

sea & i

FOR CONNOISSEURS OF LUXURY TRAVEL

WINTER 2007

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Spring board

As this issue of *sea&i* goes to press, 2007 is just weeks away. It's time for celebrating, relaxing and making new resolutions, and if yours happen to be to live life to the full and take that trip you've always promised yourself, this issue of *sea&i* has all you need to fill your year and fulfil your intentions. On the cruising front, we take you on a five-star charter along the Côte d'Azur, around the highlights of Virgin Gorda in the Caribbean, and to the remote islands of Tahiti. The more adventurous among you should also look out for opportunities to charter in Scandinavia, Australia and Chile. Even our city break this issue doesn't take you too far from the water, as we profile London and all the great restaurants, galleries and sights that flank the River Thames and just beyond. Along with ocean and land travel, we also focus slightly higher this issue with an eight-page special report on private jet ownership. Heady experiences are also guaranteed with our profile on Roja Dove, the world-famous perfumer who creates bespoke fragrances for those in search of the ultimate personalised possession. Talking of personalisation, *sea&i*'s interior design expert Alison Henry advises readers on how to create the finishing touches to your yacht; while further inspiration on design and build comes in the shape of motor yacht Tuscan Sun. All in all, *sea&i* is once again packed with travel highlights, the latest fashions, design triumphs and the very finest things in life – and we sincerely hope your 2007 will be likewise.



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sea&i

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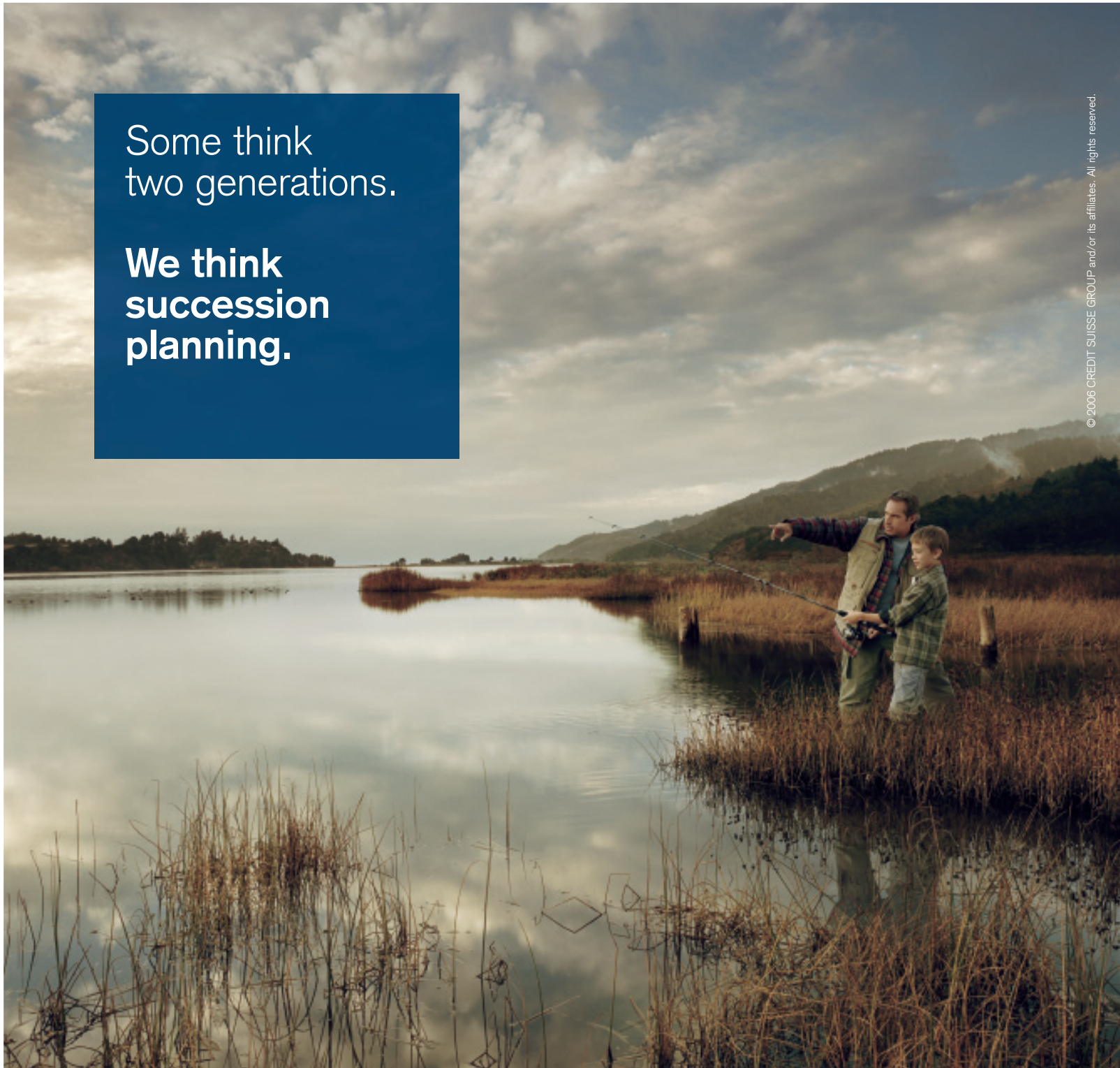
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Contributors



CNI charter broker **PIERRE HUREL** has been involved with boats since he was a child, having sailed on his family owned sailing boats in the Mediterranean as a child, and going on to spending his military service aboard an aircraft carrier, followed by experience as a purser aboard cruise ships in the Mediterranean, Africa and Scandinavia. This latter experience gave Pierre an extensive knowledge of some of the most popular cruising areas as well as the importance of crew service in successful cruises. Pierre now uses his extensive knowledge of the best destinations and best crewed yachts for your yacht charters.

SOPHIE ROBERTS has been a beauty journalist based in the UK for over 10 years. In this issue of *sea&i* Sophie provides tips on how to prepare your body and skin for winter and summer charters.

SYLVIE PERON is the editor of the private aviation magazine *Altitudes Business Jets* launched in 2003. Sylvie has been a journalist for 20 years and previously specialised in sailing yachts, working as the editor for various French sailing magazines until she was bitten by the jet bug. Her dream: to reach the outer limits of the atmosphere and fly into space.

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 talks about how to personalise your yacht with accessories.

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A CARBON-NEUTRAL SHOW

As indicated in the previous issue of *sea&i*, for the second consecutive year CNI partnered with the organisers of the Monaco Yacht Show to help make the show Carbon Neutral – and continues to lead the way within the yachting industry with regards to sustainable development. This year the action plan involved three projects with different scopes:

1. The Te Apiti Wind Farm in New Zealand addresses technological development with an environmental twist. Fifty-five windmills are being set up in the Manawatu Gorge to provide electricity to 55,000 households.
2. The Pennsylvania Coal Methane programme addresses existing CO₂ pollution concerns. The system that is being installed will capture the flare burnt by the 2,000 tonnes of methane (about 50,000 tonnes CO₂) that are rejected by a Pennsylvania mine.
3. The Forestry Project in Brittany, France, addresses future emissions of CO₂ and is similar to the reforestation project initiated in 2005 in Nairnside, Scotland. A heath is being replanted with chestnuts, oaks and Atlantic pines; it will serve both as an educational and recreational area.



Memories of Monaco



GALA DINNER

The annual CNI gala evening, in association with Fortis Bank, and in collaboration with Kronometry watch boutiques and Paragon Technologies, took place at the Hotel de Paris on Wednesday 21 September, in the presence of 220 select clients and friends. Guests enjoyed a stunning jewellery show presented by A Link, and were entertained by magician François Chapman and the UK-based Capriccio Quartet, while enjoying a gourmet dinner in the hotel's Salon Empire. Many guests also tried to capture the latest Hublot Big Bang watch displayed by Kronometry in the unique Hublot window-less display case nicknamed 'the raptor'; and one of our lady guests was the lucky winner of a week stay in the Maldives, courtesy of Six Senses Spas & Resorts. In addition, CNI and Fortis guests were offered the CNI limited-edition *Art of the Superyacht* coffee table book made specially for CNI as well as numbered lithographs by famous French artist Olivier Dassault.

