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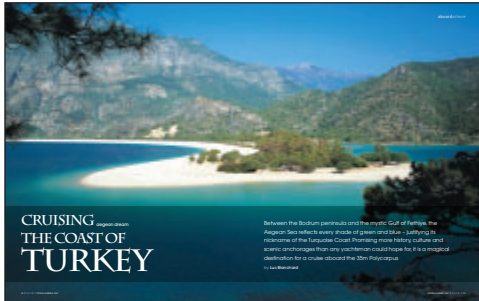




Chopard

HAPPY DIAMONDS COLLECTION

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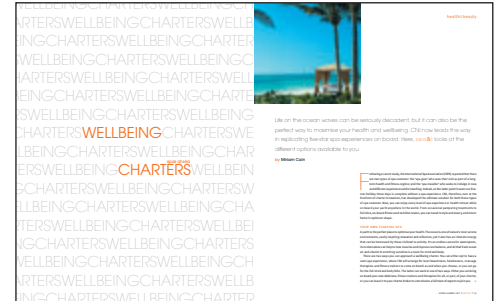
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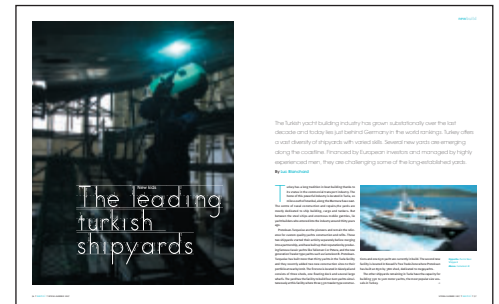
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Spring fresh into Summer

Spring is a time for expanding horizons, evolving interests and embracing life, so this issue of *sea&i* is about evoking and celebrating passion in all its various forms. Lovers of fine things will find inspiration in the horology feature that focuses on the history of exclusive watchmaker Chopard. A passion for all things to do with yachts is translated in our guide to the world's greatest regattas as well as the many charter opportunities that fill these pages. Cruising this issue transports lovers of

sailing to Croatia, Turkey, Sicily, Japan, the islands of Tahiti, Thailand and Malaysia, and the classic charter grounds of the Bahamas and New England. On the larger yachts, there's even a new 'type' of charter to fall in love with – the wellbeing charter – because those with a passion for health and fitness are becoming ever more prevalent among our clients. And then there's passion for passion's sake – and where better for a romantic trip away than the city of love itself? Our feature on Paris tells

you the finest places to go to indulge your desire for shopping, dining and culture. As spring gets under way, bear in mind that the coming months are a prime charter season, particularly thanks to this year's historic sporting events the likes of the ICC Cricket World Cup in the West Indies and the America's Cup in Valencia, Spain. So if you have a passion for such events, embrace the opportunity to combine it with your love of cruising aboard the world's finest yachts.



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Contributors



THOMAS GRANT is a university scholar who has spent a large part of his life visiting museums and art galleries for research purposes. Specialising in Western Baroque and modern art, he currently resides in the UK, but travels extensively to galleries and museums around the world. In this issue of *sea&i*, Thomas talks about Jasper Johns, Eugène Boudin, Gaudí, and Dalí.

ALISON HENRY is an internationally renowned designer whose portfolio is as extraordinary for its breadth of projects as it is for its level of design achievement. Also an accomplished sailor, Alison has the perfect credentials for her role as *sea&i*'s interior design contributor. In this issue of *sea&i*, Alison looks into using different materials in design on board to create a pleasing balance of tone and texture.

GORDON McCULLOCH is an avid collector of Ferraris and other classic sports cars. In this issue of *sea&i*, on the 60th anniversary of Ferrari, Gordon looks back on the evolution of his favourite model, the 275GTB/4 Ferrari.

LUC BLANCHARD has been involved with yachting and boat builders since he was a child in La Rochelle. After several years as a chef and skipper for charter yachts as well as a boat deliverer, he worked as editor and boat tester for various yachting magazines. His passion for yacht building led him to visit all kinds of shipyards in Europe. Today, he uses his extensive knowledge of the Turkish yacht building industry to establish and develop relationships with European companies.



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THE DEFINITIVE GUIDE TO YACHT CHARTER

Launched in December 2006, the *CNI Charter Collection* includes two separate publications devoted to CNI's ever-increasing fleet of yachts and the world's finest cruising grounds. The latter is filled with recommendations on all the anchorages, restaurants, beaches and sights that combine to make a perfect charter. It has many inspiring ideas for different styles of charter which, combined with the stunning portfolio of glamorous yachts in the yacht directory, make the *Charter Collection 2007* the ultimate guide to luxury yachting. For your personal copy, please contact your nearest CNI broker.



RECENT PUBLICATIONS

If you have not yet received the latest Spring Superyacht Brokerage listings and are interested in purchasing a yacht, please do not hesitate to contact your nearest sales broker for your own copy and for further information on the latest listings through CNI. With over 140 yachts for sale, both sailing and motor, CNI has the largest fleet of yachts on their books of any brokerage house. No doubt the vessel of your dreams is among them; and if not, CNI brokers are best placed to advise on your own new yacht project!



PARTNERS IN POLO

From January through April, CNI co-hosted a VIP pavilion at the International Polo Club (IPC) in Wellington, near Palm Beach, USA. Every Sunday afternoon, come rain or shine (mostly shine), guests were treated to excellent catering, wine and Champagne while watching the top polo players in the world – including Carlos Gracida and his brothers Carlitos and Julio, Adolfo Cambiasso, Skeeter Johnston, Brandon Phillips and Victor Vargas. The championship games have been a run-up to the much anticipated US Open.

CNI GETS SPORTY

CNI has been delighted to support the Laureus Sports Foundation, a non-profit organization that teaches underprivileged youths, through sport, the benefits of an active outdoor lifestyle. Over the weekend of 16 March, Laureus hosted a celebrity golf and tennis weekend to raise money to replicate a Miami version of the successful CampInteractive programme, using sailing and watersports to help underprivileged children in Miami. CNI hosted breakfast on board the Rodriguez Group's 33m Mangusta and a brand new 24m hard-top Mangusta as they cruised from Nikki Marina to Fisher Island for the pro-tennis matches.



THE ART OF FINE ENTERTAINMENT

From the 7 – 10 December 2006, CNI was very much a part of the year's off-site, after-vernissage parties at Miami Art Basel. Invited to be a part of the *Elite Traveler Magazine* soirée, CNI mixed and mingled with fellow sponsors and clients amid the sparkling fountains and sunken gardens of the Casa Casuarina – Versace's former South Beach palazzo.

The same weekend, CNI, with the Rodriguez Group, brought a 27m Leopard to Hibiscus Island to tie up behind John Turchin's Casa Blanca for an evening of 'Celebrating Art'. With split-level terraces, a footpath across the infinity pool, scarlet macaws and liquid lounge music to enhance the atmosphere, the Greek-style villa was the perfect setting for the evening's entertainment. Avant garde artists performed or displayed their latest works and the guests enjoyed mojitos and the late-afternoon sun as it reflected off the gold yacht.



Photography: Courtesy MCI Swiss Exhibition (Basel/Zürich) AG; Courtesy of Casa Casuarina



MIPIM

Following last year's welcomed presence, CNI was again in attendance at this year's real estate and developers' international congress in Cannes. With close to 100 yachts chartered throughout the event, MIPIM took over the whole Old Port of Cannes, with many yachts, such as Angel Heart (pictured above), from the CNI charter fleet. As the number of berths do not increase, while the show keeps expanding, remember to book your yacht early for next year's edition!

A NEW OFFICE FOR A GROWING TEAM

CNI is pleased to announce that its London office has moved around the corner to new premises in Grafton Street. The move comes as both the charter and brokerage teams have increased in size and outgrown their Bruton Street location. CNI London is delighted to invite clients to the new office at 20 Grafton Street, London, W1S 4DZ. Tel +44 (0)20 7009 1950.

NEW BROKER

Charter Broker Sussie Kidd has now joined CNI's Charter department in Antibes. Sussie has been an active sailor for the past 30 years and still participates regularly in the classic yacht regattas (when her schedule allows). Sussie is delighted to join the CNI Charter team and looks forward to sharing her knowledge with CNI's clients.



WORLD SUPERYACHTS AWARD

The second edition of the World Superyachts Awards organised by the Boat International Group is taking place at the Foundation Cini in Venice, over the last weekend of April. Held in a magnificent building on a tiny island in the bay of Venice, right outside the Piazza San Marco, the event promises once again to be a stunning celebration of recent achievements in the world of yachting. CNI brokers have a presence with some of their new construction yachts released last year among the finalists. The first edition saw the overall victory of Perini Navi's 54m ketch Parsifal III, a yacht developed in collaboration with one of CNI's senior brokers and available for charter through CNI. As a result, Parsifal III's owner is part of the judging panel for this year's edition. There are high expectations for 777, the Newcruise design, Nobiskrug – built 66m motoryacht developed in collaboration with CNI broker Mark Hilpern, on behalf of one of his clients. The results will be announced in Boat International as well as the next issue of *sea&i*.



GENOA SHOW PREVIEW

As April draws to a close, some of CNI's finest yachts will be making their way from their winter cruising destinations to rendezvous at the 19th annual Genoa Charter Show. From 30 April – 4 May, Genoa's seafront will be lined with the likes of the new Perini Navi sailing yacht Selene (56m), and motor yachts Blue Shadow (50.5m), Ocean Victory (47m), Perfect Persuasion (46m), Atlantic Goose (45m), Kimberly II (42.6m), Polycarpus (35m), Star of the Sea (34.5m), Osiana (24.7m), and Ajao (24.6m).

PALM BEACH BOAT SHOW

CNI had five yachts on display during the 22nd Palm Beach Boat Show which ran from the 22 – 25 March. Received with much interest was the 42.6m Westship, Martha Ann, Intent (a 37m Delta Marine), Miss Marcia (a 28m Broward), Pacific Harmony (a 26.5m catamaran from New Zealand), a 23m Fleming called Vamoose and, on behalf of the Rodriguez Group, the 33m Mangusta Four Some.








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ENDEAVOUR IN TAHITI AND JAPAN

Charter a piece of history aboard the legendary J Class classic sailing sloop Endeavour. Launched in 1934, she is one of the most formidable and famous sailing yachts in the world and is in as-new condition – ready and waiting to provide charterers with the exhilaration of the powerful sailing experience of yesteryear.

Never one to shy away from the exotic and adventurous, the 39.6m Endeavour is turning her attention to Tahiti this summer, and Japan in the fall. Both destinations offer an abundance of spectacular scenery and compelling culture – though both in very different ways. Endeavour's high sailing performance is matched by her truly elegant interior accommodations and extremely high standard of craftsmanship. Her Tahiti charters will be very much about watersports, beach life, pearl hunting and scenic sailing, while her cruises in Japan are expected to take her to the northern island of Hokkaido and later further south to Osaka for the Swan Pacific Regatta 2007 in October.



SOJANA AT THE AMERICA'S CUP

When the America's Cup finally hits Valencia in Spain, from 23 June, everyone is going to be clamoring for the best seat in the house, so arrange yours early – and make a real occasion of the event. The likes of the 34.9m Sojana will be there, and as a guest on board a CNI yacht not only do you get a secure and prestigious base in the heart of the action, you will also be invited to access The Foredeck Club and the Private Beach Club, and you'll receive exclusive invitations to America's Cup events – the ideal place to catch up with the big names in the America's Cup at the end of a dynamic day's racing. To secure your position contact your nearest CNI broker.

BOO TOO IN THE SEYCHELLES

Splashing her decks in the Indian Ocean this season is the 27.4m sailing yacht Boo Too. Four guests are escorted by four crew as this elegant yacht winds her way around the most popular islands, from the main island of Mahé to sleepy La Digue, to the serene natural haven of Praslin and the many smaller outlying isles.

HIGH ASPECT IN THAILAND AND MALAYSIA

The 21.7m High Aspect is making herself a familiar sight in the islands of Thailand, and as such is the ideal choice for a charter there as her captain and crew know all the very best beaches, private coves and five-star restaurants to escort you to. This striking sailing yacht, which sleeps eight guests in four cabins, is also stretching her sails in Malaysia.

New to the fleet...

CNI is delighted to announce the arrival of seven new yachts to its fleet. The 99m Christina O comes with acres of space and a peerless heritage. The former yacht of Aristotle Onassis, she has welcomed on board the likes of Frank Sinatra, Jackie Onassis and Marilyn Monroe. Her highlights include a pool with a mosaic base, which elevates into a dance floor. The 60.2m Paloma, 56m Perini Navi Selene, and 36.5m SeaBlue'z are also now cruising under the CNI banner and available for spring and summer charters in the Mediterranean. The aforementioned 39.6m Endeavour is also a wonderful addition to the fleet, as is the classic 39.56m White Star designed by Charles Nicholson and built by Camper & Nicholsons in 1934. Finally, The Snapper, a 37m tri-deck from Sunseeker, launched to great acclaim at the London Boat Show earlier this year. She boasts a chocolate-brown hull, two saloons on separate decks and five guest staterooms.



Christina O

Where in the world...?

sea&i brings you the latest news from around the world of luxury travel



BACK IN BUSINESS

St Lucia's Marina at Marigot Bay has re-surfaced after a two-year facelift, much to the delight of yachts the likes of the J-class sloop Endeavour and the 65m Callisto, who have already enjoyed her fantastic new facilities. Marigot has always been blessed by nature – it is an extremely sheltered bay, year round, and was praised by novelist James A Michener as being “the most beautiful in the Caribbean”. Now, it adds to its credentials a five-star resort, spa, 40-berth capacity and Marina Village complete with boutiques, a French bakery, and a gourmet supermarket stocked with French delicacies.

For more information, visit www.marigotbay.com

A NIGHT IN VENICE

Nestled on the Italian island of San Giorgio Maggiore, directly opposite Venice's St Mark's Square and the Doges Palace, lies the beautiful Teatro Verde. An open-air theatre created in 1954, it was virtually unused since the 60s until its recent restoration by the island's Giorgio Cini Foundation and private investors. Now the 1,484-seater theatre is preparing to host a private performance of Johann Strauss' operetta 'A Night in Venice' from 18 May until October 2007. There will be seven performances a week in the original German language, as well as subtitles in English and Italian. The stunning setting, classic performance and refreshments on offer make it a must for visitors to Venice this summer. Over the next five years the Teatro Verde will host a range of varied performances.

For more information, visit www.teatro-verde.eu



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Travel tomes best books

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SICILY LAND OF MYTH Enzo Russo;
Photography Melo Minnella (Arsenale Editrice)

Striking illustrations uncover the magic of Sicily - from its temples to its stunning countryside, fiery volcanoes, coastal towns and striking seas. The perfect cruising companion.

www.antique-acc.com/

PALACES OF SICILY Angheli Zalapi;
Photography Melo Minnella (Arsenale Editrice)

Prior to any visit to Sicily, take a scenic tour of its palaces, villas and castles with the hundreds of photos in this book. It details public and private residences that have benefitted from the inspired touch of Italy's greatest architects and artists, from ancient Roman villas to Arab castles, baroque buildings and art nouveau dwellings. Absorb the gardens, tapestries, frescoes and furniture that paint a vivid picture of the history, art and style of the island's remarkable heritage. www.antique-acc.com

THE AEOLIAN ISLANDS: SICILY'S VOLCANIC PARADISE Giancarlo Pradelli (Five Continents Editions)

Photographer Giancarlo Pradelli takes you on a visual journey of this stunning area, his black and white images capturing the silent, stormy beauty of the islands, landscapes, sky and sea in their many different moods.

www.antique-acc.com

COOL RESTAURANTS ISTANBUL

Zeynep Subai & Rosina Geiger (teneues)

The point where Europe meets Asia can only make for an intriguing culinary experience, and this colourful guide details the most highly regarded restaurants in the city. Elegant decor, dynamic descriptions and striking photography draw you in and help you make your gastronomic selection, and the added helping of regional recipes adds a touch of charm. They are ideal dishes to be recreated on board when your charter steers you away from the city. www.teneues.de

PARIS MON AMOUR

Jean-Claude Gautrand (Taschen)

Most people fall in love with Paris, and most people who invest in this book will fall in love with its photographs. The evocative black and white images portray the romance, ambiguity and glamour of Paris to perfection - making it a delicious coffee-table book to flick through and inspire you before your trip, and fill you with wistful memories after it.

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PARIS Tina and Horst Herzig (Teneues)

Discover the streets, architecture, bridges, people, cafés and indeed the heart and soul of Paris with this photographic portfolio. The book is a stunning visual display of the world's most romantic city, portraying its seamless blend of old and new with wonderful glimpses of the beautiful, varied, delightful and charismatic.

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Art scene: North America

Art appreciation turns stateside this spring with Washington and New York galleries showcasing the work of Jasper Johns, Eugène Boudin and Spanish greats the likes of Gaudí and Dalí

By Thomas Grant

Exhibitions: *States and Variations: Prints by Jasper Johns* (11 March – 28 October); *Jasper Johns: An Allegory of Painting, 1955-1965* (now until 29 April); *Eugène Boudin at the National Gallery of Art* (25 March – 5 August)

Venue: National Gallery of Art, Washington

Exhibition: *Barcelona and Modernity: Gaudí to Dalí*

Venue: Metropolitan Museum, New York

Dates: 7 March to 3 June

Four different but equally fascinating exhibitions are currently on view in Washington and New York. The National Gallery of Art in Washington is showing *States and Variations: Prints by Jasper Johns*, which runs for a short time alongside *Jasper Johns: An Allegory of Painting, 1955-1965*. The same gallery is offering *Eugène Boudin at the National Gallery of Art*, which can later be seen at the Virginia Museum of Fine Arts from 14 November to 27 January. Meanwhile in New York, the Metropolitan Museum is staging *Barcelona and Modernity: Gaudí to Dalí*.

The Barcelona exhibition has already been on view last winter at the Cleveland Museum of Art, which has to be



congratulated for originating it. A wide range of media, including furniture, architectural models and decorative objects, as well as paintings and sculptures, are used to examine the great flowering of Catalan modernism over the period between 1868-1939.

Gaudi (represented by furniture as well as architectural designs and models) and the early Picasso are the most famous products of this movement, but not necessarily, as this exhibition shows, the most interesting with respect to Barcelona. Picasso, claimed here as a Catalan modernist, was in truth only a fairly brief visitor, though it's clear that during his early years there

he learnt much from the paintings of Ramon Casas, who co-founded the legendary Quatre Gats café, which still serves cava and tapas in the Gothic quarter, and in which Picasso held his first solo exhibition in 1900. Casas deserves to be much better known, as such witty paintings as Ramon Casas and Pere Romeu on a Tandem demonstrate.

