

XX

THE BERTHON BOOK  
2024-2025

BERTHON

YACHTING SINCE 1877



# WELCOME

For each new Berthon Book – and this will be the twentieth edition, we start with a blank sheet of paper to which we add a list of things that we think are super interesting that we would like to read about. Once this is done, there is a lot of head scratching throughout the Berthon Team as we think about who might be able to help us with the chosen subjects. From that humble sheet of paper, each year, the Berthon Book is born, and it is exactly the same for the 2024/25 Book.

We have loved putting together these original articles that you will find between the covers with help from Berthon clients and supporters. You will also discover the Berthon fleet both new and pre-owned featured within its pages.

Available in hard and soft copy, we also continue to develop the interactive look and feel of the Berthon Book online, so we hope that you will dive in and enjoy, whatever the medium that you choose.



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## 06 - 09

### REVIEW OF THE MARKET

The yacht market has changed significantly since the last Berthon Book was issued, and has now returned to a rhythm that we all recognise pre-Covid. Berthon Sales Group's Sue Grant provides an update as well as reporting on the changes and growth areas for the Group which continues to develop and increase in presence in the 40 to 120 foot brokerage and new yacht sector.

Berthon International Yacht Brokers | Part of the Berthon Sales Group  
[berthoninternational.com](http://berthoninternational.com)

## 12 - 17

### THE MAGIC OF THE MOTORBIKE

Sammy Miller's Museum is all about motorbikes and is a fascinating place to visit. When you do, you will likely meet Sammy himself, who aged 90 is still mad about motorbikes and rides every day.

His collection of around 500 bikes is a treasure trove for 2 wheeled enthusiasts, and for less interested companions there are animals, a tea room and craft shops, making every visit a real event.

[sammymiller.co.uk](http://sammymiller.co.uk)

## 22 - 25

### HIKING THE SERRA DE TRAMUNTANA

The island of Mallorca is Berthon's home in the Mediterranean with a dynamic team offering service, refit, guardiennage and yacht sales. **Berthon Spain** is run by Rowan and Andrew Fairbrass. Rowan writes about hiking in the interior of this spectacular island which offers mountains, valleys and plentiful views of the Mediterranean Sea from on high.

[berthonspain.com](http://berthonspain.com)

## 30 - 33

### BRUNELLO ACAMPORA OF VICTORY DESIGN ON THE ESSENCE OF ITALIAN YACHT

Yacht designer Brunello Acampora is passionate about what he does and loves finding ideas that are distinctly out of the box and working with yacht builders to deliver innovative and beautiful yacht designs that work for the yachtsmen for whom they are built. As the UK dealers for Solaris Power who work with Brunello across their range, we were keen to find out more about him and his firm, Victory Design.

[victory.it](http://victory.it) | [solarispower.com](http://solarispower.com)

## 40 - 45

### MARBLE HOUSE

Marble House was built by William Vanderbilt in the 1880s and is one of a number of such houses, many of which have more than 50 rooms. Jennifer Stewart of **Berthon USA** describes the era when millions were being made by the captains of industry and finance, who flaunted their wealth by creating these extraordinary buildings in Newport. Most are now owned by the Preservation Society of Newport County and are open for all to enjoy.

[berthonusa.com](http://berthonusa.com) | [newportmansions.org](http://newportmansions.org)

## 52 - 57

### THE END OF THE JOURNEY AND START OF THE VOYAGE

John McDonnell took delivery of his second Solaris, and the first of the new and mighty Solaris 74 RS, LUMINOUS III this summer. As the dealers for Solaris in the UK, Sweden, Finland and the USA, we have joined John through his journey. An Atlantic crossing this autumn will be the start of John's world voyage aboard his new Solaris.

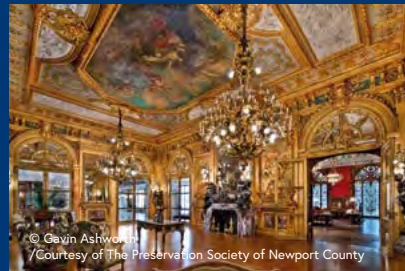
[solarisyachts.com](http://solarisyachts.com)



#### ON THE COVER

Freshwater Bay on the Isle of Wight, just outside the Solent. The image taken inside a double cave formation captures the Bay's iconic rock stacks.

© Harry Shutler - Berthon UK



© Gavin Ashworth  
 /Courtesy of The Preservation Society of Newport County



© Harry Shutler, Berthon



## 60 - 65

### BRAYS ISLAND PLANTATION, SET FOR THE MILLENNIA

Pete Rossin, who is a great yachtsman and friend of Berthon, introduced us to Brays Island between Charleston and Savannah where he owns a home. Paul Burton, a fellow owner, filled us in about this extraordinary place where 325 property owners share 5500 magnificent acres of land where field sports, golfing, boating, riding and fishing bound by incredible camaraderie makes it both special and unique!

[braysisland.com](http://braysisland.com)

## 72 - 73

### LYMINGTON - A MARITIME TOWN WITH ITS FEET IN THE WATER CELEBRATES

The River Lym is a vital part of what makes Lymington, home to Berthon's HQ - tick. St Barbe Museum is an important part of Lymington life and is celebrating the marine history of our town with an event called '*Lymington Afloat*', showcasing 1,000 years of innovation in Lymington.

The event runs from September 2024 to January 2025. Berthon is a title sponsor of the event.

Freya Gulliver from St Barbe gives an overview of exactly what the event will entail.

[stbarbe-museum.org.uk](http://stbarbe-museum.org.uk)

## 80 - 83

### DARSHAM OLD HALL - NUTS ABOUT SUSTAINABILITY

Darsham is home to Julian and Hannah Young who are also the owners of the Spirit 65'DH SPIRIT OF JOSEPHINE. In 2020, the Youngs decided to dispense with fossil fuels and to manage Darsham sustainably. With the help of English Longhorn cattle Stephanie, Mandy and Charlotte as well as 12 acres of cobnut and walnut trees the transformation is well underway.

## 86 - 89

### BERTHON AND ITS PEOPLE

At the core of **Berthon Boat Company** are the people that work there. In September 2023, Martin Young retired from Berthon after a career in the business that spanned 50 years. Joining as a Shipwright apprentice, the tapestry of key build, restoration and refit projects undertaken by Berthon during Martin's half century are interwoven with Martin's exceptional work, and his mentorship of the next generation of Berthon craftsmen. Dominic May writes...

[berthon.co.uk](http://berthon.co.uk)

## 92 - 97

### A FAMILY SKI-TRIP TO THE EXTRAORDINARY JOTUNHEIMEN IN THE FIFTH SEASON

Fredrik Sunberg of **Berthon Scandinavia** is mad about yachts as are we all. He is also an accomplished and enthusiastic skier. He tells of a ski trip that he made in Spring, known as the fifth season, with his daughter Alice and their essential companion Steira the dog to Jotunheimen in Norway, a spectacular wilderness with many peaks of over 2,000m in height.

Fredrik reminds all sailing skiers of the possibilities when sailing in Scandinavia and urges all to pack their ski-kit before heading north.

[berthonscandinavia.com](http://berthonscandinavia.com)

## 102 - 105

### THE STORY OF THE WRECKING OF THE VARVASSI

When Peter Bruce called to ask if we'd be interested in a piece about VARVASSI, the merchant ship that was wrecked off the Needles in 1947, we seized the chance with both hands. An internationally recognised yachtsman, 4 times in the British Admiral's Cup team, 7 times class winner at Cowes, and with countless other winning results, Peter has also written a number of local books including '*Solent Hazards*'. Peter also took over authorship of '*Heavy Weather Sailing*' from Adlard Coles which is now in its 8th edition.

VARVASSI's story is fascinating, and Peter brings it to life.

[peter-bruce.com](http://peter-bruce.com)

## 112 - 115

### WICK ANTIQUES & SHIP MODELS

Lymington is home to Wick Antiques and it is a wonderful place. Charlie Wallrock agreed to write for us about just a selection of the incredible ships' models that pass through his hands. They are beautiful artifacts and provide a fascinating insight into the construction and technology of their times, all of which is painstakingly researched.

[wickantiques.co.uk](http://wickantiques.co.uk)



# REVIEW OF THE MARKET

By Sue Grant - Berthon Sales Group

Another year, another Berthon Book, this year the twentieth iteration of the publication which is now part of the fabric of the Berthon Sales Group. Putting it together is always a favourite job for us, starting with ideas and deep thought in my trusty shed, and then mild surprise as Berthon clients, supporters and team members step up to the mark and agree to write for us.

Of course, a vital part of the recipe is the Berthon fleet, both new and pre-owned, all of which have a place amongst its pages. As we move inexorably towards more use of moving imagery, we are now supporting our in-house publications with Collections of interviews, still imagery and a lot of moving imagery to show our brilliant yachts and the people that work on our team internationally.

The Berthon Book cover shot always creates lots of discussion around location – for we aim for iconic shots of sea and headlands, that are a RIB ride away for Harry Shutler our in-house photographer. Most shots seem to involve oilskins, extreme discomfort and finding a day with the right light. This year a swim for Harry was also included to get the perfect angle. Naturally, pleas for a waterproof camera continue to be ignored, mainly by me! This year's shot is of Freshwater Bay on the Isle of Wight, just outside the Solent. The image taken inside a double cave formation captures the Bay's iconic rock stacks.

2023 was a challenging year as the Covid bounce diminished to a wobble with prices normalising and sailors taking a break from breakneck yacht acquisition. 2024 is proving a more balanced year, with the pricing landscape normalising to 2019 levels and a more dynamic market for all our offices. This is against a backdrop of truly awful international news with the tragic troubles in the Middle East, the continuing conflict in Ukraine and political instability in many other parts of the world. With half the planet voting this year for administration change or otherwise, this adds to the uncertainty on Planet Earth. ➤

*“Yachting provides escapism and an opportunity to explore, discover and spend time with family and friends...”*

As if this was not enough, we are still not being kind enough to our planet and the climate is telling us this loud and clear. British weather has always been a subject of enormous interest to the British and we are famous for starting most conversations with mention of it. These days it is not so much a British foible but something that the whole world talks about with concern. We are proud of the yachting industry for the innovation and work that is being done internationally to make yachts cleaner and greener and to address the carbon footprint of yachting. Organisations like MYBA of which we are members, are working on this tirelessly and the use of renewables, solar, wind and electric drive, all help to make yachts tread more softly and more in harmony with Earth.

For all of this, yachting provides escapism and an opportunity to explore, discover and spend time with family and friends in a way that is unique. Whether you are cruising locally or crossing an ocean, the opportunity to shrug off the cares of our 21st century life is welcome to all. For this reason, people are still interested in yachting in all its forms and are investing in its unique ability to adjust the work life balance to just the right tipping point.

We saw clearly that the market was changing in 2023 and so we made some important changes in 2023 and into this year to continue to be effective as a Group. For sure, the biggest change has been in marketing and delivering better marketing for our fleet via photography, video, and online marketing, which is now fundamental to the way in which yachts sell. I am old enough to love yachting magazines with that wonderful smell when they arrive fresh from printers and the excitement of opening their pages for the first time to read, front to back, finding my favourite sections. They are piled up in my office and they are old friends. However, their effectiveness as a

marketing tool is dwindling. This publication will appear in hard copy to great excitement, but I know that the majority of reads will be on-line and that the videos featuring the articles is a key part of the offering.

New yachts passed a Rubicon in 2023, as the demand diminished just as manufacturing was ramping up together with cost – up an eyewatering 15% to 35% - caused by increased labour and materials costs, driven by unhelpfully high inflation and interest rates. We felt that we wanted to sell new yachts to owners and not to be owners ourselves. At these increased prices, we feel that owners want to have a stake in their new yacht, to watch her in build for them, and not to simply pick out a yacht already built for stock, not personalised to their wishes.

This means that our new yacht portfolio is somewhat changed. We are delighted to represent Solaris Sail in the UK, East coast of the USA and in Sweden and Finland. This year has seen the delivery of a 40', 64' and the first of the mighty 74s. We have a 64' and 55' in build for 2025 delivery. Excitingly, we are now also representing Solaris Power in the UK. Epic sinuous retro motor yachts with epic sea keeping and sweet lines from the board of Brunello Acampora, who writes for us this year.

BERTHON USA - NEWPORT BERMUDA RACE ABOARD THE MOODY DS54, SOUTHERN CROSS, IN THE FINISTERRE CLASS. © BRF STEPHEN R CLOUTIER



Also in our stable is the Pegasus 50' and we are looking forward to a larger sister which will be equally fabulous. Of carbon for fast, easy, short-handed sailing from the incredible designer Marko Pas who has been a friend of Berthon for many years. Propulsion via electric drive is an option.

We continue to work with Rustler, looking after their interests in the USA, and these captivatingly pretty yachts continue to win hearts and minds in the American market. They are perfect on the East Coast with their larger yachts sailing far under the American flag.

Also in the USA, we are pleased to represent Moody. This European import is perfect for local waters and capable for the trip to the Caribbean, giving owners the opportunity to enjoy a wonderful double season.

In the UK, we maintain the same crew and watch as the clock ticks and the number of collective working years at Berthon grows for us all. The Sales Group is managed from this office with the help of our wonderful marketing team, and we understand that the voyage towards excellence does not end and that we can always improve, so we work hard to innovate and to continue to up our game. It is a fun process in an environment where we are all boat mad and love the yachts that we market and sell – many of them multiple times.

The Mediterranean is a very busy market currently, as Brits, Americans and other non-EU nationals are enjoying the opportunity to cruise on Temporary Arrangements without the payment of VAT. Of course, the European contingent is also strong as good weather, practically guaranteed sunshine, wonderful ports and great cruising are on offer. We decided that we needed to be focused, so with heavy hearts, we closed the French office at the beginning of 2024. This gave us



the opportunity to increase our footprint in Palma de Mallorca – Berthon’s home in the Mediterranean. We have a new sales office in Palma and the service operation in Palma continues to grow exponentially under the guiding hand of Andrew Fairbrass.

It is a big area so we have added a service point in Valencia as well as an effective Berthon face in Italy in the form of Filippo Martini, who has been able to guide us through the complexities of the yacht market and unique sales process, in a territory where amazing yachts of all hues can be found in brokerage captivity.

We all love Sweden for its stunning coastline, pretty ports and the extraordinary high quality yachts that are built on its Island of Orust. Our offices at Henån in the heart of the island, a hop and a skip from Najad and Hallberg-Rassy, continues to grow. Of course, this has been assisted by a relatively weak Swedish Krona but to be honest it has more to do with the lovely yachts that are found in Sweden which enjoy a 16 week season in temperate climes before being decommissioned and then wrapped up in warm, snug sheds for the winter. Their condition is excellent and who wouldn’t want a yacht in such sparkling shape? Magnus Kullberg and Fredrik Sundberg run the Swedish team with great effect and the growth curve for this office is truly amazing.

The USA market has had its challenges this year, particularly at the start of the year, where yacht buyers sat on their hands and didn’t even lift a phone or tap an email to make an enquiry. This all ceased in mid-Spring and activity is now as we would normally expect and the team are busy with both local and international enquiries and sales.

The Southern hemisphere is another great market and we are enjoying taking our first tentative steps into yacht

brokerage here. We have always had some traction in this exciting market, but we are now focusing on doing more by working with local partners.

For all our offices, we have noticed that smaller yacht sales are the most vulnerable, in contrast to our segment where there is enthusiasm, contracts and sales. We believe that only when smaller new yacht production levels fall significantly, will small yacht sales recover. For now, there are far too many yachts chasing too few yachtsmen which is never a successful recipe for success.

We make a point of keeping the Berthon Book pure without advertorials or advertising from others in the yachting industry. The articles (*which you will find far more interesting than this scribble*) are all on subjects that interested us and we hope that you will find them fascinating too.

We do not seek to sell you goods and services from others but simply to provide you with what we think is a rattling good read, as well as a chance to have a look at the current Berthon fleet.

The yacht business is changing and becoming more complex. The need for thorough KYC (*Know Your Client*), knowledge of contract, VAT, title and the rest, is for sure more complicated than ever before. The wonderful world wide web has allowed us to do so much more, and so much faster, but of course it has also brought with it many pitfalls, most of which we could never have anticipated even a few short years ago. The increase in cyber crime with on-line criminals finding ever more ingenious ways of mis-directing funds, money laundering and a legion of other new crimes, make the use of yacht brokers who understand the risks and have the systems in place to deal with them, totally key.



FILIPPO MARTINI - BERTHON ITALY © FOTO STUDIO TACCOLA

Buying and selling yachts today is a serious business and the days of a handshake at the Yacht Club and a cheque passed across the table at lunch are long gone.

For all that, it is a fantastic industry in which to make a living and none of us would really want to do anything else. Specialising in high quality sail, power and performance yachts from 40 feet to 120 feet, we have some amazing yachts on the fleet from full carbon rocket ships – light as a feather and strong as an ox - to 4 wheel drive explorers with range enough for a cruise to the moon, to performance power yachts housing a ridiculous number of horses, to gentlemen’s launches, to the captivatingly pretty or those with presence and plenty of attitude. We love them all.

We so hope that you enjoy this edition of the Berthon Book and we look forward to joining you on your journey to yacht purchase or sale.

Fair winds and good sailing from the whole Berthon team.



**MYLIUS 80' FD >**  
**CARBON ARROW 3**

**€4,000,000**  
 Marseille, France

Alberto Simeone and the Mylius crew in 2020, she is #2 of the series. Never raced, rallied or put away wet. Hall carbon spar, EC6, Grand Prix Harken winches and full bluewater gear. Smart boutique interior in carbon and teak, with 5 cabins including crew. Green topsides livery, she is awesome.



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**BERTHON**  
INTERNATIONAL YACHT BROKERS



**MAXI DOLPHIN 75' >**  
KARMA

**€3,700,000**  
Sardinia, Italy

The definition of cool. Designed by Mark Mills and built by the Italian yard Maxi Dolphin. Lift keel ensures she achieves her maximum performance but can still get into wonderful ports. She is sure to bring you some good KARMA and kudos.



CLICK OR SCAN



Sammy's Trophies – over fourteen hundred



# THE **MAGIC** OF THE **MOTORBIKE**

By Harry Hamson - Berthon Sales Group

Photography © Harry Shutler, Berthon

Not far from Berthon's HQ down a pretty country lane, lies an intriguing building that you are beckoned to investigate by its scale, and an aeroplane parked just outside. Drive in, park, and you have entered Sammy Miller's Museum and its treasure trove of around 500 motorbikes. Aged 90, Sammy Miller twinkles with fun, of course he's still riding motorbikes - almost daily. In 1983, he opened his museum. In those days it had 50 motorbikes, but as the collection expanded, the Museum moved to today's site.



Sammy started riding push bikes on the rugged Irish hills at around 15. Given a Villiers engine at 17 by his father, he built a motorbike around it called SHS, which he entered in a local trials competition and left the rest for dust. Next were the Scottish Six Days trials which Sammy won 5 times, and then a long line of successes in trials riding and road racing.

His competitive career is catalogued by the vast display of trophies that can be seen at the Museum on the upper level above the main entrance, which chart his history in competition. Sammy won the British Trials Championships eleven times, as well as winning over 1,400 competition events across various disciplines. Amongst the many trophies you will also find a 1929 Francis Barnett 200cc (VC 961) together with a photo of a youthful Sammy on the first motorbike that he ever bought in Comber Northern Isles – a Francis Barnett of course! With this bike is the receipt dated 26th February 1949 for £10! ▶



ABOVE / 1929 Francis Barnett 200cc (VC 961)  
BELOW / Sammy in the Scottish Six Days trials racing 1954



ABOVE / Portrait of Sammy with a 1929 AKD Abingdon King Dick Model 78  
BELOW / 1929 AKD Abingdon King Dick Model also with King Dick Spanner

1942 WD TRIUMPH - 500cc



Our incredibly friendly Goat



A proud Turkey



Lower Hall - 500cc SEELEY at the forefront



Building motorbikes was also an important part of his career, working at Ariel to develop the 500cc Ariel HT5. Then to Spain to build the Sherpa T for Bultaco and then to Honda in Japan. However, the New Forest was home and opening the Museum was his next move, initially to show his private collection of favourite bikes. Of course, today the Museum has one of the finest collections of motorbikes on the planet. As Sammy admits – it's a passion that just got out of control!

Awarded an MBE in 2009 by Prince, now King Charles for his services to Motorcycle heritage, the work of restoring and showing motorbikes has continued ever since.

Aware that not all members of the families visiting the Museum are motorbike mad, there are also animals in abundance, including several very friendly donkeys, goats and alpacas, ducks, geese, turkeys and guinea fowl. They are all free ranging. At the entrance to the museum courtyard there are two aviaries and a centre fountain that is home to some koi carp. All love the visitors to the place and there is a great tearoom and some craft shops too. It is a lovely place to spend time in.

Sammy loves all his bikes and has no favourite. However, he does have a soft spot for Nortons and a room on the ground floor of the museum is home to a huge variety of Nortons of varying year and model. The Museum holds the first Norton that Sammy ever bought and competed on.



1914 WORLD WAR ARMY TRIUMPH

1905 NORTON - 500cc Peugeot engine - the oldest NORTON in the world



1898 QUADRANT - the oldest motorcycle in the museum with a number plate AF69



1956 NORTON - Model F - 350cc - Grand Prix Bike

Practically every motorbike at the Museum is operational and very many of them have been worked on and restored by Sammy himself. This is an ongoing task as the bikes do not get traded or sold or altered. Once in the Museum they are cherished, rebuilt as needed and ridden. For Sammy and his team, restoring an old bike that hasn't run for 80 years, and then taking it out into the courtyard to fire it up and take it for a ride, is just as magical today as it ever was. Sammy never wanted the Museum to be like so many others, full of static displays to be dusted and polished. Today all but five of the bikes in the Museum run perfectly – including one that is made of wood! If you look at our imagery carefully, you will see that most of the bikes have oil drip trays beneath them – so not static but merely waiting for the next motorbike ride.