CNI AWARDS TOP PHOTOGRAPHERS

On the eve of the opening of the show, CNI started its long series of social events with a splendid evening at the Yacht Club de Monaco, in association with *The Yacht Report*. Following the publication of the *Art of the Superyacht* coffee table book, with its CNI limited-edition status, a competition was organised among top international yacht photographers, resulting in a unique exhibition of ten photos reflecting on the art of the superyacht, with one prize winner. The judges – a panel comprising Martin Redmayne from *The Yacht Report*, Laurent Perignon and Frederik Holtermann of CNI, Bernard d’Alessandri from the Yacht Club de Monaco and Hublot’s CEO Jean-Claude Biver – awarded the much-coveted Hublot Big Bang YCM special edition to Carlo Borlenghi. As Carlo was in Ibiza shooting some more yachts, his wife was congratulated by Jean-Claude Biver in the presence of around 200 guests representing a wide range of shipyards, architects and designers, as well as the other photographers featured in the book, including Ed Holt, Franco Pace, Matteo Piazza, Adriel Rollins and Giulardo Sargentini. Congratulations to all. The event was also made possible thanks to Mercedes, as guests enjoyed the world premiere display of the new Mercedes CL-600. The ten winning photographs are displayed on pages 20 & 21 and will be featured in the next edition of the *Art of the Superyacht*. For more information, log onto www.superyachtart.com



COCKTAILS AND CANAPES

On Friday 23 September, CNI concluded a hectic week with a cocktail party on board Netanya VII, the 50m CMN, which was displayed at the Quai des Etats-Unis. The party was held in collaboration with *Elite Traveler* magazine and One&Only resorts, as well as jewellery brand Leviev that made Netanya VII shine with the lights of stunning diamonds worth... as much as she is! It would have been a good idea to make an offer on the yacht and diamonds that night. Guests were entertained with various styles of music and fine dining on the packed three decks, and enjoyed themselves so much that it became difficult to explain that there was a show going on, that it had been a long week for the crew and allowing them some rest would be much appreciated!

BAHIA MAR HOSPITALITY

Throughout FLIBSo6, CNI guests enjoyed complimentary breakfasts and lunches at the CNI terrace set up outside the Bahia Mar hotel in the heart of the show, where they could also rest and relax away from the madness of the event – and heat. The hospitality was arranged thanks to the efforts of the Bahia Mar Hotel, who provided a great alternative venue to welcome CNI guests while renovations of the former café are under way. Citigroup also collaborated throughout the event, and CNI wishes to thank all for their support.

A CREWED AFFAIR (PART II)

Following last year's amazing party, CNI, in association with crew magazine *Dockwalk*, Global Marine Travel (GMT) and Liquid Yacht Wear, organised the second 'Crewed Affair' at Cordova Quarterdeck, near to CNI's new 'yellow' office, on Friday 20 October. A crowd of 400 to 500 gathered for a great night of fun. Spirits were high as many yachts had just completed their Atlantic crossing from the Mediterranean season in time for the Fort Lauderdale show and were ready for a well-deserved break.



BRAZILIAN DINNER

Captains at the helm of many CNI-managed yachts were invited to spend an evening at the celebrated Brazilian restaurant Chima, on Las Olas Boulevard, on Tuesday 24 October, the eve of the opening of the Fort Lauderdale show. Organised in collaboration with First New England Financial and Global Marine Travel (GMT), the party occupied the restaurant well into the night and proved an excellent opportunity to discuss, in an informal setting, the latest technological and legal developments of the yachting industry – literally providing much food for thought'. This dinner also gave CNI the opportunity to introduce the new US Yacht Management team: David Reams as US Fleet Manager, Jane Garceau as Accounts Manager, and Maria Fletcher, formerly of Fraser Yachts, as Fleet Coordinator.

NEW YORK, NEW YORK

Following the official opening of CNI's New York office, Jeff Beneville hosted the company's first private function at the New York Yacht Club on 6 November. Held in association with Marsh insurance, the event gathered a group of 150 distinguished guests who admired the magnificent model room of the Yacht Club, where cocktails and canapés were served. The stunning reception area which houses all of the America's Cup contenders since its inception, as well as an impressive array of other racing yacht models.



SHOW ROUND UP

The first edition of the brokerage show at the Cannes Festival de la Plaisance was a real success, in spite of unusually terrible weather conditions and the fact that many visitors were not yet accustomed to the idea of having



a brokerage section on the other side of town. Confidentiality agreements do not allow us to disclose more, but suffice to say that some of the 14 CNI yachts on display have since been sold. No doubt the expansion of the Cannes Yacht Show has been welcomed by the brokerage world, and next year's show will be even better.

In Monaco, many visitors may have wondered about the absence of the much-awaited 66.4m 777 from Nobiskrug, due to make her world debut at the show, as mentioned in our previous issue. Well, sometimes yachts sell before they are even released to the public eye and 777 is no exception – which is why she was replaced by Perini Navi's 56m Atmosphere on berth E02.

Across the Atlantic, CNI was once again present in a variety of locations at the 2006 Fort Lauderdale Boat Show. Four of CNI's larger yachts were on display near Bahia Mar, while another ten joined the berths of the expanding Las Olas area. Located at Bahia Mar the Bloesma & Van Breemen designed Flying Eagle (48m) was sold during the show, and so was Broward's Free Spirit (28m) located at Las Olas. As *sea&i* goes to press, negotiations are still continuing regarding some of the yachts displayed but one thing is clear, unlike 2005 and the aftermath of Katrina's passage, everyone agrees that FLIBS 2006 was a truly great show.

LONDON DREAM

The fast, sexy and powerful Leopard 24 is the illusive yet highly desired prey of every yachting aficionado. Rarely spotted in London, CNI is delighted to announce that one of the latest semi-custom power yachts from the Leopard range, currently berthed at St Katharine's Dock,

will be visible at the London boat show (see Yachting Diary, p96) under the joint Rodriguez Group/CNI banner. For an exclusive opportunity to step aboard this ultimate fast-cruising motor yacht and experience for yourself the lifestyle she can offer, please contact CNI broker Toby Walker at tw@lon.cnyachts.com.

ANTIGUA & ST MAARTEN CHARTER SHOWS

Starting off the winter season in the Caribbean, the Antigua Yacht Charter Meeting and the St Maarten Charter Yacht Exhibition introduced the latest yachts and showcased recent refits to the brokerage community before the charters began. From the 6 to 11 December CNI was at the heart of the action during the Antigua Yacht Charter Meeting, showing 14 yachts, including the highly successful 54m Perini Navi Parsifal III, back for the second consecutive year, and the 47m Royal Denship Expedition Yacht, Big Aron. With five decks, including a Brazilian barbecue on her stunning sun deck, she left a lasting impression as she set off for charters in Central and South America after the show. Many of the yachts, such as the newly launched 30m Allures from Blubay and the 65m Feadship Callisto, have not yet made their debut in the Mediterranean and are therefore new to the European brokerage community.

Other yachts on display included the sailing yachts Northern Spirit (37m), Sojana (35m), Sea Quell (33m); and in the motor yacht fleet the stunning 69.95m Sherakhan, Midlandia (52m), Carpe Diem (46m), Chantal Ma Vie (46.5m), Her Honor (45m), Insatiable (30m), the 37m Java, Osiana II (35.2m), and the 34m Celebration. Over at the third annual St Maarten Charter Yacht Exhibition, running from 2 to 5 December, CNI displayed the 43m Chevy Toy.