'Witty' is an adjective which can also be applied to the work of Jasper Johns. *States and Variations*, the exhibition of his prints in the East Building of the National Gallery of Art, Washington, complements the larger exhibition of Johns' paintings, *An Allegory of Painting, 1955-1965*, which is also on view there until 29 April. The latter is a major re-examination of Johns' career as a painter which, instead of taking a simple 'retrospective' view, looks at the development of, and interrelationships between, four of the best known motifs in Johns' works: the target, the 'device,' the stencilled naming of colours, and the imprint of the body.

In the best known of these, the 'targets' series, Johns used thickly applied encaustic paint to add unexpected elements, such as a series of faces or plaster casts of objects, to give the commonplace image of the target a unique and unexpected quality. He took this strategy of defamiliarizing the everyday object (what he called 'things the mind already knows') further by painting or casting in bronze a series of objects such as beer cans and light bulbs. It is a series of prints of these objects, made between 1960 and 1982, which forms the centrepiece of *States and Variations*, an exhibition that can later be seen at the Kunstmuseum Basel from 2 June until 9 September.

Also at the NGA in March is a major exhibition of the great proto-impressionist, Eugène Boudin. Boudin's work is said to be rarely seen in America; this exhibition of 40 paintings and works on paper is the first to be staged there in 30 years, and will provide an excellent introduction to the underrated corpus of Monet's mentor as a painter of the outdoors, in this case mainly of the coastline and fashionable beaches of his native Normandy. It is too easy to dismiss Boudin's beach scenes as merely charming; they often are that, but he was also as concerned as John Constable to study and record freshly on canvas the transient skies that dominate the fashionable holidaymakers on the beach below. It is still more easy now to miss the extent to which there was a certain radicalism even in the choice of those ordinary, bourgeois holidaymakers as subject. Like Manet, Boudin was influenced by Baudelaire's interest in the way modern painting might show the contemporary world, and the anonymity of the individual in the urban crowd. In Boudin's case these individuals were the bourgeois Parisians transported every year to the beaches of Trouville or Deauville. They, he wrote, had 'just as much right to be caught on canvas as the peasant,' and catch them he did. ■

Opposite page:
Beach Scene, 1862,
Eugène Boudin
This page, top left:
Target with Plaster Casts,
1955, Jasper Johns
Below left: Ramon
Casas and Pere Romeu
on a Tandem, 1897,
Ramon Casas



Double take

new concepts

When it comes to new launches, the trend these days is to combine various devices into one product, packed with high-tech features and smart design

1. The Silvestris 23SC (Sports Convertible), is a superb new tender concept that drives like a car and is powered by a V8 engine. A bonnet automatically closes when 'parked'. Top speed is 50 knots. www.silvestris-aquamotive.com

2. The Quadski prototype allows you to ride your quad from the road right into the sea, and turn it into a jetski at the touch of a button – the ultimate in convenient travel. www.gibbstech.com

3. Bugatti has designed a new fragrance that epitomises what the brand stands for: a work of art with powerful lines. It's equally desirable as a design piece displayed on your bathroom shelf, or spritzed on as a fragrance. www.bugatti.com

4. The revolutionary iPhone is about to hit the world, following a presentation by Apple's CEO, Steve Jobs during MacWorld in San Francisco in January 2007. It combines a mobile phone, internet browser, organiser and iPod all in one device, with a touch screen and the usual user-friendly approach and great design that characterise Apple's products. www.apple.com



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Deck style

From brooches to bracelets to bags and bronzers, pack all these luxury essentials next time you're on board





Main picture: Melissa Odabash 'Melissa bikini', www.melissaodabash.com

1. Lalique Libellule Green Meadow brooch, www.cristallalique.fr **2.** Chanel bracelet, www.chanel.com **3.** Aspinal of London travel wallet, www.aspinaloflondon.com **4.** Gucci sunglasses, www.gucci.com **5.** Prada purse spray, www.prada.com **6.** Shiseido Daily Bronze Moisturizing Emulsion for Face/Body, www.shiseido.com **7.** Biotherm Sun 15 Glossy Shine Protective Lip Care, www.biotherm.com **8.** Clarins SPF20 Sun Care Soothing Cream Progressive Tanning, www.clarins.com **9.** Tommy Hilfger bag, www.tommy.com **10.** Chanel flipflops, www.chanel.com **11.** Aspinal of London geometric silk scarf, www.aspinaloflondon.com **12.** Anya Hindmarch Gigi silver bag, www.anyahindmarch.com **13.** Surf and sand eye palette, www.bobbibrowncosmetics.com



Set jetting

star hotels

As well as being world-famous for their accommodation and service, some hotels have an A-list profile thanks to their starring role in a movie. From country mansions to grand palaces, **sea&i** checks out the finest film-fame properties

by Miriam Cain



STOKE PARK CLUB, LONDON, ENGLAND

A paragon of Palladian grandeur, the Stoke Park Club hotel is the epitomical British country club. Located close to London, the imposing white-stone building and grounds were formerly owned by Queen Elizabeth I and have since earned an enviable reputation as a hotel, and seen considerable action as a film location. As a guest of Stoke Park, you could triumph on the 18th green like Sean Connery when he played the most memorable game of golf in cinema history as James Bond defeating Auric Goldfinger in 1964's *Goldfinger*. Another Bond film – *Tomorrow Never Dies* – also came here to shoot in 1997. Then in summer 2000, *Bridget Jones's Diary* upped the hotel's fame factor. Just like Daniel Cleaver (Hugh Grant) and Bridget (Renée Zellweger) you can relax with a romantic afternoon spent rowing on the hotel's lake before retiring to the Pennsylvania Suite. You could also follow in the footsteps of Paul Bettany and Kirsten Dunst with a game of tennis on the courts used for the 2004 blockbuster *Wimbledon*, or echo Daniel Craig's and Sienna Miller's stylish romance from *Layer Cake*, which was filmed on the clubhouse steps.

Red-carpet highlight An afternoon of indulgence at the hotel's spa.

For further information, visit www.stokeparkclub.com

Main picture: Stoke Park Club was originally owned by Elizabeth I
Above left: The hotel is surrounded by beautiful parkland
Above right: Play on the golf course 007 style



Above, from left: The Westin Europa & Regina in Venice; Hôtel de la Ponche in Saint-Tropez; Cala di Volpe in Sardinia; the Regina Hotel Baglioni in Rome

THE WESTIN EUROPA & REGINA, VENICE, ITALY

If you want to stay in a magnificent, historic hotel with serious movie credentials, this is the perfect choice. In 1999 the hotel was chosen as one of the venues for the film *The Talented Mr Ripley*. You can stay in the same rooms that Jude Law frequented in his role as Dickie Greenleaf and enjoy wonderful access to one of the world's most romantic cities.

An architectural landmark on Venice's Grand Canal, the Westin Europa & Regina is just steps from Piazza San Marco. Housed in a magnificently restored historical building, the hotel's five buildings date from the 17th to 19th centuries and all the rooms are beautifully restored and offer both city and Grand Canal views.

Red-carpet highlight Take a complimentary boat ride to the private Lido beaches.

For further information, visit www.europa.hotelinvenice.com

HÔTEL DE LA PONCHE, ST TROPEZ, FRANCE

St Tropez's hotels attracted the jet set long before Brigitte Bardot and her crowd came to town in the late 1950s, but once the screen siren had starred in *Et Dieu... Créa La Femme*, St Tropez transformed from a sleepy fishing village to a jet-set heaven. Today, its stunning location ensures its continued favour. Views of the sea, citadel, hills and red-tiled roofs abound, and an afternoon on the hotel's private beach – the very one that Bardot immortalized – is a must.

Red-carpet highlight The light and atmosphere that Matisse, Signac and Marquet captured on canvas hasn't changed and you can still sit on the terrace of La Ponche in Picasso's favourite corner and appreciate his view of the bay.

For further information, visit www.laponche.com



CALA DI VOLPE, SARDINIA

On the glitzy Costa Smeralda, overlooking the superyachts in the bay, the Hotel Cala Di Volpe has been designed to look like a fishing village – albeit one with an exquisite restaurant, spa, boutiques and private marina. Thanks to its undeniable glamour, Hotel Cala di Volpe earned 007 status when it served as the backdrop for a Bond film – *The Spy Who Loved Me* – in 1977. If you're after romance in the style of James Bond (Roger Moore) and KGB agent Anya Amasova (Barbara Bach) you can stay at the hotel and spend a high-profile evening at the Il Pontile Lounge Bar. It is a classy piano bar nowadays, but in the film it served as Bond's bedroom...

Red-carpet highlight The current Bond suite of choice would be the three-bedroom presidential suite with its own pool and gym.

For further information, visit www.starwoodhotels.com/luxury



REGINA HOTEL BAGLIONI, ROME, ITALY

The Regina Hotel Baglioni is nestled among the myriad attractions of Via Veneto, which was the centre stage for Fellini's famous film *La Dolce Vita* (1960).

Housed in a magnificent, liberty-style building dating back to 1904, and completely renovated in 1997, the hotel is perfect for those in search of elegance in the city. The hotel's Brunello lounge and restaurant boast exclusive access directly onto Via Veneto.

Red-carpet highlight The eighth-floor suite and its spacious private terrace offer a magnificent panorama over Rome; the bedroom has a totally soundproofed glass outer wall, which provides a fantastic overview of the most famous Roman monuments.

For further information, visit www.baglionihotels.com

mediterranean cruise

SICILY

The largest island in the Mediterranean, Sicily throws together ancient Greek, Roman, Norman, Arab, German, French and Italian influences in its pastoral landscapes and coastal cities

by Kate Rigby



Sicily has a spirit unlike any other island – it is a natural survivor and, more to the point, a survivor of nature. Ravaged by phenomenal abuse from its world-famous Mount Etna and heavy external attack from foreign invasion for more than 2,500 years, Sicily has not only triumphed in preserving many of its historic and architectural treasures, but also its considerable natural beauty.

A bastion of ancient glory, Sicily is the place where Homer set much of his *Odyssey*, where Archimedes espoused his scientific genius and where some of the most significant Greek myths and gods, such as the Cyclops and Persephone, made their home.

And it feels ancient. Many of its buildings have dissolved into mellow devastation, although there is currently much restoration under way in a bid to preserve the glories of the past, but it all makes for an intriguing concoction of sights. The best way to view such disparity is to cruise from one coastal town to the next, then wander wherever the mood takes you, twisting through narrow streets, sauntering along wide roads, opening out onto vast piazzas and discovering one minute a crumbling Gothic church, the next minute an elegant boutique lined with the latest designer collections.

TAORMINA

Dating back to 358BC, this lofty coastal town is bustling with visitors but is none the less charming for it. You can still catch a moment to yourself on one of the many narrow winding backstreets that trickle down from the centre.

Mornings can be pleasantly passed on the beach or anchored in the bay, before lunch at the San Domenico Palace hotel in the piazza of the same name, or in the five-star Grand Hotel Timeo with its panoramic terrace set just below the imposing remains of the Greek amphitheatre. Casa Grugno, set in an aristocratic 16th century townhouse has a garden patio for a scenic lunch, but it's also fun to wander until you find one of the many tiny restaurants where tables laze under the shade of a tree and a bottle of chilled white wine, a plate of fresh, succulent calamari and a basket of homemade bread awaits.

In the afternoon, wander over to the amphitheatre. Greek in origin but restored by the Romans, it has a wonderful aura about it and spectacular, elevated views over the surrounding countryside and seascape. On your walk

Gardens are also well worth exploring. Established in 1779, they showcase around 12,000 species.

SYRACUSE

Way down the east coast, Syracuse boasts the Temple of Athena – one of the world's most beautifully preserved 5th century BC Doric temples, surrounded by a baroque cathedral. Just down the main street, stop for a sip at the Fountain of Arethusa where fresh water has bubbled up since ancient times. If you're there in May or June, you can also enjoy the festival at the Greek theatre – one of the largest in existence and the site of classical dramas and comedies acted out in Ancient Greek with the backdrop of the city and sea.

CATANIA

Catania inspires mixed reactions so if you do head here, make sure you stick to the highlights. Palazzo Biscari, dating to around 1695, is a must.



back, stop at one of the stalls for a zesty lemon granita. Just a few kilometres southwest of the city, the mosaics in Casale's Villa Romana and the ruins of Morgantina also warrant a visit. This intriguing city has a well-preserved theatre and houses with the oldest surviving mosaic floors in the world.

PALERMO

Palermo on the northern coast, used to be one of the Mediterranean's main ports and arriving by yacht affords a privileged view of ancient domes, majestic baroque church towers and towering mountains. A trip ashore begs a visit to La Vucciria – the outdoor market that extends for kilometres across the ancient city centre. It is a hub of noise and activity and a fascinating snapshot into the locals' lives. An evening out can be spent at the Teatro Massimo, a restored opera house (one of the largest in Europe), or in one of the many restaurants and bars where live jazz music rattles out onto the ancient streets late into the night. For leisure, simply creep down the steps in via Torrearsa to submerge yourself in the wonders of the city's relatively new hamman [Turkish bath]. Interlinking rooms of marble, water, steam and perfume offer saunas, massages, exfoliations, baths and showers in a suitably serene setting. The Botanic

Set in the heart of Catania beneath the dominating Mount Etna, its architectural opulence is astounding. A daily excursion to the gelaterias, with their wonderful array of ices and sorbets, is a treat, and the five-star Romano Palace Luxury Hotel opposite Catania's La Playa beach is a pleasant refuge with its spa and roof-garden restaurant overlooking the sea and the hotel's park.

MOUNT ETNA

The infamous Etna last erupted in 2001 and still smoulders with mystery. You can go on a torch-lit stumble in the lava tunnels underground where corrupt paths lead you along in the pitch black, one minute crouching low to make it through a passage, the next moment entering a vast cavern of space. Wrap up warm as even in summer it's icily cold. Heading further up the mountain in a 4x4, you can jump out at a remote gathering of cafés and from here take a short hike up to the barren wilderness of the mount where the charred earth – ominously black – is shrouded in low, swirling cloud. It's a humbling reminder of the irrepressible wrath of nature, and a wonderful place from which to soak up views of the island. ■

For information on charters in Sicily, contact your nearest CNI charter broker (see page 10).



CRUISING aegean dream
THE COAST OF
TURKEY



Between the Bodrum peninsula and the mystic Gulf of Fethiye, the Aegean Sea reflects every shade of green and blue – justifying its nickname of the Turquoise Coast. Promising more history, culture and scenic anchorages than any yachtsman could hope for, it is a magical destination for a cruise aboard the 35m Polycarpus

by Luc Blanchard

There is no place in the world quite like Turkey. Its coastlines and landscapes still echo with the memory of ancient civilisations, and because of its ideal geographical situation, it has always been a meeting point – a bridge between east and west.

Across this vast land, lovers of history and archaeology can discover more clues testifying to ancient civilisations than in any other country in the Mediterranean – it is truly laden with treasures waiting to be found.

There is no doubt that the best way to explore some of the Aegean's finest natural and man-made attractions is by sea, and a cruise aboard the 35m Polycarpus (which boasts fantastic deck areas, and was entirely rebuilt in 2003) will steer you and 11 other guests along the coastline and from island to island on a fascinating tour of discovery.

THE BODRUM PENINSULA

Bodrum is a world-famous Turkish city, along with Istanbul, and the most popular yachting centre on the western shore. Its cosmopolitan character and strategic coastal position have contributed to its popularity as the ideal place for starting or ending a cruise.

Bodrum, previously named Halicarnasse, was founded 400 years BC but despite its age, or perhaps because of it, it is becoming an ever-more compelling place to visit. So much so, it seems, that international and Turkish jetsetters can't get enough of it, with the result that its nightlife now gives Saint-Tropez, Ibiza and Buzios, near Rio de Janeiro, a run for their money.

In the centre of the bay, the 14th century castle overlooks a glorious melée of traditional Turkish boats and contemporary yachts. The huge Milta Bodrum Marina occupies the main part of the harbour, close to the historic centre of the city. As with most of the modern marinas located on the Turkish coasts, Milta offers a full range of services, but few moorings are available in high season, so be sure to plan your charter in good time. Fortunately the Bodrum peninsula offers a wide choice of alternative moorings in smaller bays and modern marinas.

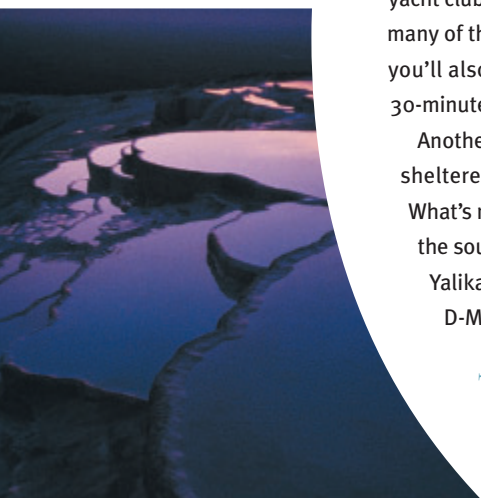
Port Bodrum Yalikavak, in the northwest of the peninsula, 24 kilometres from the city, is an exclusive harbour rich with original architecture and exquisite houses and boutiques, bars and restaurants, as well as a private yacht club and an amphitheatre for concerts and shows. This is the home of many of the Turkish elite and aristocracy, so it's perhaps not surprising that you'll also find the most exclusive hotels and resorts here, a convenient 30-minute drive from Bodrum International airport.

Another significant advantage of this area is that the Yalikavak Gulf is well sheltered from the strong northern winds and protected from the swell. What's more, during the summer months it offers more fresh ocean air than the southern shore. Further along the coast, midway between Port Bodrum Yalikavak and Bodrum, and facing the Greek islands of Kalymnos and Kos, D-Marin Turgutreis is also a popular place for superyachts to berth.

THE BLUE VOYAGE

Gökova Gulf, on the southern coast of the Bodrum peninsula, looks for all the world like a lake as you sail along its shores. Once you have cruised just a few kilometres from the busy city you can find wonderfully quiet areas →

Opposite page: The fully refitted 35m 1949 built Polycarpus is perfect for cruising Turkish seas **Below, from left:** Pamukkale, in the Inner Aegean, is one of Turkey's natural wonders; the city of Bodrum; the ancient city of Ephesus; the view from Château Saint-Pierre in Bodrum; a bird's eye panorama of Bodrum







and as you travel deep inside the Gulf the southern shore unfolds before you like an unexplored country. At the far end of the Gulf of Gökova, the ancient city of Idyma appears, encircled by emerald-green mountains.

From this point, sailing west along the Datça peninsula provides plenty of opportunity to discover some fabulous inlets where you can anchor in peaceful crystal waters.

The numerous inlets are a perfect invitation to drop anchor, and are famous as well as beautiful. Anchored in English Harbour, which earned its name when the British Royal Navy took shelter here during World War II, you can well imagine what a welcome, scenic base it must have made for the sailors.

It would take years to get to know this coast properly; its many inlets are like a crystal labyrinth surrounded by pine, laurel, oleander and styrax trees. But it's not just a stretch of deserted natural landscape – concealed amid the shade of the trees lie wonderful local restaurants providing a peerless introduction to the Turkish way of life.