The bikes provide a fascinating snapshot, not only of the evolution of the motorbike but also how engineering, design and build materials have changed since that day aged 17 when that Villiers engine was handed to Sammy and he decided to make it part of the SHS. You will find hundred-year-old bikes at the Museum, right up to relatively modern bikes and all the classic racers. ➤



ABOVE / 1924 225cc ROYAL ENGLIED  
BELOW / 1969 MOTO VILLA - 250cc Four Cylinder



S.H.S (Samuel Hamilton Special)



2003 HARLEY DAVIDSON V-ROD - 1131cc



Front entrance to Sammy Miller's Museum

Sammy reckons that probably the best bike in the Museum is a V4 supercharged liquid-cooled AJS, that Walter Rusk set the first hundred mile a lap record on at the 1939 Ulster Grand Prix. It's an achievement for the Museum to own the bike, the first bike to win a world championship – its full name is the AJS Porcupine.

The Sammy Miller Museum is a dynamic place full of machinery, restoration, animals, families and fun. Sammy has now cut down to a six-day working week, and both he and his motor bike mad staff are working and playing with motorbikes as hard as ever. The Museum is a heritage trust so it will be around buying, restoring, and accumulating motorbikes far into the future.

*We couldn't finish this article without introducing you to just a couple of the real stars of the Museum –*

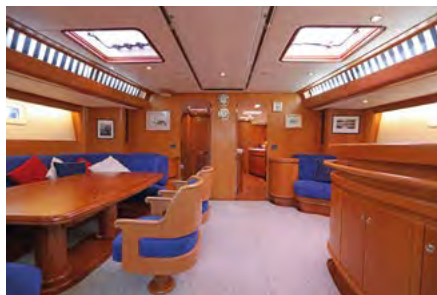
**Miller 350 1978 Trials Bike** Few know that Sammy designed and built a bike intended for mass production for the global trials market. Called the Miller, he collaborated with Andrew Mosconi at Hiro in 1978 who provided the engine. Very successful with both Sammy and John Metcalfe in the saddle, it remained a prototype. The Miller languished in storage for many years before Sammy restored it to its original condition.

**SHS (Samuel Hamilton Special)** Sammy's first bike – with that Villiers engine on a Matchless frame. SHS stood for Samuel Hamilton Special.

Every so often you come across a magical place, full of magical objects and that is certainly the case with the Sammy Miller Museum. It is also alive with enthusiasm and passion for the history and development of the motorbike. It is in its way iconic, made possible by the enthusiasm and determination of one man. You will see his name on the door as you enter... Sammy Miller.

MARTEN 80' > NIMROD

€998,500 UK VAT PAID  
 Loano, Italy



Judel/Vroljik, built Down Under in 2001 of exotics with carbon rig and Leisurefurl. Total nautical makeover in the UK in 2012 and again in 2022. Recent works include full paint, new decks, rig overhaul and systems. Powerful world cruising yacht that is easy to handle and which has never looked better.



CLICK OR SCAN

HOEK 82' > SWEET EMOTION

€1,200,000  
 Imperia, Italy



Holland Jachtbouw and the magician in 2002, automated sailing systems mean that she can be sailed without crew. Massive nautical makeover 2023 – teak decks, paint, rig, interior, engineering – she looks and is, the business. Lovely deck saloon and atmospheric lower saloon go with her 3 stunning sleeping cabins.



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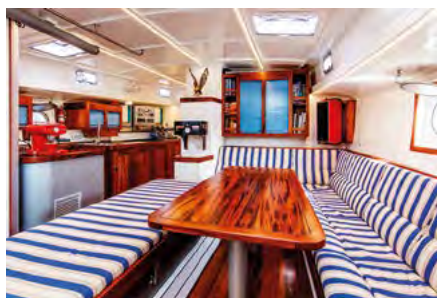
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** 1,200,000 + VAT**  
 Lanzarote, Canaries



The Swiss Army Knife of bluewater cruising yachts from Dykstra and KM in 2014. Aluminium build, designed for high and low latitude as well as the Tropics, and she has form! Immaculately maintained and presented, she is offered at but a whisker of replacement cost.



CLICK OR SCAN

**CHALLENGE 67' > ECOVER OF SKAGEN**

** 550,000 + VAT**  
 Lymington, UK



Famous as GROUP 4, Mike Golding's winning Challenge yacht, from 1991 by Devonport, with her sisters she raced around the globe against prevailing winds and currents. Totally disembowelled in 2009 by Danish Yachts, the J-Class people, only the hull remains. Now with burr maple innards, teak decks, carbon rig, full new systems and engineering, and fully serviced 2024 including rig.



CLICK OR SCAN

OYSTER 62' > IXION

€690,000  
 Palma de Mallorca



Humphreys mollusc from SYS in 2002, she is #8 of her kind. Massively updated from 2020-24, the Oyster 62 is a mile muncher par excellence, compact enough for short handed family sailing, yet with the space to be run with crew as you wish.



CLICK OR SCAN

OYSTER 625 > YOLO

€2,250,000 + VAT  
 Mainland Spain



She first went sailing in 2021 and is the baby of the sisterhood. Centreboarder with twin rudders, thrusters at both ends and Lithium Ion install. She hurtled around the globe and has now been refitted and is ready for the next circuit. Her new North Sails have never been out of the bag.



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OYSTER 54' > SARAH BELLE II

Palma de Mallorca



Out of the shell in 2009, we know her well and she has a fantastic widget list with push button everything, lovely light American White Oak interior, full Mediterranean spec including aircon and many updates in her last two ownerships. Fresh to brokerage captivity, she is easily managed by 2, yet has masses of room for 6.



CLICK OR SCAN

OUTBOUND 56' > BAREFOOT

€1,090,000 + VAT  
 Palma de Mallorca



2019 splash, she was massively uprated on delivery by her owners hence she is perfect for family long distance sailing with high levels of independence and endurance. Below you will find groovy teak joinery, robust systems and comfort. Above, her automated rig and slippery lines from Frers provide fast, reliable and fun passage times.



CLICK OR SCAN




# HIKING THE SERRA DE TRAMUNTANA

By Rowan Fairbrass – Berthon Spain

Looking down on the Santuari de Lluç from the Son Amer mountain refuge, you can see why it is an important place. Nestled in the heart of the Serra de Tramuntana, surrounded by rocky outcrops and the wild garrigue of the Mediterranean, one can understand why the charm of the site has perpetuated through the ages as one for relaxation, tranquillity and quiet contemplation.

Lluç is a popular destination for holiday makers as well as local Mallorquins. It is a place of special cultural importance to the people of Mallorca. Legend tells of a mysterious statue of the Virgin Mary appearing on this site in the 13th century, as if from nowhere. Discovered by a young Moorish shepherd and taken to the village chapel, it mysteriously vanished from the chapel and reappeared in the location it was first found. This miracle prompted the local villagers to erect a new chapel on the site, which is now known as the Santuari de Santa Maria de Lluç. ➤



*“The layers of history that make up the island of Mallorca mean that place names are influenced by various cultures and languages.”*



Expanding from the original structure, the Santuari de Lluç is now a small complex including cafes, restaurants, bakery, chemist and souvenir shop. There is a small museum with collections showcasing Mallorcan culture and history, and a botanical garden with over 200 species of local flora.

This enclave of Mallorca is a treasure trove for hikers. The popular GR221 trail, also known as the Ruta de Pedra en Sec or Drystone Route, runs directly through Lluç. The trail is a network of ancient footpaths, opened in 2011 after years of planning and construction by the Conselleria de Mallorca. Spanning the length of the island, from Port Andratx in the southwest to Port de Pollença in the far north, it runs for approximately 135 kilometres. With the starting point at sea level, the trail passes numerous peaks throughout the Serra de Tramuntana, where the highest peak, Puig Major, stands at an altitude of 1,445 metres above sea level. Because of a military installation on the summit of Puig Major, the highest point one can reach on the path is somewhat limited, and in reality, the highest altitude on the GR221 route is around 1,090 metres, at the Coll de L'Ofre. This does not diminish the stunning scenery that can be found along the way; the rugged beauty of the mountains, the picturesque villages, the historic terraced hillsides where century old olive trees grow and the dramatic limestone cliffs drop down to the Mediterranean Sea.

To the north of Lluç lies the peak of Puig Roig at 1,003m, and to the south west, the limestone pinnacle of Puig de Massanella at 1,365 metres, and beyond that two of the island's most important resources – Gorg Blau and Cúber.

*“Along the way we stopped to read our guidebook, which provided the names of the places we were passing and the wonderful history surrounding them.”*





Nestled in the slopes of Puig Major, these two artificial reservoirs collect the water that naturally drains through the Gorg Blau Torrent and provides drinking water to the city of Palma and the surrounding metropolitan area.

The Dry Stone Route is, of course, not the only walking track to be found in the mountains. I recently explored one such trail, following a well-trodden path from Caimari to Lluc, with an old friend visiting the island. Along the way we stopped to read our guidebook, which provided the names of the places we were passing and the wonderful history surrounding them. The route itself, Cami Vell de Lluc (*translated as The Old Path To Lluc*) is documented as far back as the 13th century and is believed to have been part of the road network built during the Moorish occupation of Mallorca, connecting agricultural centres with markets and trade.

The layers of history that make up the island of Mallorca mean that place names are influenced by various cultures and languages – Latin from its Roman occupants, Arabic from its Moorish period and Catalan after the conquest by James I of Aragon, all adding to the rich cultural heritage. Some of these have been passed down orally through the centuries, there are those names that are a very literal explanation of the physical landscape, and others that are a fascinating blend of history and fiction.

For example, the name Ses Rotes de Caimari, the area around Caimari that we see now as terraced olive groves, stems back to the 19th century when a sudden rise in the island's

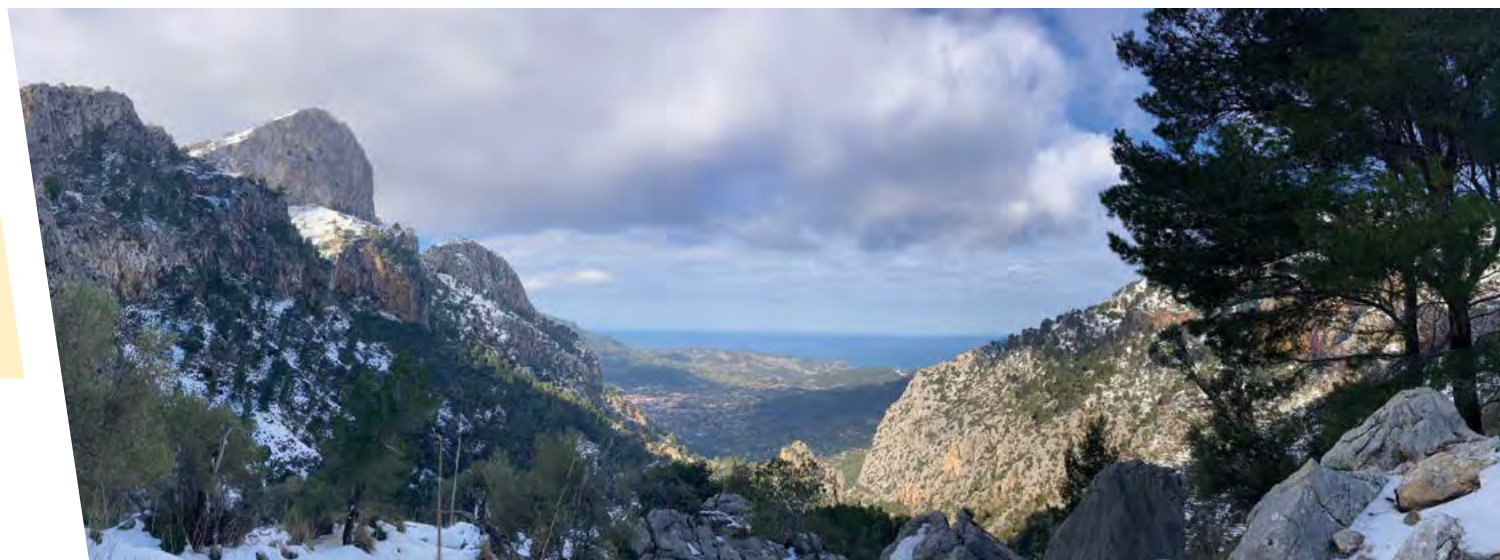
population required land that was previously forest and shrubland to be broken up to be cultivated. The Catalan word Roturar, to break up the land, became rota – the broken land around Caimari.

There is a Bretxa Vella (*the old gap*) as well as a Bretxa Nova (*the new gap*). A mountain pass named Coll de sa Batalla, so named after a battle between 17th century bandits and the forces of justice.

I very much enjoy the stories and legends associated with place names, and the imagery they create, like Es Pedrolí del Gegant – a towering, rounded rock formation on the side of the footpath, said to have been a pebble shaken out of the shoe of a passing giant! Many others follow the theme of the historic pilgrimage for which this area is so famous.

Sa Filosa de la Mare de Déu is the name given to a jagged, rocky outcrop amongst the karst limestone. Legend tells us how the Virgin Mary (*Mare de Déu*) would sit in this spot and spin yarn by hand, running to hide in the caves whenever she heard pilgrims on the path. One time she ran away so fast she left her spindle and distaff – sa filosa, upright, as it was. Upon returning to the place, she found her spindle gone and this large rock formation in its place.

And as our guide book told us “...and if you don't believe it, you had better go see for yourselves...”



MYSTIC 55' > SURPRIZE

€365,000  
 Palma de Mallorca



Dubois, Redman Whiteley, West Custom Marine and Bowman Yachts – it reads like a Who's Who of UK yachting greats. Delivered in 1999 with exotic build, carbon spar, slippery sailing and interior watch keeping. Cherished in this ownership, recent updates include new teak decks, interior refurbishment and engineering.



CLICK OR SCAN

VATON 83' > NOHEEA

€850,000 + VAT  
 Tarragona, Spain



Trehard build in alloy in 1991, she delivers an excellent combination of performance and usability. Lovely interior in mahogany which is set up for a charter role, but she would also work well for ocean passing. Currently commercially coded and looking very well.



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84' FRERS CUSTOM > METOLIUS

€650,000 + VAT  
 Glyfada, Greece



Frers design with a Beeldsnijder interior, made flesh at Holland's finest – Huisman, in 1992. Rondal push button rig, powered winches, massively updated through life by a series of smitten owners. Very special yacht with recent standing rigging, she gleams and is very underpriced.



CLICK OR SCAN

COMAR 62'RS > WAYRA

€550,000  
 Sicily, Italy



Unmistakable Vallicelli good looks, she contrives to have a deck saloon which surprises when below, as her sleek exterior lines show no evidence of it. From 2007 by Comar Yachts, she is the perfect platform for family and friends to enjoy the summer aboard. Acres of space above and below decks, and the sailing is wickedly swift.



CLICK OR SCAN

COMPOSITE WORKS CUSTOM 90' > LOGICA

€1,349,000  
 Genoa, Italy



Epic lines from Besozzi-Selvetti, she is simple and delightfully quick, and hatched in 2002. Rugged build, lovely interior and uncomplicated deck layout. Perfect for charter, at which she excels.



CLICK OR SCAN

HARDY COMMODORE 50' > LYSITHEA

**£499,000**  
 South Coast, UK



Winning combo of Andrew Wolstenholme and Team Hardy in 2007, built for the then Hardy MD, she is bought rugged and beautifully crafted, her blade like forward section cuts through the water. With larger 800hp MANS that will deliver 30 knots if needed. Immaculately presented and perfect for extended cruising.



CLICK OR SCAN

DALE CLASSIC 45' > MORE MAGIC

**£430,000**  
 Lymington, UK



2006 splash, a collaboration between TT Boat Designs and the incredible Dale team, who know a lot about custom motor yacht build. Easy on the eye, epic sea keeping and with the perfect spec for relaxed cruising. Running on a pair of Yanmar 500hp with modest hours, 2 cabin layout, she is a honey.



CLICK OR SCAN

SOLARIS 60 OPEN

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solaris *POWER*

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# BRUNELLO ACAMPORA OF VICTORY DESIGN

## *On the Essence of Italian Yacht Design*

By Robert Steadman - Berthon Sales Group

**Yacht Designer Brunello Acampora is famous for his sleek designs, effective execution and sea kindly hull forms. The designer of the Solaris Power range of motor yachts, amongst his many other commissions, he has been involved with Solaris Power from almost the start.**

Brunello speaks a fast staccato of European English, the inflexion in his voice emphasises his points. Good boats he rattles, are efficient, safe and dry. Good looks follow form so yes, they look good too. Not a fan of design stylists, yacht design for him is an art as well as a science; his view is that the engineers who crunch the numbers like him create the magic that is good yacht design. Italians are famous for their design, and the most famous of them all – *Leonardo da Vinci was a scientist and an engineer* – and certainly not a stylist!

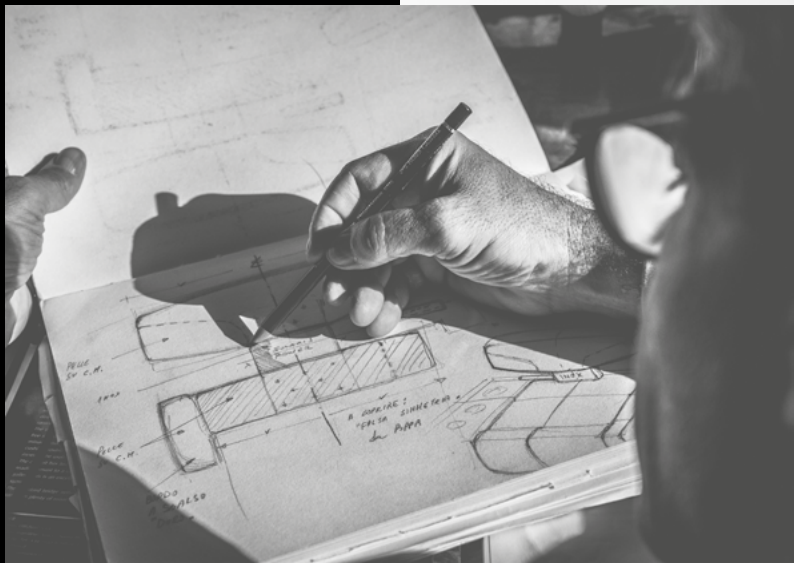
Today, buyers of new yachts are more focused on the performance delivered on the water than ever before. Brunello's view is that with good design this is a given and that it goes along with a really good-looking boat that turns heads, with good residual value and one that works reliably. He believes that compromising these important areas on the grounds of cost saving is not cool and he would not design for an organisation that suggests this. Efficiency is one thing, cutting corners quite another, as the clients trust both designer and builder to get it right. >



VICTORY DESIGN



NEW 60' OPEN



IPS (integrated propulsion system) was pioneered by Volvo Penta and Brunello was a very early adopter. The first hull was designed with conventional shaft drive and the second for IPS. He was then able to compare performance on both boats and believes that the fully integrated technology wins in terms of reliability, and aftersales service, by having one system rather than different suppliers for different parts of the drive train. There are huge benefits in terms of the time that the installation takes. The design has been refined and works well, although for him personally the ultimate drive are high tech advanced surface piercing propellers. Taking out weight, complexity and labour for fitting all add to a successful end result.

**Solaris Power** commissioned Brunello first on the 57' and then the 48'. From there his Victory Design took the drawing and input from Norberto Ferretti who worked with **Solaris Power** to develop the first of their powerboats. Every **Solaris Power** in production today has the Victory Design label on her and they have remained true to the distinctive Solaris styling as well as marine engineering and design. These in combination provide good residual values. He regards it as Victory's job to build the marketing identity of the brand which provides that unique **Solaris Power** look that clients immediately recognise. The 60 is the latest **Solaris Power** to join the fleet, and a number have already been sold off the drawing board. Trials were textbook perfect with an effortless 40 knot speed run which is a good result for a 60-footer.

Brunello takes his role as what he calls – *Fresh Air* – very seriously. In a market where builders quickly assemble in-house design teams, he sees it as key that he provides the fresh air to new design because he is working in the general marketplace, seeing new ideas and ways of doing things. It is easy for an in-house team to stick to what has always worked well and to mistake repetition for brand look and feel. By challenging this approach, designs evolve and take advantage of the new technologies and design ideas that are available.

Today, fuel efficiency and different ways of powering yachts is an important part of yacht design's direction of travel. Many of these new ideas can be trumped by good hull design that provides an efficient hull form that is lightweight and strong. The benefits of reduced consumption can often be most significant by creating a very easily driven hull form, producing minimal wake, which of course should also be strong and safe in a seaway.



**THE TEAM AT VICTORY  
ARE SOLID.**





Asked what he loves most about his work, Brunello talks about the box – *or rather being outside it*. Bringing new ideas to yacht design which opens the way for others to follow and develop also. And of course, his least favourite jobs are centred around PR, networking and all those events at which it is essential for an international yacht designer to be seen at and to participate in – seminars, talks and boat shows. Brunello just wants to design boats – *that's it*. The market for him is booming again and so he is busy in his studio and looking carefully outside the box!