The winning photograph: Carlo Borlenghi's unique perspective demonstrates photography as a work of art.

art of the superyacht

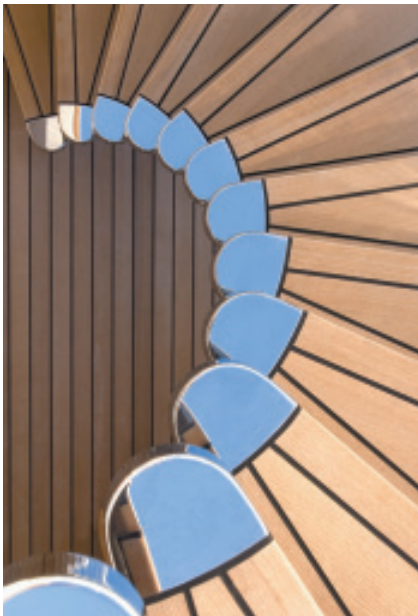
Ed Holt's illuminated view of sunlit stainless steel



Viewing a yacht through a camera lens and capturing the true intention of today's designers is a rare talent. The following images are the ten selected entries in the *art of the superyacht* competition organised by CNI and the Yacht Report

G Sargentini reflects the beauty of naval architecture





Above: The harmony of shapes captured by Ed Holt



Above: Franco Pace snaps sails amid the snow



Below: Matteo Piazza's surreal view from outside in



Below: Adriel Rollins perfects a silhouette at sunrise



Above: Franco Pace catches art on the move

Below: Carlo Borlenghi 's art for art's sake

Season's greetings

Chase the sun this winter with a charter in the South Pacific, Southeast Asia, Chile or the Bahamas, book a spring cruise in Australia or the Baltic, or plan ahead and spend summer in the Côte d'Azur or Croatia - it's never too early, or late, to start dreaming

BIG ARON IN THE SOUTH PACIFIC

Following the Caribbean season this winter, the 47m/154' Big Aron is heading for the Panama Canal, and then on to Tahiti in the spring. Charter this magnificent Royal Denship Expedition Yacht through the waters of the South Pacific and escape to the sun. Her five decks ensure there is not just a truly incredible amount of exterior deck space but also plenty of interior guest accommodation. With a Brazilian barbecue on the aft deck, and a 12-cubic-metre plunge pool, bar and sunning areas on the sky deck, Big Aron is the ideal yacht for cruising this paradise of turquoise lagoons. See p74 for more information on cruising in Tahiti. >



< MONTE CARLO IN THE CÔTE D'AZUR

The 40.25m/132' Monte Carlo, built by Amels in 1988, had a thorough refit during 2006. A showpiece of classic elegance combined with a refreshing contemporary style, Monte Carlo is back on the charter market and available in the West Mediterranean this coming summer. She sleeps eight guests in two king-size luxurious staterooms of equal appointment, one queen-size stateroom, and a twin. See p40 for more information on cruising along the Côte d'Azur.

ASHA IN CROATIA >

If you love the history and culture of Greece and Turkey but long for a new perspective of the East Mediterranean, consider a charter on the 27.4m/90' Asha in Croatia this summer. Fresh from the Maiora boatyard, Asha accommodates nine guests and boasts a contemporary interior. She reaches speeds of up to 24 knots and is fully equipped for all manner of watersports around the near-deserted islands that dot the Dalmatian coastline.





BLACK PEARL IN THE BALTIC >

A new addition to the CNI fleet, the 26.5m/87' Black Pearl is a sleek and fast motor yacht with a light, contemporary interior and spacious decks. Based in Stockholm, Sweden, she is now available for charter in the Baltic throughout the coming spring and summer. Following an extensive refit, a newly created sauna is placed on the swim platform so you can move easily from the heat of that to the refreshing indigo waters and inland waterways of Sweden, Denmark and Norway.



VIAGGIO IN THE BAHAMAS >

A Bahamas charter aboard the recently launched 27m/88' Viaggio combines gourmet dining, clubbing and shopping with plenty of 'doing absolutely nothing at all' on virgin-white beaches. From the capital Nassau on Harbour Island, party central of the Bahamas, to more than 1,000km of islets and cays, Bahamas is the place for you if you want to party hard one day and relax the next. The four-stateroom Viaggio is based in Nassau for the winter season and will be heading for New England and the Great Lakes in summer 2007.



DARLING IN AUSTRALIA

The 25m/82' Darling once again makes her long trip from the West Mediterranean to the coastlines of Australia in spring 2007. Fly out and join her and you can take advantage of her three en suite staterooms, ample deck space and generous dining area offering panoramic views - ideal for spotting the highlights of the antipodean coastline. Mingle city stops with vineyard tours, beach relaxation and some great sailing jaunts between destinations.



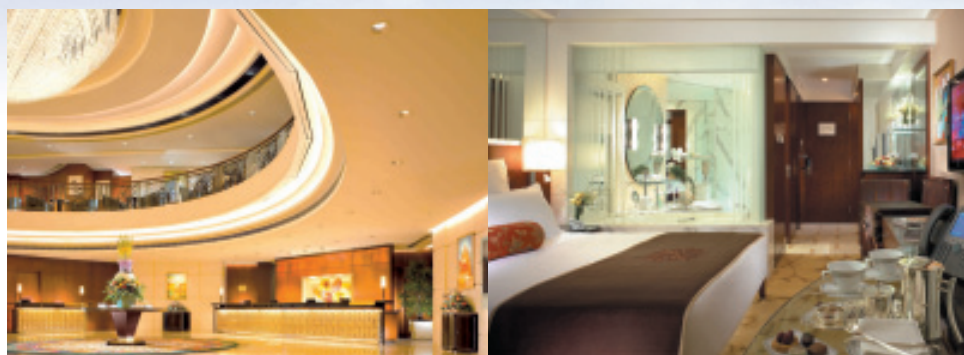
HIGH ASPECT IN SOUTHEAST ASIA

If drifting beneath palm trees, eating fish fresh from the ocean and mangos straight from the tree appeals, consider a charter in Thailand. High Aspect is available around Phuket, Langkawi, and the Mergui archipelago throughout winter 2006/2007. Sleeping eight guests in four cabins, High Aspect is a sleek sailing yacht, refitted in 2003 and offering great comfort and performance.



What in the world...?

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



THE HOME-FROM-HOME HOTEL

Ever thought that however luxurious a hotel room may be it still lacks that homely feel? Well all that's about to change at the Langham Place Hotel in Hong Kong. The first hotel in the world to introduce colour, touchscreen phones for superior communications, Langham Place is now going a step further. Thanks to a high-tech system, they can now keep a detailed guest history, including a record of each guest's favourite type of pillow, their radio station of choice and their news preferences. This allows for a whole new concept in personalised rooms. Coloured pictures of loved-ones can be stored and ready to await you in the room, along with a pre-programmed phone that means speaking to your family or office is just one button away. Details of your stocks and shares, or the weather back home, can also be displayed on your phone, making luxury travel more convenient, and personal, than ever. www.langhamhotels.com

COMO AND STAY IN THE VILLA

Guests of the Villa d'Este in Lake Como, Italy, can now choose to stay in one of two luxury private villas set on the 25-acre national park. Villa Malakoff and Villa Cima were built in the 19th century and have been renovated to offer the seclusion of a private home with all the amenities of a five-star hotel – including daily housekeeping and in-villa breakfasts. Butler service, limousine transfers, a private helipad, and golf and spa facilities are also available.

