-western corner of the harbour.

OPERATION DYNAMO

On 13 May 1940, the new Prime Minister, Winston Churchill told his Cabinet that **"I have nothing to offer but blood, toil, tears and sweat"**, repeating this later in the Commons. The following day, the announcement was made on the BBC and in the newspapers for owners of craft between 30ft and 100ft to send boat particulars to the Admiralty.

On 20 May 1940, a decision was made to evacuate the British Expeditionary Force (BEF) from France. Admiral Bertram Ramsey was given overall responsibility for the evacuation, to be known as **Operation Dynamo**. He was ordered to assemble as many vessels as possible, with Dunkirk chosen as the embarkation point.

2ND BATTALION DORSET REGIMENT

A small but integral part of the BEF was the 2nd Battalion Dorset Regiment, under the command of Colonel Stephenson. Following five days of fighting, they had suffered 40 killed, 110 wounded and 158 taken prisoner. On the night of 27/28th May, Colonel Stephenson assembled his 245 survivors plus 40 men from other units and personally led them on a long march through German lines, to the beaches at Dunkirk. There they joined up with over 380,000 troops being assembled, ready to be evacuated.

“Poole is proud to have played a small part in the remarkable rescue of more than 380,000 men from Dunkirk.”

► 'FERRY NYMPH' with Charlie Harvey (left) and his son Jim Harvey (right). In his letter to the Ministry of Shipping in October 1940, Charlie Harvey wrote, 'Eventually "Ferry Nymph" came back to Ramsgate and early in July was towed back from Ramsgate to Poole. Examination revealed many scars in her woodwork, and aboard her were a large number of empty cartridge cases, sundry other relics, and a good quantity of Dunkirk's sand. The boat was reconditioned, and is now in service again!'

| Photo Credit: Poole Museum



▼ The Poole Lifeboat 'THOMAS KIRK WRIGHT' | Photo Credit: RNLI



POOLE FISHING FLEET

By 1940, Poole's small fishing fleet consisted largely of open-decked wooden boats up to 40 feet in length, mostly powered by small petrol-paraffin engines. Many of the boats were still rigged for sailing.

On 29 May 1940, much of the Poole fishing fleet was at sea. According to Poole fisherman Sandy Wills, the Royal Navy fetched in about 16 or 17 of the boats and brought them back to Poole Quay. The fishermen were then instructed to **"go and get some sandwiches and fill up with fuel"**, as they were **"going on a trip"**.

The Admiralty's request for the details of all 'self-propelled craft and motorboats between 30ft and 100ft...' included the small local ferries owned by the Harvey and Davis families, as well as Bolson's Skylark pleasure boats and the somewhat larger Gondolier Boats.



◀ Fred 'Sandy' Wills – Poole fisherman. A recorded interview with Sandy, by Poole Museum, was made in 1984. In that recording, he discussed the trip that he and many other Poole fishermen made to Dover and back in May/June 1940.

| Photo Credit: Nick Plumbridge and Babs Plumbridge nee Davis

Harvey's made two of their ferries ready for 'going along the coast', these being their two largest motor launches SOUTHERN QUEEN and FERRY NYMPH, crewed only by two fathers and their 19-year-old sons.

It's likely that the Davis ferries, FELICITY and ISLAND QUEEN and the Skylarks and Gondolier Boats also left for Dover. This small fleet of vessels which included the Poole Lifeboat, the THOMAS KIRK WRIGHT and some local private yachts left Poole at about 2pm the same day. The converted motor yacht, HMS BRINMARIC accompanied the fleet to Dover. During the voyage, the THOMAS KIRK WRIGHT was taken in tow, as her top speed was somewhat slower than that of the fishing boats.

The Poole fleet reached Dover after sailing through the night. The boat skippers were then told to leave their boats and return home by train, which they did with some reluctance.

For their efforts, on reaching Dover, the crews had been awarded £5 each. From Dover, the Harvey and Davis ferries were then sent over to Dunkirk, these boats were manned by Royal Navy personnel for the crossings to and from Dunkirk. Two of these Poole boats, SOUTHERN QUEEN and ISLAND QUEEN were lost off Dunkirk.

Following the evacuation, the Poole fishing boat skippers returned to Dover by train and sailed their fishing boats back to Poole. It was later found that none of the fishing boats had been used at Dunkirk, as the keels on the boats were deemed too deep and unsuitable for landing on the flat sandy beach. However, the small Harvey and Davis ferries were used at Dunkirk and the THOMAS KIRK WRIGHT had completed three successful return trips to Dunkirk. Her modern Hotchkiss internal propeller system enabled her to effectively access the sandy beaches at Dunkirk.

IN THE PRESS

30- To 100-ft. Motor Boats

Particulars to be Given to Admiralty

The Admiralty is asking for a return to be made within 14 days of all self-propelled craft, including motor-boats, in the United Kingdom, between 30ft and 100ft. in length, not already offered or requisitioned.

An order, known as the Small Craft (Information) Order has been made, and the return has to be sent to the Director of the Small Craft Pool at the Admiralty, London, S.W.1. It applies not only to owners of the vessels specified, but also to anyone who may have small craft on his premises.

In the latter case the ownership should be stated.

On inquiry at the Royal Motor Yacht Club at Poole, this morning, it was stated that no information had yet been received. Many of the craft owned by members of the Club have already been offered to the Government, and members themselves have joined the Royal Naval Volunteer Reserve.

▲ Admiralty notice in newspaper 15-May-1940
| Photo Credit: Bournemouth Daily Echo

"Lend Your Boats To Bring Troops Home!" Fishermen Said "Yes"

WHEN an appeal was made to Poole fishermen and yachtsmen to lend their boats to help in the transport of troops from Dunkirk a ready response was made by the fishermen.

Volunteers were asked to make up crews. The regular seamen were not all able to go, so many of the crews consisted of tailors, fishmongers, and men who had never been to sea in their lives before.

About 20 small boats were eventually got together, and left Poole harbour late on Wednesday night for a south-east port.

The boats including smacks from the Poole fishing fleet, Skylarks, and motor launches belonging to Councillor Tom Davis and Harvey's.

Captain H. Bennett, age 75, took charge of the Skylarks. The Poole lifeboat was also in the procession.

Captain H. Quick, who was in charge of the small fleet, told a "Herald" reporter that at daybreak he found one of the boats anchored about 10 miles out to sea with engine trouble.

Later on they found a tug which had lost its bearings. Mr. Quick explained where they were going and the captain of the tug joined in the procession.