A favourite project for him is the Dolphin 51', designed for Mochi Craft. These fantastic looking lobster boats have astonishing residual values, which Brunello likes as he regards the delivery of a design that will keep on giving, an essential part of what a good yacht designer does. This boat exemplifies all that is best about Italian design – the Leonardo da Vinci effect if you will. Aesthetics married to technical values.

The design idea came from America – *think Cadillac Eldorado, Chris Craft, American movies* – but with a sprinkling of Italian style.

No chat to Brunello would be complete without mention of **Acampora Perfume** – *founded by his father* – a business that combines emotion, good preparation and delivering on what people want. A bit like yacht design, some clients will focus on the bottle, and the packaging. But at Acampora

they create moods – there is a mood board for every scent that is released. Of course, Brunello does the same for every yacht!

The team at Victory are solid. Massimo Bruni has been in the business for over 30 years, he is also a partner. Others come and stay. The business has been operating for 38 years without a break!

Things are moving quickly in technology – 3D modelling replacing sketching of which Brunello is still a fan. Computational Fluid dynamics have all but replaced tank testing, and AI provides cognitive algorithms and can hugely aid and speed the design process. Animation for example, provides a dynamic picture of the design before build begins. The march of digital technology is definitely, in Brunello's view, the most important step forward that we will see in yacht design in the next few years.

In his spare time, Brunello spends time with his daughters enjoying the window that they open with him to a new generation. Then there is the house in Procida – a small Italian island with a colourful fishermen's village. Here boating is on both a small gozzo, which is over 100 years old with a small diesel engine and a sail, and a Boston Whaler.

Chat completed, Brunello rings off and resumes his worklist of yacht design, providing fresh air, and finding ideas that don't fit in the box.

PEARL 62' > 003

£1,725,000  
 Lymington, UK



Epic Pearl from 2020, with clever design and space planning from Dixon and her interior is brought to life by Kelly Hoppen. Twin 900hp Volvos on IPS, and comes with 4 double cabins, dynamic positioning and full spec for both Northern Waters and the Med. Very cool motor yacht that has been polished. A lot.



CLICK OR SCAN

FLEMING 58' > SARAH BELLE III

€2,450,000  
 Valencia, Spain



Fleming yachts are the benchmark by which other trawlers are judged. They offer great seakeeping, and a practical and comfortable layout. From 2014 hull #3 there isn't much she doesn't have on board. No less than 4 helm stations to control her 2 x 800hp MAN engines. All the widgets for hot and cold cruising.



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25M FEADSHIP > ATALANTA J

€750,000  
 Mandelieu-la-Napoule, France



Handsome and very classic Feadship built by the masters in 1958. With lines by De Voogt she has a fascinating history and enjoyed a restoration at Dor Lemer in 2007/08 and more 2011. Cherished in this ownership, head turning family yacht with room for 8 plus crew.



CLICK OR SCAN

63' NIGEL IRENS CUSTOM > MOLLY BAN OF DUBLIN

€450,000  
 Cork, Ireland



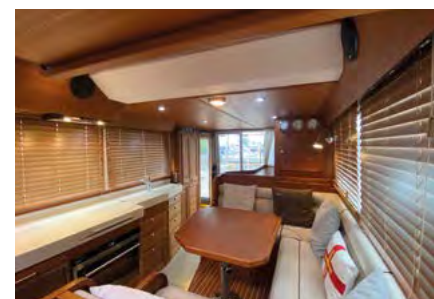
Danish custom build from Tuco Yacht Vaerft in 2008, her clever low displacement length ratio means that at 10 knots she runs on fumes. Lovely aft deck for toys and relaxed al fresco dining. Comfortable deck saloon and she even has a study with diesel heater! Perfect support yacht or for lovely, long distance cruising.



CLICK OR SCAN

TARGA 44' > MINERVA

£650,000 + VAT  
 Lymington, UK



4x4 of the sea which handles like a 911. Impressively full specification, including heating and aircon. She has been professionally maintained from launch in 2017 so she really does gleam. A very remarkable motor yacht.



CLICK OR SCAN

NAUTOR SWAN 58' > SHINE

€2,300,000 + VAT  
 South Coast, UK



Barely unwrapped from 2022, massively well sorted yacht – her owner added over €600,000 to the contract price to fit her for family sailing and to regatta – Lithium, Doyle Sails, Hall Spars – the list is long. Excellent oak interior with comfortable quarters for 8, only used in Northern Europe and now offered for sale for fleet reduction reasons. And a Swan is of course, a Swan.



CLICK OR SCAN

NAUTOR SWAN 53' > GAIA

€775,000  
 Valencia, Spain



2005 launch #502, fully set up to regatta or will cruise quickly as you like. Massive nautical makeover 2023 with new batteries, standing rigging, hull and mast paint and stacks more. Usefully sized Nautor Swan for the Mediterranean and much further.



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NAUTOR SWAN 55' > INDIGO

€490,000

Palma de Mallorca



1994 splash, with a smart dark blue hull and furling everything for easy family sailing. Her centre cockpit and lovely aft cabin with 3 other sleeping cabins provide epic accommodation below decks together with Swan quality and sweet sailing above.



CLICK OR SCAN

NAUTOR SWAN 55' > GEMM

€395,000

Imperia, Italy



1992 from Frers and the wizards at Pietarsaari, centre cockpit cruising yacht that offers uncompromising Swan quality in a cruising form. Of course the sailing is sublime. Lots of nice updates including new decks, she is part of a select segment of the Nautor sisterhood.

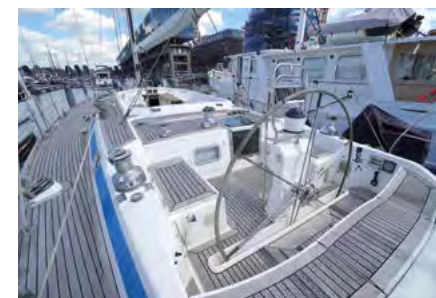


CLICK OR SCAN

NAUTOR SWAN 60' > MARIE BLUE

€550,000

Workum, Netherlands



Lovely Frers Swan from 1995, 003 of the 60' series. She has been with these owners since 2003 and they have cherished her. In return she has taken them to the Caribs, Mediterranean and USA. She has access to the aft cabin from the deck and her layout is perfect for either family sailing or for skippered use.



CLICK OR SCAN

SOLARIS 40' > KNOTTY ONE

**US \$600,000**  
 Newport, Rhode Island, USA



The chance to be the fine owner of a brand new shiny and untouched Solaris 40. Fully carbon spar and unused North 3Di sails with a shallower 2m draft, she will take you anywhere. Glamorous Solaris lines and superior performance.



CLICK OR SCAN

NAUTOR SWAN 48' > MIDNIGHT SWAN

**£1,200,000**  
 South Coast, UK



Hatched in 2021, specified for Northern waters sailing by her most experienced owners, who by the way, like to sail quickly. She comes with a full North 3Di sail wardrobe, can regatta successfully and also sail 2 handed without effort. Full of intelligent upgrades and custom touches, she puts the 'I' into immaculate, and is of course a no nonsense, full fat Nautor's Swan.



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MARBLE HOUSE © SANDY NESBITT/COURTESY OF THE PRESERVATION SOCIETY OF NEWPORT COUNTY



# MARBLE HOUSE, NEWPORT, RHODE ISLAND

By Jennifer Stewart – Berthon USA

Marble House, situated on the world- famous Bellevue Avenue here in Newport, is one of a number of properties owned by the Preservation Society of Newport County, who have been tireless in their efforts to keep these places from disappearing. Below is a list of the historic properties under their stewardship:

- ❖ THE BREAKERS.
- ❖ THE ELMS.
- ❖ CHATEAU SUR MER.
- ❖ KINGSCOTE.
- ❖ GREEN ANIMALS TOPIARY GARDEN.
- ❖ THE BREAKERS STABLE & CARRIAGE HOUSE. >
- ❖ MARBLE HOUSE.
- ❖ ROSECLIFF.
- ❖ HUNTER HOUSE.
- ❖ ISSAC BELL HOUSE.
- ❖ CHEPSTOW.







GOLD ROOM © GAVIN ASHWORTH/COURTESY OF THE PRESERVATION SOCIETY OF NEWPORT COUNTY



THE DINING ROOM  
PORTRAIT PAINTING OF MRS. ALVA VANDERBILT  
PORTRAIT PAINTING OF HAROLD STIRLING VANDERBILT



Known as **'cottages'** (*many of them with 50 plus rooms*), they were either donated by their owners or purchased by the Preservation Society, and once under their care, they have been restored as far as possible to their original elegance. Open to the public, the Society successfully preserves a link to the golden era of Newport.

Marble House was in private use until 1963 when it was acquired by the Preservation Society. It is a National Historic Landmark. Harold Vanderbilt donated the funds to the Preservation Society so that they were able to purchase Marble House, because it was his mother's summer house!

Newport residents can visit all the Preservation Society's properties in the city without charge, and a mansion trip is always on a guest's list when staying with friends or family in Newport! Rosecliff is a popular wedding venue and the traditional site of the Newport Flower Show, but other large properties have hosted various events, including Newport Classical Music Festivals. We have all been to events at the mansions and it is always a special night, with all that old world elegance and magic in the atmosphere as you walk through the various rooms. Lots of movies and mini-series have been filmed here: HBO's historical drama, **'The Gilded Age'**, was filmed at seven of the Preservation Society properties in its first two seasons, and will return to film at the Newport Mansions again for Season 3. Other major productions filmed here include **'The Great Gatsby'**, **'Buccaneers'**, **'Amistad'**, **'True Lies'** and **'27 Dresses'**; never mind various commercials and the use of interior shots for promotional purposes.

Marble House was built by William Kissam Vanderbilt between 1888 – 1892, and was a 39th birthday present to his wife, Alva Vanderbilt. Even at that time, the cost was approximately \$11 million dollars (*\$373 million these days*), with 500,000 cubic feet of marble alone making it one of the most significant homes in the USA (*if not the world*) at that time. The Vanderbilt fortune was originally amassed by his grandfather **'Commodore'** Cornelius Vanderbilt from steamships and railroads. William's older brother, Cornelius, built The Breakers just down the road, another property owned and preserved by the Preservation Society, and that is even more elaborate than Marble House. Mrs. Alva Vanderbilt, although US born, lived in France for most of her life before she married. It was in France that she fell in love with French history and art, and these dominate the decor at Marble House. Architect Richard Morris Hunt was the first American graduate of the École des Beaux-Arts in Paris, and he designed the house in the Beaux-Arts style. He was deeply involved with the interior design as well.

The main floor is opulent, and is certainly designed to impress visitors. The dining room is built of rose marble from Algeria, with chairs in bronze and French portraits. The library or morning room has lovely carved walnut bookcases. The Gothic room once housed Alva Vanderbilt's collection of Medieval and Renaissance art objects. The Grand Salon and Ballroom has 22 carat gold leaf walls, and it is decorated in the style of Versailles and the Louvre, with Greek mythology adorning the walls. ➤

What I have always liked is the incredible staircase up to the mezzanine level which then continues up to the family's bedrooms. On the mezzanine level there are his and her offices. We chuckle at these, imagining Alva and William yelling back and forth to each other, coordinating their social schedules!

The back terrace and lawn overlook the Atlantic Ocean, with the Cliff Walk at the very end of the property. Alva had also built a Chinese tea house for luncheon parties right on the edge of the cliff. Today it is used by visitors as a place for a quick coffee or snack.

In Alva's day the house needed 36 staff to run it, with many of the cooks, gardeners and stable hands being recruited from Ireland. Their descendants make up the backbone of Newport today, with the neighborhoods behind the mansions still rife with Irish and nicknamed The Fifth Ward (*Newport officially only has four*).

Marble House, as well as other summer 'cottages', were part of the Gilded Age era in the United States. Millions were being made by the captains of industry and finance - Vanderbilt, Ford, Rockefeller, and Carnegie to name a few. New techniques and information technology were expanding rapidly, and the urge to show off their new money spawned these extraordinary buildings. There was an unspoken competition to see who could outdo who with the most lavish lifestyle. The bigger the ball, the better the horses and carriages, the more outlandish the entertainments, the finer the gardens - they all strove to be number one in this very closed society. Homes like these were new to the Americas, and they worked hard to outdo the Europeans.



© COURTESY OF THE PRESERVATION SOCIETY OF NEWPORT COUNTY

Of course, the new millionaires watched their counterparts in Europe very closely. Mr. Vanderbilt was well known for his horses in France as well as America, and he was one of the first American members of the Paris Jockey Club. Alva was deeply involved in the Womens' Suffrage Movement. She used her Tea House for meetings, arranging marches, and much else and was very influential in the Movement.

The Vanderbilts were also well known for their sailing exploits, and they owned and campaigned a number of America's Cup yachts. William Vanderbilt was the co-owner of the 1895 America's Cup winner DEFENDER, designed by Nathanael Greene Herreshoff and built in 1895 by the Herreshoff Manufacturing Company in Bristol, Rhode Island. William successfully defended the Cup, defeating the British keel cutter, VALKYRIE III. His cousin, Cornelius Vanderbilt III, also an avid sailor, was one of the owners of RELIANCE, winner of the Cup in 1903.

The next generation maintained the tradition, and when the 1930 America's Cup was held in Newport, Harold Stirling Vanderbilt, son of William, was off and sailing! He has three America's Cup trophies to his name:

- ❖ ENTERPRISE, 1930, SKIPPER, DEFEATING THE NORTH IRISH CHALLENGER SHAMROCK, 4-0.
- ❖ RAINBOW, 1934, SKIPPER.
- ❖ RANGER, 1937, SKIPPER.

Marble House has silver trophies everywhere. There is a dedicated trophy room, with the less important trophies still occupying a full display cabinet in the kitchen today. Harold was posthumously elected to the America's Cup Hall of Fame in 1993.

When the America's Cup was won by Australia in 1983, the Cup officially changed hands at a ceremony on the terrace outside Marble House, ending the 132 years of American Cup victories for the United States.



FOYER/STAIRCASE © JOHN CORBETT/COURTESY OF THE PRESERVATION SOCIETY OF NEWPORT COUNTY



CHINESE TEA HOUSE © COURTESY OF THE PRESERVATION SOCIETY OF NEWPORT COUNTY



THE AFTERGUARD, OR 'BRAINTRUST', OF RANGERS. LEFT TO RIGHT: ROD STEPHENS, THE DESIGNER OLIN STEPHENS, THE NAVIGATOR ZENAS BLISS, MRS. GERTRUDE VANDERBILT, HAROLD S. VANDERBILT AND ARTHUR KNAPP JR.  
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OCEAN CRUISING 52' > CHERIDAH

**US \$495,000**  
 Newport, Rhode Island, USA



1997 splash from the board of William Cook and the builders that know how at Hinckley. Built with non-teak decks and a ferocious maintenance programme, she sparkles. Very special custom yacht that is perfect for seven seas sailing.



CLICK OR SCAN

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

**US \$650,000**  
 Chesapeake, Virginia, USA



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



CLICK OR SCAN

NAUTOR SWAN 43' > JAVA OF LONDON

**US \$199,000**  
 Fisher's Island, New York, USA



Ron Holland from 1986, unique with an extended aft deck. Replacement teak decks still in their first flush. Virtually unused for the past 10 years, yet splashed, commissioned and serviced annually. She is a gem that is also VAT paid pending a European waters closing.



CLICK OR SCAN

NAUTOR SWAN 40' > WILLOWIND

**US \$100,000**  
 Florida, USA



S&S and the Nautor people in 1971, she is one of the most special of this illustrious sisterhood, her current very long term owner invests in her constantly. Also comes with some optimisation design magic from Rod Stephens.



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**BERTHON**  
INTERNATIONAL YACHT BROKERS

**NORSEMAN 447 > SEAQUEL**

**US \$179,000**  
Antigua, Caribbean



Distinctive good looks from Robert Perry, made flesh in 1982. The cockpit is in the perfect place – at the back. She lived in sweet water all her life until she emigrated to the Caribs recently. Long legged traditional cruising yacht.



CLICK OR SCAN

**DISCOVERY 55' > CALLA**

**US \$275,000**  
Newport, Rhode Island, USA



From 2006 she is well travelled from the East of the USA to the Caribbean and back. Benchmark cruising yacht from our good friends at Discovery. Full fat Discovery, whose price tag certainly won't break the bank. She is in need of some love.



CLICK OR SCAN

**NAUTOR SWAN 60' > CONCERTO**

**US \$375,000**  
Annapolis, Maryland, USA



From Finland's finest, the first of these iconic Swans from 1994. Originally built to regatta she has been given the cruising treatment in this ownership. Now featuring blue style lines, no longer red as the imagery above suggests.



CLICK OR SCAN

DISCOVERY 67' > SAPPHIRE II OF LONDON

**£980,000 AUSTRALIAN TAX PAID**  
 Brisbane, Australia



DISCOVERY 55' > MERLYN III

**£590,000**  
 Lymington, UK



The last of this awesome series of Ron Holland bluewater cruising yachts to splash, in 2011. Massive build spec, great custom layout to allow for crew and plenty of guests and far too many custom details to list here. Massive nautical makeover Down Under including rig, sails, electronic widgets and systems, she is ready for the return voyage.



CLICK OR SCAN

2012 Disco 55' with a practical white hull livery and all that Disco DNA together with a proper deck saloon, interior watch keeping and Solent rig with all sail handling from the cockpit. Massive spec at build for serious sailing and she has taken her owner far, with reliability and in comfort. She is now ready for her new yachtsman.



CLICK OR SCAN



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DISCOVERY 55' > SYLVIA

£550,000 + VAT  
 Pacific



2008 splash, one of the most highly spec'ed Disco 55s ever with Reckman furling, awesome maple innards and more. On her travels today in the Southern Hemisphere, much uprated for the voyage – paint, standing rigging, electronics, Lithium Ion, Starlink, Solar Array and more. The good work continues, but her owners need to return to the classroom and office hence she is for sale.



CLICK OR SCAN

DISCOVERY 55' > SAXON BLUE

€636,500 UK & EUROPEAN VAT PAID  
 Sicily, Italy



#30 of this benchmark bluewater series from 2009. Built for the cold places, she has cruised Iceland, Greenland and Canada. Her first owner had foresight so she has Tropical aircon and all the kit for her subsequent cruising in the Caribs. Major nautical makeover in 2019 including Starlink fitted this year.



CLICK OR SCAN

DISCOVERY 55' > TICKETEEBOO

£498,500 + VAT  
 Slano, Croatia



2009 build, she is still with her original owners who have cruised 2 up without fuss since build. Oft updated, cherished and with a practical and well conceived spec for comfortable Mediterranean sailing. No rough edges and like her sisters, she comes with that epic Solent rig, deck saloon, interior watchkeeping and sweet Holland lines.



CLICK OR SCAN

DISCOVERY 55' > HUAHINE

**£450,000**  
 West Country, UK



2007 splash, still with her first, very experienced owners, she has been a fantastic platform both for 2 handed sailing and is also great with a boat full. This spring has seen smart new Flag Blue painted topsides and a refurbishment of her Solent rig, including new standing rigging. Proper yacht.



DISCOVERY 55' > C-QUEST

**£450,000**  
 Cavalaire sur Mer, France



2007 Ron Holland and built in Blighty – the Disco 55 class have taken their owners to all 4 corners of our planet. Definitely in the pink, this yacht has recent rigging, sails, electronic caboodle, upholstery upstairs and down and much else. Only the supermarket shop is required and you're ready to roll.



DISCOVERY 55' > VELA VEE

**£425,000**  
 Lymington, UK



Very well sorted Disco 55' from 2003 with new standing rigging, Raymarine and full review of her systems. She is completely good to go. These owners have cruised Norway, Scotland and then down to the Spanish Rias, and she has proved herself to be the perfect platform for 2 handed sailing.



DISCOVERY 55' > ALTARAMA

**£375,000**  
 Lymington, UK



In-boom furling on a carbon rig sets her apart from her sisters. Splashed 2002 she has many gadgets and has certainly been proven by her owners. Set up to be a fully independent cruising platform, and has performed faultlessly in this role.



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OYSTER 54' > IRIDESCENT

**£725,000**  
 Lymington, UK



Splendid 2011 mollusc, she's the perfect size for relaxed local sailing or to do the globe. Easily handled by short crews yet with 3 good sleeping cabins. Nice new furling rig and sails 2023. Her interior looks like its just out of the box. Excellent bluewater spec.



CLICK OR SCAN

BENETEAU SENSE 50' > BAILANDO

**€225,000**  
 Valencia, Spain



2011 Berret Racoupeau, one of the cleverest yachts to come out of Group Beneteau with her epic connection between cockpit and saloon. Perfect for Mediterranean sailing. Tardis below, owner planning a clockwork alternative.



CLICK OR SCAN

SOUTHERLY 480 > IZANA

**£925,000 + VAT**  
 Mallorca, Spain



2018 build from the variable draft people, the 480 is very rarely found in brokerage captivity. Conceived and built with bluewater in mind, she is full of clever features and upgrades on the standard specification. She is also extremely shiny.



CLICK OR SCAN



LUMINOUS III



## THE END OF THE JOURNEY *and start of the Voyage*

By Alan McIlroy & Richard Baldwin – Berthon Sales Group

Photography © Solaris Yachts

The computer screen flashes into life, revealing John McDonnell sitting at his desk in the Owners' Stateroom of his new Solaris 74 RS, LUMINOUS III, and so we start to chat. A sirocco rages outside and LUMINOUS is waiting for good weather so that John and crew can really put her through her paces for the first time, as well as practise for the Solaris Cup, where they hope to do well with this epic Soto design with carbon spar, North Sails and mean lines. She is the first of the series to splash.