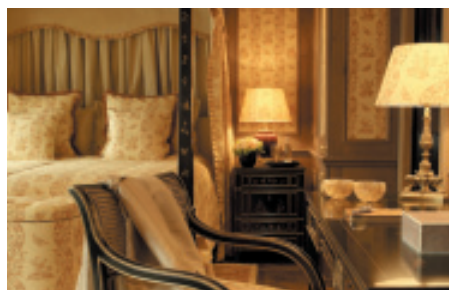
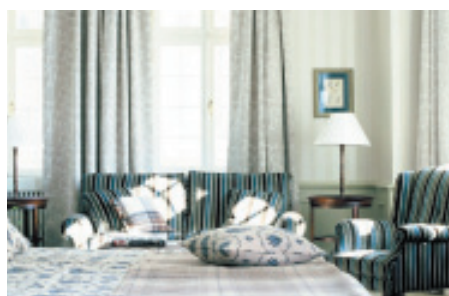
www.villadeste.it



ALL CHANGE AT THE GRAND HOTEL

The Grand Hôtel Stockholm (pictured top right) has witnessed some exciting developments this year. This classic property entered a new chapter in its 132-year history in 2006 with the opening of the Burmanska Palace Wing, showcasing 76 new rooms and suites, all individually designed. In addition, the Burmanska Palace Penthouse Suite opened in October. Set on the 8th floor of the hotel, with panoramic views across the old town, and complete with its own sauna and cinema, it is one of the largest penthouse suites in Europe. Also unveiled in October was the extended Cadier Bar (named after Regis Cadier, the founder of the hotel) – long a popular meeting place for people in the city.

www.grandhotel.se



A SAFE CHOICE FOR LUXURY

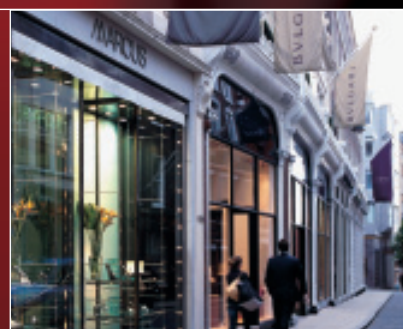
Those requiring the highest levels of security when they travel can sleep easy on future trips to Berlin. Now offering the safest suite in Germany, Hotel Adlon Kempinski's Security Suite has bullet-proof windows and walls, an independent telecommunication system and a separate entrance with armoured doors, as well as stunning views of the Potsdamer Platz, a private fitness room, four-poster bed, dressing room, living room and office. It is available for €20,000 per day. (pictured left) www.hotel-adlon.de



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THE BRITISH VIRGIN ISLANDS: A PHOTOGRAPHIC PORTRAIT

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www.macmillan-caribbean.com

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Photography: The Tate Gallery; The Coram Family in the care of the Foundling Hospital, London

Art scene: Hogarth

Visitors to Paris this winter will be able to see the work of one of the greatest of English painters, William Hogarth, for the very first time in France

By Thomas Grant

Exhibition: Hogarth

Venue: The Louvre, Paris

Dates: Now – 8 January 2007

Above: O The Roast Beef Of Old England, Calais Gate, Tate Gallery, London

Opposite page: Captain Thomas Coram, London Foundling Hospital Museum

It has taken the French, and to some extent the whole continental European art establishment, a quarter of a millennium to take serious note of this great artist, but in William Hogarth (1697-1764), which runs at the Louvre until 8 January, the French have done him proud, with a hundred paintings and engravings. These are drawn mainly from English galleries, unsurprisingly, since there are no Hogarths in the Louvre's huge collection, nor,

apparently, in any other French museums, nor has any book on his work ever been published in France before the catalogue for this exhibition.

Although the curators understandably stress Hogarth's quintessential Englishness, which includes a generous measure of Gallophobia, initial French reactions have been very positive. For *Le Figaro* the exhibition is "une splendeur", while for *Le Monde* this first retrospective reveals him as "le premier grand peintre Britannique et un drôle de moraliste." There may be some hesitation in that last phrase; the French tradition is not

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used to Hogarth's mixture of humour with art, and even Chardin, his contemporary rival as a painter of everyday bourgeois life, studiously avoids any hint of the 'drôle', or of satirical commentary, in his portraits.

Hogarth's relationship with France and the French has been, however, less negative than he and later historians tend to suggest. He was well known throughout Europe, though in Germany more than France, in the later part of the 18th century through engravings of his work, and his aesthetic treatise *The Analysis of Beauty* was published in Paris in 1805.

Because Hogarth started his career as an engraver, he was aware from the very outset of a wider range of European models than he would have encountered if he had been apprenticed to an English painter. The bluff patriotism that he cultivated hid a very sophisticated knowledge and technique. It was, moreover, largely through French engravers that he was able to popularize his work as no painter before him: Louis Gerard Scotin helped him engrave *The Rake's Progress* series, while the plates for *Marriage a-la-Mode* were entirely the work of French engravers. And it was in creative rivalry with the success of the French grand style that he painted the magnificent portrait of his friend Thomas Coram, whose pose is derived from a French

portrait by Hyacinthe Rigaud. Soon after this, in 1743, Hogarth visited France for the first time, to recruit engravers. There he would have seen Chardin's paintings, among others, and after that date his handling of paint in such work as his *Marriage a-la-Mode* series was marked by a new confidence and fluidity.

Even Hogarth's most virulent Gallophobia, not altogether surprising during the long periods of war or uneasy peace, could be productive. In 1748 he visited France again, and unwisely drew the famous English Gate at Calais while waiting to return home. He was arrested as a spy and though, as he said, "it was judged necessary only to confine me to my lodging till the wind changed for our coming away to England" he took his revenge in *O the Roast Beef of Old England*, which embodies contemptuous English stereotypes of France and its allies: a fat monk and starving soldiers enviously stare at a huge joint of beef, a symbol of English virile nationhood, which is carried by a skinny waiter for a group of English visitors.

Hogarth summed up France as "in short poverty slavery and insolence with an affectation of politeness", but the country gave him much, in one way or another, and is now doing so again in this exhibition, which will later move on to the Tate Britain in February 2007. ■

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1

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His 'n' hers

Both ladies and gents can get set to spritz on a fresh image with the new year's show of scents



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DIOR PURE POISON EAU DE PARFUM, 30ml (right)
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HOMME

10. DIOR EAU SAUVAGE EAU DE TOILETTE, 50ml (centre)
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Room with a view high society

The best suites – usually very high in the sky – not only serve as a tranquil escape but inevitably also offer the finest views. **sea&i** profiles five fantastic suites with some of the most incredible outlooks in Europe

by Miriam Cain



This page and left: Hotel Martinez has sweeping views of the Bay of Cannes, the Lerins Islands and the Estérel Range

HOTEL MARTINEZ, CANNES, FRANCE

Well known for its luxurious seventh-floor penthouse suites and famous La Palme d'Or restaurant, this grand Art Deco palace on La Croisette was built in 1929 and has recently had a sensitive refurbishment without losing any of its original style. Parquet floors, suede armchairs, thick wool rugs, Deco lamps and original lithographs by Dufy and Picasso fill the interior. The two Penthouse Prestige suites (which can be converted into one suite) cover over 1,000 square metres, and the expansive wraparound terrace, overlooking the Bay of Cannes with uninterrupted views over the Lerins islands and the Estérel Range, can comfortably accommodate 100

people for a party. The hotel also boasts a Givenchy spa, and its own beach area called Zplage, with a pontoon packed with sun-loungers and the decked, seafront Restaurant de la Plage. The hotel's real culinary treat, however, is the two-Michelin-starred La Palme d'Or, which has an elegant, open-fronted first-floor dining room overlooking La Croisette and the beach. It is run by chefs Christian Willer and Christian Sinicropi and serves delicious modern Provençale food. The Martinez is the hotel of choice for the film crowd during the festival in May, but its status as the coolest hotel in Cannes makes it popular all year round.