Turkish hospitality is as famous as its generosity and the local cuisine is something to be celebrated. The starters, called meze, are served in abundance and look and smell so appetising you simply have to try them all. The main courses are an enticing combination of fish, meat and vegetables, followed by the famous Turkish Delight sweets with coffee. Raki, the Turkish equivalent of the Greek Ouzo, is the most popular beverage with the locals, but Turkey also produces very good red and white wines to accompany your meals.

The last spot to visit before leaving the Gulf of Gökova is Mersincik and its wonderful bay surrounded by forests.

The temptation to drop anchor in these crystal waters has no bounds. Before heading towards Marmaris, the Gulf of Hisarönu begs to be explored and you must pay a visit to Aphrodite, the Love Goddess, in Knidos. Try to ensure your visit extends over midday or during the evening as it's a well-known spot for seafood and local fish.

IN THE WAKE OF SÜLEYMAN THE MAGNIFICENT

If you're genuinely resolved to discover the numerous islands and peaceful shores surrounded by forests and lofty mountains, a slow cruise is in order. There is so much to observe along these shores, even from the decks of your yacht. The ruins of ancient cities like Kasara, and gracious old castles or churches appear from time to time as you drift past, unfolding a landscape as it was centuries ago. As you sail to Marmaris, so little appears to have changed since the 14th century.

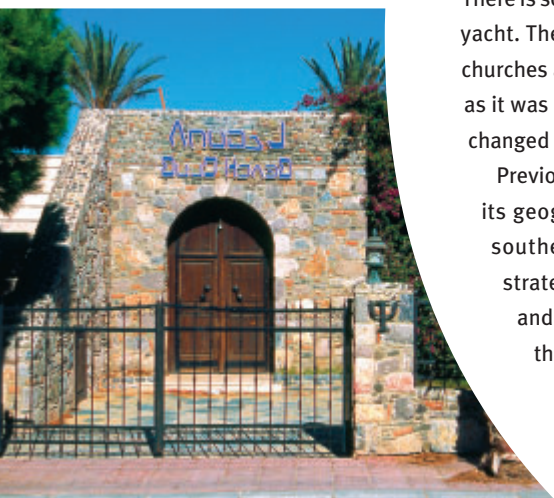
Previously named Phsykos, Marmaris has a very ancient history due to its geographical position, close to the Greek island of Rhodes and the southern Mediterranean. The bay of Marmaris has always enjoyed a strategic location as it is a natural harbour protected by a narrow passage and a fortified town. Its castle, built by Süleyman the Magnificent during the 14th century, is one of the most beautifully reminiscent buildings of this historic region.

In the more recent past, Admiral Nelson occupied this natural shelter to prepare for the Battle of the Nile and his victory against the French Armada. Today, the sailing activity in the bay is naturally quite different, and Marmaris

Opposite page, main picture:

Mooring in one of the numerous peaceful bays around Marmaris, the typical Turkish gullet is as pleasant to see as it is to sail

Below from left: As you cruise along the coastline, the scenery changes from clusters of candy-coloured houses to empty bays, bustling marinas, historic sites and glorious sapphire-blue seas



has become the most important place in this area for chartering and sailing. This is a great place to revel in every size, shape and type of boat, from sailing yachts and power boats to the famous Turkish güllets.

As well as sailing, Marmaris is well known for watersports and regattas, including the famous International Sailing Week in October, organised by the International Marmaris Yacht Club. This event is a highlight on the yachting calendar of many competitors from northern Europe. The competition is of a high standard, and the parties organised every night in the bars and restaurants around the harbour are events not to be missed.

However, just a few kilometres from the action of the city, tranquil landscapes abound and you can easily find a scenic bay and deserted sandy beach.

CLEOPATRA'S BATH

Among the various ancient civilisations of Turkey, Lycian remains the most influential in this area. During centuries BC, this area was highly coveted by the Persians, Byzantines, Greeks, Romans and later by Christians but the numerous historic remains are mostly Lycian, from when they occupied the Dalaman country and the coast between Marmaris and the Gulf of Fethiye.

Cruising along this coast is an unforgettable voyage as you discover buildings created by educated and cultivated civilisations more than 2,500 years ago. One of the most impressive places in the area is the ancient city of Caunos where archaeologists are still discovering ruins.

Sailing east from Marmaris you'll come across the Bay of Ekincik, surrounded by green pine woods. This popular spot has beautiful beaches and several places for safe anchoring. It's fun to step ashore here to take a motorboat ride with a difference. The waterway is a Venetian-style channel meandering between the cliffs that shelter small tombs, built by the Lycians in the 4th century BC. Among the ruins of the ancient city, the huge amphitheatre is impressive in its setting dominating the ancient harbour.

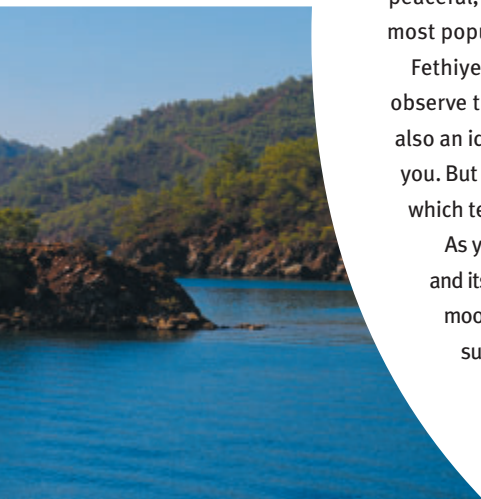
The next step of your journey takes you to the Gulf of Fethiye and its 12 islands that seem to merge into the green landscape. The gulf offers idyllic conditions for sailing and is also famous for its beaches. One of them, Ölü Deniz, is regarded by many to be the world's most beautiful beach. The main coastline and 12 islands offer several bays and inlets for anchoring in peaceful, sheltered spots that are well protected from the north winds – the most popular is Cleopatra's Bath.

Fethiye is an extremely busy harbour, making it another great place to observe the many and varied types of yachts the world has produced. It is also an ideal place from which to charter a Turkish gullet if the mood takes you. But if you want to escape the crowds, stay in the northern part of the gulf, which tends to be quieter and more authentically Turkish.

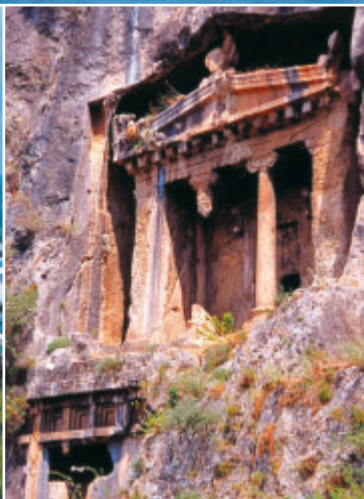
As your cruise nears its end, Polycarpus will steer you safely towards Göcek and its numerous small, sheltered bays. All types of yachts up to 100m can find a mooring place in the three marinas located here. İltur Club Marina is dedicated to superyachts and thus has all the supporting facilities you would expect, and there's also space to dock in Skoepa Marina, part of the small and typical Göcek Harbour.

Finally, a few minutes' walk from the village, Port Göcek Marina is a private harbour protected by hills and trees. This safe and peaceful setting is the perfect place to end your cruise of the Turquoise Coast.

Right: The Aegean is a favourite spot for visiting superyachts
Below from left: Despite its popularity, the area has wonderfully deserted waters; Ölü Deniz is a world-famous beach; Port Göcek is the perfect place to end a cruise; Fethiye has both ancient beauty and a buzzing social life; be sure to try the Turkish delicacies in the many local restaurants



Photography: Turkish Tourism Board; Luc Blanchard



TURKISH DELIGHTS

Traditionally used as cargo ships in the Bosphorus and Mediterranean, g llets are the strong wooden boats that the Turks designed for sailing along their coastlines. Now a popular symbol of Turkish heritage, they remain the ideal boats for leisure cruises

by **Luc Blanchard**



Güllets, the traditional boats of Turkey, have never been highly regarded by European yachtsmen in comparison with the more practical and beautiful yachts that hail from other countries. The purists refuse to consider that these sturdily built hulls supporting massive superstructures and short masts are serious sailing boats.

They may have a point. Compared to modern sailing yachts with their awesome performance and ability to go upwind in any weather, güllets simply cannot compete, yet in terms of charm they are in a world of their own.

Since time immemorial, boat design has largely been pragmatic. The first navigators crossing the oceans, centuries ago, used very different boats to suit their purposes – from the prao used for Pacific crossings to the boats used by Romans for transportation and battle. Every civilisation designed its boats to suit its coastlines, its trade and its way of life. For the Turks, the güllet has always been the boat of choice for commercial use, and they are still used for local freight transportation today and, increasingly, for leisure.

A WAY OF LIFE

Güllets are an intrinsic part of the Turkish maritime culture, and owning one is tradition. Many thousands are now used by families as leisure boats and, not surprisingly, today's Turkish shipyards have risen to meet the demand.

As a natural progression of this, many companies have expanded the concept and taken to chartering güllets around the Turkish harbours and bays, for these quaint traditional boats remain ideal for coastal cruising.

Most of the güllets used for charter are wooden boats, between 20 to 40 metres long, either schooners or ketch rigged and fully equipped with all the facilities you'd require for a day's trip.

Sailing on these boats is an unforgettable experience as long as you don't expect too much in the way of high-tech performance. The Turks place little difference between sail and power, their only consideration is comfort, so if the wind direction and force allow you to sail in safety and comfort, the sails will be raised; if not, your captain will resort to the powerful Diesel engine.

Caught between east and west, Turkey reflects elements of both ways of life, but its style of sailing leans more towards the slow, easy pace of the eastern world, and a güllet seems to be the ideal boat to reflect this. Sofas and sunbeds are found in abundance on deck, the fixed bimini protects the cockpit against the sun, and the deck saloon is a very comfortable living space. Traditional oriental carpets lie pleasingly alongside modern furniture, air-conditioning, flat-screen televisions and state-of-the-art equipment.

THE BODRUM CUP

If you want to take your güllet experience a step further, the Bodrum Cup is a great opportunity to see them in action. It is the most important rendezvous for classic boats in Turkey, and every October more than 100 wooden vessels, mostly güllets, arrive for four days of serious competition.

It's a great way to discover all types of boats and you can almost trace the evolution of the styles as you walk along the quayside, enjoying the sight of the high-tech western yachts and the quaint Turkish güllets floating peacefully side by side.

Opposite page, main picture: Set sail in the Aegean aboard a traditional Turkish güllet;
Opposite page and below from left: The Bodrum Cup is a great opportunity to see güllets in action.



Jessica wears linen dress by Erin Fetherston;
gladiator sandals by Chanel; and silver
carved cluster drop earrings by John Hardy



aboard the leopard 27m

Costume drama

Lazy days on deck are all about costumes and bikinis that catch the eye, while trips ashore demand a switch to suave style for impromptu meetings, lunches and cocktail parties

Photography Warwick Saint Stylist Megan Ross Make-up Robert Greene Hair Stylist Tuan Tran
Jewellery Stylist Tanya Dukes Models Jessica Hart of 1 Model Management and Tyson Ballou of IMG World



Jessica wears dress by Yves Saint Laurent, Shady Side hat from Lola, yellow gold and diamond hoop earrings by Suzy Fabrikant, and white gold ring by John Hardy
Tyson wears double-breasted suit and button-front shirt, both by Valentino, and Chronograph Retrograde watch by Harry Winston




Tyson wears silk trousers by Valentino, inen shirt by Brioni, shoes by Cesare Paciotti, and sunglasses by Dior Homme



Jessica wears Trinidad swimsuit by Eres, and platinum and diamond necklace by Stefan Hafner





Jessica wears zip-front costume and belt, both by Michael Kors, Spinnaker denim hat by Lola, and cascading diamond-drop necklace by Harry Winston



Tyson wears tuxedo jacket by Isaia, shirt with French cuff by Ermenegildo Zegna, rope and leather belt by Valentino, white linen trousers by Faconnable, Manero RG Perpetual watch by Carl F Bucherer, and white-gold and enamel cufflinks by Roberto Coin



Tyson wears cotton tunic by Gucci, swimming trunks by Rosa Chà, and sunglasses by Dior Homme
Jessica wears cardigan by Missoni, bikini by Eres, sunglasses by Carolina Herrera, and white-gold ring by John Hardy





Life on the ocean waves can be seriously decadent, but it can also be the perfect way to maximise your health and wellbeing. CNI now leads the way in replicating five-star spa experiences on board. Here, **sea&i** looks at the different options available to you

by **Miriam Cain**

Following a recent study, the International Spa Association (ISPA) reported that there are two types of spa customer: the ‘spa-goer’ who sees their visit as part of a long-term health and fitness regime; and the ‘spa-traveller’ who seeks to indulge in new and different experiences while travelling. Indeed, on the latter point it seems no five-star holiday these days is complete without a spa experience. CNI, therefore, ever at the forefront of charter innovation, has developed the ultimate solution for both these types of spa customer. Now, you can enjoy every level of spa experience or health retreat while on board your yacht anywhere in the world. From occasional pampering treatments to full-time, on-board fitness and nutrition teams, you can travel in style and luxury, and return home in optimum shape.

YOUR OWN FLOATING SPA

A yacht is the perfect place to optimise your health. The ocean is one of nature’s most serene environments, easily inspiring relaxation and reflection, yet it also has an inherent energy that can be harnessed by those inclined to activity. It’s an endless arena for watersports, its motion alone can help to tone muscles and improve core balance, and all that fresh ocean air and vitamin D enriching sunshine is a tonic for mind and body.

There are two ways you can approach a wellbeing charter. You can either opt to have a semi-spa experience, where CNI will arrange for local beauticians, hairdressers, massage therapists and fitness trainers to come on board as and when you choose, or you can go for the full mind and body blitz. The latter can work in one of two ways. Either you can bring on board your own dieticians, fitness trainers and therapists for all, or part, of your charter, or you can leave it to your charter broker to commission a full team of experts to join you →



BENEFITS ABOARD: YOGA

Literally translated from Sanskrit, 'yoga' means to 'yoke' or unify the body, mind and spirit, and there are few more peaceful and relaxing places to unwind and get in touch with your soul than out at sea. The unique setting of a superyacht at anchor provides the perfect environment for retreating into your own space and focusing on the exercises with your own personal yoga instructor. You can salute the sunrise with an early morning session on the foredeck, followed by a late-morning session on the beach beneath the shelter of palm trees, or in a cabana prepared by your crew. The truly dedicated can also have an early evening session back on board as the sun sets, or a late-evening candlelit session on the aft deck. Whatever your style of yoga, be it Hatha, Iyengar, Kundalini, Kripalu, Ashtanga, Viniyoga or otherwise, you can vary your sessions to different levels and intensities, mixing different styles or concentrating on just one form. After a week of sessions you will feel the benefits as yoga is not only an effective form of exercise, incorporating deep stretching and meditation, but is also believed to have a protective or healing effect on virtually every organ in the body, as well as emotional and psychological benefits.

WELLBEING CHARTERS WELLBEING CHARTERS WELLBEING CHARTERS WELLBEING CHARTERS

on your cruise and create a full mind and body programme – just like any world-class spa. As an added benefit, if half your charter party want to take advantage of this option but the other half simply want to indulge in a regular charter, your broker and captain can accommodate both extremes on the same yacht, ensuring everyone gets what they want from their holiday.

THE SEMI-SPA CHARTER

If you want an element of health and beauty on charter, you can select a few treatments and have some gentle exercise incorporated into your holiday. In addition, your chef can tailor your diet to compliment a healthy lifestyle. This is the best of both worlds, in that you can still enjoy plenty of gourmet treats and relaxation at the same time as being aware of your health. You decide what you want, and how much of it, but as a guideline you may want to incorporate daily massages or opt for the odd yoga or Pilates session on board under the guidance of a trained professional, or even have a specially tailored fitness programme that will enhance your daily life on board. Alternatively, your broker can book treatments at destination spas and rounds of golf on the best courses in your charter area. Depending on the location, yoga lessons on the beach and a range of outdoor activities can also be arranged if you make your wishes known far enough in advance.

THE WHOLE DEAL

If you want to go for the complete wellbeing charter you can again specify the extent of it. For example, you could focus on fitness alone, under the guidance of experts travelling on board with you, or opt for a detox programme that incorporates treatments and dietary regimes, or you could decide to combine together fitness, detox, relaxation and diet for maximum effect. In such a case your charter broker would recommend a specialised team of experts joining you on board for some, or all, of your charter. For example, health expert in:spa (see p62) has now launched in:spa bespoke and has teamed up with CNI to create an in:spa yacht charter experience that is totally unique.

The team consists of massage therapists, a nutritionist, yoga or Pilates teachers and personal trainers. Each is an expert in their own field, and prior to, and during, the charter they will discuss with you your lifestyle, health concerns and goals so they can tailor a programme that tackles the areas you want to focus on – be it weight loss, improved fitness, greater flexibility, →



BENEFITS ABOARD: NUTRITION

Nutrition plays a major role in any healthy lifestyle and your time on board can be a fun way to learn about different foods, experiment with new dishes, learn about decoding food labels, understand cholesterol levels, and find out how different foods can impact on your skin, weight and heart. For more information on a healthy diet on board, turn to page 64.

WELLBEING CHARTERS WELLBEING CHARTERS WELLBEING CHARTERS WELLBEING CHARTERS



BENEFITS ABOARD: MASSAGE

A yacht has plenty of areas that are ideal for massage; many have their own treatment room/spa area, and then there are the decks, staterooms, or nearby beaches. From reflexology and hot-stone therapy to sports massage, wraps and scrubs, your charter broker can organise the best treatments. Many of the world's charter hot spots are also areas where fresh local produce is used in the massage oils – such as coconut oil in tropical areas, olive oil in the Med and fresh fruit extracts in the Caribbean and South America. All these ingredients are best used fresh, so you'll get the most beneficial results by having treatments on site. Likewise, it's fun to have treatments in the area in which they originated.

Where better to experience a Thai massage than along the southern coastline of Thailand? In the Mediterranean, healing salt, exfoliating sand and nutrient-rich seaweed are in ample supply and seawater, rich in iodine, is often used in treatments. In South America, try the indigenous hot-stone treatment using stones of volcanic origin to promote a sense of wellbeing, and in the East Med, a trip to a Turkish hamam is a must.

stress relief, detoxing or a heightened sense of wellbeing. Bear in mind this option is only realistic on board one of the larger superyachts, such as the 69m Sherakhan, where accommodation allows for the team to accompany you as you travel.

If you opt for the in:spa wellbeing charter, it will be quite far removed from the experience you may be used to. From the moment you arrive there is no alcohol, caffeine, salt, dairy or wheat, no snacking and no sugar. Your mini bar won't be stocked with spirits or sodas; instead water and juices will be provided, and your pillow will not proffer a chocolate treat each night. However, despite this discipline with regard to your diet and daily routine, the service, accommodation and facilities all honour the standards you'd expect of a superyacht.