Wind back to the 2000s, and that old chestnut – *where would you like to be in 10 years' time?* - and the response from John had been a sketch of a yacht on the ocean with he and his family aboard, off on a world trip. New York to the UK

with Clipper in 2012 had him convinced that he wanted to sail far but wanted to do so in his own yacht, and thinking about the sale of the business and exactly what sort of bluewater cruising yacht that would deliver. ➤



A series of McDonnell yachts including a Southerly 47' with lines by Stephen Jones, that was quick and which would carry full sail in 20 knots, persuaded John that for his round the world yacht, going fast was definitely preferable (*and a lot more fun*) than going slow. The business grew and the journey towards that world cruise got closer. LUMINOUS II was a new Solaris 64', with Soto contemporary good looks and epic acceleration in light airs. She was great fun in Mediterranean waters and had the speed to overhaul the charter fleets in Croatia, sail right through them, tack and make the 180-degree track. World cruising was getting close...

The Solaris 74 RS was on the drawing board and she offered more space and comfort than the 64', which was nearly perfect, but which required some tweaks to prepare her for the trip. John took the plunge and the contract for the build of LUMINOUS III was signed.

The next part of the journey involved working with Solaris Sail on exactly the right specification and getting the yacht exactly how John wanted her to be. This is an iterative process; the project team always open to new ideas, thinking about them, going away and coming back with a plan that added to the original request.

For Team Solaris, working with John, and also with Alan McIlroy and Richard Baldwin who drive the Berthon Solaris bus, the 74 RS was also a journey, pushing the boundaries and coming up with a fast, comfortable and durable sailing yacht that would take oceans in her stride.

For Solaris, this was also a journey to a new yacht in their range, which they decided should be a 74 footer that would provide existing Solaris clients with a fast, sleek and comfortable sailing yacht, which could be easily handled and yet have the space for crew and the volume for systems, fluids and storage to allow her to step up into bluewater cruising if required. The 74 RS retains 100% of that magical Solaris DNA which delivers quality build, performance cruising and good looks. Her additional waterline length also provides increased passage speeds – and very attractive to Solaris owners who are used to owning and sailing a fast but smaller Solaris.

The design team at Solaris were able to focus on a dedicated crew cabin off the galley, more refrigeration, and to build in greater endurance for the main systems including a centralised hydraulic system, and lovely central engine room with great access to all the machinery. The 74 RS also has twin interchangeable sea chests for engine and generator and robust systems.



As the reader knows, Solaris' hunch that Solaris owners would 'get' the 74 RS was certainly correct and John has now been joined by a further two existing Solaris owners who have #002 and #003 in build.

Solaris is a family, and owners join the family when the build of their yacht begins. The 74 RS development journey is particularly enjoyable for the design team and project managers on the build, as they are working with existing owners whom they know, and who understand what makes a Solaris tick. Nothing is done to compromise performance, aesthetics or strength.

Building a Solaris is akin to being fitted for a handmade suit or frock. Or maybe being fitted for a Morgan or Noble car. Because each Solaris is built for her first owner, their wishes, and needs to fulfil the cruising programme that they plan is incorporated into the design at the drawing board. Building a yacht for John was a great example of this iterative process.

Interiors are key, and although John's mind was made up when he saw the exterior renderings, an important part of the development of the 74 RS (*and all other Solaris yachts at this stage*) is the build of a full scale interior model that designers, craftsmen, technicians

and importantly future owners can walk through to experience the spatial look and feel of their new yacht before the build starts. The 74 RS interior had to be assembled in Montfalcone, some miles from the Solaris Shipyard because of its size!

Design meetings are a chance for the yard to discuss and refine ideas. Sometimes this involves extra or further modifications once the owner has given full input. The process is exciting for all and is always interspersed with cups of amazing Italian coffee, as well as extraordinary pastries that arrive wrapped in gossamer thin paper from local bakery 'Cocambo'. ▶



Because of the pace of innovation at Solaris, the design team is more than large enough to crew a Solaris 74 RS! This is because of the speed with which Solaris has established a performance cruising yacht range that seriously works. Once the concept is set, there is a lot to do with the design of systems and the myriad of details that go with execution and build.

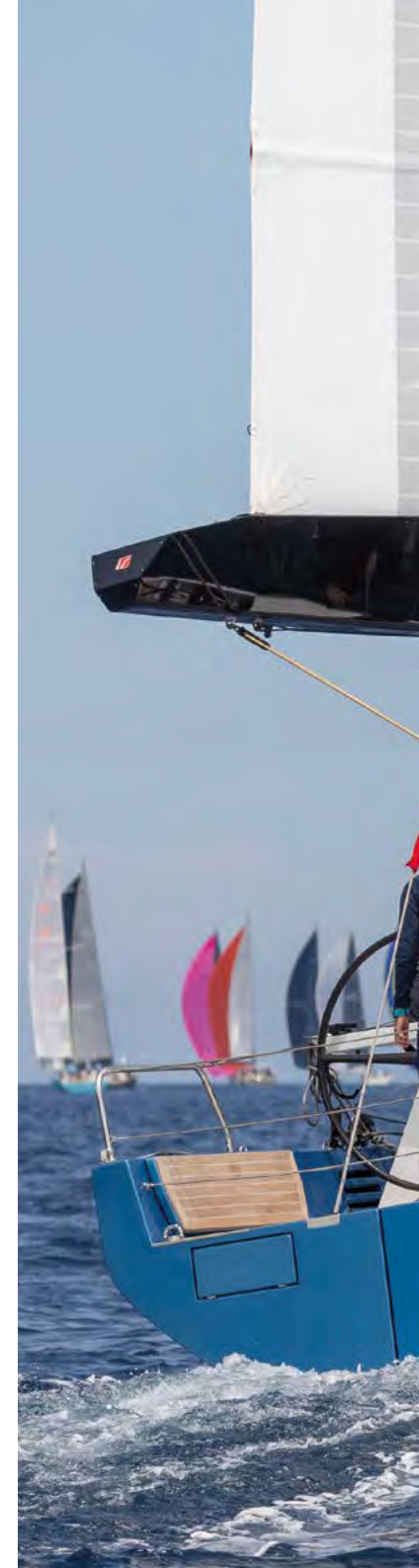
At Solaris everyone is mad about yachts which is why sea trials aboard LUMINOUS III saw the whole team take to the water to experience at first hand their journey's end with John and the continuation of their progress with the Solaris 74 RS and the other amazing yachts in the Solaris range, as well as those that are yet to come.

LUMINOUS III will be in St Lucia this December for the start of the World ARC. For John and the team at Solaris this will be the end of their journey, and the start of her voyage.

*Launch of*  
**SOLARIS 74 RS, LUMINOUS III**



WATCH VIDEO 







CARKEEK 520#001 > OYSTERCATCHER XXXV

€1,300,000 + VAT  
 East Coast, UK



Shaun Carkeek and Fibre Mechanics in 2021, she's on the leading edge of hull design and is well sorted for offshore with the option of water ballast, and a sail wardrobe that has barely been flown. She had a quiet 2023 and more of the same in 2024, her owner is busy sailing elsewhere.



CLICK OR SCAN

MAXZ86 > WAY OF LIFE

€690,000 + VAT  
 Koper, Solvenia



From 2003 by Reichel Pugh and McConaghy, she was famous as the legendary MORNING GLORY. Full CBTF technology (that's a canting keel to mere mortals) with a refit including standing rigging already in the bag. Ready for the regatta circuit.



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**VOLVO OCEAN 65' > AMBERSAIL 2**

**€395,000 + EU VAT**  
 Lisbon, Portugal



From Farr in 2013, she is the only Volvo 65' to have completed just one circuit of our planet. In immaculate good shape, she has only been used for coastal cruising since fleet rebuild. Comes with a spare rig and is ready for optimisation.



CLICK OR SCAN

**12 METRE > CRUSADER**

**€330,000 + VAT**  
 St. Tropez, France



Howlett metre boat, she's in top form and offered straight out of the 2024 World Championships, ready for her new yachtsman. New North sail wardrobe, and fully serviced, ready for her next outing.



CLICK OR SCAN

**VOLVO OCEAN 65' > VO65 NO6**

**€400,000**  
 Auckland, New Zealand



Ex-TURN THE TIDE from 2015, she's ready to ship by her new owner, and is capable of sailing to the max in performance offshore yacht racing. Persico and Farr Yachts, sophisticated and robust speed machine.



CLICK OR SCAN

# Brays Island Plantation

## SET FOR THE MILLENNIA

By Sue Grant - Berthon Sales Group \ Photography courtesy of Brays Island

**Pete Rossin has been a client and friend to Berthon for many years, a great yachtsman who covered thousands of nautical miles in his two IRON LADYS; the first an FPB 64 designed by Steve and Linda Dashew, and then with an FPB 78, the last of the series to splash. He and wife Deb had glorious adventures culminating in a family cruise to Antarctica in company with IRON LADY's hull sister GREY WOLF.**

Unfortunately Pete had a bout of surgery that did not work out well, so he and Deb were forced to sell IRON LADY. It seemed impossible to me that there wouldn't be another epic adventure. When Pete told me that they were buying a house close to Beaufort, South Carolina at a place called Brays Island, I listened politely, disappointed that I wasn't hearing about another amazing escapade. Since he and Deb bought what they affectionately call the Swamp House, I have learned more about what joining the other 324 owners of Brays Island Plantation means and why it is another great Rossin family adventure...

Pete put me in touch with Paul Burton, a fellow owner at Brays and the man behind house sales on the Plantation since 2002. Like its other owners, his knowledge and love of the place is deep – and here is a snapshot of the story of Brays Island Plantation.

Set in 5,500 acres of glorious lands, tidal rivers and lakes, only an hour from the extraordinary cities of Savannah and Charleston, it is also not much more than a hop and a skip from Beaufort, South Carolina. Brays played its part in the extraordinary story of the development of the USA and its history can be charted from times as early as 10,500 BC. All that is for another article (*maybe in this publication*), but for today, the story starts with an extraordinary family called the Pingrees who settled in the place after leaving an 85,000 acre cattle ranch in Cuba. Sumner Pingree, his wife Virginia and their children settled into life on the Plantation. The years passed and as his children did not want to continue farming at Brays, in 1986 Sumner developed an utterly unique concept which would see Brays change fundamentally, but in a way that would secure its future forever, and which would safeguard this special place for the generations that would come after him. This concept and its execution were not a money making venture. If anything, it was the reverse, but it did provide to current Brays owners and to those that would come after them, a blue print for the future. >



FPB 78#3 - IRON LADY II





Of course, there were developers aplenty who viewed Brays as a great basis for the build for many houses, but Sumner resisted their approaches. Instead, he formed the Brays Island Company, whilst enlisting the help of a talented architect, Robert Marvin. It was his concept to form a series of residential lots into one acre circles – an idea borrowed from the famous landscape architect Frank Lloyd Wright. None of these lots would overlap and having calculated that there was space enough for 325 of them, while preserving 5200 acres of common land for outdoor recreation, it was resolved that no more lots would ever be offered unless 90% of the owners of the existing lots agreed. Own a lot, and you are a shareholder of all of Brays with its extraordinary topography and wild beauty.

And so it was that the Plantation came under the ownership of the owners of the lots, with strict rules about the development of the plots and a governing body of owners to manage this as well as everything else that this special place has to offer. Nine elected owners run the board on a rolling basis.

The original Plantation House and other Plantation buildings were retained and repurposed. Their handsome white livery was also retained with the Plantation House becoming a private Inn for owners and their guests. A marvellous place in which the owners can gather, eat, drink, and make merry. The houses that are built on the plantation are subtle and screened by planting, so when exploring the landscape, a lovely and extensive garden is largely what is seen, enveloping and camouflaging the new buildings.

All very lovely, but what was it that attracted adventurers Pete and Deb to this place apart from its' tranquillity, extraordinary wildness, wildlife, and beauty? Well of course this is but part of the story.

Brays remains a sporting estate today, with a team of 160 on the pay roll making the activities and maintenance of the place a reality. Apart from the punishing number of social events based around the Inn and elsewhere on the Plantation, there is shooting, hunting, fishing, equestrian, boating, kayaking, nature trails, a wellness centre, golf and much else. The Plantation grows its own vegetables – freshly picked and all available to its owners via the honour system. The produce not purchased by them finds its way to the Inn and Plantation Grill, for delicious meals in delightful surroundings. >



And then there is the honour bar. A scotch poured at midnight at the Inn because you'd like one, involves an honour note from the owner as does much else of the bounty available at Brays. It is a private estate, not open to the public and is a tranquil yet energising place for those that live there.

It attracts a diverse cross section of owners who live together in harmony, enjoying all that is offered on its rivers, lakes and lands. It is adjacent to the Ace Basin - 350,000 acres of protected land. Those that have bought here are bound together by the love of the place and the common experiences they share pursuing their favourite past times. Paul is an avid fly fisherman and Pete enjoys both fishing and shooting sports.

And of course, an important part of the glue that binds owners and plantation together is the knowledge that, because of Sumner Pingree's foresight and vision (*he lived at Brays until his death in 2015*), this extraordinary place will continue on as it is today down the millennia. There will be generations of owners at Brays, all of whom will enjoy and be enriched by its beauty. There will never be more than 325 of them and the wild places and estate areas will remain intact.

To date, 265 lots have houses, the balance await their build. As the 325th house is completed, Brays Island Plantation will breathe, secure in the knowledge that this house will be the last to be built... ever!







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CLICK OR SCAN

**FPB 78' #002 >**  
**GREY WOLF II**

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

2017, built and maintained to MCA Category 0 including all MGN labour conventions, she is the last word in clockwork planet circuiting. She has steamed through the Pacific, cruised Chile and Antarctica and many points between. Legendary Dashew Offshore bullet proof design, made flesh Down Under and now ready for the next circuit.



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**BERTHON**  
 INTERNATIONAL YACHT BROKERS

FPB 83' > WIND HORSE

**US \$3,300,000**  
 Beaufort, North Carolina, USA



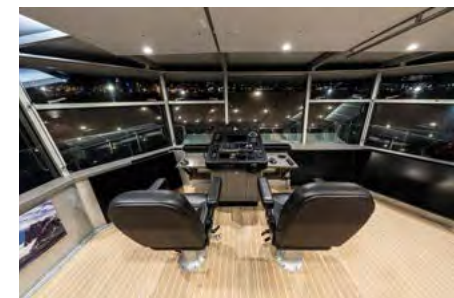
The genesis of the FPB fleet, designed by and built for Steve and Linda Dashew, and the iconic testbed aboard which they voyaged for over 60,000 happy nautical miles. From 2005 with a high gloss teak interior by Kelly Archer which looks stunning today, she is offered post refit. She remains at the cutting edge of everything a good Explorer should be – and she surfs!



CLICK OR SCAN

FPB 78' #001 > COCHISE

**US \$6,500,000 + UK VAT, EU VAT PAID**  
 Lymington, UK



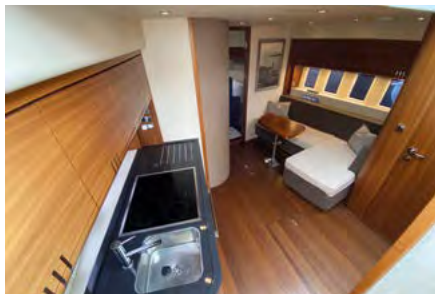
Built for yachting legends Steve and Linda Dashew in 2016, her maiden voyage was a cruise from New Zealand to Florida – no fuss. Available fresh from an extensive refit with her current owners to make her turn key for a family to circuit the planet aboard with crew. Life happened, plans changed; hence this last word in Explorers is available to see, touch and write a cheque for.



CLICK OR SCAN

WINDY 46' CHINOOK > HAVILDAR II

**£730,000**  
 Lymington, UK



Macroscale Windy from 2018, when the yard were at their zenith, she's lithe, fleet and full of that special Windy DNA delivering epic handling and great seakeeping with awesome build. Comes with IPS 600s, 3 cabins, great hard top, aircon, hi-lo functionality and passerelle. One of the last of her kind to splash.



CLICK OR SCAN

WINDY 46' CHINOOK > ARELI

**£599,999**  
 Lymington, UK



2017 splash with a pair of 600 IPS blocks, she can achieve just under 40 knots when you floor it. As with all Chinooks she handles rough sea conditions magnificently and she is a no compromise drivers' boat. She comes with the Volvo Penta assisted docking system, enormous spec and gleams.



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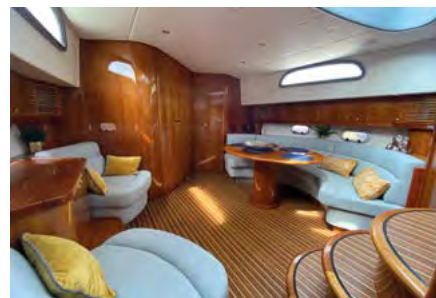
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**BERTHON**  
 INTERNATIONAL YACHT BROKERS

ELLING E4 ULTIMATE > ROSINA

**£599,000**  
 Lymington, UK



Stacks of kit and caboodle on board this incredible cruiser from 2017. Including a SeaKeeper Gyro stabiliser. Single Volvo D8 600hp with a wing engine to get you home if needed. Capable of taking you far in comfort.



CLICK OR SCAN

SEAWARD 42' > BOUNDER

**£425,000**  
 Lymington, UK



Proper clockwork yacht, built on one of the finest Nelson hulls ever. From 2016 her twin Cummins QSR 425hps deliver an 18 knot cruise day and night. Extraordinarily full spec includes Quick Gyro, Raymarine up the wazoo, thrusters front and back, Humphrees and so much more.



CLICK OR SCAN

HARDY COMMODORE 42' > KAYOS

**£425,000**  
 South Coast, UK



Must have motor yacht to rugged designs by Andrew Wolstenholme. Born in 2008 she was conceived and built in Norfolk for the rough stuff. MAN clockworks and stacks of kit. She has a 2 cabin layout.



CLICK OR SCAN

TRIQUAL 65' > BIG BIRD OF POOLE

**£394,950**  
 Lymington, UK



Dutch yacht building from 2002, she's as strong as an ox with her rugged multichine steel frame. Massively reworked by this owner who has owned the BIRD since 2013. A pair of 231hp Vetus Deutz deliver a range of 1,000 nautical miles at 8.5 knots. Acres of space and comfort inside and out.



SEAWARD NELSON 45' > SEAWARD SAPPHIRE

**£299,950**  
 Pwllheli, Wales



TT Boat Designs and the Seaward team in 1991, with a pair of Ford Lehman 370Ls. The Nelson 45' looks good from every angle and this yacht is in immaculate and gleaming good shape. With an extensively restored interior, her exterior is a glory of gleaming varnish and upperworks. Special blue boat.



CARA MARINE 18M > HOUND OF ROYAL CLARENCE

**£299,950**  
 Lymington, UK



Rugged good looks on a patrol boat hull powered by 2 x 704hp Caterpillar engines paired with jet drives. She moves. Luxurious 3 cabin layout she was built in Ireland in 2004. She can roar along at 27 knots but at more modest speeds shipboard life is a very refined and relaxed affair.



TRADER 42' > BIASHARA

**£289,950**  
 Lymington, UK



Tony Castro and the Trader team in 2007, we know her well. Smart straight line cruising yacht with masses of volume including 2 en-suite cabins, and running on Cummins QSBs. Lots of nice updates recently, including galley remodel, canvas, WiFi and heating. Is also impeccably clean and gleams.



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**BERTHON**  
INTERNATIONAL YACHT BROKERS

**BOTNIA TARGA 32' > LINARA V**

**£205,000**  
South Coast, UK



4x4 of the sea. She will power through anything with a total of 600 horses from 2 x Volvo D4s. It doesn't have to be wet and wild though, she is also very usable on a sunny day and works as a great couples' cruising boat.



CLICK OR SCAN

**SEAWARD 35' > TIPANIE**

**£215,000**  
Lymington, UK



2006 build to lines from TT Boat Designs, she has a massive inventory for a 35 footer – Yanmar 315s with fuel polishing, FLIR, aircon, thrusters front and back, Raymarine PRO, WiFi and more. Equipped to cruise far, the great sea keeping is a given and all this in a manageable package that doesn't require many crew.



CLICK OR SCAN

**BROOM 4150s > G&T**

**£185,000**  
South Coast, UK



2001 delivery and subject to a rigorous service programme from Day One, she comes with 3126TA Cats which deliver an effortless cruise of 20 knots. Recent updates include new radar, Hybrid touch, covers, seacocks and genset. With 3 cabins and great space planning, she is very cool.



CLICK OR SCAN

**ASTONDOA 39' > NAUTI III**

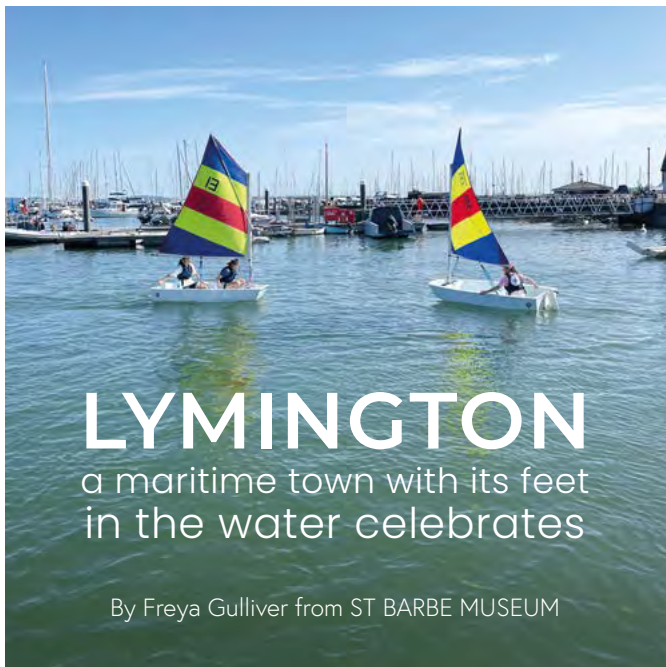
**£145,000**  
Lymington, UK



In her second ownership from 2004, a superb Spanish built high quality cruiser. 2 x 370hp Volvos allow max speeds of 30 knots. 2 great cabins below decks and space to sleep more in the saloon. She is in fantastic condition.