For further information, visit www.martinez-hotel.com

BADRUTTS PALACE, ST MORITZ, SWITZERLAND

Thanks to its heritage as the world's oldest ski resort, St Moritz is a showplace of distinguished hotels but Badrutt's Palace, on the lake, is the town's *grande dame*. A favourite of celebrities and royalty alike since it opened in 1896, the imposing Palace is in prime position in the heart of the town.

The hotel's most unique suite, named after the owner, Hans Badrutt, is 280 square metres and has three spacious bedrooms, a salon with piano and library, and a large terrace with breathtaking views over the Lake of St Moritz – the perfect base from which to watch the spectacular winter sports event, White Turf.

Badrutt's is also home to the town's most happening club, King's; its most famous watering hole, the Renaissance Bar; a branch of Nobu; and the private Corviglia Ski Club. It also hosts what is arguably the best New Year's Eve party.

So familiar is St Moritz as a ski destination, it's easy to forget the resort had its beginnings as a summer retreat. In the finer months, tennis and hiking replace snow sports, and rich green landscapes more than equal their snowy equivalents.

For further information, visit www.badruttspalace.com



Above: A spectacular Alpine panorama courtesy of Badrutt's Palace

Below: Make sure you also catch sight of a game of White Turf during the winter months



Above and below: Admire great views of London as you chill out in the lounge, bedroom or bath of The Metropolitan's penthouse



THE METROPOLITAN, LONDON, ENGLAND

When the Metropolitan was launched in 1997, it set the trend for hotels being hip hangouts on the capital's social scene. Armani designed the staff uniforms, the in-house sushi restaurant, Nobu, won Michelin recognition, and the impossibly cool Met Bar played host to A-list celebrities and sparked the rebirth of the cocktail scene. The Met Bar's moment passed in the early noughties but today a mixture of hip pleasure-seekers and business travellers who value style as much as amenities are returning in droves.

Rooms are 60s' urban living in style, and are decorated in pale mauve, cream and beige with floor-to-ceiling windows looking out over Hyde Park. The Metropolitan's penthouse suite has fabulous views over London from vast windows in the lounge, the bedroom and from both the shower and bath.

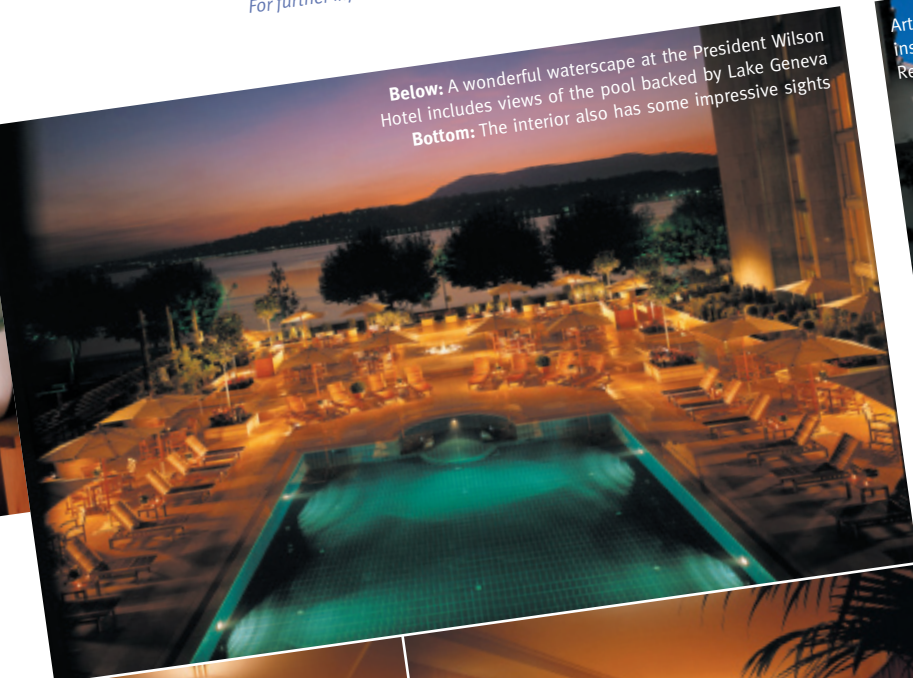
For further information, visit <http://metropolitan.como.bz>

PRESIDENT WILSON HOTEL, GENEVA, SWITZERLAND

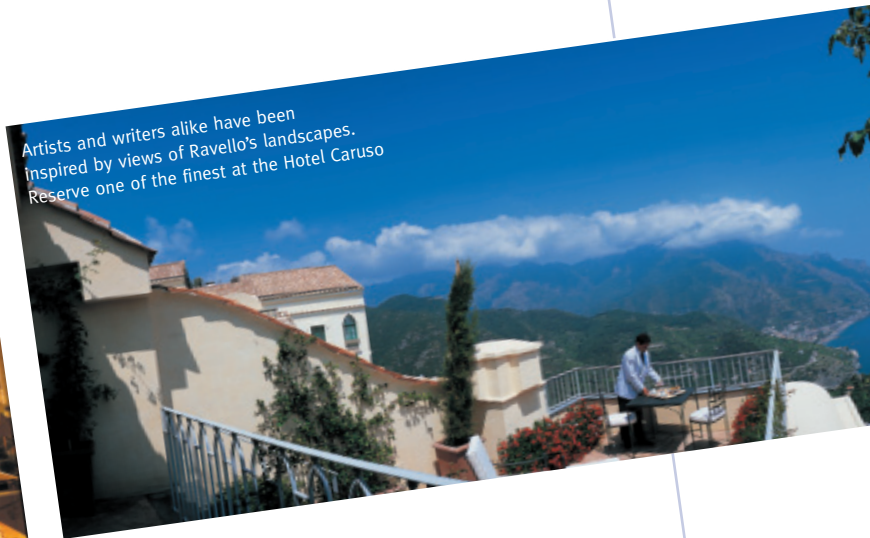
Located only steps from Lake Geneva, the Art Deco President Wilson Hotel offers one of the most stunning views of the Alps and Mont Blanc. The hotel's recently refurbished and newly named Royal Penthouse Suite is considered to be the most spacious in Europe (and rumoured to be the most expensive). Taking up the entire top floor and reached by a private elevator, the suite boasts three bedrooms, six bathrooms, a billiard table, a cocktail lounge, a Steinway grand piano, Persian carpets and a library full of antique books, all in a massive 1,200 square metres. Security takes as much precedence as luxury – the hotel's management claims that it is among the best in the world, allowing you to enjoy panoramic views over Lake Geneva and the Alps through bullet-proof windows.

For further information, visit www.hotelpwilson.com

Below: A wonderful waterscape at the President Wilson Hotel includes views of the pool backed by Lake Geneva
Bottom: The interior also has some impressive sights



Artists and writers alike have been inspired by views of Ravello's landscapes. Reserve one of the finest at the Hotel Caruso



HOTEL CARUSO, RAVELLO, ITALY

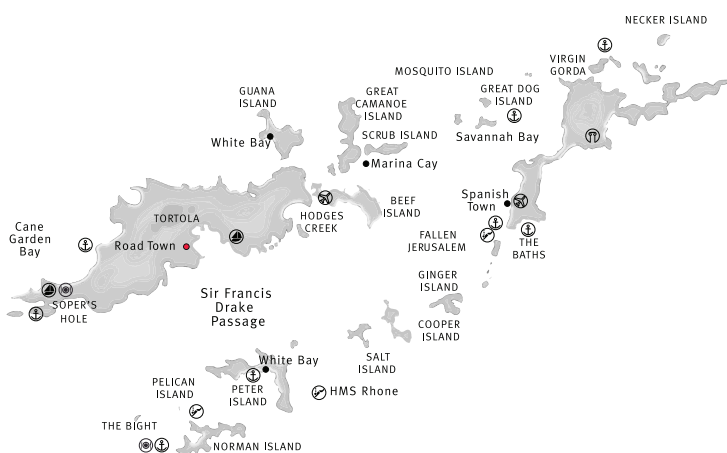
With a view that Gore Vidal calls the most beautiful in the world, the Hotel Caruso, in the Italian hillside town of Ravello, has an impeccable pedigree. It first opened as a hotel in 1893 (attracting the Bloomsbury set, among others) and it still has Roman pillars, medieval walls, a 16th-century private chapel and 18th-century frescoes. The new, infinity-edged pool, 365 metres above the sea, is spectacular, and most of the 26 rooms and 26 suites have sea views. The Deluxe Suite is the most dramatically situated and boasts its own private garden and terrace with views over the unique landscape that has inspired the likes of composers Richard Wagner and Edvard Grieg, the painters William Turner and Miro, and authors D H Lawrence and Tennessee Williams.