If you choose, you can still incorporate days where you visit exciting places or relax, after all it is your holiday, but a typical in:spa charter day will be something like this...

A sunrise start may see you take part in a toning yoga session against the backdrop of the coastline. After a fulfilling breakfast of fresh juices, herbal teas, fruit, porridge, rye-bread and eggs, it's time to get moving. Activities depend on your location, and preference, but may include running on the beach, swimming in the sea, hiking, cycling and circuit training – all interspersed with yoga or Pilates sessions, and one-on-one time with each member of the team to focus on your own personal goals.

After the morning session you will be ready for lunch – all manner of soups, vegetables and organic salads, all fresh from the local markets. This is a great opportunity to review your whole lifestyle, and your nutritionist will chat to you during one-to-one sessions to enlighten you about nutrition, blood-sugar levels and digestion, and to offer you tips to make your diet work for you. The nutrition sessions can also be backed up with demonstrations from the chef on how to prepare the meals you have been eating, as well as alternative suggestions for healthy meals. Afternoons are spent having one-on-one sessions with your personal trainer to help you plan how to keep up the good work once you return home.

As well as all the hard work you'll be pleased to hear that massages, wraps and facials can be included in the timetable to enhance the body/mind experience.

By the end of one week, after a combination of exercise, early nights, massages and an amazing detox diet, you will be feeling thoroughly re-energised, relaxed and detoxified. ■

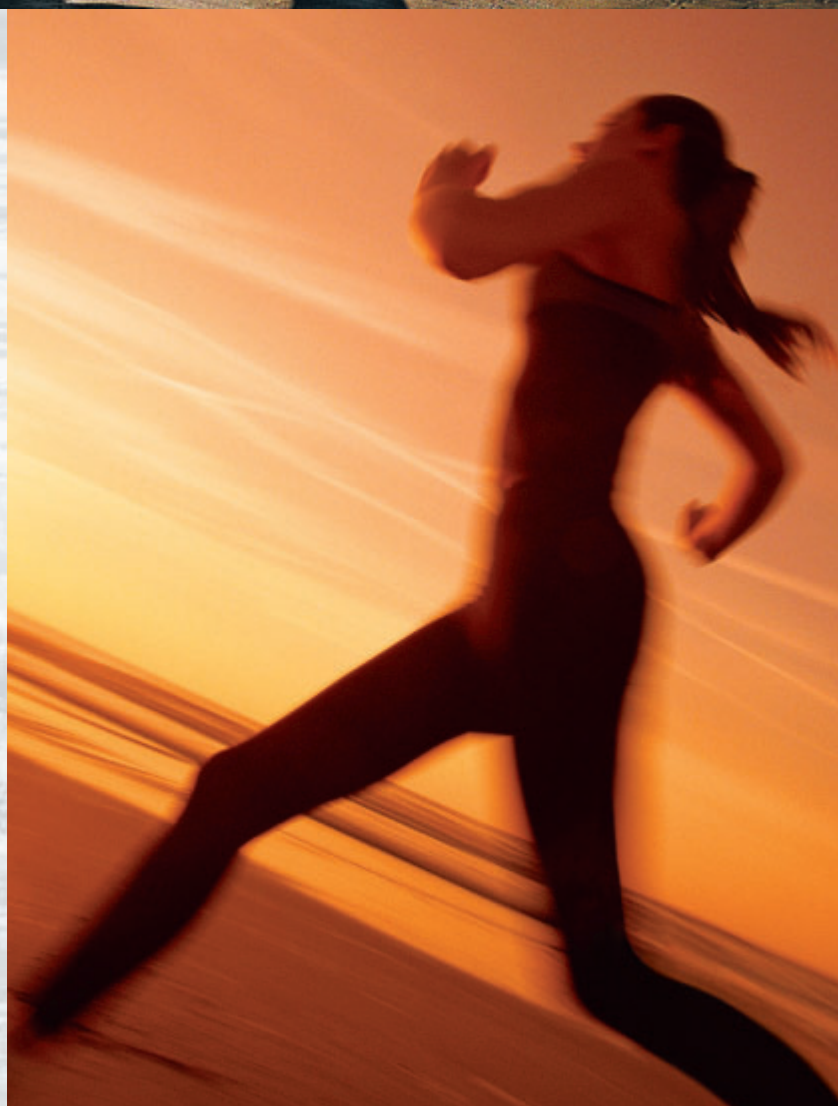
For more information on a CNI wellbeing charter, and charters that incorporate specific spa, sports and nutrition elements, contact your CNI charter broker. For details on in:spa, including in:spa bespoke, and the company's stylish land-based retreats in Ibiza, Morocco and Spain, go to www.inspa.co.uk, or call 0845 458 0723



BENEFITS ABOARD: CARDIOVASCULAR FITNESS

Complementing any yoga or toning/stretching activities that you do, aerobic exercise will help to improve your overall fitness and strengthen your heart and bones. Whether you want to sweat it out in your yacht's high-tech gym, complete with ocean views, practise your swing on a customised on-board driving range, or head off for a bout of beach acrobatics, your charter broker, crew and trainers can arrange plenty to keep body-conscious clients active. After evaluating your fitness levels and determining your goals, your personal trainer can devise and supervise a unique programme using the natural surroundings of the sea and beach, as well as the gym facilities on your yacht.

Many of the larger yachts have their own gymnasiums, with cycles, treadmills, stair-steppers and rowing machines, as well as free-standing weights. For the smaller yachts without such facilities, the deck areas can provide ample space for all manner of aerobic activities, and even sailing yachts can prove to be an original fitness arena with winches and masts or side rails used for resistance training. Your personal trainer can advise you on exercises that use your body weight as a form of resistance, which can be further enhanced by the motion of the yacht as this requires your body to work harder to balance. Most of the yachts in the CNI fleet have watersports equipment which can be used for fun cardio exercise. Waterskiing, kayaking, windsurfing and snorkelling all promote body toning, weight loss, strength, flexibility and stress reduction.



Working out...



a gourmet nutrition healthy diet

If you're planning a healthy charter, diet will be one of the most significant elements. **sea&i** explains how gourmet fare can look and taste amazing and, at the same time, be incredibly good for you

by **Kate Rigby**

So, you have the personal trainer, acres of deck on which to bend and stretch, and an iron will to succeed... but you also have a gourmet chef, a generous barman and a diligent crew to attend to your every need. Suddenly that iron will wavers. After all, you're on holiday, on a superyacht, and surely you deserve to enjoy all the delicious – but no doubt sinful – food that entails. Suddenly the only stretching out you imagine yourself doing is face-up on a sun-lounger.

Luckily, it doesn't have to be that way; you can go on charter, eat like a king and keep your dietician happy. Your superyacht chef certainly is a master of filet mignon and crème brûlée but he is also a master at preparing delicious, healthy food. And yes, the two words can be served up in the same sentence.

In truth, the world's most popular charter destinations lend themselves to healthy living – the Mediterranean diet is hailed as one of the healthiest in the world, the Caribbean is a bounty of fresh fruits and seafood, and the spices of Southeast Asia and the South Pacific are a hotbed of nutrients. So after your sit-ups, prepare to sit down to fare that's as body-friendly as your workout.

EXERCISE YOUR PREFERENCES

At the time of reserving your charter, mention to your charter broker your intention to ensure life on board is as healthy as possible. They will prep your captain and chef on your dietary

requirements, giving them plenty of time to dream up creative ways to concoct delicious, nutritious meals for your charter.

Here, a handful of CNI chefs talk you through the health-enhancing dishes you can benefit from in different charter areas.

CLASSIC EXAMPLES

"A guest who wants to eat healthily is one who, to my mind, will probably get a great deal more from their charter," explains Sven Schroeder, chef on board the 52m *Midlandia*. "If you think about the popular cruising grounds and the foods the locals eat there, you'll notice they are all healthy ingredients," he says. "For example, if a guest is cruising the Greek islands, my immediate instinct is to stock up on olive oil, lemons, fresh herbs, chickpeas, yoghurt, eggplant and vine leaves. They are all classic staples of Greek cooking and give you a real flavour of the destination, yet they are also wonderfully healthy."

Not only are all of the above foods packed with nutrients, most also have compellingly distinct flavours and appealing textures that add a real edge to any dish. For example, lemons feature heavily in sauces, salad dressings and as a garnish on East Mediterranean fare. Not only are they colourful and full of zesty flavour, they are also an excellent source of vitamin C, vitamin B6, iron and potassium, as well as being a good source of dietary fibre, zinc, folic acid and a host of other nutrients. They are →



Main picture: Seafood is found in abundance in every charter area, and can be presented in numerous healthy dishes
Above: Every CNI chef is an expert at preparing local foods in creative ways



Above: Fresh salads and garnishes are a good way to add colour and texture to a meal
Right: Seafood often needs nothing more than a twist of lemon and a garnish to make it a delicious meal that's bursting with goodness

also rich in bioflavonoids which help protect against damaging free radicals, and are thought to be beneficial in preventing heart disease and some cancers. It has also been claimed they can lower cholesterol and blood sugar levels in diabetics.

“Lemon can transform a dish,” says Schroeder. “When a fish has been pulled fresh from the ocean just that morning, it needs nothing more than a light grilling and a squeeze of lemon juice.”

Vine leaves are another gem. They are low in calories (about three calories per leaf) and bursting with vitamins A, C, B6, E and K, as well as iron, fibre, magnesium, calcium and manganese. They are classically Greek and can be filled with various delicious fillings, such as onions, rice and meats.

Yoghurt is another staple of the Greek diet. Healthwise, it encourages intestinal wellbeing, promotes strong bones, lowers blood pressure and may have anti-cancer and weight-loss benefits. “Real Greek yoghurt is also much lower in sugar than the yoghurt you’d normally buy at home,” says Schroeder. “It’s a great breakfast dish or dessert served with a drizzle of honey and chopped pistachios, or poured over fresh fruits or dried fruits like prunes, sultanas and apricots – which are all packed with nutrients.” The low-fat variety is also a great alternative to cream for those who like a creamy sauce with their food.

Other ingredients to star on an East Mediterranean charter would be eggplant (rich in phytonutrients, which have antioxidant properties, and a good source of dietary fibre and potassium) and chickpeas. “People think of chickpeas as being flavourless, but they add wonderful texture and substance to a dish,” says Schroeder. Pureed with olive oil, garlic, a little chilli and chopped mint, they make a delicious dip; added whole to

casseroles, salads and soups they bulk it up while delivering stacks of fibre, which can help lower cholesterol, fight heart disease and balance blood-sugar levels. All these ingredients may have been eaten for centuries in the East Mediterranean, but modern research is confirming their benefits anew and suggesting we should all be including them in our diet.

WONDERS OF THE WEST MEDITERRANEAN

José Polonio, chef on board the 69.95m *Sherakhan*, regularly charters in the West Mediterranean and is a fan of using local produce. “Buying locally-grown foods ensures the taste is as good as it can possibly be, so you don’t have to add other, often unhealthy, ingredients because they are bursting with flavour as they are. This means you can keep cooking methods simple and healthy. Meat or fish can be grilled or steamed and vegetables can be eaten unseasoned or even raw.”

“In Provence,” he continues, “the local markets have all the finest seasonal produce and you can see, smell, feel and taste how fresh they are. Also you’re buying foods that have been grown in the environment and season that nature intended. Not only is this better nutritionally, it also makes you adventurous. If a certain vegetable is not available, you have to try another: fennel, artichoke, squash, celeriac and marrow are all tasty alternatives. Braised, added to casseroles and in soups, they add a great deal.” Polonio goes on to explain that buying local foods also keeps money in the local economy so that provincial agriculture thrives, which is vital for our continued enjoyment of these wonderful foods.

Perhaps the most famous ingredient of Mediterranean cooking is olive oil – celebrated for its health benefits since time immemorial. The significant use of it in the diet is linked with the lower incidence of heart attacks in the Mediterranean region compared with Northern Europe; it is also a tonic for digestive problems and general wellbeing. Rich in vitamin E, it can help control body weight and, according to a study at Oxford University in the UK, it can reduce the risk of cancer of the large intestine. “It’s such an intriguing ingredient to work with,” enthuses Polonio. “It can have such different flavours, from light and citrusy, to thick and dark with a deep earthy richness. A few glugs of the finest oil can transform any dish. You can cook with it in place of high-cholesterol fats, you can drizzle it on salads in place of rich, creamy dressings, and you can combine it with fresh herbs and a little garlic or lemon juice as a sauce for fish or pasta – it is a more refined and satisfying alternative to the heavy, creamy and buttery sauces that many may be used to, and it’s overwhelmingly better for you.”

Lovers of sugar should not despair either. Some of the world’s finest honey hails from the Mediterranean and it is the perfect substitute for sugar in sweet and savoury dishes and

drinks. “Honey takes on the flavours of the flowers and soil from which it comes,” says Polonio. “So you can have all sorts of undertones coming through: thyme, rosemary, lavender, wild rose, orange blossom... Depending which one you use, you can experiment with many different flavours and textures in dishes,” he adds. What is more, it is rich in trace elements and vitamins, and has around 50 per cent fewer calories than white sugar.

PICK OF THE TROPICS

If your charter takes you to the Caribbean, Southeast Asia or the South Pacific, along with the fruits and vegetables that grow in abundance, there are countless herbs and spices to try. “Who needs butter, cream and sugar when you can flavour freshly-caught coral trout with zingy lemongrass, spicy turmeric or torn, tangy coriander leaves?” says chef Linda Goddard of the 21.7m High Aspect.

“Southeast Asian cuisine, for example, is lean and crisp yet exotically flavoured with herbs,” says Goddard. “Lemongrass, kaffir lime and galangal provide a soft undertone which can be peppered with chillies, shrimp paste and cumin. Even with so many combinations the simplicity of cooking is retained, as are the nutrients. Basically genuine freshness and aroma characterize this style of cuisine.”

And aromatic herbs and spices are a boon for health. Thailand has a much lower incidence of digestive tract cancers than other countries and the herbs and spices they eat in abundance are believed to be the reason as they have immune-boosting powers. Lemongrass has long been used in Chinese medicine to treat everything from flu to arthritis and headaches; chillies are believed to play a part in heart health and promote sleep; and ginger, or preferably galangal, has earned acclaim for aiding digestion, treating diarrhoea and helping relieve arthritic pain.

“I love to mix up the herbs and spices from different areas,” says Sven Schroeder – who charters in the Caribbean as well as the East Mediterranean. “They have great colours and textures and really unique flavours, it’s fun to experiment with them in marinades, sauces, dressings or simply on their own, sprinkled over a dish as a garnish. I also love the vibrant fruits of tropical areas. Aside from the health benefits of pineapple, mango, papaya, star fruit and passionfruit, they look so appealing and taste great on their own or in curries, desserts and chutneys.”

So with fresh fruits and vegetables, locally grown olives, fish, low-fat yoghurt or coconut milk for creamy texture, honey for the sweet-toothed, and every flavour from fiery chillies to tangy ginger, there are endless healthy foods you can savour during your charter. “As well as stretching out your body with your yoga teacher or fitness instructor,” smiles Schroeder, “Your chef will be more than happy to stretch your mind with ingenious and healthy delicacies.” ■





a french • affair

When in Paris...

A paragon of style, the glamorous city of Paris offers countless culinary and cultural masterpieces. **sea&i** takes a tour of the city that's made for pure indulgence and romance

by **Miriam Cain**

*M*ore than 2,000 years old, Paris is filled with architectural wonders, is the original home of the designer boutique and is a monument to gourmet excellence. Elegant, stylish, unique and indulgent, it is the undisputed queen of chic.

cultural acclaim

The River Seine, flowing through the heart of Paris, is the anchor point of the city; the focal point of the city is the Ile de la Cité, home to Paris' most treasured monuments, such as the mighty Gothic cathedral of Notre-Dame and the Sainte Chapelle. The Right Bank (Rive Droite) of the river is the more



Left: A view of the Alexander III bridge

becomes progressively more upmarket as you travel west towards the embassies and museums that surround the Eiffel Tower. With all the sophistication of the Right Bank, and some of the chicest boutiques, the area has an offbeat charm and ease. The cafés of Saint-Germain and Montparnasse swap artistic charm for flash fashion but remain gloriously Parisian.

what's in store?

To find top couturiers, jewellers and art dealers, the best-heeled area is around rue Saint-Honoré and the streets around Place Vendôme. If you prefer your attire made to measure, head to Suits You, Sir Charvet on Place Vendôme. But stylish boutiques can also be found in little alleys tucked away from the Grands Boulevards. Here 19th century arcades with glass roofs and tiled floors bustle with designer pieces and quirky fashions. Scent king Frédéric Malle's newly-opened perfumery is also worthy of a visit.

On the Left Bank the streets around place Saint-Germain-des-Prés swarm with international boutiques, while near the river the streets are dominated with antique shops, art dealers and interior design shops. Debaube and Gallais, in Saint-Germain, is the oldest and best chocolatier — the original M Debaube was chocolatier to Charles X. Nearby, Sabbia Rosa specialises in exquisite handmade lingerie, and you will also find near here the Picasso of pastry Pierre Hermé at his eponymous shop. The Marais and Bastille areas are also full of boutiques, interior design shops, artisan shops and galleries.

top table

The home of great food, Paris' restaurant scene is certainly hot. Few other places have a comparable concentration of talented, highly trained chefs and demanding clientele inspiring one another. Paris' current bistro boom is so widespread even the most luxurious kitchens are returning to the bedrock of French culinary traditions. The predictable 'entrée-plat-dessert' formula is changing thanks to pioneering chefs like Joël Robuchon who are encouraging mixed portion sizes and flexible eating hours.

Today, many of the culinary greats preside over Paris' finest hotel kitchens, and one of the most talked about is the talented Jean-Francois Piège who has established his own identity at Les Ambassadeurs in Hôtel Le Crillon's 18th century dining room. Piège's creations reflect the changing seasons. An expert in reconstructing traditional dishes, he has come up with several new versions for Le Crillon, such as his masterpiece of spaghetti carbonara, unrecognizable as a pasta dish but with all the traditional ingredients. Other specialities include blue lobster with black truffle and spinach, covered in a truffle sauce. Alain Ducasse at the Plaza Athénée delights with the likes of langoustines in lemon cream with Iranian caviar, while →

bustling and urban area, while the Left Bank (Rive Gauche) has a more arty village-like feel to it.

Stretching west from the Ile de la Cité is the royal palace and museum of the Musée du Louvre, further west of which lies La Voie Triomphale, the Tuileries gardens, the Champs-Élysées, the Arc de Triomphe and the Grande Arche de la Défense. To the north of the Louvre is the Grands Boulevards and Passages. Once highly fashionable thoroughfares for posh Parisians looking for entertainment, the vibrant streets still attract the crowds with their brasseries, cinemas and theatres.