THEY ALL GOT THERE

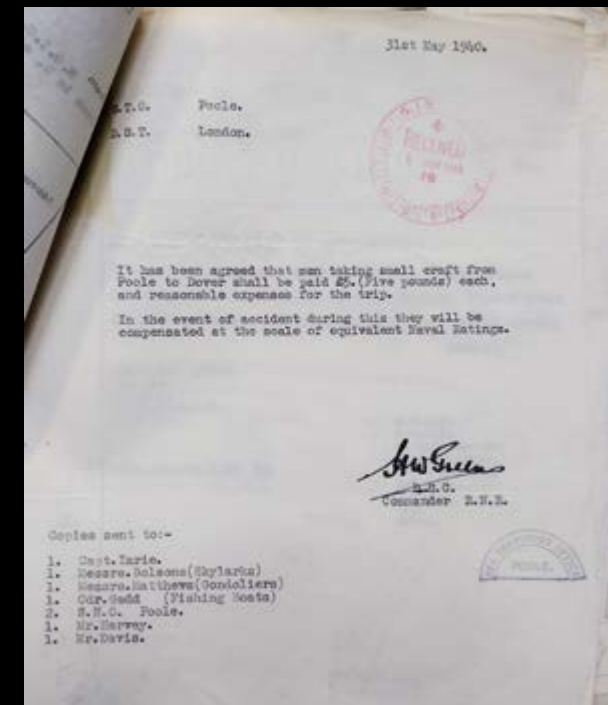
The journey which was about 200 miles took most of the boats 28 hours of continuous sailing.

In spite of numerous breakdowns and other troubles, all the boats arrived safely.

"It's really amazing how they got there at all," said Mr. Quick.

Yesterday the crews left Poole by train for the same port in order to sail their boats back again.

▲ This was the first newspaper coverage acknowledging the contribution made by Poole's small ships towards the Dunkirk evacuation. By the time the article appeared, the evacuation was over. | Photo Credit: Poole & East Dorset Herald 5 June 1940



Admiralty Letter confirming £5 payment to Poole Men 31-May-1940



◀ **ZEUS** was a 95-ton Dutch flat-bottomed coaster (known as a 'skoot'), used for carrying general cargo. She was one of the smallest of the Dutch coasters that carried refugees over to Poole, following the German invasion of the Netherlands. **ZEUS** later made two return trips to Dunkirk, providing much needed ammunition and evacuating some 650 troops, before arriving back in Poole Harbour on 4 June. She later went on to participate in other operations, including the evacuation of civilians from Guernsey. | Photo Credit: Marien Lindborn

REFUGEES AND “SKOOTS” ARRIVE IN POOLE HARBOUR

On 10 May 1940, the German army had crossed into the Netherlands. The Dutch government instructed all small Dutch boats to sail to England. Amongst this fleet of boats were flat-bottomed Dutch cargo schuifs or shuyts, later referred to as “skoots” by the Royal Navy, ranging from 90 to 200 tons. In many cases, they had on board large numbers of Dutch refugees, seeking to escape from the advancing German army.

More than 40 of the skoots were directed to the Thames estuary and to Poole Harbour. From 15 May, at least twenty of the skoots entered Poole Harbour and anchored in Brownsea Roads, between the Castle and Sandbanks. Many small Belgian boats followed and in a two-week period in mid-May 1940, over 100 fishing boats, coasters, pilot boats, dinghies and other assorted vessels entered Poole Harbour. All the occupants of these small boats, including crew members, were ferried by Poole fishing

boats to Brownsea Island where they were detained until it could be established by the authorities that they were not enemies of the state. They were housed in tents; the mothers and children in one area, the men in another. About 3,000 refugees spent more than 6 weeks on Brownsea Island. Local Girl Guides and Rangers, helped to feed them before the refugees were allowed into Poole Town and the mainland. In the meantime, the refugees were interviewed and two possible spies were found who were sent to London under armed guard.

The Captain and the Engineer of one of the skoots were walking in Poole Park when they met two girls to whom they talked. The two young ladies later married these two Dutchmen and their families; children and grandchildren, still live in Poole.

SKOOTS TO DUNKIRK

Within a few days of arriving in Poole Harbour, naval crews from Portsmouth were brought to Poole to man some of the Dutch skoots. They were then commissioned as Royal Navy vessels. The skoots left Poole Harbour on 24 and 25 May, bound for Dunkirk, where they were to prove indispensable during the evacuation. Although primarily used to transport troops between the small boats and the offshore warships, in many cases, skoots took troops directly from Dunkirk back to England. They also conveyed much-needed provisions and ammunition to the troops at Dunkirk. Three of the Poole-based skoots had to be abandoned on the beaches of Dunkirk.

Poole is proud to have played a small part in the remarkable rescue of more than 380,000 men from Dunkirk.

► The only known depiction of the Dutch and Belgian boats that were moored off Brownsea Island in May 1940. This image is from a water-colour painting commissioned by Mrs Florence Bonham Christie, the owner of Brownsea Island. Signed 'Sharpe 1940'. | Photo Credit: Poole Museum





CAMMENGA 61' NORTHSEA | DORMAUS

1971 | €650,000 | Rodi Garganico, Italy

Little ship, modernised for 21st century yachting.



FEADSHIP CUSTOM 25M | ATALANTA J

1958 | €750,000 | South of France

Classic lines and build, rebuild at Dorr Lemmer in the 2000s, from the Masters at Feadship.





BENETTI SAIL DIVISION 79' | VICTORIA III

2001 | €995,000 | Oslo, Norway

Practical, capable and handsome displacement motor yacht as Benetti can.



OF THE ADMIRAL, THE KING PILES AND THE CONTINUITY OF BERTHON

By Dominic May, Berthon Boat Company

Berthon's history is long and may be traced from the Domesday Book of 1086 up until today. It is not an exaggeration to say that men have been building and repairing boats and ships at the Shipyard since Roman times. It is this history that informs the continual development of the business, which in turn provides those who work at Berthon with the means to continue in that tradition.

A significant development which still provides a cornerstone of capability for the business was the build of Berthon Lymington Marina. One of the first marinas in the UK, then managing director David May researched the concept which was first pioneered in the USA.