CLICK OR SCAN



# LYMINGTON

a maritime town with its feet  
in the water celebrates

By Freya Gulliver from ST BARBE MUSEUM

The two elements which established LYMINGTON as a flourishing small town are the High Street with its weekly market and the river which provided easy access to the Isle of Wight, the Solent and the world beyond. The river opened LYMINGTON up to trade and passenger transport and came into its own with the rise of yachting in the 19th century, and then in the 20th century as yachting became more accessible through affordable dinghy and One-Design sailing.

The story of Lymington boat building begins at Joseph Weld's summer residence at Pylewell House on the Solent shore, a couple of miles east of Lymington. Weld invited boat builder Thomas Inman to come and work with him at Pylewell in around 1819. Inman then set up on the Lymington River on the site that is now Berthon and quickly established himself as a leading British yacht designer, designing and building vessels such as ARROW (1821), LULWORTH (1828) and ALARM (1830) which dominated British yachting. Two of them took part in the first America's Cup race in 1851. After Thomas Inman's death, the company went into decline and the site was eventually taken over by the Reverend Berthon, inventor of the screw propeller and collapsible lifeboat, and became Berthon Boat Company. In the 20th century Lymington regained its reputation as a centre for excellence in yacht design, home to internationally famous designers such as Laurent Giles and Colin Mudie and in more recent years Rob Humphreys, Jeremy Rogers, Ed Dubois and Malcolm McKeon, amongst others. Today there are also many designers involved in the interiors and styling of superyachts; a global multi-million-pound industry. Lymington boat builders have worked with internationally renowned designers to build custom racing and cruising yachts such as Green Marine, Fibre Mechanics and of course Berthon. As well as the high-end yacht designers there are also local characters such as Dan Bran who built scows and prams by eye in a shed at the end of the river.

The appearance of the river has changed dramatically over time. In the 18th and early 19th centuries, it was an industrial area dominated by salt boiling houses whose smoke and steam could be seen for miles around. When this industry declined, the salt marshes were converted to grazing for commoners' animals and are now a nature reserve. The fashion for the saltwater cure saw bathing houses established at the end of the river (one of which now houses the Lymington Town Sailing Club) and the 1930s cult of sunshine and fitness gave birth to the sea water baths which are still flourishing today.



ALARM (1830)

The Royal Lymington Yacht Club, which celebrated its centenary in 2022, and the Lymington Town Sailing Club have become a focus for local racing and socialising and introducing young sailors to the sport. The RLYC has also played a part in the Olympic yachting successes of Ben Ainslie, Nick Rogers and Pippa Wilson. The river is also home to the Lymington Rowing Club (established in 1881).

In recent years, the river's appearance has been transformed by the development of Berthon Lymington Marina and Lymington Yacht Haven. Lymington has long been a vital link with the Isle of Wight and retains its railway branch line because of the ferry service to the island. This has evolved from paddle steamers with town barges to the huge roll-on, roll-off ferries that ply the river today.



In 2024, ST BARBE MUSEUM is celebrating the maritime history of Lymington with a dynamic festival and exhibition showcasing the river's vital role in Lymington life and 1,000 years of innovation in the town - **Lymington Afloat from 14th September 2024 to 11th January 2025.**

From cutting-edge marine design and a thriving boat building industry to the histories of trade and salt production, this festival will change perceptions about the river and improve accessibility for employment and leisure, with a strong focus on education and young people.

**Lymington Afloat** will attract residents and visitors to the town centre and waterfront by highlighting a new Town Trail from September 2024 to January 2025, as well as promoting a **Festival Weekend on 28 and 29 September.** Shops, restaurants, and other businesses and charities will support the event by opening their doors and providing special offers for those who visit Lymington for the event.

The exhibition will highlight the importance of the river to Lymington life and tell the tale of the people and marine related businesses who have enhanced its reputation over the centuries, looking at Geology, Archaeology, Natural History, Local and Social History, Innovation and Sustainability. Objects loaned from the National Maritime Museum will be displayed alongside beautiful artworks of scenes from the river and famous Lymington vessels, as well as objects from the museum's own social history collection.

One area of focus will be on the mighty ALARM and her role in the establishment of the Lymington River as the centre of yacht building. Between 1820 and 1889, Thomas Inman built 118 yachts for clients from the local gentry, as well as English and French aristocrats. ALARM was a successful racing yacht, winning both the Ladies Cup and the prime trophy of Cowes Week, the Kings Cup, in her first season alone, both of which will be on display during the exhibition.



To begin the education programme which will run alongside Lymington Afloat, a Maritime Industry and Education Partners event, aimed at those who have responsibility for career advice, will be held in partnership with Berthon in the autumn. The evening provided an opportunity to meet marine industry specialists who provided help and information available around careers in engineering, design, architecture, hospitality and all other aspects of working in the marine industry.

ST BARBE MUSEUM is also providing free visits and workshops for local schools, looking at themes within the exhibition that relate to the National Curriculum. Workshops will explore how the geography of an area influences the social development with object handling and map reading; the young people will discover the town's past and why the water is so important to their town.

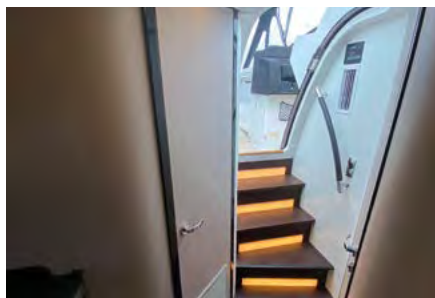
The museum's **HAF (Hampshire Activities and Food)** programme will also be running water safety sessions with families in partnership with the Sea Water Baths. Their award winning HAF programme provides a full programme of activities and a hot meal for those families on benefit related free school meals.

The museum will also have the **Boat of the Future Competition** running for very young aspiring yacht designers (between 5 and 17 years), who are invited to draw, paint, write about or to make a model to show how boats in the future will look – what fun!

Conscious that the book in which this article appears may be read by those very far from Lymington, we invite you to visit us in Lymington either during our Lymington Afloat event, or when you are passing. Visit our town, dive into the history and artefacts at our museum, meet Lymington people and enjoy our river, our wildlife and all that this special place offers. You are so welcome.

WINDY 39' CAMIRA > BUMBLEBEE

**£400,000**  
 Lymington, UK



2020 splash, the Camira is of course one of the best sportsboats of her size on the planet. Period. She has low hours on her Volvo Penta D6s as well as a simply mega spec – Humphrees, joystick, coppercoat, Antracite Niroxx and stacks more. Probably the best of Camira fleet and perfect for buzzing around in.



CLICK OR SCAN

WINDY 39' CAMIRA > LEVANter

**£339,000**  
 Lymington, UK



Ice white Camira from 2014, running on D6-400s delivering up to 40 knots if you must. Joy stick, glass bridge and genset. She has only very modest hours and has been cherished through 2 ownerships. Good to go and keen to give you the ride of your life.



CLICK OR SCAN

WINDY 39' CAMIRA > COHIBA

**£325,000**  
 Lymington, UK



2014 build from the Windy stable of exceptional sportsboats. She loves it when the going gets tough. With a pair of Volvo Penta D6s, she is well loved and much updated and offers Camira ownership at a modest price level, and with it the opportunity to drive one of the best handling sportsboats on the planet.



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**AXOPAR 37' XC CROSS CABIN > SEA BEAR**

**£275,000**  
Lymington, UK



Fresh from 2022, with updated spec and shape and trendy Brabus trim. Express straight-line cruising is a given with 2 x 300hp Mercury Verados V8 outboards. Controlled by the wizardry of a joystick. Dead flash and rather dreamy rocket ship.



CLICK OR SCAN

**AXOPAR 37' SPORTS CABIN > GELERT**

**£165,000**  
Hamble, UK



2019/20 splash with monster spec – thruster front and back, Dockmate Twist remote docking, Garmin electronic wizardry, heating, wet bar and 300hp Mercury V8s. For Axopar fans she also comes with the Bronze cushion package.



CLICK OR SCAN

**NIMBUS T9 > SALT SHAKER**

**£153,950**  
Lymington, UK



Super cool day boat in awesome condition with low hours on her 2 x 225hp Mercury outboards. First got wet in 2021. Yet she has the accommodation for weekends on board and more importantly a heads.



CLICK OR SCAN

**AXOPAR XC CROSS CABIN SHADOW 900 > SHADOW**

**£399,950**  
South Coast, UK



From 2023, full fat Brabus fitted with absolutely everything that opens and shuts from biminis front and back to Joystick piloting and on. With 900 horses available to deliver an eye-watering 59 knots, she also motors. Her asking price does little to reflect the incredible kit level.



CLICK OR SCAN

SWEDEN YACHTS 50' > BOOMERANG AF STOCKSUND

**SEK 2,595,000**  
 Gryt, Sweden



Unbeatable combo of Norlin/Ostmann and the Sweden Yacht crew in 1989. Long legged for bluewater, she has been updated in this ownership for easy, short handed sailing. Only used for Baltic summer cruising, and tucked up snug and warm in a shed in the wintertime.



CLICK OR SCAN

SWEDEN YACHTS 42' > FANDANGO

**£242,500**  
 Valencia, Spain



Elegant cruiser racer, set up for relaxed short handed sailing, from the lovely Island of Orust. Norlin/Ostmann good looks from 2003, this is not the first time that she has passed through our hands. Lots of recent updates and she gleams.



CLICK OR SCAN

SWEDEN YACHTS 45' > SONGLINE

**£260,000**  
 South Coast, UK



2004, she is still with her original owner. We love these yachts for their good looks, excellent build and sparkling sailing. 2021 saw a nautical makeover of mammoth proportions – teak decks, repaint of her carbon rig and boom, new rod, new windlass – and stacks more.



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# BERTHON

INTERNATIONAL YACHT BROKERS

**NAUTOR SWAN 45' > YESS TOO**

**€320,000**  
Baiona, Spain



From 2003 she's #30 of this most excellent One Design fleet that was conceived and built in Pietarsaari. Much uprated and refitted in this ownership, she is also comfortable and fun for fast, family sailing. All this, and of course, she's a Swan.



CLICK OR SCAN

**NAUTOR SWAN 47' > GRAMPUS II**

**€170,000**  
Salerno, Italy



Classic S&S from 1977, designed for club racing and to cruise – and to do both beautifully. Her windward performance is a joy, and even today she has the potential to deliver on the regatta circuit if set up to do so. In her current ownership she provides a platform for wonderful family sailing.



CLICK OR SCAN

**NAUTOR SWAN 48' > MIA**

**€1,100,000**  
Rapallo, Italy



#203 from 2019 with a smart Flag Blue hull livery and a very comprehensive kit list for comfortable and rewarding bluewater cruising with small crew. Much loved and polished, the Swan 48' is a phenomenon, large enough for swift passages and compact enough for small crews and local cruising. No wonder so many have been built.



CLICK OR SCAN

**NAUTOR SWAN 46' MK II > MASQUERADE**

**£169,000**  
South Coast, UK



Iconic Nautor's Swan from 1992. The Swan 46 was the most prolific sisterhood ever to emerge from those sheds in Finland and the Mark II is a bit special. Offering really comfortable accommodation downstairs, and manageable, fast sailing upstairs. Of course she comes with that sailing performance that is the essence of Swan.



CLICK OR SCAN

MOODY DECKSALOON 45' > STELLAR J

**US \$850,000**  
 Grenada, Caribbean



Built for these owners to cruise the Caribbean in comfort and she has done just that since delivery in 2021. All the kit and caboodle for living on board including huge solar array, bow and stern thrusters and very well-equipped galley. Awesome hull graphics to boot.



CLICK OR SCAN

MOODY DECKSALOON 54' > VERUS AMORE

**US \$950,000**  
 Portsmouth, Rhode Island, USA



Massively well designed and conceived comfortable cruising yacht from Dixon Yacht Design and the Moody team. From 2019, Mahogany innards, stunning dark blue hull, and retractable thrusters at both ends. Comes with flexi teak which will never wear out and is a practical low maintenance solution to yachting.



CLICK OR SCAN

MOODY DECKSALOON 54' > MIADELITA

**US \$820,000**  
 Solomons, Maryland, USA



Absolutely loaded to the gunnels with kit from 2018. Epic to sail from a comfortable protected saloon and raised cockpit. 3 cabin layout with American Cherry interior. She looks fab and will guarantee her crew a very comfortable time on board.



CLICK OR SCAN



Moody



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# DARSHAM OLD HALL

## - nuts about sustainability -

By Julian Young

**Darsham Old Hall, home to Hannah, me and the family, was gifted to Roger Bigod by William the Conqueror in 1066. The first records of the place can be found from 1150. It has always been lived in, and with its 52 acres has seen man's attempts to manage the land and to produce food down the centuries.**

I can only imagine what it thought of me and my cohorts – children of the 1970s, living a charmed life with 55.5 million people in the UK (*against 68 million in 2024*). There were less cars, infrastructure and demands on the land. As a result, there was significantly more flora and fauna and the world breathed a little easier. We had Wombles! The countryside was everywhere, we got bitten and stung, cold, dirty and wet through. There were thistles, nettles, wasps and bees. Hedgehogs and weazels, thrush, sparrow, swallow and starlings.

**And what did we do to improve this wonderful environment?** We killed the thistles and nettles and cut the grass so we didn't get wet when walking. We cut the hedges for a better view and to make them look neat. We killed flies and wasps (*they were so irritating*), bought fast cars and yachts, bought masses of next day goods from vast distribution centres; and we powered our efforts with polluting fuels. As we got richer and better at what we did, the damage that we did grew exponentially.

So, in 2020, as a family, we decided to wean ourselves off fossil fuels, to stop buying gear we didn't really need, to work to reduce the environmental impact of our hobbies and to help nature have a chance at Darsham.

The Darsham plan for the 52 acres, house and outbuildings is nothing as grand as rewilding. It is not Knepp. We decided to stop using fossil fuels here and increase biodiversity and habitat in such a way that it would pay for itself and give us a long-term annuity income. Much like Roger Bigod's plan back in 1066, I guess. >



Number one priority was getting rid of fossil fuels which is all around the use of electricity. We now have a ground source heat pump that heats the house, does all the cooking and delivers hot water. In the outbuildings sit electric cars, farm equipment which is in the main electric including the sit upon mower, and excitingly a Polaris Ranger Electric which can tow just about anything!

Next came biodiversity and habitat. We started with this on 40 acres 3 years ago, starting with a hefty perimeter fence, followed by 3,000 Woodland Trust native trees, all with stakes and guards. Recently, three English Longhorn cattle joined the habitat team – Stephanie, Mandy and Charlotte. The Girls are all retired from breeding and live at Darsham as keystone species. Large herbivores, they graze through pasture and woodland leaving an ecosystem in their wake. They are doing a great job thinning overcrowded scrub strips to prevent the area ending up as a closed canopy woodland. They disturb the land, replenish the soil with their dung and transport seeds and nutrients. We love them. 40 acres are not nearly enough to provide for a natural herd and neither do our Girls live here without a bit of help from us, but they are critical to what we are trying to achieve at Darsham.



In three short years, the hedges have grown out, the grass is long, and the brambles love it. With this has come self-seeding oak, ash, blackthorn and cherry. These new saplings are sturdy, resistant to muntjac deer and of great quality. Had we known then what we know now, we wouldn't have bothered with the Woodland Trust trees – Mother Nature has proved well able to manage tree planting and all that on her own – and we wouldn't then have needed to bother with stakes and guards, and the interventions these require.

Remembering that I am a child of the 70s, you will not be surprised that the hardest part of the project has been the raging internal argument between tidy and untidy. However, with Mother Nature now in charge, the sight and sounds of a turtle dove in one of our overgrown hedgerows has now silenced my tidy gene for good.

So then for the paying for itself bit. The project will of course be paid for by nuts! Walnut and Cobnuts to be precise. The remaining 12 acres has a nut grove of around 1,000 walnut and cobnut trees. The plan is that in the next 3 to 4 years, the nut trees will start to deliver a high value organic crop. Currently, nuts sell at £10 per kilogram and our trees should produce 30 kilograms each, every year.

Darsham's nut grove is planted as a traditional orchard so none of the crowns are closer than 5 metres apart. They are open grown trees in herbaceous vegetation. This means that the grove too, is kind to the planet and is recognised as a priority habitat as far as the catchily named UK Bio-Diversity Action Plan, is concerned.

So, a bit on the nut maths. We paid £80,000 for the trees, a bore hole and nut processing equipment. Our first commercial crop is in 3 years, and we should be all square in year 5. We will then plant another 30 nut trees, and then take an income from sales. So, the sustainable commercialization of the 12 acres pays for letting Mother Nature take over in the other 40 acres.

Of course there is always more to do. Suffolk is one of the driest counties in the UK, so we are lucky that Darsham has a seasonal spring running through the land. Over the years it became a drainage channel, picking up road run off with steep sides and a massively quick run-off rate. So, we are working with the RSPB on a plan to re-wiggle the channel and create ephemeral pools. This will slow the water's passage and create habitat for many endangered plant species. It also stops nutrient run-off, hence water quality is improved downstream. We are looking forward to seeing water mint, great willow herb, purple loosestrife and black poplar, all of which we will plant. We hope our reward will be the return of the water vole and otter to Darsham's lands. Not very 1970s I know, but another big step in our sustainability journey.





CLICK OR SCAN

**SPIRIT 65'DH >**  
**SPIRIT OF JOSEPHINE**

**£1,980,000**  
 East Coast, UK

Captivating fast cruising yacht as Spirit can from 2021, barely used and slept aboard but a handful of times. Her interior is a joy and is both full of custom touches and practical too. The sailing is sublime and best of all she is carbon neutral with electric drive, recyclable sails and lignia decks. Certainly totally irreplaceable at this price.



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**BERTHON**  
 INTERNATIONAL YACHT BROKERS

CNB 76' > LILLA

€520,000  
 Palma de Mallorca



Of tin in 1993, she is robust and comes with great sailing thanks to her slippery lines from Briand. Semi-custom build, she is easily managed by a crew of 3 and has recent decks and paint. Massive amounts of capable bluewater cruising yacht to the euro.



CLICK OR SCAN

DIXON 65' > LIARA

€675,000 + VAT  
 Genoa, Italy



Wickedly rapid bluewater cruising yacht, built of exotics with a carbon rig, cored interior and great build by South Ocean Marine. From 2002, her Dixon lines are slippery. In-boom makes her easy to handle short handed. Prepared for serious world cruising, plans have changed and she must now be sold. Totally sorted rat race escape capsule.



CLICK OR SCAN

# BERTHON IS ITS PEOPLE

By Dominic May – Berthon Boat Company

Photography © Berthon

**At the end of January this year, we celebrated the retirement of Martin Young, an important member of our Berthon family, after over 50 years in the business. A highly skilled shipwright, he started his working journey at Berthon in 1973. His time at Berthon is a gleaming thread in the tapestry of our firm, and he is much missed by us all.**

Through the projects that he worked on, colleagues that he trained with, those who he worked with and the many who he himself trained, he has left behind a legacy which makes us all richer for both working with, and knowing him. Berthon shipwright Gabriel says *“it’s not only that he’s brilliant at what he does: it’s his personality that stands out the most. His positivity is infectious”*.

As an apprentice joiner, he was influenced by the Berthon shipwrighting greats that came before – Don Slocombe, Ken Woolgar, Tony Keeping and Ron Hampton. In 1973, Berthon was building the 70’ motor yacht ENVIRONIST which later became TAMBURA. Martin helped make and fit her teak interior, and the next year won the Agar Trophy awarded by the Shipbuilding Training Board, for the best trainee.

60 foot TSDY SAVIK came next with Martin working on the sycamore and rosewood interior. In the 1970s Berthon built nine Fisher 46s and Martin was on the team building their lovely teak joinery.

In the early 1980s Berthon fitted out the first of the MARI-CHAs for Bob Miller, a Nicholson 70, and Martin ran the team that built her sycamore interior. Soon after, he met Anita from the Berthon accounts department at the Christmas party. They celebrated their 40th wedding anniversary in 2023... ➤



MARTIN WINNING THE SHIPBUILDING INDUSTRY TRAINING BOARD'S AGAR TROPHY FOR BEST TRAINEE 1974



ANITA AND MARTIN 1980s



MARTIN AND DEN (WILLIAM) KITCHER (RETIRED AFTER 49 YEARS IN 2021)



24.3 METRE TSDY DALVINA - HANDCRAFTED TEAK INTERIOR



MARTIN WITH GABRIEL, JOINERY FOREMAN



**BERTHON**  
BOAT COMPANY

MARTIN YOUNG

Back to boats, with the build of three Arun class lifeboats for the RNLI, the plywood joinery with solid mahogany trim were the work of Martin and his team.

Next up was the restoration of DRUMBEAT, a 57' Ray Hunt design, originally built for Sir Max Aitken. Today she has a stunning American cherry interior built by Martin and his crew.