To the east lies the prestigious Marais area, rich with magnificent Renaissance mansions and narrow medieval streets, one of which conceals the fabulous Musée Picasso. Marais and the neighbouring Bastille quarter are magnets for the young, who have brought with them trendy shops and bars.

On the Left Bank, explore the Latin Quarter. A favourite haunt of writers and artists, the area was once crowded with medieval colleges, and remains a deeply scholarly area today, bustling with cafés and brasseries. Neighbouring Saint Germain



Clockwise from top left: Even the subway has charm; the view from Hôtel de Crillon over Place de la Concorde; one of the oldest Palaces in Paris – the Hôtel de Crillon; the Eiffel Tower; the spectacular rotunda at L’Hôtel; the reception at Fouquet’s Barrière; the spa at Fouquet’s Barrière; the courtyard at Relais Christine; Ile Saint-Louis; the chic boutiques of Rue Saint-Honoré

Pierre Gagnaire, at The Balzac, and Philippe Legendre, at the George V, are also a treat. The above-mentioned Robuchon also has two restaurants: La Table de Joel Robuchon and L’Atelier on Rue de Montalembert.

If you hunger for an afternoon of tradition, Brasserie Bofinger in the Bastille quarter is one of Paris’ oldest (established in 1864) and greatest brasseries and a regular haunt of writers, academics and politicians, as well as designers Pierre Cardin and Christian Lacroix.

after dark

At night, the city plays host to a cultural feast of theatre, dance and classical and modern music. Head for the world-renowned Opéra Bastille, or the restored Opéra Garnier which is home to the Ballet de l’Opéra National de Paris.

The more vibrant and contemporary café culture of Marais and Bastille has made this an exciting area for live music and DJs. Begin with cocktails at Pershing Hall, a spectacular hotel bar with supermodel staff and a beautifully lit balcony with an amazing vertical garden towering over it, before moving on to Senso at La Trémoille hotel for late-night cocktails.

pillow talk

Overlooking the Egyptian obelisk in Place de la Concorde, and situated next to the Rue du Faubourg Saint-Honoré, Hôtel de Crillon is one of the oldest Palaces in Paris. It was turned into

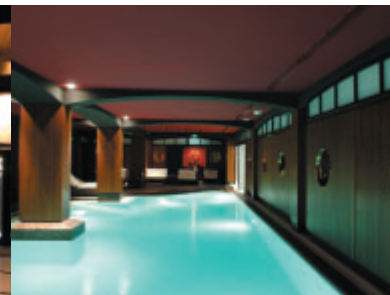
a hotel in 1909 and today’s sumptuous décor has been restored in the style of Louis XV, who commissioned the palace. The perfect base from which to explore the many sights of Paris, the hotel is ideally located between the Louvre, Musée d’Orsay, Le Grand Palais, and Le Jardin des Tuileries.

The recently opened Hotel Fouquet’s Barrière, betwixt Avenue George V and Avenue des Champs-Élysées, is a contemporary masterpiece fusing old and new to create a 21st century Parisian Palace. Besides the famous brasserie Le Fouquet’s, the hotel’s gem is the large U-Spa Barrière.

After a two-year closure and extensive refurbishment, the landmark George V hotel has reopened. Its 245 rooms include 61 suites; 30 with terraces overlooking the city’s rooftops.

For Parisian extravaganza, the kitsch boutique L’Hôtel in the heart of Saint-Germain has 20 exotically themed rooms — the finest of which is the Cardinal apartment with its superb terraces and impressive views. The Relais Christine just across the river from the Louvre and Notre-Dame, meanwhile, is a deeply elegant and luxurious boutique hotel set in a 16th century abbey surrounding a hidden courtyard. It is well worth requesting one of the hotel’s stunning Supérieure rooms with their private terraces.

Deep in the chic 16th arrondissement, La Réserve Paris is opening up ten spacious, serviced apartments. The first of their kind in Paris, the apartments have been designed by Rémi Tessier, who also designed the interior for the award-winning



sailing yacht *Parsifal III*. The apartments will offer chic luxury — some with home cinema, private garden or terrace — and all with classic views of Paris.

it's a cliché but...

A cruise along the Seine aboard the *Don Juan II* (of Yachts de Paris) sees chef Jean Pierre Vigato's delicacies served up in perfect synchrony with the passing of each historic monument along the route.

For information on *Hôtel de Crillon*, visit www.crillon.com, for *Relais Christine* and *L'Hôtel*, go to www.slh.com, for *Fouquets Barrière*, visit www.fouquets-barriere.com, and for flights to Paris, visit www.ba.com



MUSÉE BACCARAT

The flawless purity of Baccarat crystal and its reputation for elegance has been enhanced by the new Baccarat Museum (below left), housed in the historic mansion of Marie-Laure de Noailles, decorated by Philippe Starck. Located on Place des Etats Unis, the décor features a crystal chandelier sunk in an aquarium; a two-metre-high glass chair, 'talking' Baccarat vases, and many of Baccarat's signature pieces — including Tsar Nicholas II's candelabra, and the Tsarina's candelabra. Also on show are many of the limited-edition collections created by famous designers such as Georges Chevalier, Ettore Sottsass, Roberto Sambonet, Van day Truex and Marcial Berro, as well as prestigious commissions made for heads of state and royal or imperial courts from all over the world.

You will also find the new collection 'Intangible' by Arik Levy. This inspired collection ranges from vases to chandeliers to candlesticks. Levy brings a clear modernity to Baccarat, drawing on inspiration from the past in order to better create the present.

The museum also has a restaurant, the Baccarat Crystal Room, which has become one of the most talked-about dining venues in Paris, not just for its cuisine but for its contemporary, elegant décor — perfect for lunch, dinner, or a unique celebration in the private dining area with terrace.

dalmatian coast

CROATIA

Reminiscent of the ancient beauty of the East Mediterranean but heavily influenced by the West Mediterranean, being just a short sail from Venice, Croatia is a compelling world unto itself – particularly when explored by yacht

by Miriam Cain



The popular notion that the Mediterranean has been exploited, exhausted and, in many cases, changed beyond recognition by tourism fortunately does not run true for the Dalmatian Coast, where hundreds of islands scattered along the Croatian Adriatic remain beautifully preserved. We have, at least in part, Communism to thank for this. In Tito's Yugoslavia, foreigners were prevented from owning property so there was no opportunity for outsiders to crowd the coastline with holiday villas or hotels catering to mass tourism.

Despite having faced more than their share of conflict and war, the islands have also, remarkably, remained relatively intact. Glorious remnants of the past still pile up one on top of the other – Illyrian, Roman, Christian, Venetian and Austrian influences ooze from the architecture and cuisine, and the Croats' pride in their heritage is evident wherever you go.

With more than 1,400 islands floating in the azure waters of the Adriatic, the 350km of Dalmatian coastline stretches from Brioni in the north to Korcula in the south. With hidden coves, olive groves and perfectly formed white-stone villages, each island has its own special charm.

After a peaceful night's anchorage and a hearty local breakfast of flaky pastry rolls filled with hot cream cheese, a delicacy that hails from the Turks, you can sail from the southern mainland towards Vis.

The Croatian equivalent of Capri, complete with its own blue grotto but thankfully minus the prices and crowds, Vis is one of the furthest islands from mainland Croatia and the closest to Italy. Step ashore at the main port for a seafood dinner at the Pojoda restaurant, which doubles as a cookery school for men.

If you like fish, Croatia is the place for you. The Dalmatians have always lived off the Adriatic Sea and although fishing has given way to tourism as the main economy, locals are still skilled fishermen and in the late afternoon you can see groups of men gutting the day's catch.

Sailing along the southern coast of the island you can discover several military tunnels dotted along the cliffs, which were used as a munitions depot during the Second World War. Vis played an important part in the War. Tito made it his base in 1944, establishing a hilltop retreat in the security of the caves of Mount Hum. From here he devised his strategies as the British Navy in the harbour provisioned forays against the Germans. After climbing the 282 steps to the now unadorned cave, accompanied by an insight into the islands' history from local winemaker Oliver Roki, you will be ready for the local delicacy of fresh octopus and potato which has been stewing in Roki's red wine all afternoon.

Colonised by the Greeks thousands of years ago, the islands almost certainly owe their wine-producing heritage to the Greeks who first planted the vineyards. The neighbouring island



of Hvar is known to have some of the country's best wines, thanks to 320 days a year of sunshine. In the 13th century Hvar was governed by the Venetian doge and the main town of the same name reflects many Italian influences. Built around a baroque-style harbour (the largest in the Adriatic after St Mark's in Venice) Hvar Town could not be better designed for a stroll around the many cafés that line the piazza, harbour and tiny medieval streets known as *kala*.

Retaining a feeling of remoteness despite being one of the largest islands and one of the closest to the mainland, Brač is most famous for its scores of interesting villages – largely built from local stone. The island is a great source of stone worldwide (the US White House is built of Brač limestone) and its masons work all over the Dalmatian region. Built into the side of a cliff face is the immaculately maintained 14th-century monastery Pustinja Blaca, which is a pleasant 45-minute stroll up a steep valley on the south side of the island. Home to monks since 1551 (the last remaining one left in 1963), the inhabitants of the monastery and its local community tilled the land and created a thriving and wealthy area producing wine and the finest cheeses and smoked ham that are now famous to the area. The latter, *Prsut*, is said to be superior to its Italian rival, *Prosciutto*.

After an early morning swim in the beautiful bay of Lucice, return to the mainland and the old town of Split. A UNESCO World Heritage Site, Split is one of the best-known places in Dalmatia. The city grew up around the vast site of Diocletian's Palace, the waterfront residence completed by the Roman emperor in AD305. Over the centuries, the three hectares of towers, fortifications, vaults, slave quarters and apartments have been turned into a warren of shops, restaurants and cafés, meaning the social heart of the city remains firmly within the walls of the palace.

The entire Dalmatian region is alluring, and exploring it on a yacht is especially appropriate given that much of it comprises islands and coves that are not easily accessible by other means of transport. The best spots are known by word of mouth, so make sure you enlist the advice of your CNI charter broker and local experts – such as Sail Croatia – to make the most of your visit. ■

For information on chartering along the Dalmatian coastline contact your nearest CNI charter broker, or for further information on Croatia visit www.sailcroatia.com



Regatta matters yacht racing

Yacht racing is a sport that captivates crews and spectators alike, and 2007 is a prime year for action. Here, **sea&i** presents your at-a-glance guide to the premier big-yacht regattas to hit the seas this season

by Kate Rigby

Behind every great regatta and racing event there is a story. A challenge was laid down, in some cases more than 150 years ago, that captured the inspiration not just of the skippers, owners and crews that were involved at the time, but of generations of yachtsmen and loyal racing fans. From small beginnings, where perhaps just two yachts, on impulse, sparked up a race, a flame was ignited that, over time, evolved the often half-hearted challenges into the spectacular worldwide sporting events that they are today.

Regattas are a truly captivating occasion; the acres of teak deck, glimmering chrome and vast snow-white and multicoloured sails on display are a breathtaking sight – each yacht vying for compliments on the quayside as much as for speed on the water. The beauty of the yachts themselves is awe-inspiring, but added to this is the spectacular power and performance of these towering vessels, the passion and skill of the crews, and the unique and enchanting festival atmosphere that transforms a few days by the sea into an unforgettable life experience.

Today, high-profile regattas and races highlight almost every coastline of note, but there are a few that stand out above them all as bastions of this gentleman's sport and worthy custodians of yachting's glorious heritage. From the West Mediterranean to the Caribbean, lovers of racing, fans of classic yachts, admirers of sailing technology, and advocates of great fun can raise the sails afloat or raise a toast ashore as the finest yachts in the history of the world set forth to claim their sport's greatest honours – and have a fantastic party along the way.

In 2007, set your social compass to the following events for some of the most anticipated racing action ever.

The Buckets (St Barth's, Caribbean; and Newport, USA)

Judging by the Buckets' origin, these regattas are the least serious, and therefore arguably the most fun, of all the world's high-profile sailing events.

LOOKING BACK...

One evening back in 1986, the captains of Volodor (Roger Janes), Mandalay (John Clyde Smith) and the owner-captain of Flying Goose (Peter Goldstein) were sharing a debate fuelled by a good deal of Mount Gay Rum. Which yacht, they argued, was the fastest? Which crew the most skilled? Needless to say the only way to resolve the issue was to host an event to settle the matter, and thus that August seven yachts set forth on a 24km course in Nantucket Sound.

Between 1986 and 2001 the Nantucket Bucket flourished into a popular superyacht regatta, with staggered starting times not only enhancing safety but also giving each yacht more space to show off her moves as she joined the throng.

Due to its great popularity, in 1995 the inaugural St Barth's Bucket was launched. It began with a feeder race from St Eustacius and finished at Baleines Rock, near to Gustavia Harbour. In true Bucket spirit, each evening a sideline competition would ensue with each yacht vying to host that evening's cocktail party for all the owners, captains and crew. Rumour has it this may have had some bearing on that vessel's starting time for the next day's race.

In 2001 it was announced that the Nantucket Bucket would be no more, and the summer venue instead became Newport, RI. This two-day event hosted in Rhode Island Sound, has since flourished in what many consider to be the sailing capital of the world.

The Buckets have become an annual celebration for both the island of St Barth's and the cosy coastal town of Newport. Far from being just another sporting spectacle, the Buckets – featuring such yachts as the 54m Parsifal III who is a regular participant in the St Barth's Bucket – are an admirable excuse for three days of fine-spirited competition, glorious sailing, a few cheeky shenanigans

and, literally, 'bucket-loads' of fun. Despite the phenomenal growth of the events (from seven yachts in 1986 to more than 60 expected this year in St Barth's) – the essence of the events remains non-commercial. They are a true celebration of the joys of regatta life.

LOOKING FORWARD...

St Barth's Bucket 29 March – 1 April 2007
 Newport Bucket 20 – 22 July 2007

Opposite page:
 Les Voiles de St-Tropez

Below:
 Christoffel's Lighthouse
 at The Newport Bucket



Antigua Classic Regatta

(Antigua, Caribbean)

Antigua Classic Week is not quite the oldest regatta around but thanks to its guaranteed fleet of spectacular sailing yachts, it is becoming a fair classic in its own right.

LOOKING BACK...

The regatta first formally took place in 1967 when, to celebrate the end of a successful charter season, the captains and crew challenged each other to a return race to Guadeloupe. The participants were all classic yachts, but over time faster, more modern yachts dominated and the racing was so unfairly matched it became dangerous. In 1988, therefore, several classic skippers met to set the matter to rights, and thus the Antigua Classic Yacht Regatta was launched with just seven competing boats. Since then it has become one of the most prestigious classic events with upwards of 60 yachts a year frothing up the waves around Antigua in a spectacular display of beauty, performance, grace and festivity.

Competitors include traditional island craft, classic ketches, sloops, schooners and yawls, along with Spirit of Tradition yachts, J Class yachts (1999 saw J Class yachts racing together for the first time in 60 years) and Tall Ships.

This wonderful mix of sailing yachts is the unique →



Above from left to right: The classic 40m J Class sloop Endeavour, built by Camper & Nicholson's in 1934; The Cannes Croisette Cup (centre) is a combination of leisurely time and racing, while the Panerai Classic Yachts Challenge (far right) is highly challenging

attraction of the Antigua Classic Regatta. It embraces every type from genuine classics – such as the J Class sloop Endeavour – to modern classics built in the traditional spirit, the likes of Braveheart and White Wings. It is simply required that entrants must have a full keel, be of moderate to heavy displacement, be built of wood or steel, and be of traditional rig and appearance (various other stipulations also exist). To this end the Spirit of Tradition Class was launched in 1996 for yachts built recently but along classic lines. The aim is to encourage the increase of beautiful ‘modern’ classics and so keep the spirit of craftsmanship alive.

There is also a Tall Ships Class, held annually since 1988, and in 1991 the Concours d’Elegance was established to search for, and celebrate, the unique excellence, craftsmanship and spirit of the world’s most spectacular yachts.

LOOKING FORWARD...

20th Antigua Classic Yacht Regatta 19 – 24 April 2007

Panerai Classic Yachts Challenge (Antibes, France; Argentario, Italy; Mahon, Spain ; P. Rotondo, Spain; and Cannes, France)

Once again, the world of traditional sailing, featuring wooden boats, timeless designs nurtured by the love and passion of leading personalities from the world of yachting – boat owners, designers, builders and champions – is united with the values, the history and the technology of fine watch-making.

LOOKING BACK...

A demanding circuit, a rich calendar including five meetings, three high-sea regattas, three countries, eight yacht clubs, and a record number of over 200 vessels – and growing – the Panerai Classic Yachts Challenge confirms the extraordinary interest surrounding regattas reserved for vintage boats and all that distinguishes the ancient traditions that have made yachting great. The boats are divided into two main classes: Vintage Yachts and Classic Yachts. Vintage Yachts are those built of wood or metal, launched prior to end 1949 and still conforming to their original designs. Classic Yachts are yachts built of wood or metal and launched before end 1975. The winners of the Panerai Classic Yachts Challenge 2006 cup were Bona Fide (a 14 metre aurica cutter from 1899 owned by Giuseppe Giordano) in the Vintage category; and Emeraude (an IOR design by German Frers from 1974 owned by Vittorio Cavazzana) in the Classic Yacht category.

In addition to the Panerai Classic Yachts Challenge, Officine Panerai is expected to have a visible presence during the Antigua Classic Week as well as during the Buckets – maybe the sign of further support of classic yachting, beyond the Mediterranean?

As a side note, CNI are delighted to sponsor once again the Elegance Trophy of Les Voiles d’Antibes, an award to classic yacht owners who dedicate time, money and passion to the restoration or maintenance of such great witnesses of nautical history.



LOOKING FORWARD...

- Antibes, France 30 May – 3 June
- Argentario, Italy 13 – 17 June
- Mahon, Spain 28 – 31 August
- P. Rotondo, Spain 6 – 9 September
- Cannes, France 23 – 30 September

www.panerai.com

Cannes Croisette Cup (Cannes, France)

The initiative of French Whitbread winner Lionel Péan, the Cannes Croisette Cup is an innovative concept for modern sailing yacht regattas, where high-profile social events combine with fun and mind-boggling regattas. The winners are not only determined by their sailing capabilities but also by a good use of their knowledge during the much awaited De Beers Treasure Hunt, where teams compete to find out where the amazing De Beers Treasure is hidden – a treasure, as everyone may guess, that includes unique diamonds. Other partners include Bentley and the City of Cannes, which allows for a stunning Owners’ Dinner on the piers of Cannes’ Old Port. The event, held on the first week-end of June, lasts four days with three days of actual racing around the Bay of Cannes, down to Saint-Tropez, with the beautiful scenery of the Esterel mountains as a backdrop.

In addition to the unique format of the regattas, Lionel Péan and his team have come up with a new registration concept, in order to allow enthusiasts to participate even when they do not

have their own yacht. For all-inclusive package prices starting at Euro 15,000 per person, participants are flown by private jet to Cannes, accommodated in one of Cannes luxury hotels – if not onboard – chauffeured to and from the races and VIP Club; and, of course, enjoying three days of great sailing on amazing yachts over 100’/30m – another way to enjoy chartering a yacht.