After years of preparation, and no little difficulty, the marina was built. It was officially opened in May 1968 by Admiral of the Fleet Earl Mountbatten of Burma. In his speech, he bemoaned *"months and months to obtain the outline planning permission"*, and *"British Railways lost the trolleys; the G.P.O. lost the overalls; British Road Services lost the fittings for the toilet block; the Customs at London Airport lost the electrical fittings. What hope has our unfortunate country got of making a financial recovery in the face of such terrifying examples of incompetence and indifference."* **Plus ça change.**

Almost sixty years on, the friendly Berthon welcome given to all yacht owners remains exactly the same, as do the full boatyard facilities and brokerage sales operation. Down the years the marina has been updated as time and the elements have taken their toll. However, for several years it has been apparent that the steel sheet piles were suffering from corrosion. Without a marina wall there is no marina. ►



DOMINIC MAY 2026



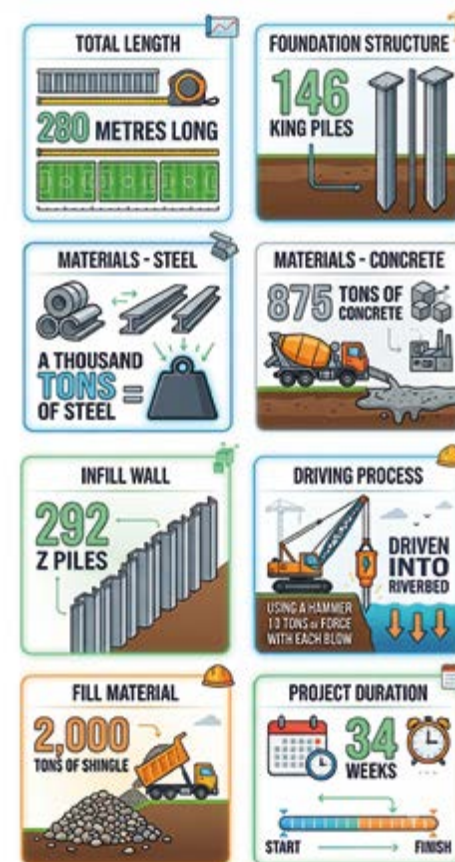
DAVID MAY 1967

So, after extensive planning, in the autumn of 2025 Operation Berthon Marina Wall was on. With the exception of our lovely dockmasters, everyone working in the marina office building were evacuated to Berthon's boatyard offices. The ground was cleared to provide the space needed for the VERY BIG machinery and more that a civil engineering project of this scale requires. And plans for protecting our clients' precious yachts on site, both afloat and ashore were actioned.

The contractor, Knights Brown, then got on with the job driving 14-metre-long King Piles and 12-metre Z piles. Alas, the steel piles themselves were manufactured overseas in Luxembourg, a direct result of UK de-industrialisation caused by the highest energy costs in the world. These new piles have been topped with a reinforced concrete capping 4 feet wide and 3 feet deep. The coping stones above the beam were manufactured in Northern Ireland: each weighs 175 kg, about the same as 1,200 bananas! All paid out of retained profits built up from the company's cautious financial management.

It was a huge and VERY LOUD undertaking.

As a family business, now run by the fourth generation of the May family, Berthon thinks in terms of decades not months or years. So, this new marina wall is not only good for another 60 years, but for at least 75 years. ▶



Civil engineering of this scale is never delicate. However, Berthon remained open and operational throughout, and care was taken to tread as lightly as possible on the planet. The EcoSheetPiles were manufactured using recycled steel saving around 1,500 tons of carbon when compared to traditional steel manufacturing.

Lord Mountbatten's 1968 speech talks of *"plug in telephone at individual pontoon berths, an ice making machine, and even Carmen hair curling rollers"*, which were all part of Lymington Marina's forefront of technology offering, at a time when walking from car to yacht was something new and unique in the UK. Marina of the Year in 2021, Berthon has the **5 Gold Anchors badge of excellence** recognising high standards across all aspects of marina operations. Maintaining these standards demands exceptional client service, high quality facilities, safety, and environmental responsibility. High speed WiFi, secure berthing, ample parking, great washrooms, 24-hour security, and more are all part of Berthon Lymington Marina's armoury. Its natural advantage of the prime location in the heart of the Georgian town of Lymington, with easy access to the Solent and beyond, comes with excellent transport links.



From Carmen hair rollers to super-fast broadband, this new marina wall is part of the continual evolution of Berthon, ensuring that it remains relevant for yacht owners. Constant investment provides the platform to deliver the best service. Importantly, the Berthon crew care more, whether taking your lines on a blustery day, servicing your yacht's engine, or replacing her teak deck. Delivering excellent service levels is a continuous voyage and Berthon has been on this passage since incorporation in 1877.

Since 1968, Berthon Lymington Marina has been home to thousands of yachts which have crossed oceans, raced inshore and offshore, and enjoyed cruising our lovely local waters of the Western Solent. Thousands more yachts will seek the comfort, enjoyment and shelter of the 2026 Berthon marina wall. And yacht owners will continue to enjoy the unique and very warm Berthon welcome that only a family business can provide.

KING PILES LINED UP IN THE CAR PARK



THE BIG CRANE SETTING UP THE PILING GATE



Z PILES BEING PITCHED

“ Its natural advantage of the prime location in the heart of the Georgian town of Lymington, with easy access to the Solent and beyond, comes with excellent transport links. ”

AERIAL VIEW OF THE BOATYARD AND CAR PARK WITH WORK IN FULL SWING





OYSTER 62' | DORADO OF BEAULIEU

2002 | £510,000 + VAT | Lymington, UK

Perfect for shorthanded, space and volume for crew as you wish. Beautifully presented.



OYSTER 655 | SALTA

2008 | €850,000 + VAT | Lymington, UK

Good looking Humphreys with carbon rig, epic teak interior and many recent updates.





OYSTER 54' | SHALEN

2009 | €549,900 + VAT | Monfalcone, Italy

Cetacean of quality, compact for couples, long legged for ocean passages.



OYSTER 56' | ENJOY LIFE OF SALCOMBE

2010 | £635,000 | La Ràpita, Spain

Needs no introduction, the Oyster 56 is iconic, this yacht rocks.