At that time, Robert Iliffe commissioned Berthon to build an 80 foot aluminium motor yacht called DALVINA. His father had previously ordered Berthon to build a 17 ton Gauntlet called SYRINX in 1936, one of a series of sailing yachts built by Berthon, and probably the first run of production yachts ever. Of course, SYRINX was built by the shipwrights that had mentored Martin when he started his career back in the 70s. Don Slocombe ran the DALVINA project, and when he became ill, Martin took his place becoming joinery foreman at the age of only 31. DALVINA's joinery was of lightweight fore-cored plywood with teak veneer joinery – a very different method of construction from SYRINX's solid teak build.

MARTANN was next up, a 65 foot motor yacht with a bird's eye maple and Canadian rock maple interior. After many years in the Mediterranean, she is now back at Berthon and called SILVER SPACE. Her joinery still looks good today and Martin was aboard doing some touch ups not long ago.

The next big project at Berthon was the 90 foot river-cruising barge TIGRE D'OR and her remarkable joinery is the work of Martin and his team. At the same time, they were busy with a few pilot boats with formica plywood interiors.

1993 to 2003 saw the construction of twenty 56 foot Severn Class lifeboats for the RNLI. Martin and his team built the interiors from aerospace grade F board, a GRP/epoxy sandwich with an aluminium honeycomb core to save weight.

One of six motor yachts originally built to support the mighty J Class racing yachts of the 1920s and 30s, BOUNTY's restoration was an exciting project for Berthon and Martin and his crew were kept busy with a new, yet traditional interior in Edwardian mahogany.

Over the years Martin became skilled in GRP and composite laminating, laying teak decks as well as making invisible repairs to woodwork.



GALLEY FIT OUT FOR SY AGLAIA 77FT YACHT



ARUN 52' TS LIFEBOAT, WITH MARTIN'S SON AND DAUGHTER ON THE BOW



MARTIN AS A YOUNG JOINERY FOREMAN





M.Y. BOUNTY ARRIVED AT BERTHON IN SEPTEMBER 2005 FOR A REFIT



PASSING SKILLS ON TO THE NEXT GENERATION OF APPRENTICES

One of the stand-out things about Martin is the way that he passed on his skills to two new generations of apprentices. Here at Berthon, training young people through our apprenticeship training programme is the most important thing that we do, and Martin was an important part of that, passing on the skills learned from those who came before, adding his enormous knowledge and giving the crew today the skills that they will need in the future. Joinery foreman David was trained by Martin as an apprentice some 38 years ago and commented *“Martin’s impact on my career is huge. He’s been there throughout my entire career”*.

For Martin and Anita, retirement will mean time with grandchildren both in the UK and Australia, long, leisurely walks in the New Forest which encircles Berthon, and of course there will be working with wood as always.

For Berthon, the business of boat building and fine joinery, as well as working with modern technology and the high-tech materials that are used today marches on. Martin was a huge part of our story for the last half century. His legacy of skills and training will be with us for the next half century. Our commitment to the training and development of our people at Berthon sees many super-skilled technicians learn their trade with us, develop their skills to extraordinarily high level and pass on their skills to the next generation.

This is why **Berthon is its people**, all of whom are passionate about what they do. Whether refit, repair or new build, for the boats and yachts that pass through the big blue sheds at Berthon, all our work is carried out by a team whose knowledge is deep. Whilst we can no longer offer you Martin to work on your yacht, you can be sure that the team who follow him have the same commitment and skills. He taught them after all!

We wish Martin and Anita a very happy retirement.

*A Conversation With Martin, Berthon Joiner*



WATCH VIDEO 

POLAR 55' > RUT VIII

€545,000 + VAT  
 Orust, Sweden



Exceptionally easy on the eye, designed by iYacht and made flesh by Polar Yachts in 2011. Comes with hydraulic lift keel as well as sail handling. Also a carbon spar, twin rudders, bow and stern thrusters and a lovely airy deck saloon. What a great solution for serious bluewater.



CLICK OR SCAN

FARR 56' PILOTHOUSE > ZINA

€385,000  
 Stockholm, Sweden



Powerful, good looking pilothouse yacht with lines that are both slippery and groovy, from Bruce Farr in 2001. Hydraulic push button everything, all the creature comforts downstairs, and recent electronic widgets. For fast ocean passages, and rewarding sailing.



CLICK OR SCAN

HALLBERG-RASSY 53' > ALBATROSS

€350,000  
 Portorož, Slovenia



Frs Rassyfarian from 1999, she is a weapon of choice for bluewater sailors to cross oceans aboard. Big enough for comfortable liveaboard life, yet pocket sized enough for easy and safe handling. Members of the 53 sisterhood have voyaged all 7 seas.



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**BERTHON**  
 INTERNATIONAL YACHT BROKERS

NAJAD 490 > LAHAINA

€399,000  
 Cruising Mediterranean



From 2000 with Jude/Vroljik magic, they delivered an efficient hull shape and the sailing is a joy. Comes with all the widgets for bluewater and recent updates include new decks, rigging and electronic wizardry. Clever layout both upstairs and down.



CLICK OR SCAN

HALLBERG-RASSY 49' > AMFITRITE

€249,000  
 Henån, Sweden



Olle Enderlein Rassy from 1983 with smart dark blue topsides livery, she looks a treat. #1 of her kind, with no teak deck to worry about, twin cockpits and all the caboodle for comfortable cruising – genset, washing machine, thrusters both ends and more.



CLICK OR SCAN

NAJAD 490 > MEMENTO VIVERE

€495,000  
 Cascais, Portugal



2008 build. The Jude/Vroljik, Najad collaboration on the 490 delivered an efficient hull, keel and rudder design for truly sparkling sailing. Built for an owner who wanted to explore our planet, the kit list is long. Most excellent, fast rat race escape capsule.



CLICK OR SCAN

JOTUNHEIMEN, NORWAY





## A FAMILY SKI-TRIP TO THE EXTRAORDINARY JOTUNHEIMEN IN THE FIFTH SEASON

By Fredrik Sundberg – Berthon Scandinavia

**Spring, a time to polish the boat, launch her, bring out the garden furniture, and clear the flower beds. For us skiers, this time is known as the Fifth Season, a period when we can enjoy skiing without having to freeze or rush home before it gets dark. In Sweden and Norway, the legendary Fifth Season is the time between spring and summer, when the snow begins to melt but before the real summer takes hold. This is the best time to take out the ski touring gear and climb some of the highest peaks in Scandinavia. At those heights, the snow is still cold and, with a bit of luck, you experience some powder turns.**

During the spring, we were looking for a good weather window and now it was time; the first weekend in May looked promising. Together with my daughter Alice and our reliable companion, our dog Steira, we packed the car and headed to our neighbouring country to the west, towards the snow-covered heights of Jotunheimen for an adventure that promised both exertion and grand natural experiences. Jotunheimen, home of the giants, is an area often regarded as one of Norway's most spectacular wildernesses, with many peaks rising higher than 2,000 meters. ➤

*“Here, on the top of Store Ringstind, it feels as if you are standing on top of the world, with a 360-degree view that offers extraordinary natural beauty.”*



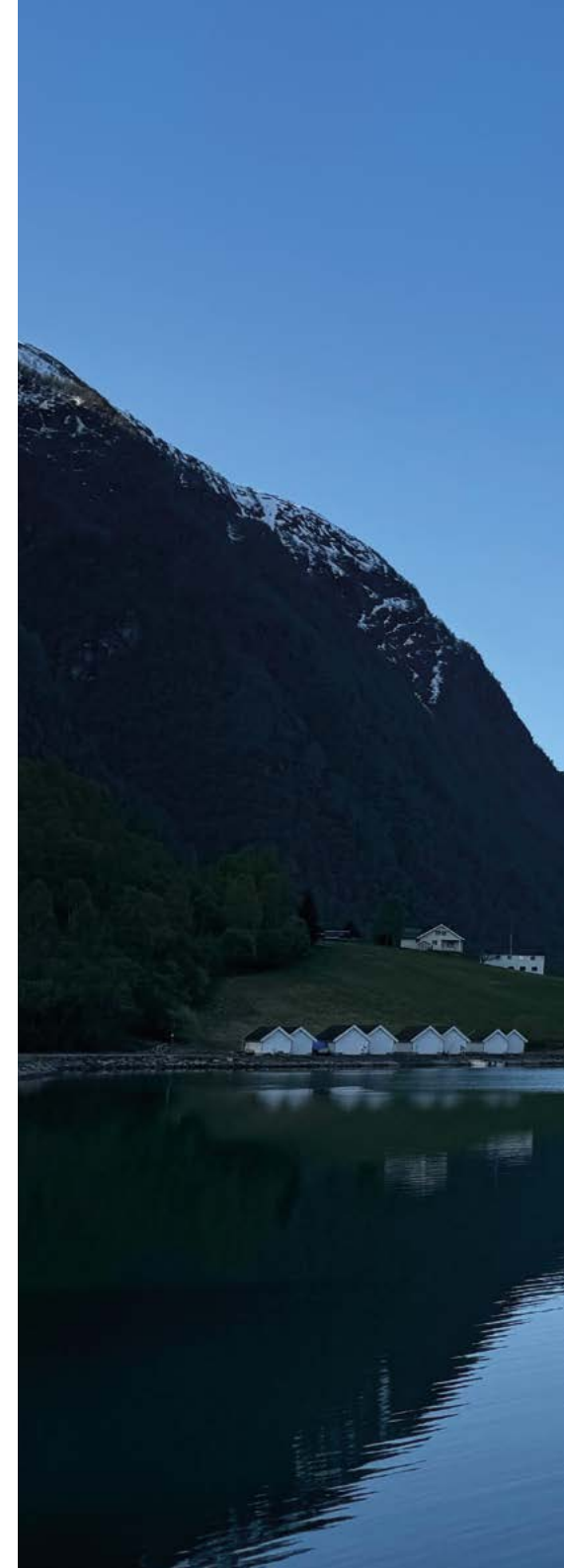
SOGNEFJELLSVÄGEN



TURTAGRØ MOUNTAIN HOTEL

This is the perfect place for **'Randonee'**, or **ski touring** as it's also called. During a previous visit to this area, I really did experience the forces of nature, as a heavy snowfall quickly swept over the mountain range, and we had to dig ourselves in to wait out the storm. Without visibility, it is far too dangerous to cross glaciers where there might be hidden crevices and you do not want to lose your bearings there. With our backpacks packed, skis waxed, and expectations high, we began our journey towards Norway's most sought-after peaks.

After a spectacular drive over Norway's highest road, Sognefjellsvägen, which reaches almost 1,500 meters above sea level, we arrived at our accommodation in Skjolden, situated at the innermost part of the Lustrafjord. The fjord, with its mirror-like surface and surrounding green-clad cliffs, provides a perfect contrast to the snow-capped peaks. This area has developed a concept that combines the best of two worlds, *'Sail and Ski'*, a fascinating combination of sailing and skiing that offers unique opportunities for adventure in areas where these two sports naturally intertwine. The concept is popular in places like Norway, Iceland, Greenland, and parts of Canada, where large mountain ranges meet the sea. *'Sail and Ski'* means that an expedition starts with a sailing yacht, enabling access to remote and often inaccessible coastal areas, where amazing unexploited skiing opportunities exist. This allows skiers to ski in untouched snow, experience rare landscapes, and then return to the comfort and safety of their floating base. Safety is, of course, central, both in terms of sailing and skiing. The expeditions require well developed skills in both sailing and mountain sports, as well as a good understanding of local weather conditions. So, *'Sail and Ski'* combines two exciting outdoor activities in a unique environment, offering an experience that is both challenging and extremely rewarding. For adventurers who love both the sea and the mountains, there is nothing else quite like it. ➤



*“A fascinating combination of sailing and skiing  
that offers unique opportunities for adventure in areas  
where these two sports naturally intertwine.”*



## DAY 1

Our first goal was **Store Ringstind**, a majestic peak that rises 2,124 meters above sea level and is considered one of Norway's finest ski tours. The very top is pointed and distinctive and the route is on a glacier, but usually, it is only during very snow-poor winters and late in the season that ropes are needed. Once at the summit there is a view that takes your breath away. The sun shines in an almost untouched sky, while the view over the surrounding mountains and valleys is outstanding. Here, on the top of Store Ringstind, it feels as if you are standing on top of the world, with a 360-degree view that offers extraordinary natural beauty. The climb up Store Ringstind was demanding, but the view that is at the top more than made up for it. The area is called **Hurrungane** and is so called because of all the avalanches that occur in the area - it roars in the mountain (roars = 'hurra' in Norwegian). Hurrungane is located in the western part of Jotunheimen, and has 23 peaks that rise more than 2,000 meters above sea level.

Steira, with her boundless energy, enjoyed the snow as much as we enjoyed the view. Alice, who usually trains for cross-country skiing in Östersund and with significantly more training hours than me, led us quickly uphill with a fine ski technique and determined pole plants. After lunch at the top, it was time to tighten the ski boots. Skiing down Store Ringstind is a magnificent and memorable experience that few skiers forget. The descent begins with a kick of adrenaline as you face the first steep slope. The snow under the skis is usually of the highest quality – cold and packed in the morning, then softening as the sun touches it. This delivers perfect conditions for the descent. The skiing is a harmonious dance down the slopes, where each turn sends up small clouds of snow, and each curve is revealed in perfect sync with the mountain's natural lines. After an arduous climb and epic ski downwards, we completed our day at Lustrafjord's clear waters.







## DAY 2

*A new day with clear blue sky and radiant sun. Today's goal is **Soleibotntindane**, a group of peaks whose highest point reaches 2,083 meters above sea level. We start from **Turtagrø mountain hotel** with a little over 1,000 meters of altitude in front of us. With climbing skins under the skis, we begin our journey towards the top. The skiing is breathtaking yet with technical challenges that demanded our full concentration. Safety is always the highest priority, and we took the time to navigate safely both on the ascent and descent. Skiing down these peaks in radiant sun is a dynamic mix of technical skill and enjoyment. For many, this represents not only physical performance but also a deeper connection to mighty and untouched nature, a moment when time seems to stand still and everyday worries melt away with each gliding movement down the slope. These moments of freedom and clarity make skiing in Jotunheimen a highlight in many skiers' lives.*

The trip to Jotunheimen was more than just a ski tour; it was an experience of nature's power and beauty, a time for reflection and togetherness with my daughter and our dog. Steira, with her eternal enthusiasm, and Alice, always ready for a new adventure, made every moment very special. Standing there on top of Norway's roof, surrounded by some of the most spectacular views on the planet, reminded us of how small we are in the great world's embrace. And so homeward, with new memories and a determination to return again to the vast beauty that is Jotunheimen.

Next time you plan to sail to Norway, don't forget to pack your ski kit!

ARCONA 465 CARBON > MIKAELA

**€640,000**  
 Henån, Sweden



Recent yacht from 2017, she looks the business. Awesome sailing performance, carbon hull, she is strong, yet light so can be easily handled by family crews. Carbon rig and boom to go with her pretty mahogany interior. Only used for family sailing in the lovely waters of Scandinavia.



CLICK OR SCAN

ARCONA 435 CARBON > ELINE V

**SEK 6,750,000**  
 Strömstad, Sweden



2019 splash, proper cruiser racer that does both with pazz. Little used, never ridden hard or put away wet – she lives undercover in the winter. Massive kit list – thrusters both ends, carbon rig and furling boom, Lithium Ion, B&G wizardry and as her marque suggests comes with carbon hull and deck.



CLICK OR SCAN

# Rustler

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



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

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Beautiful yachts, beautifully built

Rustler 41 M/Y

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

NAJAD 440 > ONLY BLUE

**€349,000**  
 Stockholm, Sweden



Judel/Vroljik Najad from 2006. In apple pie good shape with new Volvo D2-75 in 2019, bowthruster 2021 and nice new sails in 2018. Great kit list includes genset, and windlasses at both ends. The best of Orust.



CLICK OR SCAN

HALLBERG-RASSY 43' > ZAPPA

**€375,000**  
 Orust – soon!



From 2008, she is perfect for bluewater and this yacht certainly does what it says on the tin, now in brokerage captivity following a 5 year circuit of the globe just completing. Push button furling everything, watermaker, washing machine et al – ready for the next ocean.



CLICK OR SCAN

NAJAD 441 > RENDEZVOUS

**€235,000 + VAT**  
 Henån, Sweden



Flush decked Najad from 2000, she was originally delivered to the Mediterranean, returning to her island of build in this ownership. She is stored undercover in the winters and has been thoughtfully updated. With a furling rig, recent sails, and great layout. She even has a washing machine!



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# BERTHON

INTERNATIONAL YACHT BROKERS

**HALLBERG-RASSY 340'**

**€445,000 + VAT**  
Orust, Sweden



2024 build, here is the chance to see, touch and write a cheque for a brand new Rassy 340 with a groovy European oak interior. Plug and play with in-mast, electric winches, retractable bowthruster, electronic wizardry and heating.



CLICK OR SCAN

**MALÖ 36' > BLUE COLUMBINE**

**€159,000**  
Orust, Sweden



2002 Angermark Malö with sweet lines, immaculate build from the Island of Orust and practical aft cockpit. Super nice cruising yacht with 2 double cabins and acres of storage. Looking very fresh, conventional rig, bowthruster and new electronic wizardry.



CLICK OR SCAN

**CR 380 DS > ARDEA**

**€225,000**  
Henån, Sweden



Practical and good looking pocket deck saloon yacht that sails like stink. Twin wheels, great space planning below and 2 double cabins. The brainchild of Stephen Jones and Rutgersson in 2012. She has only sailed Scandinavian waters and lives inside in the winter.



CLICK OR SCAN

**HALLBERG-RASSY 39' > VILJA**

**SEK 2,350,000**  
Vindö, Sweden



Mark II 39' from the wizards at Rassy, in 2000. Classic good looks, she is still in her first ownership. She comes with push button furling everything, and she has been professionally maintained from the get-go. There is nothing, not to like.



CLICK OR SCAN

# The story of the **WRECKING OF THE VARVASSI**

*A most notable Solent event  
responsible for much grief  
but also some reward...*

By Peter Bruce - Sailor and Author

**Pride of place for Solent notoriety, if a wreck is allowed such distinction, has to go to the 1915 UK-built 3874 ton merchant ship VARVASSI. On 5th January 1947, she became perched on a rock off the Needles when on passage from Algiers to Southampton.**

How the Greek owned VARVASSI managed to go aground at 0655 on 5th January 1947 in calm conditions and good visibility was a mystery at the time. It was over an hour before sunrise and therefore still fairly dark, but the lighthouse light would have been blindingly apparent before she struck. Furthermore, the pilot boat was in attendance and was doing its best to warn Captain Coufopandelis that his ship was heading for the rocks.

High tide at Portsmouth was at 0925 on 5th January 1947, and it was not far off spring tides, therefore the tidal stream would have been going north-east and carrying the ship towards the Island at two knots. Any wind from the west would have added more to her speed. If the ship had a steering failure she could have gone astern; on the other hand, if she had a *propulsion failure* or a *propulsion staff failure* it would account for the captain being aware that he was on a dangerous course but being unable to do much about it. If there had been a mechanical malfunction, this would have most likely been admitted but, if it



A VIEW OF THE VARVASSI ON THE EVENING OF THE DAY OF THE GROUNDING, WITH THE CREW STILL ON BOARD.  
(Photo by Keystone). PHOTO CREDIT SuperStock / Alamy Stock Photo



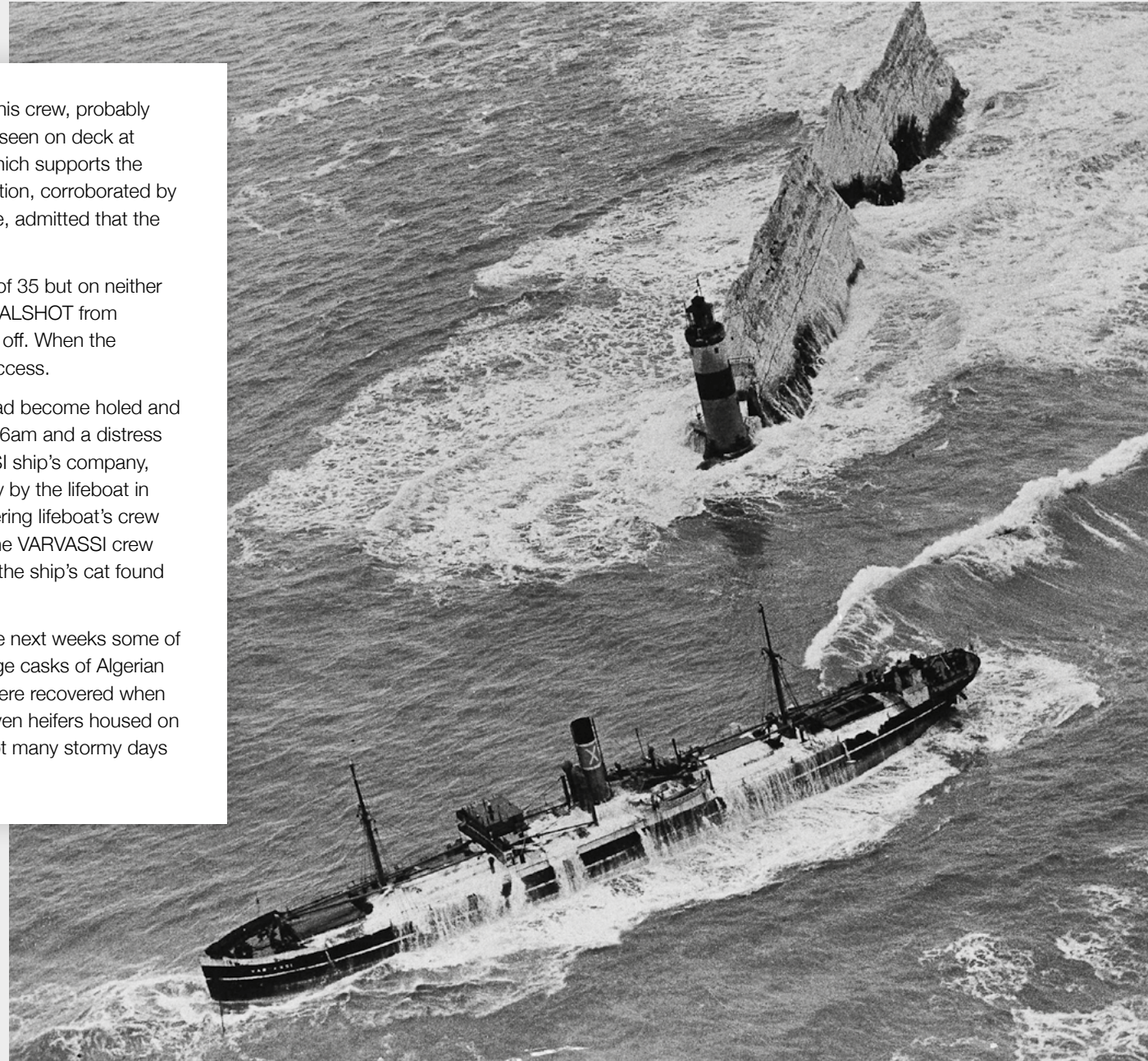
THE NEEDLES LIGHTHOUSE ON THE ISLE OF WIGHT, UK PHOTO CREDIT Harry Shutler, Berthon

were caused through disagreement between captain and his crew, probably not. There are some reports of the engineering staff being seen on deck at the time of the grounding rather than their place of duty which supports the theory of personnel failure. This seems a plausible explanation, corroborated by the English-speaking captain, who after been taken ashore, admitted that the grounding had been what he called 'a *put-up job*'.