Last year’s winner of the De Beers Perpetual Diamond Trophy was Hyperion, in competition with other renowned yachts such as Attimo or Unplugged. Eights superyachts participated in the first edition of the Croisette Cup, and many more are expected this year. If you are interested in joining, either by chartering a yacht as a team or individually, do not hesitate to contact Lionel Péan or ask your Camper & Nicholson’s International charter broker.

www.cannescroisettecup.org

The America’s Cup (Valencia, Spain)

The America’s Cup has a pedigree like no other in the world of yacht racing, and indeed in the world of sport in general as it is believed to be the oldest trophy in sport, and the hardest to win.

LOOKING BACK...

In over 150 years only three nations other than the United States have won the challenge. Now in its 32nd series, the trophy lies with Team Alinghi who, in March 2003, made history by defeating Team New Zealand to win the Cup, bringing it →



Above from left to right:
 Preparing for action;
 Defending America's Cup
 champion Alinghi battles
 takes the lead; Les Voiles
 de St-Tropez is one of the
 most spectacular classic
 regattas; Adèle races in
 the Superyacht Cup

back to Europe for the first time in 152 years. The event, a favourite of racing enthusiasts worldwide, has drawn thousands to view the Louis Vuitton Acts that have played out between 2004 and July 2006 as a lead up to the final race this June.

The build-up to this year's America's Cup Match has been vast, with a new superyacht pier having been constructed in Valencia where the event will culminate. Prior to that the Louis Vuitton Acts will provide dramatic viewing for the thousands who flock to Spain to witness the head-to-head racing among yachts that boast the finest sail technology, engineering, design and build ever to be seen. The atmosphere surrounding the event will be one of unprecedented anticipation and celebration, and benefitting from their spot at the heart of this event at the Valencia Superyacht Marina are charter yachts the likes of the 35m Sojana. Not only will charterers catch all the fun of the racing, they will also gain access to The Foredeck Club and Private Beach Club, and receive invitations to exclusive America's Cup events. Please contact your CNI charter broker as soon as possible for more details.

LOOKING FORWARD...

- Final Louis Vuitton Act 3 – 7 April 2007
- Louis Vuitton Cup Challenger 18 April 2007
- (17 days of Round Robin racing, nine days
- of semi-finals and nine days of finals)
- America's Cup Match 23 June – 7 July 2007

Les Voiles de Saint-Tropez

(Saint-Tropez, France)

This fantastic annual rendezvous of beautiful, traditional yachts and prestigious modern sailing boats was originally known as La Nioulargue.

LOOKING BACK...

It all began in 1981 when the owner of Pride, a Swan 44, and the skipper of Ikra, a 12m IG, laid down the gauntlet to one another to race from the foot of the village of Saint-Tropez, rounding the Nioulargo (the nest of the sea) to arrive opposite the Club 55 restaurant on Pampelonne beach. Ikra won, but both can share credit for the birth of the Club 55 Cup and La Nioulargue.

The event, which has since changed name to Les Voiles de Saint-Tropez, inspires sailing enthusiasts from all over the world to meet in the bay of Saint Tropez each autumn to do battle on the waves. It is a wonderful way to end the summer season and catch up with friends and colleagues before the yachts head off to warmer climes. For spectators, it is a unique opportunity to gaze on these marvellous beasts of carbon, teak and steel and their immaculate, industrious crews weaving around the decks and quays as they prepare to race. Set against the backdrop of Saint Tropez with its beautiful scenery and yachting heritage, it is a real slice of history relived. Lovingly-built superyachts, such as the Mari-Cha



sisterships, also earn their place, as do the fleet of Wally yachts that pitch up to compete in their own class. It is a week devoted to celebrating the joy, power and performance of sailing yachts in every size, shape and era.

LOOKING FORWARD...

Les Voiles de Saint-Tropez . . . 29 September – 7 October 2007

The Superyacht Cup (Palma, Spain)

Come June this year, the waters around the Spanish island of Palma will be carved up like never before as an anticipated 70 superyachts (40 at the time of going to press, including the 36m Hamilton II) prepare to join a unique year in the Superyacht Cup's history.

LOOKING BACK...

The highly prestigious and popular Superyacht Cup is now in its 11th year – making it the longest running superyacht event in Europe. The yachts begin on the same start line but follow a unique racing format known as 'Pursuit Racing' based on an elapsed time and points system calculated over three days, with a 'low points win' system.

LOOKING FORWARD...

The Superyacht Cup 16 – 19 June 2007

The event usually occurs in October, but this year it moves to June to place it between the Louis Vuitton Challenger series and the finals of the America's Cup. The event, in the southwest of the port of Palma, Spain, will kick off with a welcome reception for more than 1,000 yacht owners, guests and sponsors. It will be hosted by the Palma Town Council and held in the Castillo de San Carlos, a 17th century fortress overlooking the yachts in the bay below. In true Superyacht Cup style, the Superyacht Cup Village is set to be as much of an attraction as the action on the water. ■

MILLENNIUM ACTION

As an exciting addition to this year's Superyacht Cup, the Millennium Cup will, for the first time, be held in Europe – incorporated into the final day's racing of The Superyacht Cup on the 19 June.

Organised by the New Zealand Marine Industry, the New Zealand Millennium Cup began in New Zealand during the 2000 America's Cup, and also took place in 2003. It gathers together superyachts of 30 metres or above to sail together in a showcase of the country's finest marine technologies.

Photography: Carlo Borlenghi; AC Management Photo Library; Billy Black; Jérôme Mélagopian



Quintessence of time

Chopard

A visit to the Louis-Ulysse Manufacture Chopard in Fleurier, a small village in the Swiss Jura, is an epic voyage – Jules Verne style – through time and technology. A unique place to observe intricate artisanship on a Lilliputian scale, it is a celebration of the skills and inventive spirit required for the art of watchmaking

by Laurent Pérignon



leurier is one of the birthplaces of the Swiss art of horology, alongside La Chaux-de-fonds and Le Locle. There are currently four watch manufacturers established there, for 3,500 inhabitants – and the industry is thriving. A quick glance at the classified ads in the local paper illustrates the situation perfectly: recently, out of 286 ads to hire new staff, 285 were recruitment opportunities within watchmaking companies.

FROM SONVILLIER TO FLEURIER, FROM CHOPARD TO SCHEUFELE

The original Chopard high-precision watch manufacture in Sonvillier, several kilometres from Fleurier, dates back to 1860, with the first record of a watch having been created by Louis-Ulysse Chopard – although there is evidence that his family had been in the business since 1730.

After moving to Geneva in 1920, the Chopard ‘by Chopard’ story continued until 1963, when Paul-André Chopard realised that none of his sons was willing to take over the business. His encounter with Karl Scheufele, also a third-generation watchmaker whose family business had been established in Pforzheim, in the German Black Forest region, in 1904, was to determine his company’s future. The two men realised their activities complemented each other perfectly and a deal was signed in 1964, at a time when Chopard exclusively manufactured men’s quality watches in gold.

The move to the Genève-Meyrin site in 1975 helped expand production capacity, but also meant the watchmaker’s core manufacturing activity drifted away, as Chopard started specialising in the creation of new timepieces. The 1976 launch of the Happy Diamonds watch, a signature piece with diamonds roaming in between the dial and crystal, epitomised such evolution; followed in 1980 by the first Chopard sports watch with a leather strap, the St Moritz.

With the benefit of 20 years of continuing growth and success, Chopard took another significant step. Initiated in 1993 by a collaboration with Michel Parmigiani on the development of a new calibre, that step took concrete form in 1996 when Karl-Friedrich Scheufele, Karl Scheufele’s son, decided on ‘a return to roots’, as they taglined it, and started their own manufacture again, 136 years after its origin. →



Right: The first Louis-Ulysse Chopard pocket watch and, far right, an old tool box used to create timepieces



Nothing replaces the human touch

FORMULA ONE FOR THE WRIST

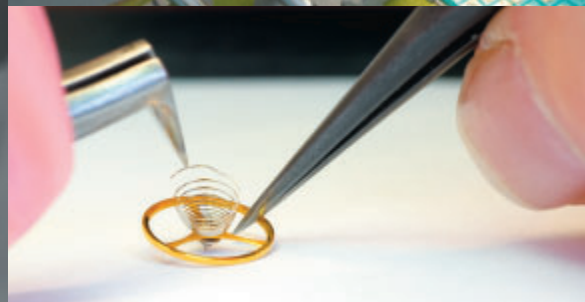
Establishing one's own manufacture is the way to acquire genuine legitimacy in haute horology. There are two different categories in the world of fine timepieces: while manufacturers engineer calibres, the hearts of the watches, a wider range of watchmakers create designs and assemble the frames that will house such movements. For example, Blancpain and Br guet, buy their movements from F. Piguet – no connection with Audemars-Piguet – just like Chopard used to.

Karl-Friedrich Scheufele made the decision to open its own manufacture not only to highlight Chopard's long-standing horological expertise but also to achieve greater independence and vertical integration of production. Having to rely on external suppliers to provide you with the most essential device for the development of your own product can be tricky, particularly if your supplier is also a competitor.

Since its inception in 1996, with three members of staff working in two small rooms, Chopard Manufacture has grown to support a workforce of more than 100, who occupy the 3,300 square-metre building bought from the Swatch Group and fully refurbished in 2000. Manufacture Chopard was also the first among all watch manufacturers to receive the coveted ISO 9001 certification, in 1998.

When asked why he opted for a different geographical area than his Geneva production site, Karl-Friedrich Scheufele explains that the resources required for the engineering of calibres are very different from the large-scale production of watches; and these include tranquillity and patience, away from business pressure. As he likes to put it: "Formula One racing machines are not developed on the same lines as production cars".

Above from left: Manufacture Chopard in Fleurier; even in this day and age of the computer, the human touch still reigns supreme when it comes to the most intricate details



in the endeavour to reach perfection

Today Manufacture Chopard comprises 45 different professions under one roof, and respects the very essence of the word Manufacture: though all the components of a calibre are not necessarily hand-made, they are all bevelled, polished, fashioned, softened, straightened, engraved, adorned, stippled, verified and assembled by hand — even those tiny springs that define the microscopic Breguet curve, one of the most essential pieces in the movement (see photo above, lower right). Even better, when working on one of these in a new L.U.C. calibre, one of the ladies in charge modified the spring the way she had been taught 40 years ago. It only slightly differed from the computer model, which was fine; but the engineers came to realise their movement actually handled better the way she had refined it — and they adapted their requirements accordingly. This is similar to the trial-and-error method that defines Formula One aerodynamics; the computer helps to design components, but nothing really replaces the human touch in the endeavour to reach perfection.

The parallel drawn with Formula One goes further when it comes to research and development. In order to anticipate the future and envisage new technological solutions for tech-savvy clients, Karl-Friedrich Scheufele first split the mechanical laboratory into design and prototype divisions in 2003, and then set up a new company, Chopard Technologies, where the aim is to concentrate in one place everything relating to technical creation. Its very first mission was to create a masterpiece for the tenth anniversary of the Manufacture, in 2006. It took shape with the L.U.C. Chrono One, a jewel in engineering. →



The perfect watch is created by the

HIGH-TECH PROCESSES

Within its ten years of existence, Manufacture Chopard has created five base calibres, developed into ten L.U.C masterpieces, which is a significant achievement as a new calibre usually takes three to four years to develop, and costs over three million dollars, (two-and-a-half-million Euros)

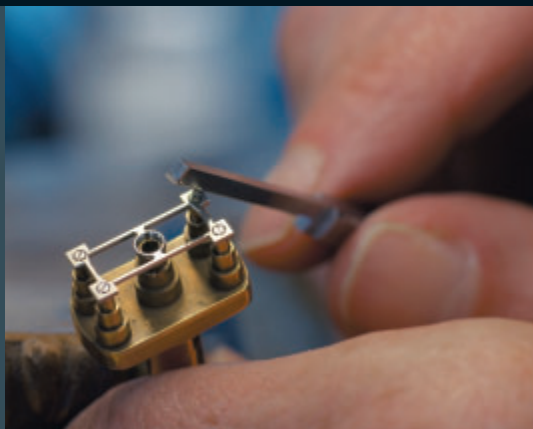
To create a new watch is a long process. They are designed entirely by computer. From their movements to their case and exterior design, all components are manufactured together and are unique to each new creation. To achieve this, the tools required to produce the individual parts are also created afresh at the beginning of each project.

The second step is the production of life-sized models. Four of five prototypes are designed up to the stage of final watch production, and are then transferred to the watchmaking laboratory for thorough wear-and-tear testing. These tests last about 18 months, all under the ISO regulations. For example, the winding system is challenged for 600,000 turns at 100 turns a minute.

Once the prototypes have been certified, a series of 50 watches enter early production with the master artisans so as to ensure there is no glitch left. If necessary, parts or processes can still be modified at this stage, the idea being that the perfect watch can only be created by relying on the strings of competence and expertise of various teams in constant collaboration, all with different backgrounds and, therefore, diverse skills and observations.

Research on material supply takes place while the prototypes are being developed. The principle is to have total control of the production and to be in a position to guarantee the quality of the final timepiece.

Above from left: Once completed, the calibres (also called movements) are assembled with the watch case, dials and crystal, all by hand



THE TOURBILLON

Like any object, a timepiece is submitted to various gravitational forces that influence its balance, and therefore modify its precision in the mid to long run. In order to avoid the never-ending adjustments required to solve that problem, Abraham-Louis Breguet invented the tourbillon 200 years ago. An ingenious device, it allows for constant compensation of the interdependence between the centres of inertia and gravity. The balance, balance-spring, pallets and pallet-wheel are placed inside a tiny steel carriage. Driven by the movement of the watch, the carriage spins on its axis one full turn per minute. The imbalances are thus maintained in a constant 360-degree rotation, and the accelerating or slowing down movements compensate for each other or cancel each other out — allowing the watch movement to maintain constancy. Sounds simple? It is not, which explains why it remains one of the most fascinating, and expensive, watch complications even 200 years after it was invented.

expertise of various teams

TIME AND TOUCH

Any component produced at the Manufacture Chopard is verified by the human hand and eye. In spite of the help provided by the machines that cut the parts, the master artisans still verify, and arguably improve, these. No component transfers from one workshop to the other without being checked by the 'central control' team. There lies another difference between mass-production and haute horology.

When handling the tiny components that constitute the watch, the tolerance is 1/1000 of a millimetre; four times thinner than human hair. Each movement comprises on average 250 pieces, excluding movements with tourbillons, for an additional 30 components. Some watches can contain up to 500 components; all within a volume of about four cubic centimetres.

Each L.U.C movement takes about 12 hours to assemble. A tourbillon itself requires over 30 hours to be mounted, not taking into account the five to six hours required for the decoration of each of its visible component. Each 'bone', another key visible element of the tourbillon, takes between six to eight hours to angle at 45 degrees, as required by the stringent Poinçon de Genève certification process. The balance, which is the core element for a watch to run correctly, oscillates at 28,800 vibrations per hour. To make sure it is perfectly well balanced, a collaborator dedicated to that process will spend between two to three hours on each of them and may remove up to two micrograms — think dentist tools, only much smaller. Each of the 3,000 movements that leave the manufacture every year goes through such fine tuning. →



The art of haute horology is in the

Finally, after decoration, the 15 'time-makers' enable the miracle of time-keeping to occur by putting all the pieces together. They work in a heavily protected environment; not for security reasons but because the 'grey room' where they assemble the movements has to be dust-free. The place resembles a high-tech research lab, and any visitor might compare the experience to that of entering a biological research centre or satellite construction site.

STRINGENT CERTIFICATION

When it comes to haute horology, the Swiss have established the highest standards through various certification processes, the most selective is the Poinçon de Genève, created in 1886 and regularly updated since. The list of requirements is so precise and complete that not many manufactures can afford to develop the installations, tools, and machines the process requires, or hire the master artisans capable of producing the relevant components. Interestingly, one of the requirements from the Poinçon de Genève is to have the timepieces produced in Geneva. This explains why the L.U.C movements are manufactured in Fleurier while the casing up of the Chopard watches is finalised in the Meyrin production site.

While the Poinçon de Genève defines technical and aesthetical requirements, a second set of tests addresses precision: the Swiss Official Chronometer Testing Institute (COSC) delivers the Chronometer certification to movements with an average tolerance of $-4/+6$ seconds per 24 hours, over a two-week period, in various handling positions and temperatures. The worst-case scenario therefore represents a maximum possible variation of 0.00694%, which corresponds to a precision of

Above from left: The L.U.C. Tonneau, when launched, was the first watch with a movement equipped with a micro-rotor (calibre 3.97); the L.U.C. Quattro, launched in 2000, was the first watch with a power reserve of up to nine days, thanks to four barrels



MILLE MIGLIA

The original Mille Miglia car race from Brescia to Rome and back again, was created in 1927, covering exactly 1,000 miles. It was stopped in 1957, before being reborn in 1984. Chopard has been the main sponsor of the rejuvenated mythical race since 1988, non-stop. This level of commitment results as much from Karl-Friedrich Scheufele's passion for racing and classic cars as from his desire to associate the Chopard name with excellence in sports, tradition and prestige. Every year, Manufacture Chopard creates a limited edition of a new Mille Miglia Chronograph, specifically designed for the race – with only 1,000 pieces, all numbered - as exemplified above by the latest 2007 Mille Miglia GT XL Chronograph. The race today is not as tough as it used to be, but it is a well-known fact that men of passion also have a strong fighting spirit, and will compete to the last second. It is thanks to such passion that the race has been revived, and will continue to generate interest.

search for perfection

99.99%. It must, however, be understood that having the Chronometer certification does not make your watch a Chronograph – though obviously every Chronograph should be Chronometer-certified.

Then there is the Fondation Qualité Fleurier. Although not an official certification institute, the Foundation was created by Karl-Friedrich Scheufele in 2001, together with the other manufactures in Fleurier – Bovet, Parmigiani and Vaucher – in order to bring such certification processes one step further. The idea is bring the two existing sets of criteria under one common scheme and submit timepieces to even more stringent testing through a new computerised machine that recreates extreme wear-and-tear conditions – for a maximum tolerance of between 0/+5 seconds per day.

THE FUTURE OF TRADITION

There was a time when many thought that, with the advent of electronics and precision quartz watches, traditional horology was somehow doomed – or would be limited to a few learned collectors. But quite the contrary has occurred. Recent years have witnessed record turnover and profit, year on year, and luxury watchmakers are those who have experienced the fastest growth. Of course this has a lot to do with the rising level of fortunes worldwide.