FORT RESORT BEEMSTER SPA AND WELLNESS RESORT



SPECIAL SAUNAS



FORT RESORT BEEMSTER

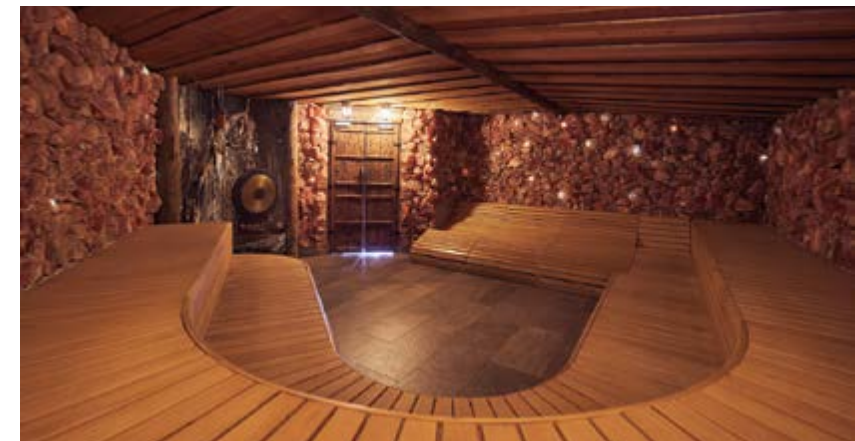
- A HIDDEN OASIS IN THE DUTCH COUNTRYSIDE -

By Tim Carbury, Berthon UK | Photography © Fort Resort Beemster

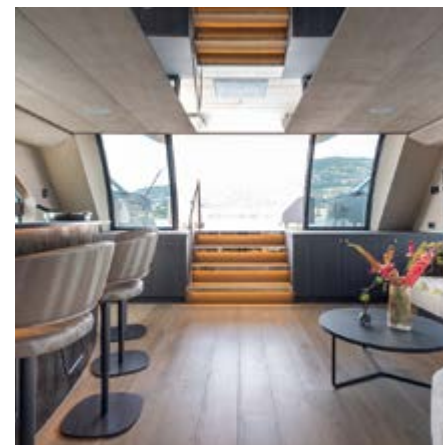
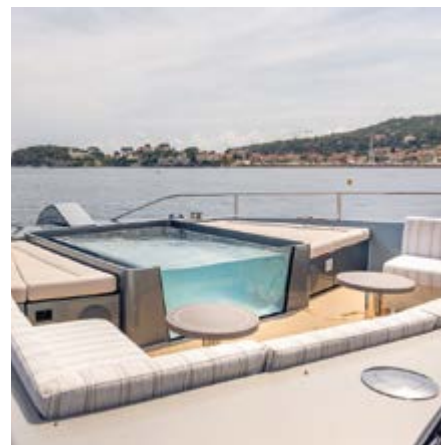
Fort Resort Beemster is a special and rather magical place! I was very kindly invited there in May 2025 by Frank Bart to attend the launch party of his deeply cool St-Barth 85 Fly.

Frank owns both St-Barth Yachts and Fort Resort Beemster. The shipyard sits in Enkhuizen, in the Netherlands and I was attending as Central Agent for Frank and the yard.

The sun was out, the weather forecast was perfect, and the launch ceremony was a real joy, as the yacht glistened in the spring sunshine from start to finish. With the music pumping and the champagne flowing, I thought to myself, “as a yacht broker, what could possibly be better?” Little did I know that it was about to get even better as myself and a few other launch party guests were going to be treated to dinner and an overnight stay at Frank’s world-renowned Spa and Wellness Resort, Fort Resort Beemster. ►



KELO SAUNA



ST-BARTH 85 FLY | PHOTOS CREDIT ST-BARTH YACHTS



WELLNESS RESTAURANT



POTERNE TERRACE



A half-hour's drive from the shipyard, back towards Amsterdam, we arrived at an incredible historic fort. As we pulled up, I remember thinking how deceptive the exterior was. From the outside it is simply impossible to imagine the level of luxury hidden behind those rugged military walls. And then there was the food... we joined Frank in the fort's Poterne Restaurant, and the meal was truly exceptional thanks to head chef, Paul de Graaf, his highly talented team and the great company I was among.

Fort Resort Beemster sits in the heart of the Beemster Polder, and honestly, it doesn't have the feel of a hotel; rather you imagine that you have stumbled across a special undiscovered spot, tucked away in the Dutch countryside. Calm waters of canals shimmer around the property, bright green fields stretch out in every direction, and the big sky just swallows you up. The old fortress blends right into everything, grass and water everywhere you look.

What was once a strategic stronghold has been transformed into an oasis of calm, where thick concrete walls now shelter candlelit spa spaces, luxurious suites and restorative wellness experiences. Beyond the fort, the UNESCO-listed Beemster landscape stretches endlessly in geometric perfection, offering a sense of serenity that feels worlds away from modern life. ►



POTERNE RESTAURANT

A FORT STEEPED IN HISTORY

Dig a little deeper and you discover a fascinating history tucked away beneath the pampering and design. Roaming the fort's corridors, it is hard to picture this place as a defence post; but between 1889 and 1913 that's exactly what it was. Called Fort aan de Nekkerweg, it was part of the Amsterdam Defence Line. Back then, the green fields surrounding the fort could be flooded as a defensive measure, with only a handful of raised roads and forts left above water level. The fort's soldiers thus remained secure, surrounded by thick concrete and earthen walls, bracing for whatever came next.

Over the decades, the fort lived many lives. After World War I, it became a military prison and then an ammunition dump, before falling into disuse for nearly thirty years. Most places would have just faded, but not this one. Frank saw its potential and brought it back to life, carefully restoring much of the original metalwork, vaulted corridors, and historic architectural details. The fort's old bones remain; it's just that today they serve a different purpose. Heritage is blended with hospitality, and every step you take feels grounded in real history. ►



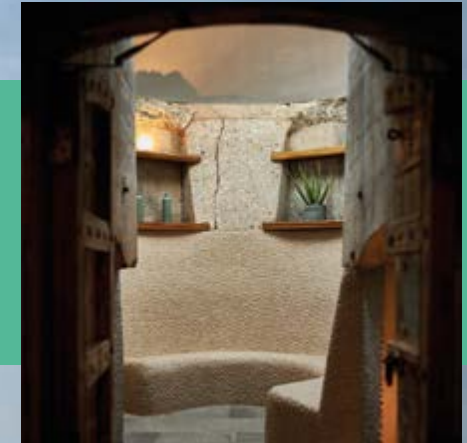
LUXURY, WELLNESS AND UNFORGETTABLE DINING

When I arrived at the fort, I was greeted by the staff and led to my room for the night, and wow!! The rooms and suites offered to guests are very special. They were previously used as the fort's 'Men's Rooms' or located in what was the fort watchman's house. If you wish, you can do something truly magical and sleep under the stars in the unique hideaway on the island of 'Klein Bali'. All the rooms and suites are finished to the highest of standards. Knowing Frank, I could immediately see his hand in all the finishes and detailing throughout the fort, using the same style and attention to detail seen on his yachts. ►