The Yarmouth lifeboat came out twice to rescue the crew of 35 but on neither occasion did anyone leave the ship as a tug named CALSHOT from Southampton had been called to try to tow the VARVASSI off. When the CALSHOT arrived, she tried for three hours but had no success.

By the next morning the sea was running high, the ship had become holed and was flooding. The decision was made to abandon ship at 6am and a distress maroon was fired. The salvage officer, the entire VARVASSI ship's company, the ship's canary and cat were rescued with great difficulty by the lifeboat in the big sea which had developed overnight, the long-suffering lifeboat's crew by now nearly exhausted by their constant attendance. The VARVASSI crew were all taken to the King's Head pub at Yarmouth where the ship's cat found a new home.

VARVASSI's main cargo was 600 tons of iron ore but in the next weeks some of the additional cargo of 200 tons of tangerines and 438 large casks of Algerian wine, which was said to have been fortified with brandy, were recovered when the sea was calm enough to get to the ship. Sadly, the seven heifers housed on deck could not be disembarked and were slaughtered. Not many stormy days later the ship was judged a total loss. ➤



THE VARVASSI, FOUR DAYS AFTER SHE BECAME WRECKED. BY THIS TIME THE SEA HAD GOT UP, SHE WAS BADLY HOLED AND SHE HAD BEEN ABANDONED.

(AP Photo) PHOTO CREDIT Associated Press / Alamy Stock Photo

With dire post wartime food shortages, the tangerine influx was most welcome. Many crates were landed at Yarmouth and many also appeared on nearby beaches. Though some of the wine casks were unloaded and bought by Mew Langtons, numerous others floated ashore.

There were several accounts of the escaped wine being put to good use and though one customs officer claimed the wine was 'unfit for human consumption' others clearly did not agree. It is said that the Royal Lymington Yacht Club boatman used to draw off a supply from a barrel on the Lymington marshes and had a jug of it put out on the bar. The late Commodore Dick Thorn related how another barrel was set up on the beach at Keyhaven for the benefit of passers-by. He reported the wine to be sweet, strong and pleasantly warming. German prisoners of war from the Brambles Camp, still waiting repatriation, found a barrel at Colwell Bay and greatly enjoyed the contents. A barrel was also found ashore outside the Solent between Barton and Beckton Bunny by local GP, Dr Bobby Caldwell, who alerted the locals to the discovery. By the time the customs officer had arrived on the scene the contents of the barrel, said to be 200 gallons, had entirely gone.

Open to the Atlantic swell, the ship soon broke up and a year later there was only an iron girder showing above sea level, except at extreme low tide when the top of the boilers just appeared. Although today it can look from an echo sounder that there is a depth of over two and a half meters or so, when rounding the Needles Lighthouse and therefore enough for most leisure craft to pass, there are still the VARVASSI remnants, of which there is still an adequacy of unyielding metal. A number of vessels have found a watery grave as a result of a confrontation with one of the boilers, the ship's main engine or the stern section, all of which project well above the seabed. Such vessels that have hit the wreck and have managed to stay afloat have brought useful business to local boatyards, so not everyone is unhappy with the situation. Notwithstanding the VARVASSI danger, there was a time when her cargo brought some solace to the post-war beleaguered locals.

One might wonder why the menacing remnants of VARVASSI have not been removed or marked by a post or buoy and the answer is that there is no authority directly responsible and the position is so exposed that the task would be very expensive. Trinity House, the organisation that looks after lighthouses and buoys

whose income is derived from commercial vessel users, chooses only to mark hazards on main shipping routes. If explosives were to be used to try to blow up the sturdy remnants of the wreck, as has been widely suggested, there would have to be a massive charge in order to get the solidly built boilers and the other remains to disintegrate. Even then the only certainty is that the lighthouse would suffer major damage. Better might be to employ a heavy lift barge to move the fragments into deep water if the necessary money was forthcoming.

There was a time in the 70s when the marine insurance firm Archibald Reid gallantly paid for 'Palm Buoy', a turning mark for the Round the Island Race, positioned to clear the wreck. However other insurance companies, who would also be likely to benefit, never came forward to help out with the cost, so the buoy was discontinued. With a course change of 120° accentuated by the west going tide, having just the one buoy to turn round did cause congestion and barging that led to numerous protests. This, no doubt, caused much grief to the race organisers who are probably happier to do without the buoy.

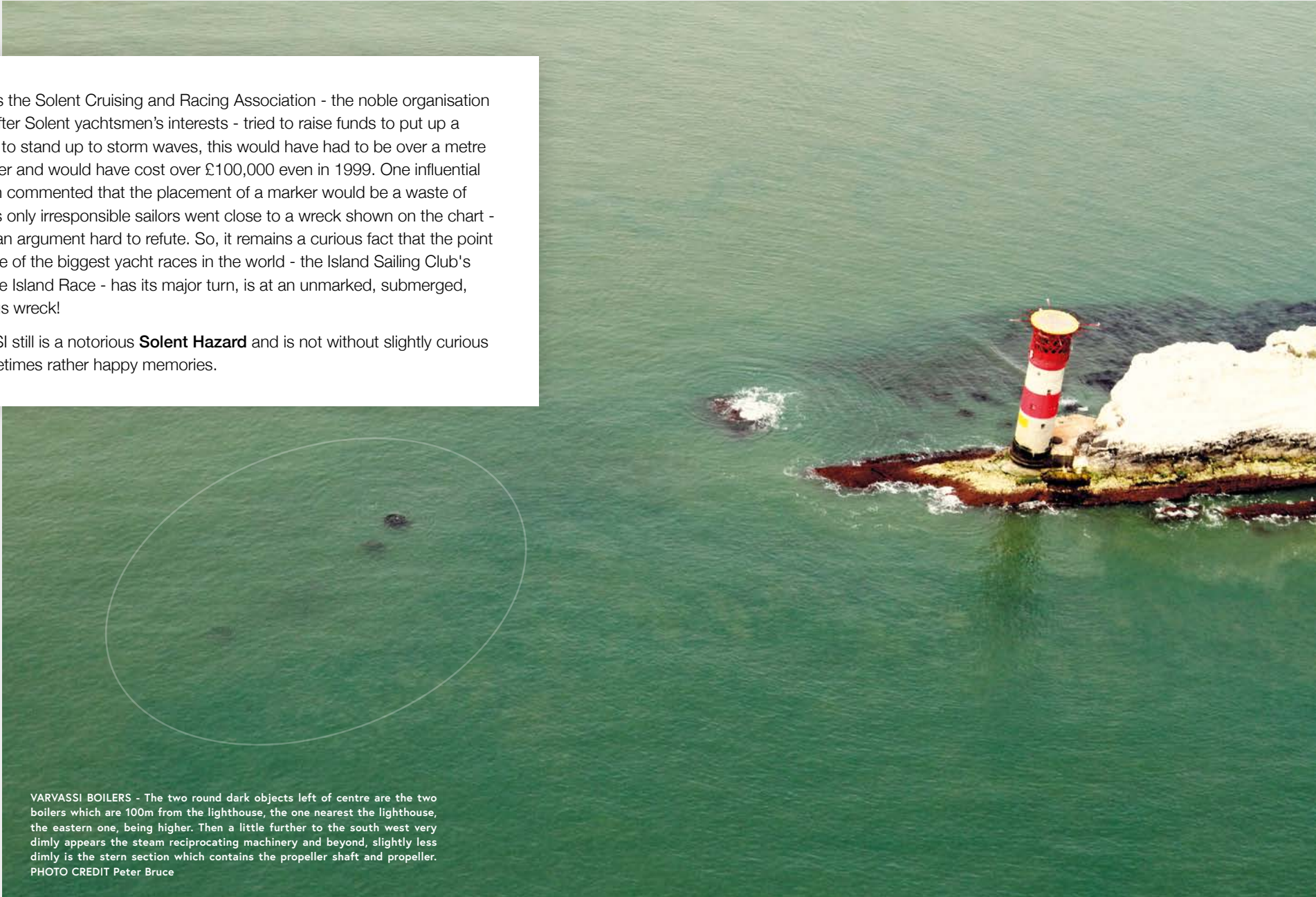
THE RATHER DENTED EASTERNMOST VARVASSI BOILER SEEN AT EXTREME LOW TIDE. PHOTO CREDIT Nick Eales





In the 90s the Solent Cruising and Racing Association - the noble organisation looking after Solent yachtsmen's interests - tried to raise funds to put up a post but, to stand up to storm waves, this would have had to be over a metre in diameter and would have cost over £100,000 even in 1999. One influential fisherman commented that the placement of a marker would be a waste of money as only irresponsible sailors went close to a wreck shown on the chart - which is an argument hard to refute. So, it remains a curious fact that the point where one of the biggest yacht races in the world - the Island Sailing Club's Round the Island Race - has its major turn, is at an unmarked, submerged, dangerous wreck!

VARVASSI still is a notorious **Solent Hazard** and is not without slightly curious and sometimes rather happy memories.



VARVASSI BOILERS - The two round dark objects left of centre are the two boilers which are 100m from the lighthouse, the one nearest the lighthouse, the eastern one, being higher. Then a little further to the south west very dimly appears the steam reciprocating machinery and beyond, slightly less dimly is the stern section which contains the propeller shaft and propeller.

PHOTO CREDIT Peter Bruce

70' SIMON ROGERS CUSTOM > SONG OF THE WHALE

**£850,000**  
 Georgia, USA



A name to conjure with, of steel, built a hop and a skip from our Lymington HQ in 2004, for IFAW to research, catalogue and help to preserve cetaceans internationally. She has been working with these gentle giants ever since, now operated by the scientists and crew that know her best. Joint ventures, funding or sale are all on the table.



CLICK OR SCAN

OCEAN 71' > OCEAN JOY

**€450,000**  
 Portimao, Portugal



Van de Stadt and SOS Shipyard back here in Blighty in 1972. The Ocean series of which the 71 is for us the prettiest, won hearts and minds internationally with their sparkling sailing, robust systems and rugged build. Perfect for mile munching and perfect to charter, this owner has taken her far. Rebuilds 1998 and 2016.



CLICK OR SCAN

77' CUSTOM NORLIN > CAPRICE

**€495,000**  
 Sardinia, Italy



Made flesh in Sweden at Brödern Jacobson in 1988. She was conceived for serious bluewater. 2020 saw a massive nautical makeover - new engines (she is twin screw), gen, sails, electronics, wiring, decks and stacks more. The planned circuit of Earth was shelved, she did not make the trip, but could with you.



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CHALLENGE 67' > NASHACHATA II

€625,000  
 Mainland Spain



Iconic yacht for world cruising, in the second cohort of 67' yachts commissioned by the Challenge Business to do the world backwards. MCA Category 0, massive nautical makeover of late, and she is now available after an adventure the scale of which most of us can only dream.



CHALLENGE 67' > WHIRLWIND

€346,000 + VAT  
 Lorient, France



Mile muncher extraordinaire from David Thomas and Devonport Yachts – made flesh for the Challenge Business so that they could race around the globe – against prevailing winds and currents in 1992. She has been sailing ever since, mile building and training. This summer saw a return trip to the Canaries as part of her programme. Ask about her sister who is also available.



CHALLENGE 72' > IRONBARQUE

€520,000 + VAT  
 Huelva, Spain



Famous as SAVE THE KIDS, she is part of Chay Blyth's legendary fleet of Challenge Business yachts that One Design raced around the globe against prevailing winds and currents. Built for the worst that the Southern Ocean has to offer (they sailed upwind, remember), now in full ocean ready trim and ready to munch miles.



PEGASUS 50' ELECTRIC > OAYA

€890,000 + VAT  
 Lymington, UK



GRAND SOLEIL 48' > POESIA

€550,000  
 Rome, Italy



2023 splash, kind to the planet with electric drive to go with her uncompromising bluewater cruising spec, to clever and usable designs by our friend Marko Paš. Only just run in, her hardtop and seamless connection between cockpit and deck saloon are inspired. Of carbon with carbon rig, she motors.



CLICK OR SCAN

New generation 50 footer from Centiere del Pardo. Designed to go fast comfortably and to look cool doing it. Spacious cockpit with twin helms. Light oak 3 cabin layout, fresh out the wrappers in 2019.



CLICK OR SCAN



## PEGASUS 50

A new breed of performance bluewater cruising.  
Carbon construction and very full inventory  
as standard and totally equipped.



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YACHTS

**BLUEWATER  
PERFORMANCE**

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INTERNATIONAL

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[www.berthoninternational.com](http://www.berthoninternational.com)

**BOWMAN 48' > BOANDARO**

**£230,000**  
 West Country, UK



Chuck Paine, and Bowman at their zenith in 1993, the only centre cockpit Bowman 48' on Planet Earth. She has been thoughtfully reworked and refitted by this owner, to make her ready for serious cruising. She is ready for your long distance project now.



**NICHOLSON 476 > SOLENT LADY**

**£165,000**  
 Lymington, UK



David Pedrick and the custom yacht building wizards in Blighty in 1985. Lovely Rondal furling rig and new standing rigging from 2024, there are no rough edges. Only in her third ownership, her interior is virtually unmarked. Also turns heads and is docile for short handed sailing yet powerful for ocean passages.



**BOWMAN 57' > ALERIA**

**€225,000**  
 Kilrush, Ireland



C&N, Bowman and Holman & Pye, all British greats and all involved with the design and build of this special bluewater cruising yacht. From 1976 the years have been kind and investment large. Recent standing rigging and lots of updates for the 21st century, as well as that lovely split rig are all included.



**CHERUBINI 44' > METEOR**

**£169,500 + VAT**  
 Lymington, UK



1977 splash with captivating good looks that belie the 21st century technology beneath the bonnet. A lot has been done! Sails like a witch and with a comfortable and atmospheric interior.



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**OCEANIS 523 CLIPPER > SLOW GIN**

**£230,000**  
 Lymington, UK



Group Finot and Beneteau collaborated to produce this practical, clever and comfortable cruising yacht in 2008. Sail handling is from the cockpit, the twin wheel set up works well and she has room enough for 6 plus a crew cabin. Lots of nice updates including new sails 2021, Raymarine wizardry, and thruster.



CLICK OR SCAN

**SOUTHERLY 110 > PERIDOT**

**£150,000**  
 Lymington, UK



2008 build from Rob Humphreys, this pocket centreboarder is just the job for local cruising, yet is set up to sail much further. In this ownership, she has voyaged to Norway, the Mediterranean and many points between, exploring as she went lots of shallow harbours, creeks and inlets, unavailable to her fixed keel counterparts. Well updated and cherished.



CLICK OR SCAN

**HALLBERG-RASSY 44' > CARIOCA II**

**£675,000**  
 Lymington, UK



Rassyfarian from 2017, with epic good looks and in most excellent good shape. She comes with aircon, push button rig, electric winches, Raymarine electronic wizardry, washing machine and dishwasher (no kitchen sink required!), and Elvstrøm Epex sails. Totally plug and play.



CLICK OR SCAN

# Wick Antiques & Ship Models

By Charlie Wallrock

Photography © Wick Antiques Ltd

Just like ships themselves, ship models come in a wide variety of differing forms. Simple half hulls represent one end of this market whilst, at the other, are superb presentation pieces for the ship's owners and detailed shipbuilder's models made to scale. WICK ANTIQUES are passionate about this market and offer an extensive range of antique sailing and steam driven ships. A lot of time and energy goes into researching all the models in the collection carefully and to bringing these fascinating pieces of social history back to life. Following on are five pieces from the current collection, which are each exceptional examples of their type. These models show the full range of possibilities for the collector in this area or for the enthusiast considering making their first purchase in this fascinating field.







### A US Naval Architect's Model of the USS Hartford, 1858

Perhaps the rarest and most evocative of all ship models are those produced by naval architects, particularly when the vessel concerned is a famous one. The USS HARTFORD is a legendary ship in American naval circles. Built in 1858, at a time when the navy was gradually moving from sail to steam power, HARTFORD began her life escorting the East India Company but quickly became involved on the Union side in the escalating American Civil War. One of her most famous engagements was in 1864 in the battle of Mobile Bay which ended in the defeat of the TENNESSEE, flagship for the Confederates, in only three hours. The battle was extremely bloody and twelve sailors on board the HARTFORD received commendations for bravery in the form of the Medal of Honour. HARTFORD continued to serve for the following 60 years in the North Atlantic, Pacific and Asiatic Squadrons, finally sinking at her berth in Virginia in 1956. President Roosevelt thought so highly of her that he had planned to make her the centrepiece of a new US Navy Museum, but he died before the plan could be brought to fruition.

This model, carved from solid Oregon pine, is fascinating in that she is marked throughout in painstaking detail with black ink. These markings show the location of gun ports, placings for companionways, ventilation shafts and the funnel, as well as all the necessary construction measurements that would allow her to be built to scale. On the deck there are three stub masts and the rudder and painted billetheads are also present. The model is raised on a cradle and two plaques record all the salient measurements and details. This model is truly, very special. >



### An Italian Walnut Scale Model of a Clipper with Potential Royal Provenance circa 1880

This captivating walnut model of a tea clipper was made around 1880 and, it is said that she was made for King Victor Emmanuel III and then given to the Duke of Abruzzi, commander in chief of the Italian navy. The model is half planked on one side so that the internal parts of the ship can be seen. There are also hinged sections which can be opened to provide a better view of what lies inside this extraordinary model. She is completed to the very highest standard of fit and finish. Models on this scale are very rare indeed and although the name of the vessel is unknown, the royal provenance seems entirely plausible given the quality of the piece. The model was exhibited at Rassegna Antiquaria, Sacro Convento di S. Francesco, Assisi, Italy, in 1975 and it is definitely of museum quality.

### A fine builder's RNLI presentation scale model of the Hydraulic Steam Lifeboat CITY OF GLASGOW, 1894

2024 is the year of the RNLI's 200th anniversary, so it is a good moment to illustrate this wonderful builder's model. Built in 1894, the CITY OF GLASGOW was the second steam lifeboat ever built. Constructed by R & H Green, at Blackwall Yard, London she saved 32 lives during her time in service which ended in 1901. This model was presented to Sir FitzRoy Clayton, a member of the RNLI Committee of Management from 1868 until his chairmanship in 1908. He was a hugely significant force in the development of the lifeboat service in Britain. The model remained in the family until Wicks acquired it recently and it is a very highly prized piece. Steam lifeboats became a great tool in the RNLI's arsenal and to have a model of one of these early vessels with such impeccable provenance is a dream come true for maritime enthusiasts like the team at Wicks. Another model of very similar form, presumably constructed at the same time, is in the collection of the Science Museum. Both models are of 1:24 scale.





### A Boardroom Model of The PS TANTALLON CASTLE 1899

This fine model of the P.S. TANTALLON CASTLE depicts a paddle steamer built for the Galloway Saloon Steam Packet Co., Leith by Messrs. John Scott & Co., Aberdeen Works, Kinghorn. It is a boardroom model, undoubtedly originally displayed in the offices of her owners to demonstrate the superiority of their fleet. Protected in the original mahogany and glazed case, the model has nickel plated fittings, a sure sign of luxury manufacture of this period, and is highly detailed throughout. There is a plaque attached to the case which records the statistics relating to the steamer and the fine paintwork survives in untouched condition. A very interesting model with a particularly high standard of fit and finish.

### A shipbuilder's model of the SS LORD COCHRANE, 1934-1936

Originally launched in 1934 as the SS ARCWEAR, the fine ship depicted in this model was designed with increased cargo space when compared to a typical ship of the period. This design was also intended to increase speed and fuel efficiency. The steel screw steamer, designed by Joseph Isherwood and built in Sunderland by Short Brothers, succeeded in fulfilling all these aims but sadly, was not particularly reliable in poor weather conditions. As a result, she was sold to the Norwich Steamer Company, a subsidiary of George Nicolaou Ltd, and relaunched after refitting and adjustment as the SS LORD COCHRANE. Thereafter she enjoyed a very successful career with several different owners and continued in active service until 1968 when she was broken up.