A combination of spirit and philosophy underlies haute couture, high jewellery, haute cuisine, Formula One and haute horology, and the success of the latter is a tribute to authenticity, creativity, technical innovation, scientific engineering and the search for perfection. All qualities that robots will never achieve, however sophisticated they become. ■



Karl-Friedrich Scheufele: The man behind the company's recent successes, he turned the dream of Chopard's own Manufacture into reality

The top choice

surface materials

This issue, Alison Henry talks about surface materials on board and explains how to create a pleasing balance of tone and texture with the perfect interplay of metal, wood, rubber and leather

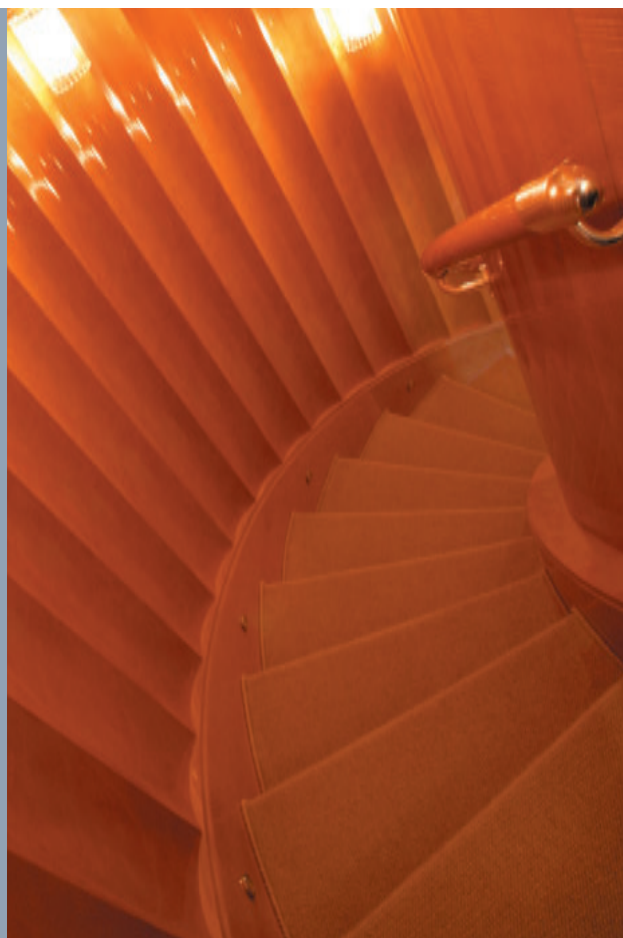
As you've probably gathered from previous issues of *sea&i*, I place no distinction between the overall design of a home and a yacht and this ethos runs equally true in my choice of surface materials as it does with all other elements of design. There is almost no limit as to what can be done providing you remember the weight factor: heavy is out, out, out on a yacht because weight affects its balance and yachts are built to move.

Surfaces, just to clarify the expression, are the application of top-coat materials and it is a fascinating element of design. No mere cover up, each is a journey away from preconceived perceptions of what has worked in the past toward a whole new vision of what can so easily be achieved with so many different, but appropriate, modern materials (although often the process brings you back to paint and panelling as they will always have their place). Rubber, laser-cut metal mesh and spray-on flock and metallic finishes can all be combined with all the naturals from wood and metal veneers, to leather, silk and cotton. As always, the success of the design comes down to how you use these materials in combination with one another.

Wood veneer and timber are the traditionally accepted staples in yacht interiors and these will always be much chosen and loved for their looks and rich patina of pattern – whether natural for the grain or man-made in the marquetry and →



The ultra-modern interior on board the 54m Parsifal III is finished in ebony, wenge and light touches of sycamore, with stainless steel and fine leather detailing



This page, clockwise from left: The vibrant interior of the 56m Galaxy is filled with exotic timbers and leather panelling; the refitted interior of the 45.6m Carpe Diem is a fabulous fusion of mahogany and pale furnishings; the spacious living areas aboard the 50m High Chaparral are panelled in rich oak and decorated with subtle fabrics and dark leathers
Opposite page: the 49.3m Aurora has a stunning covered aft deck for open-air dining, and a sheltered flybridge with panoramic views

laying. Wood in all its forms, tones and grain types is the prime way to add character, warmth and 'life', for wood is a living material that enriches with age. For me, wood can be used almost anywhere, but I tend to use it as a backdrop – on floors and walls – and for built-in cabinetry. It is timeless and elegant.

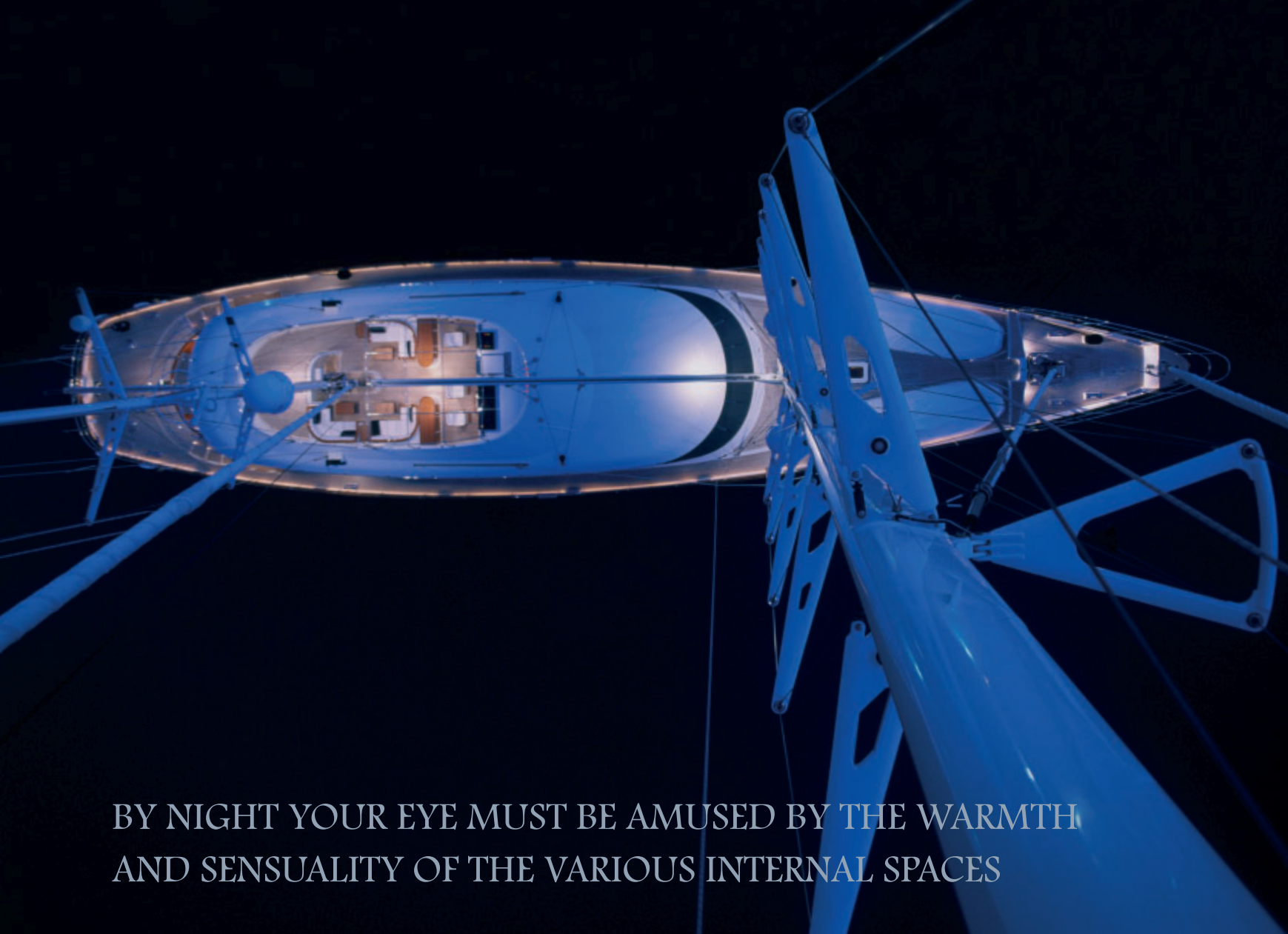
At the moment, I am particularly gripped by the idea of both leather and rubber – on floors, walls, headboards and seating; but with leather also appearing in the detail of handles, edgings and trims. Many years ago I created an interior that used a great deal of ostrich skin. At the time it was considered highly risqué (for its looks, yes, but also for the fact that it was leather on a boat and there was concern as to how it would age. Beautifully, as it turns out). Now, ostrich skin is considered a classic, and is especially chic in white, as is mock croc. Rubber and leather both have their own type of lush richness that is more softly sensuous than wood, and the combinations work remarkably well together for this reason. Leather can also be upholstered on floors and entire walls and ceilings, can be used on cabinetry, and is always excellent for seating.

In an entertainment zone, leather (or rubber) used in place of fabric on the walls also helps to dull engine noise and thus aid sound insulation but, unlike fabric, it is easier to keep spotlessly clean.

If you do not wish to have an entire room in either leather or rubber, or combinations of the two, simply create large-scale features that have been upholstered, such as a giant headboard.

Leather is no new concept for cabin seating, but what kind of leather are you choosing? I would always go for sheer luxury and texture, say, by layering nubuck or suede with goatskin and patent cushions or rubber pillows. In this imaginary scheme, if you chose a chocolate and ivory theme, the play of colour would rely on texture and tone and I would carry the concept right down to the rug that is set into the leather, or timber, floor. In this particular instance, I would have bronze metal running through the entire design, from the leather and bronze door handles to accenting tones in the rest of the furnishings.

Black and white, ivory and chocolate and all the various caramel and cream tones are what I consider a neutral palette



BY NIGHT YOUR EYE MUST BE AMUSED BY THE WARMTH AND SENSUALITY OF THE VARIOUS INTERNAL SPACES

and the best starting point for any design. Naturally all the metal tones are a part of this, from the soft brownish silver of nickel to the bright sparkle of chrome; from the depth of bronze to the pizzazz of brass. These are all perfect foils to the simplicity of black and white and the subtleness of chocolate and ivory. Already a sensual and luxurious image is forming in my mind that mixes metal, leather, glass and wood with linen, chenille, satin and silk.

Metal is a first-class detail material for a yacht. I could never suggest vast amounts of it to be used decoratively because of its weight, so staircases or balustrades aside, metal can be harnessed to create a myriad of surface patterns and 'lines'. One of the best ways to use metal would be to create a relief panel, perhaps within the staterooms. Or you could have your yacht's logo cast in your favourite metal (bronze for me, especially with chocolate and ivory) and use it repeatedly throughout the décor, such as in the panelling and table tops and set into doors. You can also use the same signature logo or pattern on everything from the linen to the sails, or in the form of etching on glassware.

Metal marquetry should always be considered as it adds a touch of sparkle and texture in the mix with wood and fabric. A games table with wood and metal marquetry is an ideal example, but so too is the general idea when expanded to create an entire wall that contains a feature frieze. You can also take this concept through to other areas of the yacht both internally and externally.

It is at this point that I must point out that a yacht by day is not the same yacht by night. By day your gaze is all for the sea and the surrounding external beauty; the purpose of designing tonally and neutrally with great emphasis on the various textures is to ensure that the real spectacle is nature. By night, however, this is turned around and your eye must be amused by the warmth and sensuality of the various internal spaces. Mirrors, magical for their reflections, art and relief panels suddenly come into their own and the scene is set for some first-class entertaining and fun, which is, after all, the main purpose of great design for living – particularly when aboard a superyacht. ■

The big 60



As Ferrari celebrates its 60th birthday this year, classic car aficionado **Gordon McCulloch** looks back on the evolution of his own favourite number – the Ferrari 275

Since its cars first graced the roads 60 years ago, Ferrari has given us so many evocative numbers. The 166, 375, 250, 275 and 750 are some of my personal favourites. The message then got more complicated with the arrival of the 348, 355, 550 and others, but until then there was a simple formula in place. The model number was the cubic capacity of a single cylinder. All you had to know was how many each had. So the beautiful 750 Monza was a 3-litre engine, with four monstrous air-sucking cylinders of 750cc each, but the 166 was actually a V12, just shy of two litres. Perhaps most famously, the three-litre 250 engine designed by Gioacchino Colombo became the benchmark power plant for Ferraris in the 1950s and 1960s. In the search for more power, this grew in the 250LM to 3.3 litres, a displacement of 275cc per cylinder. However it was not until this migrated to the road car that the 275 model name was used, with the birth of the 3.3-litre V12 275GTB in 1964.

Having got our heads around the model numbering, things then get more complex in the case of the 275. In its ludicrously short lifespan of four years, with less than 1,000 cars produced, Ferrari came up with numerous iterations of the 275 model. The Pininfarina-designed 275 GTB debuted in 1964 as the company's new front-engined V12 producing 280bhp. Shortly afterwards the 275GTS followed, again penned by Pininfarina but in a style more reminiscent of the 330GTC (it was effectively replaced by

the 330GTS) and with a slightly detuned 260bhp version of the same engine. The 275GTS was built from 1964-66, in a total run of 200 cars of which 14 right-hand-drive cars found their way to the UK. Meanwhile the upgrading of the Berlinetta was ongoing. The 2-Cam versions suffered from an identified weakness in transmission of their 280bhp to the rear wheels due to flexing of the driveshaft between the engine and the (newly designed) transaxle. The so-called 'Torque Tube' models addressed this weakness by reinforcing the driveshaft. The number of carburettors then grew from three Webers to six, and at the same time the nose was extended to improve high-speed stability. The so called 'long-nose' model appeared in 205 cars.

So, we began 1964 with the short-nose, 2-camshaft, 3-carburettor 275 GTB and by 1966 the car was a long-nose, 2-camshaft, 6-carburettor, torque tube 275 GTB. Confused? Well, in the spirit of simplification, Ferrari took all of those interim improvements in 1966, added two camshafts and relaunched the car as the 275GTB/4, building (with Scaglietti) 330 cars in total and (we believe) 26 right-hand-drive examples.

I remember when I first saw a 275GTB/4. I was a relative newcomer to Ferrari at the time. It was 2001 and I had just bought my first 360 Modena the year before and had never really owned a car more than a few years old. However I had also just purchased an F40 and my interest in the classic models was growing. I was visiting the old MHT showroom in Northleach,



The Ferrari 275 GTB/4



Above: The Ferrari 275 GTB/4

in the UK, and a beautiful blue 275 GTB/4 was in the showroom with a 'Sold' sticker on it. I went home, did some research and decided this had to be my next car. I then had a tremendous piece of good fortune in that another car was coming in for sale and I was hopefully going to be the first customer to see it. I arrived at the showroom early one February morning in 2002, took a brief look at the car, had an equally brief drive in it and impulsively said I'd take it. Little did I realise that there was a long queue of other customers forming behind me.

I think the acquisition of your first real classic is a test for anybody. It requires a different psychology to owning a modern, easy-to-maintain sports car. I was fortunate in that I knew immediately the experience of ownership held tremendous appeal for me. Not only the purity of the driving experience (a car which obviously predates any form of driver aid), but also understanding the design and construction, the engine genealogy and so on. The real fun however, came on the road.

The 275GTB/4 is a blissfully simple car in many ways. It is a 1,100kg, 3.3-litre, front-engined 60-degree V12. Power output is 300bhp at 8,000rpm, so we are talking about 270bhp/tonne, a number that would still make a modern manufacturer happy. It has a tubular steel chassis and a mix of steel and aluminium panels (predominantly steel in the road car, a few competition versions were made in all aluminium) and independent

suspension all around. Following a few years of ownership and enjoyment, I decided to have the engine rebuilt. This meant I was without the 275 for six months, so to avoid withdrawal symptoms I bought a UK-delivered, right-hand-drive, 1966 275 GTS. However with a fresh engine, there would only be one car I could take on the 2006 Supercar Run, my 275GTB/4.

I have to admit to being staggered at how well it performed. It is clearly not built for drag racing on the Autostrade with the modern cars, but a nice 160km/h cruise is well within its limits. Also, being a far less obvious vehicle to the roving eyes of the police, we tended to attract little attention. In fact the old 'tortoise and hare' adage was particularly true – on more than one occasion we waved cheerily to co-competitors who were brushing up on the Italian for 'driving licence and insurance please' at the roadside.

Despite being a car which never really enjoyed a lot of sporting success (coming as it did in the late 60s when the mid-engined sports prototypes were beginning to dominate all forms of endurance racing) a few cars did appear at Le Mans and in the Tour de France. The competition versions were all built by 1966 and none of these were 4-Cam models, all were long-nose 2-Cam cars and in most cases alloy bodied. We found that the car performed tremendously well in the mountains, its only handicap being 1960s' brakes, which tended to fade and smoke easily. However on the twistier sections of the route, the 275 acquitted itself well alongside much more powerful, tractable modern cars simply due to its high-revving engine, ready power and perfect handling. I am also delighted to say that in the eyes of our fellow competitors, the car looked beautiful too and I received the stunning Bugatti silver elephant trophy, the mascot from the Bugatti Royale.

I suspect one of the things that unites us in taking part in the Supercar Run or the Supercar Classic is our love of driving and owning beautiful cars. Taking my 275GTB/4 on the Supercar Run in 2006 elevated my appreciation of the car to another level. To my mind it is a work of art in motion. For me the late 1950s and 1960s were the ultimate era of car design and labour intensive manufacture before the huge and regular technological jumps of the 1970s and beyond. The drivers of the era were gladiatorial in their approach to their task and even attempting to drive a car from that era at six or seven tenths is tiring, at times frightening and imbues you with a new and heightened sense of respect for these great men.

I would contend that it is not often in life that we can look at a car and conclude that purchasing it was one of the best decisions we ever made. While people will say it is not a 250GT SWB (and it is sometimes referred to as 'the poor mans GTO'), in the time I have owned my 275 I have never had a moment's regret that I made that impulsive decision to buy it. ■



EUROPE'S LEADING MAGAZINE DEDICATED TO BUSINESS AVIATION

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building east

The leading
turkish
shipyards

The Turkish yacht building industry has grown substantially over the last decade and today lies just behind Germany in the world rankings. Turkey offers a vast diversity of shipyards with varied skills. Several new yards are emerging along the coastline - sometimes financed by European investors. Managed by highly experienced men, they are challenging some of the long-established yards.

By **Luc Blanchard**

Turkey has a long tradition in boat building thanks to its status in the commercial transport industry. The home of this powerful industry is located in Tuzla, 20 miles south of Istanbul, along the Marmara Sea coast. The centre of naval construction and repairs, the yards are mostly dedicated to ship building, cargo and tankers. But between the steel ships and enormous mobile gantries, lie yacht builders who entered into the industry around thirty years ago.