For further information, visit www.aspireholidays.co.uk



Reclining to the east of the British Virgin Islands' chain, Virgin Gorda is the third largest in this Caribbean group – all the more space for its great restaurants, wonderful beaches and tropical national parks

by Pierre Hurel



SwEEPING white beaches, tropical shores splashed with oleander, bougainvillea, hibiscus, ixora and frangipani, more than 30 species of palm lazily swaying their fronds, gentle shallow reefs, dramatic granite boulders and one of the world's most famous yacht clubs... no wonder Virgin Gorda is such a lure for charterers. You can spot pelicans on the beach, angelfish, yellowtail snapper and turtles in the warm waters and decorative red post-boxes – a nod to British heritage – in town. Measuring 22 square kilometres, the island was named by Christopher Columbus when he discovered the BVIs in 1493. To the legendary explorer the coastline resembled the shape of a pregnant woman reclining, so Virgin Gorda (fat virgin) it became. Today the Spanish influences are still evident in its historic ruins, with British heritage and African and Indian influences thrown into the mix. [sea&i](#) escorts you around the island's highlights from sun-up to dusk...

Photography: BVI Tourism

MORNING GLORY...

Early in the day is an ideal time to explore. You could take a [cruise to North Sound](#), [anchor in Gun Creek](#) on the northern tip of the island and [hike to Virgin Gorda Peak](#). One thing you must do is dive and [delve into The Baths](#) on the southwest coast. These are a series of seawater pools shaded by giant granite boulders that were blasted out by an ancient volcano. With their colourful fish and coral, they are a delight to discover by snorkelling or sea kayak. Anchor off the reef and [snorkel in Little Dix Bay](#) on the west coast, or head inland to explore the [Spanish fortress ruins](#) at Little Fort National Park. There are also National Parks at Gorda Peak, Devil's Bay, Spring Bay and North Sound. Shopping-wise, you can stock up on sauces, spices, and rum at Pusser's Company Store, or [purchase Caribbean artwork at the Palm Tree Gallery](#). And, don't miss out on the [underwater mysteries of RMS Rhone](#), it is regarded to be one of the world's top-ten wreck dive sites.

CATCH OF THE DAY...

Midday salads, snacks and seafood treats abound in beach bars and restaurants across the island. Try the [open-air restaurant of the Biras Creek](#)

arc of secluded sand, and just north of this is [Mahoe Bay beach](#) with its picturesque reefs, vivid blue waters and tropical landscape. Close to The Baths is [Spring Bay with a lovely white sandy beach](#) and some of the island's clearest waters. A beautiful lawn sweeping down to the beach is great for picnics, and its small coves are ideal for afternoon snorkelling expeditions. Also nearby is Devil's Bay Beach, accessed only by water or walking The Baths' trails. Think [deep blue waters](#), giant granite boulders, pure white sand and cloudless sunny skies. On the western shore, Trunk Bay has striking white beaches bordered by a palm grove.

SUNDOWN TO SUN-UP...

Cuisine in Virgin Gorda throws together contemporary international and Caribbean flavours with lots of fresh seafood caught around the local islands. Serving up a fabulous [rum punch and a pretty mean sunset](#) is Little Dix Bay. Founded by Rockefeller, the resort has specialised in luxurious hospitality for more than 40 years and is just completing a three-year, \$25 million transformation. Bitter End Yacht Club, meanwhile is a great place



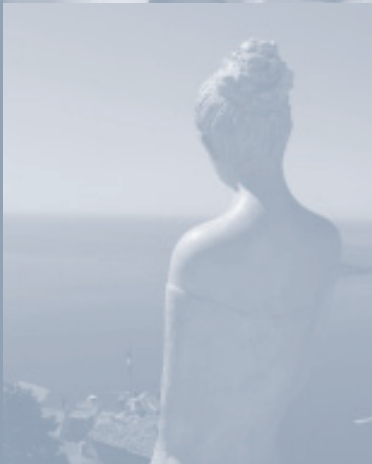
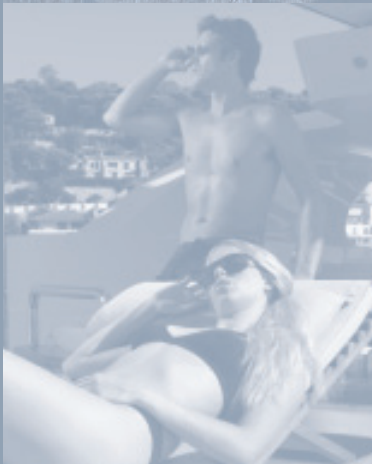
[Hotel](#) on the north tip of the island, or [The Clubhouse at The Bitter End Yacht Club](#) in North Sound for great buffet and seafood specials. Set on the trailhead leading to the Baths, the aptly named [Top Of The Baths](#) has an American-inspired menu, great views, the famous Painkiller cocktails and a swimming pool for a splash before your snack. If you're there on a Sunday, don't miss the [weekly barbecue and live steel bands](#) for a rousing dose of Caribbean cheer. Also recommended is the [little courtyard restaurant](#) of the The Bath & Turtle in Spanish Town, which serves up fantastic fish and chips.

LONG, LAZY AFTERNOONS...

Island afternoons are all about relaxation, so head to the spa at [Little Dix Bay for a massage](#). However, there are also plenty of natural relaxants, such as the gorgeous beaches. Savannah Bay beach on the west coast is a beautiful

to meet likeminded charterers from all over the world while dining on fresh fish, [lobster, steak and West Indian treats](#). The award-winning resort and marina is accessible only by water so is as secluded and scenic as it gets, yet packed with things to do. Chez Bamboo in Spanish Town, meanwhile, is [a gem for Cajun and Creole](#) cuisine. Put in your order for the likes of bouillabaisse and chocolate bourbon mint cake. Epitomised by its elegant international cuisine, Biras Creek overlooking North Sound is also worth a visit. But for a really memorable night, book a table at Saba Rock. Its [over-water lounge](#) is a wonderful, romantic setting all lit up under the starry Caribbean sky, and live music and dancing all go to make it one of the island's finest dining experiences. ■

There are many islands that can be visited on a cruise of the Virgin Islands archipelago. For further information please contact your CNI charter broker, see p10



The côte côte d'azur to be seen in

Voguish bikinis, modish shoes and killer cocktail attire aside, the imperative accessory to be seen in on holiday is the ultimate summer côte, and no other is as elegantly designed and irrepressibly stylish as the French Riviera

by **Kate Rigby**

Draped along the southern coast of France, the Côte d'Azur steals the show when it comes to designer côtes. An intriguing weave of history, culture, natural beauty, iconic status, artistic wonder and cult acclaim, it is all stitched together with the immaculate taste that only the French can pull off. Its design, seemingly, is flawless, for it has not been out of fashion since the fifties. However, there's a lot more to the Côte d'Azur than just its 'côte', for the French Riviera is as much about the sea as it is about the coastline.