LUXURY ROOM



CALDARIUM



BIRD'S NEST SAUNA



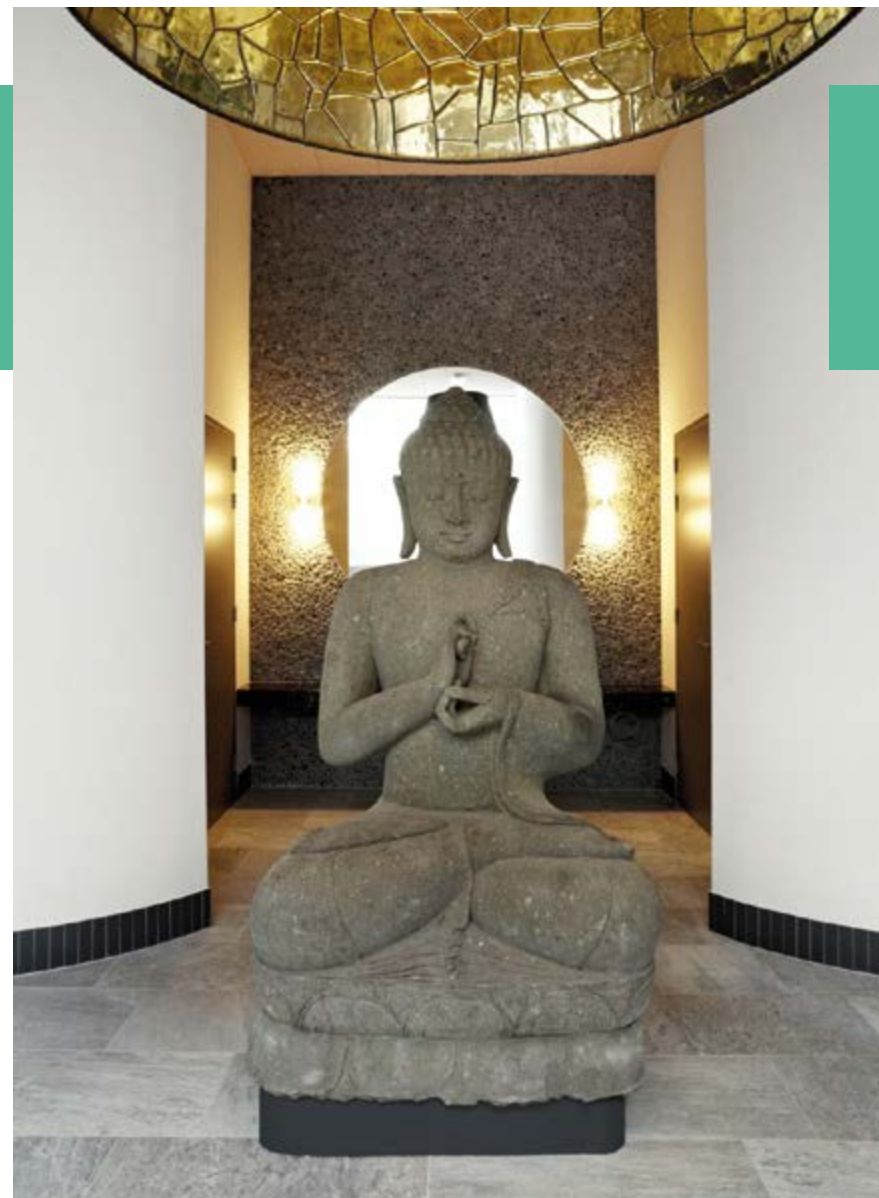
Before dinner, I spent a couple of hours in the eco-chic spa and wellness area, where again I was utterly stunned by the level of luxury and style and massively high standards at the fort. The options available to me were a little overwhelming for a mere yacht broker, so I decided to quite literally 'dip' into all of them. If I were asked what the highlight was, I genuinely could not say. The saunas are unique and there are many of them! You can choose an indoor or outdoor sauna, and then there are variations on these: the caldarium, the wood-fired Maa sauna, the Kelo sauna, the Himalayan salt stone sauna, the bird's nest sauna, the bat sauna, the botanical sauna or the infrared sauna - and these are just the saunas!

After my sauna experience, I had a cold shower and relaxed in the hot spring. Again, my options for bathing experiences were mind-boggling.

The call to dinner was close, so I hopped over the stepping stones and across the fort moat for another warm-up in the bird's nest sauna and ended this magical experience with a swim in the stunning and tranquil swimming pond.

A truly magical day including the spectacular six-course menu accompanied by some very fine wines followed by a very deep and restful sleep.

Fort Resort Beemster is extraordinary, and you really should give it a go. It's super close to Schiphol Airport, so do visit the website which you will find on the Contents page and make it a date – or several dates. Another visit to this great place is for sure on my bucket list – so maybe see you there!





PEARL 62' | U2 BABY

2024 | €2,200,000 + VAT | Italy

Recent build, genius design from Dixon and great detailing.



Rustler

Rustler 57 | Rustler 44 | Rustler 42 | Rustler 41 | Rustler 37 | Rustler 33 | Rustler 24

Beautiful yachts, beautifully built



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USA +1 401 846 8404

berthonusa.com | rustleryachts.com

Jennifer Stewart • Alan Baines • Bill Rudkin • Peter Houghton • Jonathan Banks

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 57

Principal Dimensions: LOA 17.40m | Beam 5.00m | Draft (FK) 2.59m | Displacement 27.2 tonnes



SIMON ROGERS CUTTER RIGGED ONE DESIGN | SONG OF THE WHALE

2004 | £750,000 VAT EXEMPT | Savannah, GA, USA

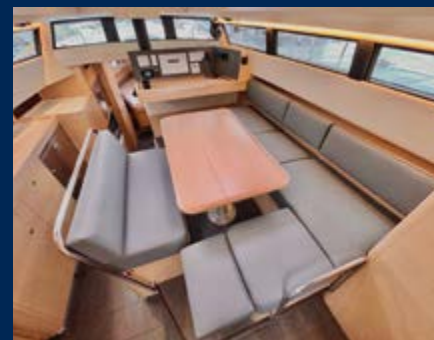
MCA Category 0, silent running, research vessel of ultimate capability.



GARCIA EXPLORATION 45' | BRAZUCA

2025 | US \$1,200,000 + VAT | Cherbourg, France

Only just unwrapped, metal go anywhere yacht with great pedigree.





SOUTHERLY 480 | MANUKA

2019 | £850,000 | Hamble, UK

Unmarked, incredible widget list, variable draft, deck saloon
– there is nothing not to love.



NAJAD 511 | RED ROO

2010 | €550,000 | Greece

The last of her kind to splash, push button everything, nautical makeover 2024.



FROM BROKERAGE TO BLUEWATER

REFLECTIONS ON THE NEWPORT-BERMUDA RACE AND THE BOATS THAT GET US THERE

By Peter Houghton, Berthon USA



There are worse places in the world to work than Newport, Rhode Island. On any given morning the harbor glints like a polished winch handle, the gulls conduct their usual committee meetings over Bannister's Wharf, and someone somewhere is polishing brightwork with the kind of devotion usually reserved for vintage violins. It's the sort of place that reminds you daily why sailing people are the way they are: incurably optimistic and slightly allergic to staying on land.

Having been a professional yacht captain for 30+ years, I am now a yacht broker with **Berthon USA**, based here in Newport, the American outpost of **Berthon International**, whose headquarters sit comfortably across the Atlantic in the United Kingdom. Our business is helping sailors find boats capable of going places, real places, across real oceans. In brokerage terms we call them "*bluewater boats*". In sailor terms we call them "*the ones that won't let you down at three in the morning*".