Proteksan-Turquoise are the pioneers and remain the reference for custom quality yachts construction and refits. These two shipyards started their activity separately before merging into a partnership, and have built up their reputation by producing famous classic yachts like Talisman C or Petara, and the new generation Trawler type yachts such as Cameleon B. Proteksan-Turquoise has built more than thirty yachts in the Tuzla facility and they recently added two new construction sites to their portfolio at nearby Izmit. The first one is located in Güzelyali and consists of three sheds, one floating dock and several large wharfs. The yard has the facility to build four 60m yachts simultaneously at this facility where three 53m trawler type construc-



tions and one 65m yacht are currently in build. The second new facility is located in Kocaeli's Free Trade Zone where Proteksan has built an 85m by 38m shed, dedicated to megayachts.

The other shipyards remaining in Tuzla have the capacity for building 35m to 50m motor yachts, the most popular size vessels in Turkey.

Opposite: Welding the hull of Maltese Falcon at the Yldiz Gemi Shipyard
Above: the 42.5 meter Cameleon B by Proteksan-Turquoise



Above from left to right:
 Inside Proteksan
 Turquoise shipyard;
 Perini's Maltese Falcon
 under construction
Below: An aerial view
 of the Proteksan
 Turquoise shipyard

Rmk Shipyard is part of an important industrial group whose main activity is ship building, but they have built relatively few yachts. One 37m Expedition type designed by Vripack was launched last year, and a 52m ketch designed by Sparkman & Stephens is currently under construction for an Rmk'owner.

R.B Derelli is another favourably considered shipyard in Tuzla. They have been building yachts since 1998 and the yard is run by experienced managers Guillaume Roché and Stéphane Blanfune. Derelli launched "Mumu" two years ago – a 39m sailing yacht designed by Philippe Briand. They are currently build-

ing a 42m motor yacht. Due to the lack of land in Tuzla, Derelli are expanding their facilities to the Gebze Industrial Zone where they plan to build smaller production yachts. Neighbouring yard Numarine is another state-of-the-art yard, producing motor yachts of up to 30m in size using a resin infusion system.

Ursa-Nereids has recently joined the shipyards in Tuzla and have bought the last available piece of land. Their first yacht Thetis was presented in Monaco in 2005 and sold a few weeks later. Their second yacht is currently under construction in one of the three 60m long sheds, all with direct access to the sea.

Perini Navi was the first European yacht builder who trusted the Turkish ability to build quality yachts. Since 1987, the Yldiz Gemi Shipyard has been building steel and aluminium hulls and superstructures for the famous Viareggio yachtbuilder. Their latest launch was the stunning and revolutionary 88m Maltese Falcon. The entire build was completed in the Turkish facility.

Among this impressive emerging nautical industry, one key player is Yonka Onuk, who build fast boats for the Navy and coast-guards. They recently emerged onto the yacht market with a 25m fast boat (65kts) presented by the Dutch Yacht Corporation.

IZMIT AND ANTALYA

The fast and permanent growth of the Turkish yachting industry has led to a shortage of space and new sites for emerging shipyards are developing. Izmit and Kocaeli ftz, located 100km's south of Tuzla, have become the second spots along the Marmara coastline for yacht building facilities. The new shipyards in this area are mostly dedicated to the larger superyachts and megayachts. Fal Shipyard are planning to build a 240m long facility and a 400m covered dock. The first yacht under construction is a 65m to be launched later this year. The Sencora shipyard will start building two series 33m and 37m composite





yachts in Yelovah this year and they are preparing a new shed for a 50m+. Antalya, a major city on this Mediterranean coastline, is a popular tourist destination and the new place for the yachting industry. The 58 ha Free Trade zone, close to the commercial harbour, is becoming the most important shipyard centre in southern Turkey. Since 2005, new shipyards are emerging every year, most of them managed by experienced craftsmen. The air conditioned facilities use state-of-the-art technologies including humidity control systems and computer design equipment. As elsewhere in Turkey, the yards are of varying capacity but they offer a range of yachts and materials: wood, composite, aluminium and steel. Some of these yards have built a solid reputation and represent serious competition for some European builders. Farmont Yachts, Peri Yachts, Vicem, Cyrus (Vitters) ex Lenny Yachts and Dragos are reliable yards, as is BodYat. The yard, which was founded in Bodrum and is now located in Antalya, is currently building two 30 and 40m motor yachts, and the 40m ketch Xamura designed by Paulo Scanu.

The latest shipyard to arrive in Antalya, Sunrise Yachts, managed by Guillaume Roché, plans to build a limited series of 45m motor yachts. The naval architecture will be by Paulo Scanu and interior design by Frank Darnet. Two sisterships are under construction and are to be launched next year (see box).

For several years now, celebrated architects and designers such as Ed Dubois, Don Starkey, Bill Dixon, Paulo Scanu, Ken Freivokh and JG Verges, among others, have been collaborating with Turkish shipyards, and Turkey has its own celebrated architects including Tanju Kalaycioglu, Haluk Suntay and Turhan Soyaslan; and designers Karatas or Scaro Design.

While the modern yachting industry is rapidly expanding, traditional yacht builders maintain the countries sailing traditions. Bodrum shipyards, where most of the Gulets are built, have never been so busy, and the new Gulet style sailing yacht is further proof of Turkey's capacity for building quality yachts. ■

SUNRISE YACHTS PARTNERS CNI

"The most economical approach and the best way to build this boat is to build two." This half-joke reply to a yacht owner was the beginning of Sunrise Yachts.

Today, the two 100 metre long sheds in Antalya are where the first steel hull is being assembled, with the 45m Yacht to be delivered in the Summer of 2008 and the second one to follow five months later. The Sunrise 45m concept is a long-range displacement yacht, conceived by a veteran yacht owner, designers, engineers and captains.

The design is capable of accommodating up to twelve guests in high-level comfort. Valentijn Design of Holland has provided all the systems engineering and Paulo Scanu designed the state-of-the-art luxury yacht. The interior design by Frank Darnet includes four spacious guest cabins on the lower deck, a master suite with an office on the main deck, a 12 person dining room, and an intimate lower salon. The bridge deck accommodates a fully GMDSS equipped wheelhouse, captain's cabin, ship's office and a vast upper salon-sky lounge with a wet bar for entertainment. The aft bridge deck has lounging chairs and a 12 person dining area, whilst the sun deck has another full guest dining area served by a barbecue as well as a pantry and food lift from the professional kitchen. The 6 person Jacuzzi is surrounded by a large sunbathing area.

In order to encourage potential buyers to select them, Sunrise Yachts has devised an original financing plan and has selected Camper & Nicholsons International as their preferred marketing and commercial partner.

Sunrise Yachts are already discussing a larger project in the 54-58m range to add to their portfolio. Do not hesitate to contact your CNI broker for more details on any of these projects.

yacht listings Brokerage update

Over the past three months, since the last issue of *sea&i*, CNI brokers have made a record number of achievements. Below is a brief summary of just some of the activities at CNI – the rest having to remain confidential. Yachts coming onto the CNI books have also increased and *sea&i* has selected a small sample of CNI's recent listings of yachts for sale, which can also be found in this year's edition of CNI sales flyer.

RECENT LAUNCHES & PROJECTS

CNI Palm Beach broker Bill Sanderson attended NETANYA VIII's recent release. The 58m/190.3' Andrew Winch designed motoryacht was built at CMN for one of Bill's clients and is expected to be visible around the West Mediterranean this Summer. However, she is for private use only and is therefore not available for charter, unlike SELENE, Perini Navi's latest 56m, launched early 2007. Built for a client of CNI, she has set new standards in excellence, and is bound to become a highly successful charter yacht.

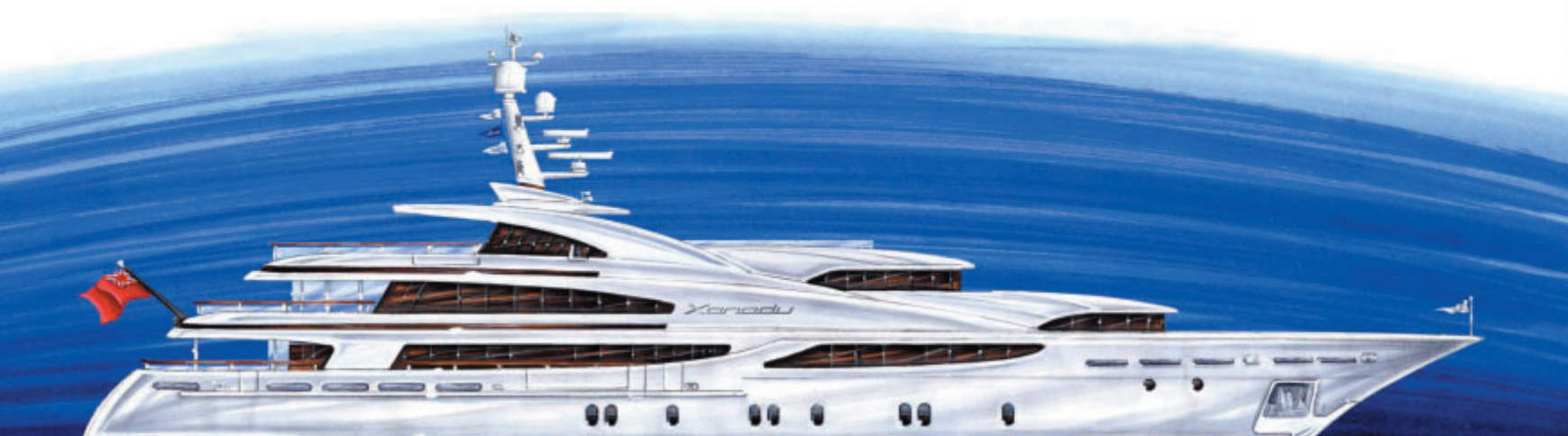
Neil Cheston, from CNI Monaco, has been kept very busy. The Andrew Winch designed 60m Benetti XANADU left the "hot" shed for the paint shed on 12th December. Neil then attended the floating of hull #1 of Amels new 171' series that is being built for another of his clients. In the meantime, he also confirmed signing contracts for two more new construction projects over 50m at the end of 2006, on behalf of his clients, with Feadship and Benetti shipyards. Details remain confidential at this stage.

With these recent additions, the number of new construction projects

currently built for CNI clients reaches over 30 superyachts, in 10 different yards, with an average LOA of 58m. This represents 14 footfall fields hull to hull, for a total value of over \$1.2 billion.

RECENT MAJOR SALES

As hinted in the previous issue of *sea&i*, CNI can now confirm the sale of a brand new Nobiskrug 66.4m motoryacht 777. She was sold to her new owners upon delivery. The sale was conducted by Mark Hilpern, who also supervised her construction on behalf of her previous owners. Unfortunately she will be for private use and will not be available for charter. In addition, CNI is pleased to report the sale of the much-acclaimed Bloesma & van Breemen 48m motoryacht FLYING EAGLE displayed at the Fort Lauderdale show, where the offer was received. Jim Wallace from CNI Palm Beach supervised both the construction and the sales. Last but not least, CNI are also pleased to announce the sale of the well-known THUNDERGULCH. A highly successful charter yacht, the 50m, 1999 Amels was sold in an internal deal brokered between CNI Monaco and CNI Cannes. ■





INTENT 37m/122', Delta, 1997
The first time this yacht has been offered for sale! Superb Delta quality. Configured with 3 staterooms + office (or 4th stateroom); spacious sky lounge and main saloon and large sundecks. Superbly maintained.



ALLURA 34m/112', Ferretti, 2002
Exceptional Motor Yacht offering great space due to her beam of 7m. She boasts a large saloon, separate dining room forward on the main deck. Four cabins below deck. Twin MTU 4000. Seriously for sale. Inspections recommended.



BALOO 33m/108', CBI Navi, 2004
Beautiful yacht with very elegant lines and transatlantic capabilities. Steel hull and aluminum superstructure. Enormous amount of space inside and out. 5 large double guest cabins + crew. VAT paid.



NEFERTITI (LEOPARD 32 CONCEPT) 31.8m/104'33, Cantieri Navale Arno, 2005
Sleek Bacigalupo design and yet with a flybridge. Contemporary cosy four cabin interior with a fantastic master stateroom with ample natural light. Like new and with an exceptional cruising speed of 31 knots. Bring offers!



HAPPY DAY 31.5m/103'3, Benetti, rebuilt 2005/2006
This beautiful Benetti has been stripped to bare hull and completely rebuilt with new interior, new machinery and electronics. She is now ready to cruise trouble free for another decade.



PASSAGE EAST 101'/30.8m, Burger, 1998
In better than new condition with a recent, totally upgraded interior and custom, fixed, hard top with Twin 3412 CAT engines and Kilopak Generators.



PAPOS M 30.2m/98'8, Azimut, 2003
An outstanding example of the Azimut Leonardo series. Her very little-used MTU 2000s give a top speed of 30 knots, and a cruising speed of 27. Master, VIP and two twin cabins, plus proper crew quarters aft.



MISS MARCIA 28m/91'8, Porsius Holland, 1985/2001
CAT power, new paint, 3 staterooms plus crew. Very well maintained by a full time crew. She has a full beam salon opening on to a large aft deck. The master stateroom is also full beam with his/her heads.



ANOTHER TIME 28m/91', Falcon, 1997
 ANOTHER TIME offers 4 large guest cabins. Powered by twin 1350 hp CAT engines. Very large fly bridge. Excellent condition. Full VAT paid. Mooring available in Antibes.



NATORI 26.2m/86', Falcon, 2003
 A fine example that was built by her current Owner to a very high specification. Stabilisers, upgraded electronics, and many more extras and improvements. Very well maintained since new. MCA compliant. Inspections are recommended.



CASCAIS M 26m/85'2, Italversil, 1998
 Delivered in 1998 to a remarkable specification, this immaculate yacht is now offered for sale. Classed Rina Yacht A1, MCA compliant and VAT paid. An exceptional opportunity for this summer. Ready for private or charter use.



ANASTASIA'S QUETZAL 24.5m/80', RPH Ferretti, 2002
 Fitted with MTU 2000 hp engines, offering speeds of up to 34knots. 4 ensuite cabins and 2 twin crew cabins. Comprehensively equipped. MCA compliant.



BASMALINA 23.96m/78'5, Riva Opera, 1999
 A combination of the Riva name, fantastic build quality and low engine hours make her a great value buy, and a tasteful cream and tan interior will please all.



SANDY 20.43/66'9, Bertram, 2006
 Bertram 630E - Enclosed Bridge with Pipewelder's Tuna Tower, 4 cabin layout, cherry interior. MTU 2000's with less than 200 hrs, 40 knots. 5 year MTU warranty included.



ILONA OF KYLESKU 28.04m/92', James Armour & Sons, 1907/2003
 Stunning classic vintage yacht, fully restored in a 6-year rebuild program, updated with the latest technology. Offered as hospitality yacht for VIP's at classic yacht events. Truly immaculate condition! MCA compliant & commercially registered.



MR GECKO 25.3m/83', Wally, 1991/2004
 This stunning fast cruising sloop continues to turn heads wherever she goes. More than 2M euros spent on her refit including new paint, rig, decks, and upgrading of machinery and interior... 3 cab/6 guests, crew of 4.

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yachtingdiary

Key dates for your 2007 yachting diary to take you through the Spring and Summer

CROATIA BOAT SHOW

14 – 22 APRIL

Since its first edition in 1999, the Croatia Boat Show's consistent and rapid growth has made it the leading Eastern and South-Eastern European boat show.

www.croatiaboatshow.com

BOAT ASIA, SINGAPORE

19 – 22 APRIL

From the 19th to the 22nd April, Sentosa Cove will set the stage for the prestigious Boat Asia 2007. In its 15th year, this international boating exhibition looks set to launch on a record-breaking scale.

www.boat-asia.com

ANTIGUA SAILING WEEK

19 – 24 APRIL

The Antigua Classic Yacht Regatta has maintained steady growth, hosting between 50 and 60 yachts every year. This year the race attracts a wonderful variety of competitors. For further information see the Regattas feature on pg. 70

www.antiguaclassics.com

CANNES FILM FESTIVAL

16 – 27 MAY

Charter a yacht for the 60th Cannes Film Festival and celebrate with the stars

www.festival-cannes.fr

MONACO F1 GRAND PRIX

24 – 27 MAY

With many new drivers to enter the championship, no doubt this year's competition to win the most celebrated Grand Prix will be tougher than ever - and best enjoyed from the decks of your yachts

www.monte-carlo.mc

THE RACE, SARDINIA

18 – 21 JUNE

Organised by the Supercar Club, The Race will bring together yachts from all over the world to take part in an extraordinary range of events in Sardinia's Porto Cervo.

www.thesupercarclub.com

NEWPORT BUCKET

20 – 22 JULY

www.newportbucket.com

NEWPORT JAZZ FESTIVAL

10 – 12 AUGUST

www.festivalproductions.com

LOUIS VUITTON CUP SEMI FINALS, VALENCIA

14 – 25 MAY

www.americascup.com

LOUIS VUITTON FINALS, VALENCIA

1 – 12 JUNE

www.americascup.com

THE SUPERYACHT CUP 2007, PALMA

16 – 19 JUNE

Running for the last 10 years, The Superyacht Cup is normally held in October, but this year the cup has changed dates to fall between the events of the Americas Cup.

www.thesuperyachtcup.com

THE 32ND AMERICA'S CUP MATCH

23 JUNE – 7 JULY

The America's Cup Match will determine the new holder of the oldest title in the world of

sports. Up to nine races, depending how tight the competition is. Book your space at the new superyacht marina before it's too late.

www.americascup.com

SYDNEY INTERNATIONAL BOAT SHOW

Winter in the Australian sailing capital is a most pleasant period of time to enjoy a show taking place right in the heart of the city.

2 – 7 AUGUST

www.sydneyboatshow.com.au

CANNES FESTIVAL DE LA PLAISANCE

12 – 17 SEPTEMBER

This year the Cannes International Boat and Yacht Show welcomes the foremost builders of luxury yachts to celebrate its 30th birthday. Following last year's success of introducing brokerage yachts at Port Canto, CNI will once again be the centre of attention with the largest display at Port Canto.

www.salonnautiquecannes.com

NEWPORT INTERNATIONAL BOAT SHOW

13 – 16 SEPTEMBER

If you're not in Europe for the show in Cannes, make sure you head for the one in Newport, RI, especially if you're interested in sailing.

www.newportboatshow.com

MONACO YACHT SHOW

19 – 22 SEPTEMBER

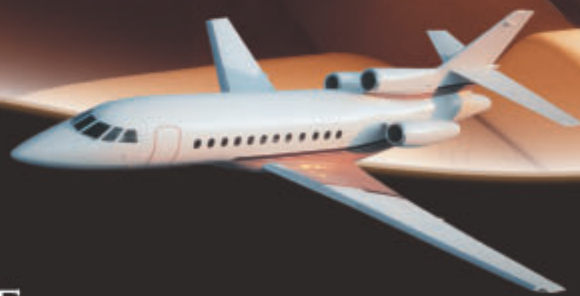
Following straight after the Cannes Festival International de la Plaisance comes the 17th Monaco Yacht Show. It promises to be a stunning show for all at CNI, with some of the best in CNI's fleet already booked.

www.monacoyachtshow.com

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