Though the lure of life ashore is considerable, it is perhaps best savoured in canapé-sized servings. As countless movie stars, icons, statesmen and royalty have proved, the trick is to appear in one of the hotspots along the coast one minute, then disappear in a flurry of ice-blue waves, keeping the coast and all its glamour in sight while ensuring you yourself are kept far from watchful eyes. Sunbathe, swim, lounge on deck and party barefoot through the night in blissful oblivion before emerging further along the coastline rippling with mystery as you step ashore for another blast of Riviera life.

For a journey that wraps up the glitz of the shore with the bliss of the sea, begin with a four-day, five-star stay in St Tropez before heading off on a cruise aboard the 47m Ocean Victory to Ile de Porquerolles, Cannes, Antibes and Villefranche before finally ending up in Monaco.

ST TROPEZ DAYS

St Tropez is all about the sunshine – almost 300 days a year are spritzed with a dazzling light none other can equal. Once a quiet fishing village, it shot to fame in 1956 when director Roger Vadim and a steamingly sexy Brigitte Bardot triumphed with the celluloid scorcher *Et Dieu... Créa La Femme*. Not only did the film seal their careers, arguably it could be said that Vadim and Bardot sealed the fate of St Tropez – for since this time it has simmered with uber-cool status.

With its celebrity credentials confirmed it's hardly surprising that there is a glut of fantastic hotels here. In town you could plump for Hôtel La Ponche – an intimate, historic hotel with the added attraction of a strip of beach the above-mentioned film made famous – or head for St Trop's most →

Opposite page, from top: The Gulf of Hyères; relaxing far from watchful eyes; look out for idyllic Eze on your cruise from Villefranche to Monaco; the Prince's Palace in Monaco



legendary residence of all: The Hotel Byblos. However, a recommendation: the heart of the town in high season is more clamour than glamour, so steal out of the centre where the crowds clear and the *belle époque* palace of Le Beauvallon sweeps along the bay of St Tropez.

To set yourself in suitably sybaritic mode for your trip, a preliminary day of local culture and stylish repose is highly recommended. After a lazy breakfast, the hotel's boat will drop you at the port of St Tropez, which is just a short stroll from a typical Provençal market square where you can catch up on local gossip at one of the cafés and restaurants. Back at the hotel that afternoon, slip down to your private poolside cabana, scented with eucalyptus, mimosas and parasol pine trees. An evening apéritif, perhaps, and then dinner on the bay-view terrace of the hotel's Les Colonnades.

The next day, ludicrously relaxed, prepare to shift things up a gear. For adrenalin junkies, [sea&i](#) suggests a helicopter flight to the nearby AGS Formula 1 racetrack for the opportunity to slip behind the wheel of a Grand Prix car. Expert tuition is on hand to guide you whatever level you are and the whole place has been designed to deliver an adrenalin-fuelled experience with the assurance of luxury and safety.

Alternatively, you could head to the water for sailing, diving, windsurfing or waterskiing, hire quad bikes, or opt to shop in town. Or jump in the limousine for a 45-minute drive to Callas for a private guided tour of a working olive mill. Such an active day might be rounded off in one of two ways: a romantic candlelit meal to help you wind down; or a late-night party by the sea. Paradoxically, the ideal venue for either option is nearby Pearl Beach, where the Med meets the Orient with enchantingly lit tropical foliage, seriously elegant beachfront dining and devastatingly cool décor.

Little more than mallet-striking distance from the hotel is the esteemed Haras de Gassin Saint-Tropez Polo Club, so if your trip coincides with one of the meetings your CNI charter broker could arrange tickets. Failing that, take to the saddle yourself for a polo, show-jumping or dressage lesson. Another option is to have a personalised wine tour created for you, delivering you to the Provençal châteaux and vineyards that particularly suit your palate. Our recommendation is to head to Château Sainte-Roseline – a family-owned vineyard property dating back to the 10th century where you can have a

Above left: Le Beauvallon Hotel in St Tropez
Above right: The 2005 launch Ocean Victory is perfectly designed to escort up to 12 guests on a cruise of the Côte d'Azur
Opposite page, from top: Provençal markets abound in the village squares; the chapel at Château Sainte-Roseline; The Martinez Hotel in Cannes houses the famous La Palme d'Or restaurant; views of the Riviera



guided tour and tasting. While you're there, you must visit the chapel of Sainte-Roseline amid the vines. As well as boasting a Chagall mosaic and Giacometti works of art, it is a celebrated pilgrimage site and resting place, since 1329, of Roseline, daughter of the Marquis of Villeneuve. It is believed the generous Roseline secretly fed the poor in the area, hiding the food in her apron. When her father demanded to see what she was concealing she opened her apron and rose petals tumbled out. She was later made Mother Superior of the abbey and was sanctified in the 19th century. You can view the remains of her body and, spookily, her eyes, in a glass case in the chapel.

That night, we recommend your limousine makes just two stops: the first for dinner at Leï Mouscardins followed – a gourmet three-course meal later – by a trip to Les Caves du Roy, the fabulous, famous nightclub of the Byblos hotel and an A-list haunt if ever there was one. If you have the stamina for an early rise the next day, the 18-hole Beauvallon golf course is just a hundred metres away, or further afield are many others including the Thierry Sprecher, Gery Watine and Gary Player designed course Gassin Golf & Country Club. After a day filled with breathtaking views of the Alps and the Med, it's time to take a closer look at the latter as you join your yacht that evening for a welcome meal on board.

CANNES IT

The first day eases you in with a leisurely cruise to the Ile de Porquerolles – the largest of the three Gold islands of the gulf of Hyères. The village dates back to 1820 and has a beautiful church and shaded café terraces. After a late-morning coffee, the best way to see the island is by bike and even novice cyclists will love the experience of winding through a mosaic landscape of vines, olive, lemon, orange and mandarin trees, and tracks shaded by pine and eucalyptus. A late luxury picnic lunch in the heart of this paradise will fuel you with energy for the afternoon before you return to Ocean Victory for an overnight cruise to Cannes.

A place where the Romans chose to settle, that Napoleon admired, that artists, poets and writers have been bewitched by and millionaires call home, Cannes is illuminated with a glow that goes →





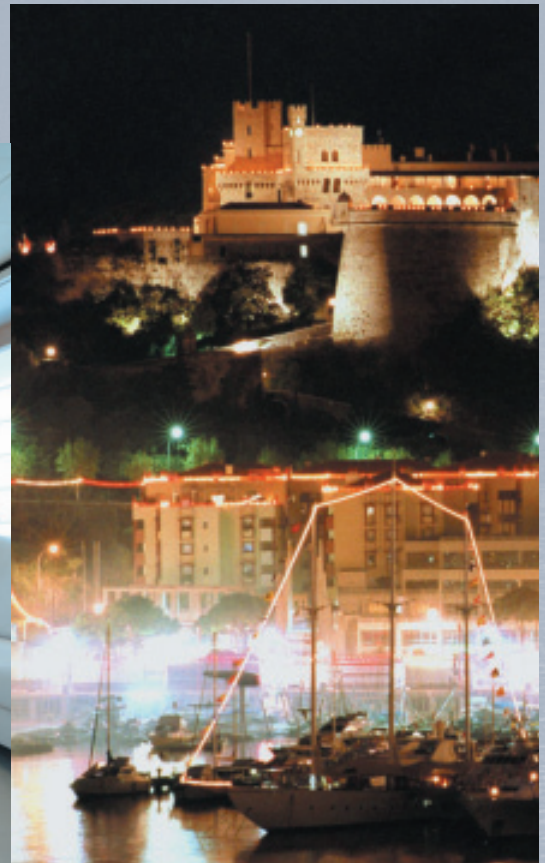
way beyond its ethereal sunlight. A morning ashore could be spent shopping in the elegant boutiques of rue d'Antibes, or in the rue Meynadier for a more authentic experience overflowing with local specialities. Keep an eye out for the three Ernest boutiques. Since 1936 this family-run company has treated locals and visitors alike to delicious breads, delicate pastries, wonderful fresh deli meats, salads, *hors d'oeuvres* and wines. If you're in need of a bit of culture, try the Musée de la Castre in the remains of a medieval castle in Old Town, featuring a collection donated by Baron Lycklama in 1877; or the Bellini Chapel Museum, which houses painter Emmanuel Bellini's studio and some of his work. Late afternoon is the perfect chance for a siesta aboard, returning ashore later to dine at one of Cannes many restaurants (see *The Bite Stuff*, p46).