And if there's one race that reminds you exactly why that matters, it's the Newport to Bermuda Race. ►

OPPOSITE | Newport Harbour, Rhode Island | stock.adobe.com

BELOW | The crew aboard Moody 54DS, SOUTHERN CROSS |

From left to right: Grek Drake (crew) / Tommi Salli (crew) / Ryan Yost (crew) / Peter Houghton (Berthon USA) Peter Lacoste (Owner & Captain) / Alan Baines (Berthon USA)



“ NEWPORT HAS LONG
BEEN ONE OF THE GREAT
CROSSROADS OF SAILING. ”

A Race That Began with a Bet

The Newport–Bermuda Race traces its origins back to 1906, when a rather lively debate broke out among members of the Seawanhaka Corinthian Yacht Club on Long Island. One faction believed offshore racing should be done in large, professionally crewed yachts. Another thought amateur sailors in modest boats could manage just fine, thank you very much.

Enter **Thomas Fleming Day**, editor of *The Rudder* magazine and a man who had little patience for the idea that ordinary sailors weren't capable of extraordinary passages. Day proposed a race from Newport, Rhode Island, to Bermuda; about 635 nautical miles across the sometimes gentle and sometimes highly educational waters of the North Atlantic.

Three boats started that first race. Three boats finished.

That small beginning turned into one of the great offshore sailing traditions in the world. Today, the Newport–Bermuda Race runs every two years, organised by the **Cruising Club of America** and the **Royal Bermuda Yacht Club**, and attracts fleets ranging from sleek carbon racers to stalwart cruising yachts with coffee grinders that still look suspiciously like coffee grinders.

The course itself is deceptively simple: start off Newport, head southeast, and keep going until Bermuda appears on the horizon like a postcard you've finally sailed into.

Of course, the Atlantic rarely cooperates with simplicity.

Lessons from the Gulf Stream

Anyone who has sailed the race knows the real personality in the event isn't the wind; it's the Gulf Stream. That warm river in the ocean runs north at several knots and loves to rearrange sailors' plans with the enthusiasm of a Labrador retriever redecorating a living room.

As was the case in 2024, you might leave the harbor with no wind, reach the Gulf Stream with conditions tearing at your sails, and finish in Bermuda under a sky so blue it looks freshly painted. Or the opposite. Or something entirely different. Offshore racing has a way of reminding us that while we may design clever routing software, the ocean still enjoys improvisation.

Having had the privilege of participating in the race myself, I can attest to one universal truth: somewhere around 0200 on the second night, when the boat is humming along and the stars look close enough to grab, you remember why sailors put up with cold spray, watch schedules, and freeze-dried dinners.

Moments like that are also why the boats themselves matter so much. ►

The Boats That Go the Distance

At **Berthon**, bluewater sailing yachts are our bread and butter. We specialize in vessels designed not just to sail well, but to sail far; boats built with the kind of integrity that inspires confidence when the nearest land is a few hundred miles behind you.

Our company's roots stretch back to **1877**, when **Edward Lyon Berthon**, a British naval officer, inventor, and clergyman, founded the original yard in Lymington on England's south coast. Berthon himself was a character of the best maritime variety; curious, practical, and apparently unable to stop designing things.

He invented the famous Berthon folding lifeboat, an ingenious craft that could be collapsed for storage and quickly deployed in an emergency. Victorian ships adopted them widely, which meant that even in the 19th century the Berthon name was already associated with safety and seaworthiness.

Over the decades the company evolved from boatbuilding into brokerage and yacht services, building an international reputation for expertise in serious sailing yachts. Today **Berthon International** operates offices in several countries, but the mission remains remarkably consistent; connect capable sailors with capable boats.

In Newport, that mission feels particularly appropriate.

Why Newport Makes Sense

Newport has long been one of the great crossroads of sailing. The America's Cup lived here for decades, classic yachts fill the harbor each summer, and the offshore racing community remains as energetic as ever. It's also the starting line for the Newport–Bermuda Race, which means every other June the docks are alive with crews provisioning boats, double-checking rigging, and debating weather models over coffee.

For a yacht broker, it's like working inside a living sailing museum, except the exhibits keep leaving the dock.

Many of the boats we represent are precisely the sort that sailors dream about taking across oceans; Oyster, Hallberg-Rassy, Swan, Discovery, Moody and Solaris and other builders known for creating yachts that combine comfort with genuine offshore capability. These are boats designed not only for races like Newport–Bermuda, but also for passages far longer. Newport to the Azores, Bermuda to the Caribbean, or perhaps a slow lap of the Atlantic.

And occasionally, we meet owners who have already done all that and are ready to pass their boat on to the next adventurer.

Brokerage Stories from the Dock

One of the joys of brokerage is that every boat comes with a story.

Some arrive after decades of family cruising, logbooks filled with children's drawings and tide tables scribbled in pencil. Others are freshly prepared expedition yachts ready for their first Atlantic crossing. Every once in a while a boat shows up that has raced to Bermuda multiple times and looks like it could happily do it again tomorrow.

The conversations that follow are rarely just about specifications.

Prospective buyers want to know how a boat behaves offshore. How it balances under reefed sails. Whether the cockpit stays dry when the wind pipes up. These are the questions that come from sailors who understand that bluewater sailing isn't about speed alone, but about reliability, comfort, and trust.

Having raced offshore myself, including the Newport–Bermuda Race, I always enjoy those conversations. The experience of standing a night watch while a boat settles into her stride teaches you quickly what good design and solid construction really mean.

A capable yacht feels alive in the best possible way; confident, predictable, and eager to keep moving. ►





Bermuda on the Horizon

The finish of the Newport–Bermuda Race is one of sailing's great arrivals. After days offshore, Bermuda's green hills appear, the water turns an impossible shade of turquoise, and the scent of land drifts across the cockpit.

Soon the fleet gathers in Hamilton Harbour, stories grow slightly more heroic with each retelling, and sailors who swore they'd sleep for a week somehow find themselves celebrating late into the night.

It's the sort of moment that reinforces why offshore sailing traditions endure.

And for those of us in the yacht brokerage world, it's also a reminder that behind every race, passage, or cruising dream stands a well-found boat and the people who care deeply about them.

Looking Ahead

Working for **Berthon USA** in Newport places me at a fascinating intersection, centuries of maritime tradition, a global network of sailors, and a steady stream of remarkable yachts passing through the harbor.

Every now and then, while walking the docks at sunset, I'll spot a boat preparing for her next voyage, lines coiled, sails stowed, perhaps a crew studying charts in the cockpit.

There's always a moment when the halyards start clinking again, the engine turns over, and another adventure begins.

And if that adventure happens to involve a certain 635-mile sail to Bermuda, well... I can't think of a better way to test both sailor and yacht.

After all, as the founders of the Newport–Bermuda Race proved back in 1906, sometimes the best way to settle a debate is simply to go sailing.