The model was in the boardroom of George Nicolaou Ltd and thereafter remained in the family. This fine model still has her original display case and a mahogany stand as well and presents beautifully. She is lovely.



CAMPER & NICHOLSONS 70' > SPIRIT OF SANGOMA

€345,000 + VAT  
 La Spezia, Italy



Built by the masters at C&N as part of a small series of semi-custom ocean cruising ketches in 1977, with no expense spared and a luxurious solid teak interior. Her widge renewal and refit list through life have been long. The head turning is free.



CLICK OR SCAN

G & B 75' SCHOONER > REBECCA OF VINEYARD HAVEN

US \$500,000  
 Mystic, Connecticut, USA



True modern classic built at the turn of the millennium in the home of so many classics, Martha's Vineyard. Built in a traditional method with a combination of domestic and tropical hardwoods. She is well travelled on both sides of the pond and she is totally captivating.



CLICK OR SCAN

78' CLASSIC STOW > RONA

US \$350,000  
 Indonesia



Originally splashed in 1895, she is an irreplaceable thread in the fabric of British yachting. Famous for her role with the London Sailing Project when owned by philanthropist Lord Amory, she took disadvantaged youngsters to sea and changed lives. Full restoration 1993 and cherished and sailed since. Her price does nothing to reflect her value.



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**SPARKMAN & STEPHENS 46' > INGA FROM SWEDEN VII**

**€380,000 + EU VAT**  
Dalarö, Sweden



Immaculately constructed cruising yacht from Walsted in 2002, to designs by the legend that is S&S. Easily handled, she provides sparkling sailing. Stored under cover every wintertime, no yacht is faultless, but this one comes remarkably close.



CLICK OR SCAN

**AM GLEN-COATS GAFF SLOOP > DUET**

**Only €35,000 VAT PAID**  
Lymington, UK



1926 from Glen-Coats and McGruer, totally restored by this owner. She has seriously winning ways and has shown a clean pair of heels to most on the Mediterranean classic regatta circuit. Now stored under cover, she is ready to be unwrapped by her new owner. She's VAT paid in either the UK or Europe.



CLICK OR SCAN

**NICHOLSON 55' > SURPRISE**

**€185,000**  
Saint-Jean-Cap-Ferrat, France



1973 from Blighty's finest. Built as a private yacht the 55' is an iconic class – famous for their sweet lines and good sailing. The British Ministry of Defence had 4 built for sail training. She is delightfully original, and her GRP hull and wooden superstructure give the feeling of yesteryear with the convenience of an easily maintained hull.



CLICK OR SCAN

**CORBY SPIRIT OF TRADITION > SPIRIT OF JOYRIDE**

**POA**  
Lymington, UK



1991 ULDB, now flying Spirit of Tradition colours. Born as Corby's JOYRIDE, she is now a turbo charged recreation of the rules of a much earlier era. Ready to send shockwaves through the Spirit of Tradition regatta fleet internationally.



CLICK OR SCAN

**FAIREY SWORDSMAN 33' > APRIL KNIGHT**

**£174,950**  
 South Coast, UK



Alan Burnard in 1970, she is in glittering good shape. Maintained to the nth, she's been wintered undercover always and comes with Axiom, Sabre 224Ls, new covers, fresh paint and varnish, and her interior is a picture including twin heads. Concourse standard with knobs on.



**FAIREY SPEARFISH 30' > MERLIN**

**£79,995**  
 Lymington, UK



A true British classic but without the worry of wood. Comes with the famous Alan Burnard hull design which gives an amazing ride. MERLIN is magical, lovingly maintained and has many original features as well as refurbished engines in 2022.



**COMITTI BREVA 35' > PROPERTY OF A LADY**

**£399,950 + VAT**  
 Lymington, UK



2020 build, and looks and is, the business. Constructed on the shores of Lake Como, she is clothed in a shimmering Midnight Blue topsides livery and her hull shape is divine. Twin 270hp Mercurys deliver stunning performance.



**COMITTI ISOLA 33' > Q**

**£359,950 + VAT**  
 Lymington, UK



2021 splash with centre console and a practical layout, she's great fun to drive. Twin 300 Mercury Verados and deep V deliver a muscular and surefooted ride. With Joystick and skyhook station hold, T top for added protection and a separate heads. Superior Italian import.



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COCKWELLS CUSTOM 32' > OCEAN FAUNA

**£189,950**  
Lymington, UK



To enchanting lines by Ed Burnett and made flesh by the masters in Cornwall in 2005, her lines follow the profile of a pilot cutter and her varnished deck saloon is a treasure. Twin 125hp Yanmars deliver decent passage speeds, and she comes with systems that are thoroughly 21st century, hence she is a joy to use.



CLICK OR SCAN

COCKWELLS 9.5M > GRACE

**£199,950**  
South Coast, UK



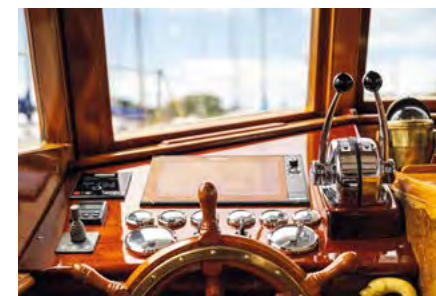
Aptly named, an enchanting little boat from Cockwells in 2013, with absolutely no rough edges. Traditional varnish meets composite hull build and a pair of 250hp Yanmars deliver athletic performance. She is a very lovely thing.



CLICK OR SCAN

15M PENN-JERSEY COMMUTER > SIENA

**£395,000**  
Lymington, UK



Born in 1932 in the USA, her history is far from dull – Prohibition rum running, arrest, lend-lease, service with the Royal Navy. The tapestry of her career mirrors the rich maritime history of the USA and UK. Mega rebuild in 2021 she now has new Nanni T4s, aircon, new nav, electrics, paint and so much more.



CLICK OR SCAN

FELCI 71' > MARDOR

€1,480,000 + VAT  
 Preveza, Greece



Umberto Felci in 2006, she has been carefully designed for short handed sailing with ease. That's not to say that she doesn't have great deck space for guests and accommodation below for guests and crew. Wondrous lines that will never be out of style.



CLICK OR SCAN

CK 70'

€2,250,000 + VAT  
 South of France



Capable aluminium multihull from Squalt Marine in 2022, she has only delivery miles beneath her keels. Massively constructed and perfect for long distance cruising with acres of volume and space enough for 12. She also comes with loads of room for toys.



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**BOTIN 65' > ARTEMIS**

**US \$1,250,000**  
 San Francisco, USA



Knierim Yachtbau build in 2013, at the heart of this yacht is the fact that the sailing is sublime. Great for competitive offshore sailing, and easy to sail short handed as you like. Bluewater yacht for serious sailors.



CLICK OR SCAN

**Y8 > PEREGRIN**

**€2,100,000**  
 Palma de Mallorca



Luca Brenta in 2015, we know her well. Built for Michael Schmidt for ocean passaging, she has a light displacement carbon hull and easy sail plan. She is quick. With accommodation for 6 plus crew, her interior is modern, light and airy. On deck she is ergonomically intelligent and her hull livery looks the business.



CLICK OR SCAN



CLICK OR SCAN

**COOKSON 50' >**  
 TESTACUORERACE

**€590,000 + VAT**  
 Naples, Italy

The Cookson 50' is an iconic racing class and this yacht is one of the best of the sisterhood. From 2004, now with increased keel canting angle and deeper draft with a smaller bulb for better downwind and light airs results.



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CLICK OR SCAN

**NAUTOR SWAN 48' >**  
MIA

**€1,100,000**  
Rapallo, Italy

2019, Frers and the Nautor people, this latest iteration of the Swan 48 is ferociously quick as well as offering comfort and easy family sailing. Lots of caboodle was included at build including an elaborate electronics package, and she also has new paint.



HINCKLEY SOU'WESTER 50' YAWL > SPIRIT

**US \$199,000**  
 Portsmouth, Rhode Island, USA



From those that know all about building pretty yachts. Although she was first delivered in 1979 externally whilst she is decidedly vintage, she is maintained to perfection. Below decks she bristles with 21st century technology.



LÅNGEDRAG 45' > NO WORRIES

**SEK 1,995,000**  
 Hunnebostrand, Sweden



Avidsson design in 2005 of steel with a fab split rig and deck saloon. She is the perfect tool for Scandinavian sailing but could take you much further. Easily sailed by 2, yet has room enough below for 8 souls. Always stored ashore undercover in the chilly Swedish winter.



REICHEL PUGH 45' > PTERODCTYL

**US \$325,000**  
 Newport, Rhode Island, USA



2006 rocket ship with powerful yet easily driven hull and optimised to ensure that she stays out there in front. Comes with some nice new sails and masses of potential for further cup collection.



DUFOUR 445 GL > AITUTAKI

**SEK 2,275,000**  
 Stockholm, Sweden



2012 Felci design, still with her original owner. Professionally maintained with a splendid spec list including retractable bowthruster and bowsprit, electric heads, and great nav widgets. With 4 cabins and acres of deck space she is the perfect platform for summer cruising.



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**HALLBERG-RASSY 44' >**  
SUUS

**€989,000**  
Henån, Sweden

She first got wet in 2023 and was delivered to her owner April 2024. She comes with everything including the galley sink and has a lovely European oak interior. With only 150 hours logged on her Volvo, she is still partially wrapped. Everything remains onboard – you even get the spoons!



CLICK OR SCAN



FANTASI 44' > VILLOU

€360,000  
 Preveza, Greece



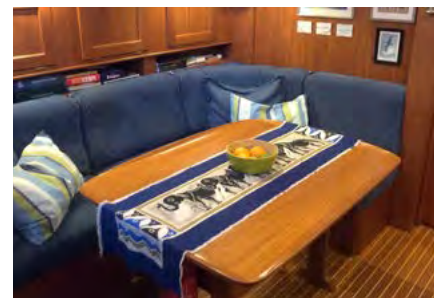
From 2001 Gabriel Heyman designed what is probably the most beautiful and well built pilothouse yacht of this size on the planet. She has been much updated and knows only Nordic waters. She spends her winters slumbering in a covered shed out of the weather.



CLICK OR SCAN

HALLBERG-RASSY 43' > ZAPPA

€375,000  
 Orust, Sweden (En-Route)



Just the job for comfortable sailing and living aboard, with timeless good looks, a sturdy 75hp Volvo, and easily handled rig. From 2007 she has just returned to Orust after a circumnavigation of the Globe which began in 2019. After some spit and polish she looks forward to the return trip.



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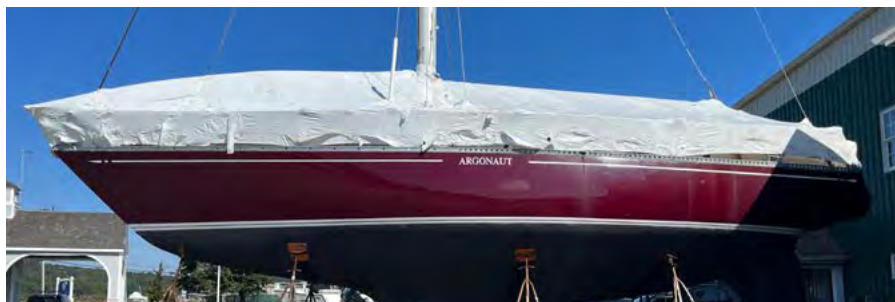
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NAUTOR SWAN 44' > ARGONAUT

**US \$55,000**  
Connecticut, USA



A piece of Swan history, well known to Berthon USA. She has spent most of the last 20 years in a heated shed being restored to her original standard, so she is in remarkable good shape both above and below decks. Good looks as standard.



CLICK OR SCAN

RHAPSODY 43 ROYAL > ZIROCCO

**SEK 1,595,000 + VAT**  
Portugal



Epic bluewater yacht building from Sweden in 1990 to design by Goran Dahlstrom, a proven, capable and safe milemuncher in this ownership. Massive recent updates including Lithium Ion and new standing rigging. Also looks a picture.



CLICK OR SCAN

WAUQUIEZ PILOT SALOON 43' > ALIZÉ

**€217,000**  
Cádiz, Spain



Capable deck saloon yacht from the yard with the unpronounceable name, to designs by Dubois in 2003. In totally plug and play good shape and with nice in-boom set up and Solent rig. She is a hop and a skip from Gibraltar.



CLICK OR SCAN

BAVARIA VISION 42' > NJORD

**€274,000**  
Karrebæksminde, Denmark



Good looking cruising yacht from Farr Yacht Design, of recent build in 2019. Barely unwrapped, she has only 400 engine hours to her name. Very nice widget list and a large cockpit for lazy cruising days and memorable family times.



CLICK OR SCAN

**FINNGULF 41' > AURELIA**

**SEK1,950,000**  
 Gothenburg, Sweden



2003 yacht that sails like a train on tracks and has a fab finish both upstairs and down. Recent electronics upgrade includes plotter, radar and solar panels. In her second ownership she now awaits her third. Very shiny.



CLICK OR SCAN

**J/124 > JOSEPHINE**

**€95,000**  
 Preveza, Greece



2006 Rod Johnstone design, she is the big sister of all the day sailers and is also great for fast, furious weekendng too. Cherished by this owner and priced to attract her new one sometime very soon.



CLICK OR SCAN

**BAVARIA CRUISER 40' > KRISTINA**

**€119,500**  
 Poros, Greece



J&J design from 2010, already positioned in the sunshine and ready to cruise the lovely Greek archipelago. Set up for straight forward sailing with furling everything, she comes with 3 double cabins and much more space than you might expect in this 40 foot package.



CLICK OR SCAN

**CR 400 DS > KUNG BYXLÖS**

**SEK 1,790,000**  
 Kungsör, Sweden



2002 launch, this pretty deck saloon yacht was made flesh on the beautiful Island of Orust. Easily sailed and handled in tight spots, her deck saloon is a lovely area. Comes with in-mast and a self-tacking jib, and all she knows are Swedish waters and the comfort of her shed in the wintertime.



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**FARR 40' OD > 082**

**€66,000**  
Helsinki, Finland



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



CLICK OR SCAN

**SWEDEN YACHTS 38' > ZENOBIA**

**SEK1,150,000**  
Källviken, Sweden



A very popular class from this iconic Swedish yard, they built 85 of these great fast cruising yachts over 7 years. From 1987, yet definitely doesn't show her years with a new engine in 2011 and teak decks in 2017. Loves bluewater and has the kit for it.



CLICK OR SCAN

**CONTEST 35'S > WISHFUL**

**£52,000**  
Beaulieu, UK



Epic pocket cruising yacht from Holland where they know a bit about yacht building in 1992, she's set up for shorthanded sailing, yet has volume enough for 7 below as you wish. Massively updated in this ownership, your chariot awaits.



CLICK OR SCAN

**DEGERÖ 33' DS > AVRA**

**€125,000**  
Henån, Sweden



From 2000, splendid, compact deck saloon yacht that is perfect for Northern waters sailing. Totally set up for the climes providing plenty of protection for her sailors. She's the perfect size for these glorious cruising grounds.



CLICK OR SCAN

ASTON HAROLD M32' > GAC PINDAR

€90,000  
 Riva del Garda



Surely the most fun to be had on a 32 footer – the racing is fast, furious and mad! She prefers it at the front of the fleet. From 2015, ready to attack the Worlds on Lake Garda.



CLICK OR SCAN

M32' > TAND'M 32

SEK 1,195,000 + VAT  
 Stenungsund, Sweden



It doesn't get much more fun than this. She comes with everything you need to get afloat including a trailer. From 2016 she is part of a growing one design fleet offering epic, fast sailing.



CLICK OR SCAN

J-80 > JERONIMO

£18,950  
 Lymington, UK



From 2000, wickedly good fun performance boat from the reliable and speedy J Boat stable. Perfect for roaring around aboard and doesn't need masses of crew.



CLICK OR SCAN

VINDÖ 22' > LENTE

SEK 390,000  
 Orust, Sweden



For a 56 year old boat, she is captivatingly pretty and in sparkling good shape. She has some 21st century technology aboard yet her classic Swedish DNA has been successfully retained. She sails on a zephyr.



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CLICK OR SCAN

**OCEAN VOYAGER 70' >**  
TARA

**\$950,000**  
Grand Bahamas

2021 Explorer with 5 twin cabins, SCRIMP hull and deck with rugged and good looking alloy pilothouse and flybridge. Light and airy, loves to be at sea, fully set up for diving, exploring and living well. Her owners have form, having developed a series of rugged explorers of which TARA is the latest



VSV > MARYSLIM

**£375,000**  
 Portland Marina



Absolutely epic machine. She has smashed some long distance records and is capable of more. This Very Slender Vessel (VSV) was built to order by her current owner in 2007. To the surprise of many she also delivers comfortable and spacious accommodation below decks creating a unique fast clockwork yacht, that will certainly turn heads.



CLICK OR SCAN

CNDB DON SHEAD 45' > ALLIAGE

**£159,000**  
 South of France



Iconic speed machine from the master, her deep V alloy hull in glorious silver Awlgrip provides a solid ride at high speed, she tops out at a heart stopping 50 knots. Powered by a pair of Trimex Surface Drives from Seatek Navy 660s. From 2004, still in her first ownership. Wow!



CLICK OR SCAN

MAXI CUSTOM TENDER > GATTONE RANDAGIO

**€165,000**  
 Palermo, Italy



Ready to look the part and be at your destination in the blink of an eye. Triple (yes you read that right) Petrol Mercruiser 350s (!). A superb super cool boat which works as a fab tender or day boat.



CLICK OR SCAN

SEA RAY 375 SUNDANCER > 375.785

**SEK 1,295,000**  
 Orust, Sweden



A fantastic family cruiser with terrific accommodation below decks. Built in 2004, in her 3rd ownership, originally a UK boat she has been in Sweden since 2012. A great sports cruiser that is up together, well maintained of course enjoys the luxury of a warm shed for the winter.



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WINDY 34' KHAM SIN > BABYLON

£99,950  
 Poole, UK



From 2001, full fat Johnsen Windy with epic handling and finished as Windy can. With recent teak deck, she shows little sign of her years and has been updated beautifully by these owners. Comes with twin 285 Volvo KAD 300s and more than her fair share of glamour.



CLICK OR SCAN

WINDY 32' GRAND TORNADO > SPITFIRE

£134,950  
 Palma de Mallorca



Hans J Johnsen magic – that epic hull shape means that she is an uncompromising drivers' boat. From 2008, much updated in this ownership, and comes with a large cockpit for making the best of the Mediterranean. She may not take flight, but she is perfect for roaring around aboard.



CLICK OR SCAN

WINDY 31' ZONDA > ZEPHYR

£169,950  
 Lymington, UK



Motorboat of her year – 2012. Efficiently powered by a single 370hp Volvo Penta. She drives like a demon and still looks amazing with some serious on water attitude. A proper year-round performance sports boat.



CLICK OR SCAN

WINDY 29' COHO > IMPULSE

£114,950 + VAT  
 Channel Islands



Delivering 40 knot performance, great handling and a thoughtful and practical layout, the Coho is the last word in sportsboating in this size band. From 2015, this yacht has the D6-400s with low hours, masses of electronic wizardry and much elbow grease in evidence.



CLICK OR SCAN

MÄLAR 30' > VIRELAY

**€40,000**  
 Resarö, Sweden



Simply stunning. Despite her appearance, her deck and hull are GRP and her coachroof is of mahogany. Designed as a high performance cruiser racer she is at home both inshore or for lake sailing. Only afloat for 3 months of the year, she gleams.



CLICK OR SCAN

MAINSHIP PILOT 30' > ISLAND GIRL

**US \$85,000**  
 Jamestown, Rhode Island, USA



2022 splash, semi-displacement down east cruiser of class. She has always lived ashore when not in use and has been meticulously maintained from the beginning. Groovy motorboat, perfect for her local waters.



CLICK OR SCAN

COBRA NAUTIQUE 9.2 > XANADU

**£175,000**  
 Lymington, UK



Awesome RIB that will seriously motor with twin 300hp Mercury V8 outboards, Believe it or not she can hit 58 knots! In as new condition with fantastic hard top protection and all the gizmos you could ever need!



CLICK OR SCAN

V29' > COULAM V29 BEACH LANDER

**£139,000 + VAT**  
 South Coast, UK



And now for something completely different! Suzuki 200s provide speeds in the high 30s, powered ramp with 1.75m access width, wheelhouse, 14 square metres of deck space and one foot draft. What will you do with yours!?



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**AQUADOR 25' HT**

**SEK 995,000**  
 Orust, Sweden



Designed and built in Scandinavia for those lovely waters. Launched in 2019, 5 years later she only has 100 hours on the clock. Her hardtop and spacious cockpit deliver protection from the elements and give you shade from those rays on sunny days.



CLICK OR SCAN

**SEA SPORT EXPLORER 2400 > DELFINA**

**SEK 750,000**  
 Kungsviken, Sweden



24 feet of practical clockwork boat with a rugged hard top and deep V hull, she loves it when the going gets choppy. From 2006, with a single 225hp Volvo to get you there and few frills.



CLICK OR SCAN

**SOLO RUFF VERSION IV > BEATA**

**SEK 295,000**  
 Orust, Sweden



1963 splash, this Scandinavian classic from the epic Storebro shipyard has a beautiful mahogany clinker built hull and pine decks. Much improved, updated and varnished of late, she comes with a 41hp Sole for 10 knot cruise. She is delightful.



CLICK OR SCAN

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