OPPOSITE | Post race Royal Bermuda Yacht Club

TOP | 2024 Newport to Bermuda Race | Photo © BRF Stephen R Cloutier

MIDDLE | 2024 Newport to Bermuda Race | Photo © BRF Stephen R Cloutier

BOTTOM LEFT | Peter Houghton (Berthon USA)

BOTTOM RIGHT | The start of the 54th Newport Bermuda Race from Castle Hill |

From left to right: Jennifer Yost (wife of crew) / Kim Wald (partner of crew) / Jennifer Stewart (Berthon USA) / Jean Houghton (Berthon USA)



FELCI 71' | MARDOR

2006 | €1,480,000 + VAT | Preveza, Greece

Unmistakable Felci good looks, set up for shorthanded, also comes with the volume for family cruising.



MAXI DOLPHIN 75' | KARMA

2018 | €3,050,000 | Cagliari, Italy

Weight and sail area maximises performance. Most excellent performance yacht from Mark Mills and the Maxi Dolphin team.





ICE 52 RS | GOOSE

2023 | €895,000 + VAT | Genoa, Italy

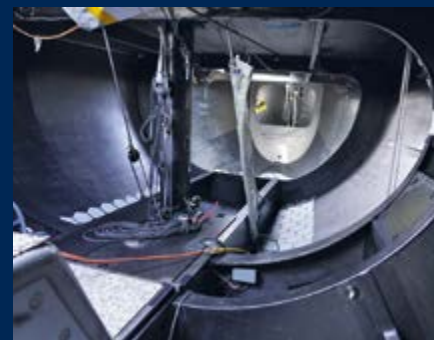
New yacht experience with a modest price tag – she is of course ferociously quick.



TP 52' | SUMMER STORM 52

2015 | US \$1,150,000 | South of France

Perfect for inshore and offshore, fresh sails 2024 and full NDT.





BOTIN 56' | BADPAK

2018 | US \$1,400,000 | San Diego, USA

Turnkey and ready to regatta, Admiral's Cup 2027 anyone?



CARKEEK 45' | INO NOIR

2023 | €750,000 + VAT | Barcelona, Spain

Full pre-preg carbon, design focus on offshore yacht racing, also potent performer inshore.





PEGASUS
YACHTS

AWARD WINNING BLUEWATER CRUISING YACHT
PEGASUS 50

A totally fresh look at performance bluewater cruising.
Carbon construction with a complete inventory at the base price.

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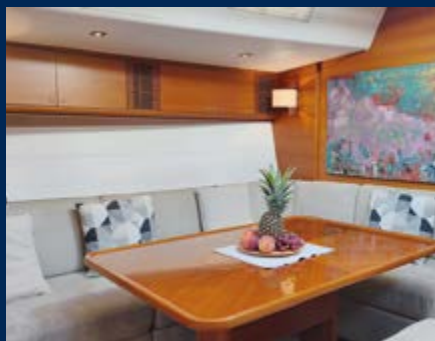
BERTHON
INTERNATIONAL



X-YACHTS 65' | ELINE

2010 | €715,000 + VAT | Rijeka, Croatia

4 cabins for the team, easily handled shorthanded as you wish, lots of investment of late.



PEGASUS 50' | STEVE WONDER

2023 | €795,000 + VAT | Marmaris, Turkey

Rare to brokerage captivity, these yachts are the last word in comfortable, fast, shorthanded cruising.





U-BOAT WORX CE-5 | CE5.25

2015 | €900,000 + VAT | Breda, Netherlands

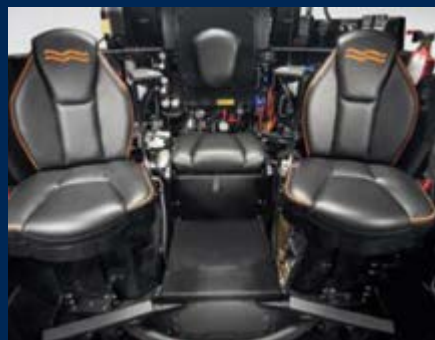
And now for something completely different....fully operational, dive, dive, dive.



DUCHY 35' | ZAIN

2019 | £549,000 | Suffolk, UK

Reassuringly solid sea-keeping, and massively easy on the eye.





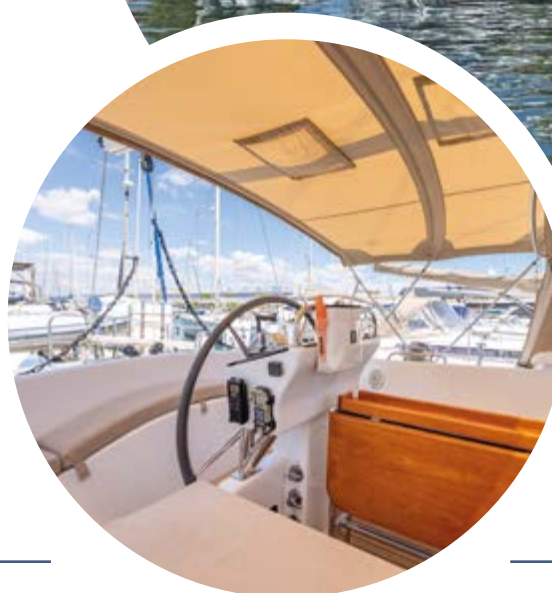
ARC PASSAGE, AND DISCOVERING BLUEWATER WITH THE FAMILY

By Neil Cheston

In 2018 we decided to buy a family cruising yacht, take the kids out of school, and set off for far horizons. After almost a year of searching for the right boat, we settled on EUPRAXIA, a ten-year-old Discovery 55. She met almost every requirement: *great shelter from the elements in a deep centre cockpit, a panoramic view from the nav station, an easily-handled sailplan, big galley, roomy cabins and the impressively high angle of vanishing stability (handy for those mid-ocean knockdowns I wasn't telling my wife about).*

However, it wasn't long before Fate intervened. First, Covid, which effectively put the trip on hold for a year. Then, the retirement I was so looking forward to was scuppered by an unexpected job offer which I simply could not refuse. Our kids were growing fast, and the window for a year's absence from school was closing. And when I broke the tragic news to my family that we might not, after all, be battling wind and waves for the next 18 months, I could not fail to notice the relief and joy in their little faces. Lesson learned, I hung my head in shame at my selfishness. But at least we still had a great boat to go sailing with – just a slightly less ambitious programme.

For the next few summers, we set out to explore the Mediterranean. Even though I had spent much of my youth as a professional yacht skipper in these very waters, we always seemed to be in a hurry to get somewhere else, in the 1980s, and we never really stopped to 'smell the roses'. Now was the time to do it right. For four summers in a row, we *"did"* the Med: Croatia, the Ionian, Sicily, the Balearics, Amalfi Coast, Corsica and Sardinia. In the winters, we based EUPRAXIA in our local port at Cap d'Ail, and she became my Man Cave. On chilly winter mornings I would walk the 500 metres to the boat, put a flask of coffee on and spend the morning pottering, tidying up the tools, standing for long periods at the helm, lost in thought, plotting and planning our next adventure. ►





In 2024, I realised that I was beginning to find the Mediterranean summers a little stifling. Thirty-five degrees celsius has been pretty standard these past few summers, and the sea temperature barely less than that. I decided it was time for our own kind of climate change, and lobbied hard at the family dining table for next year's cruise to take place in Scotland and the Western Isles. To my amazement I got the thumbs up! Even though it was already November, I decided to sail up to England immediately, before anyone could change their mind, and I booked the boat into Berthon's shed for a winter refit straight after Christmas.

Had I been paying closer attention I might have heard the gods chuckling at my hasty arrangements, for they had other ideas. About ten miles out of Cascais, after a short stop for fuel, we were set upon at sunset by a group of orcas. Two adults of around 7 metres long, and two much smaller youngsters who just watched. The two bigger whales announced themselves by pushing EUPRAXIA's rudder so hard that she rounded up 90 degrees head to wind, the wheel spinning fast enough to break bones. They then settled down behind the rudder, casually chomping through the layers of laminate, while we sat looking on helplessly.

The Portuguese Coastguard rather charmingly calls these incidents *"Interactions"*, but that suggests something far more benevolent than the reality. The reality is quite unnerving, especially when a pair of adult orcas hit the hull at speed, hard enough to almost knock you off your feet. Luckily, our interaction was quite short-lived, and as dusk became a pitch black, moonless night, we realised that, for the moment, our tormentors had swum away. Even then, we knew they might still be close. That night was so dark that we couldn't even make out the horizon, and for those long hours, every splash or hiss along the waterline had us mentally repacking the Grab Bag: peanut butter sandwiches... check. Crisps... check. Wine... check. Corkscrew...

A damaged rudder meant we were in no shape to cross Biscay, so we decided to divert to Vigo to effect repairs. Galicia was still around 200 miles away, and by the time we reached port the rudder had virtually disintegrated. The local boatyard boss took one look at it and announced, with a mournful expression, that it would take 12 weeks to fabricate a new one. *"TWELVE WEEKS?"* I cried, incredulously. *"Do you realize that Volvo boats routinely replace rudders, masts and keels OVERNIGHT?"* *"That's true"*, he replied calmly, *"we've done it ourselves. Tell me though, do you have a Volvo budget?"* Er... no. ►



Six months and a comprehensive refit later (don't even ask) EUPRAXIA was back in the water and ready for a summer's cruising. At that time, my new-build project at work was nearing completion and keeping me busy, so I asked John Eustace to get the boat back to England for us. John has been an indispensable part of our sailing plans since the day we bought the boat: nothing goes wrong on EUPRAXIA that he cannot source and repair, either in person or via a diagnosis on the phone. I recommend him to any new owner.

In November 2025 we joined the ARC from the Canaries to St Lucia. It was my 24th Atlantic crossing, so hardly a thrill for me, but it was made special by the presence of my 15 year-old son, released for the experience by an enlightened headmaster. The trip was also made special by the dawning realization that the Discovery 55 is far from a slouch under sail. We set off from Gran Canaria with a rag-tag collection of around 150 sailboats, among them a handful of new Oyster 57s and 575s. We had been tied up alongside these guys for a few days in Gran Canaria and, I can't lie, they awoke in me some feelings of boat envy. However, shortly after the start we found ourselves ahead of almost all of them, and we held them off all the way to the finish. True, we didn't catch a fish or spot any whales, but we absolutely relished the clean pair of heels our 18 year-old Discovery 55 showed those upstarts!

My affection for EUPRAXIA is deep and genuine, but realistically, we have done all we wanted to do with this yacht, and we're ready to consign her to a new careful owner, and move on.

[Click here to view EUPRAXIA Sales Particulars](#)





DISCOVERY 55' | EUPRAXIA

2008 | £495,000 | Valencia, Spain

You've read the article, ask us about this exceptional Disco.





DISCOVERY 67' | SAPPHIRE II OF LONDON

2011 | £980,000 | Lymington, UK

The last of her kind to splash, proven world girdler, set up for either crewed or family use.





DISCOVERY 58' | LUNA OF SARK

2015 | US \$1,195,000 + VAT | Cartagena, Spain

Sparkling Ron Holland that we know well. Proper deck saloon, beautifully crafted, and much updated by these owners.





DISCOVERY 57' | JUNO

2014 | £998,500 | Lymington, UK

#007 of the 57, the last to splash, massive spec and fully serviced ready for her new owner.





DISCOVERY 55' | KINGFISHER

2011 | £525,000 | Barcelona, Spain

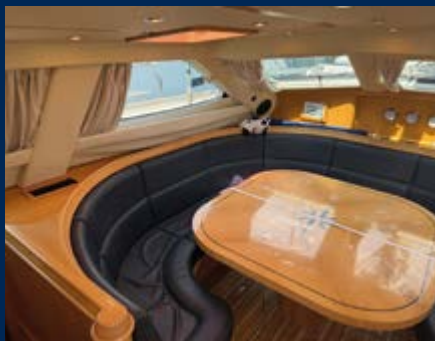
Very well sorted example of this benchmark bluewater cruising class.



DISCOVERY 55' | SHEKINA

2012 | £580,000 + UK VAT (Norwegian VAT paid) | Lymington, UK

In sparkling good shape, serious pitstop just completed
– she's ready for an ocean of your choice.





SPIRIT 76' | NAZGUL OF FORDELL

2008 | £1,650,000 | Palma de Mallorca, Spain

Exceptionally easy on the eye, shines on the Regatta circuit, also properly sorted for comfortable, elegant family sailing.





MYLIUS 80' FD | CARBON ARROW 3

2020 | €3,295,000 | South of France

Boutique interior below, sharp lines and serious performance above. Never raced, rallied or put away wet.





NAJAD 570 | NOVA VIDA

2007 | €775,000 EU VAT PAID | Henån, Sweden

ARC veteran with epic build from Sweden's Island of Orust and moderate draft.





AMEL 54' | ULTIMO

2011 | €619,000 EU VAT PAID | Orust, Sweden

One of the last of her kind to splash. Go anywhere
bluewater from Amel.





HALLBERG-RASSY 54' | MAELDUIN

2009 | €875,000 EU VAT PAID | Copenhagen, Denmark

Capable Rassy fully upgraded for mile munching
in this ownership, now plug and play.





DISCOVERY 57' | WESTRALIA

2013 | €950,000 + VAT | Mainland Spain

Packed full of Discovery DNA, deck saloon yacht with Solent rig and perfect for all oceans.



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