The next day, follow in the barefootsteps of Jackie O and the like and have that shot of blissful seclusion that was mentioned earlier, beginning with a lazy breakfast on the sundeck and a swim or windsurf followed by late-morning treats from the chef to keep you going until lunch is served under the shade of the aft deck. After a siesta, Jacuzzi, cocktails and pampering session in your marble bathroom, you're ready for the tender trip ashore to try another of those irresistible restaurants.

The next morning the golfers among you can set off for an early round at the par 72 Claux Amic Golf Club. Set on the upper hill of Grasse, just a 15-minute drive from Cannes, the 18 holes unwind across the grounds of a former 17th-century hunting estate, twisting through oak and pine forests with views of the bay of Cannes and the Estérel Hills. The rest of the charter party can enjoy a more leisurely late-morning trip to Grasse where you can all meet for lunch.

The foremost perfume city in the world, Grasse is backed by forests, hills, canyons and rivers and is a genuine medieval town with records going back to the 11th century. This is the Provence of picture postcards, with narrow streets twisting around 17th and 18th century buildings, up and down ancient steps, winding through arched tunnels and opening out onto scenic squares with tiered fountains.

A walk around town is highly recommended, en route stopping off at the 10th to 11th century Notre Dame du Puy cathedral. Rebuilt in the 17th century it houses three paintings by Rubens. You could also



visit the Musée d'Art et d'Histoire de Provence housed in an 18th-century mansion, while the Musée International de la Parfumerie recounts a fascinating 3,000 years of perfumery.

Reservations can await you at the town's Michelin-starred restaurant at La Bastide Saint-Antoine hotel. An 18th century Provençal house gazing over the Bay of Cannes and enveloped in a 1,000-year-old olive tree park, it is a spectacular setting for lunch. Chef Jacques Chibois presents a truly creative menu – try oysters with yucca leaves, and strawberry soup with spice wine or olive oil ice cream as you dine on the beautiful lawn-fronted terrace with vibrant flowers veiling the building behind you.

LA VIE D'ANTIBES

Antibes is just a heartbeat up the coast, though you may choose to detour via the Iles de Lérin. A heady mix of Provençal beauty and Côte d'Azur style, Antibes oozes colour, Mozart, Ray Charles, architecture, nightlife, beaches and parks. Speaking of the latter, many are worth a visit. Exflora Park is a microcosm of Mediterranean flora, from ancient Rome to 19th-century Riviera, Italian Renaissance, Moroccan orchards, 18th-century Provençal gardens and Spanish-style orange groves. A multitude of ponds, fountains, terraces, palm groves and rose bushes lining paths to the sea make this a magical haven. There are also numerous cultural and artistic exhibitions and half a dozen museums in the vicinity, including Château Grimaldi, which became the Picasso Museum in 1966, the Napoleonic Museum and La Tour Museum, which reflects the rich history of Antibes. Time your cruise right and you may encounter one of the many summer festivals – there's everything from music and jazz to reggae, fireworks and the Voiles d'Antibes sailboat festival. That evening head to one of the fish restaurants (see *The Bite Stuff*, p46) or ask your chef to prepare a special fish dinner on board.

VILLEFRANCHE AND BEYOND

The next day, it's time to set sail to the port town that captured the heart of Jean Cocteau. Dating back to 1295 when it was created by Charles II d'Anjou, the village of Villefranche sur-Mer is a →

This page, above left: Riviera style is reflected in the elegant interior of Ocean Victory
Above right: Monaco at night
Opposite page, from top: La Bastide Saint-Antoine in Grasse; Antibes in its 60s' heyday; Antibes today; the Monte-Carlo Casino



THE BITE STUFF...

CANNES

- **La Palme d'Or** Head chef Christian Willer has helmed this restaurant at the Martinez Hotel for more than 20 years and made it the most venerable in Cannes, earning two Michelin stars along the way
- **Félix** Has a terrace on the Croisette, sea views and Michelin-grade-3 cuisine
- **Le Fouquet's Cannes** A Michelin-Grade-3 restaurant at the five-star Majestic Barrière hotel. Chef Bruno Oger was voted 'best chef of the year 2000' by the gastronomic guide Gault and Millau
- **Le Mahatma at the 3.14 Hotel** Avant garde décor with magical lighting, Murano glass and Michelin-Grade-3 Mediterranean cuisine with spicy influences. Hire the private lounge for two to ten guests
- **Villa Des Lys** Michelin-Grade-4 Provençale delights by Bruno Oger at the Hôtel Majestic Barrière. Try the Octopus and asparagus Carnaroli risotto

ANTIBES

- **Restaurant de Bacon** A 1-Michelin-star hit serving an unforgettable bouillabaisse

VILLEFRANCHE

- **La Reserve de Beaulieu** A winning combination of Chef Olivier Brulard, two Michelin stars and spectacular views. Located near Villefranche-Sur-Mer

MONACO

- **Louis XV** A 3-Michelin-starred Alain Ducasse restaurant in the Hotel de Paris.

tumble of warm colours, steeped streets and picturesque Riviera charm – epitomised by the Botanical Garden St Michel with its panoramic view of Villefranche-sur-Mer, Beaulieu-sur-Mer and the peninsula of Saint-Jean-Cap-Ferrat; and the Garden of the Rosary at the heart of the 16th-century citadel. If you have time it's fun to take a Saturday trip to the Provençal market at the Octroi. Ocean Victory's chef can accompany you to explain about the local food delicacies or you could simply wander around and fill your bags with local fabrics and handicrafts, olive oils and flowers. If you are there from mid June to the beginning of September, a fun evening can be spent at the open-air cinema situated in the magnificent cadre du théâtre de verdure de la citadelle.

It's never easy to draw to the end of a wonderful holiday but it helps if your final few days are an eclectic mix of the fun, scenery and culture that you've enjoyed so far, and a few days in Monaco are the perfect end to a Côte d'Azur charter. As you glide into harbour, all the glamour of cruising the Riviera comes home, and remains with you as you spend two last nights on board. As with Saint Tropez, the best of Monaco is out of the city centre, so the next day make your way to the old town where the palace, cobbled streets, restaurants and bars make for a much more welcoming and typically Provençal setting. Boutiques abound around the Monte-Carlo Casino, where you can spend a hard-hitting evening or, for a more elegant occasion, the Opera of Monte-Carlo, created in 1879, Philharmonic Orchestra and Monte-Carlo Ballet are well worth seeing.

For your final night, though, return from a busy day ashore to the welcoming decks of Ocean Victory. As the port lights up all around you, it is a magical setting for Champagne cocktails before you sit down to a four-course meal of Provençale delicacies prepared by your chef. Cocooned in the bay with the memories of your holiday mingling with the spectacular setting, it reminds you that there is indeed no côte that you'd want to have wrapped around you quite so much as the Côte d'Azur. ■

Built by ISA and launched in 2005, Ocean Victory has a super-stylish interior with four double and two twin staterooms sleeping a total of 12 guests. For more information on chartering her, please contact your charter broker, see p10

private jet ownership

Plane sailing

When you need a fast jet fix, is it better to own your own, to invest in a share of one, charter someone else's, or simply stick with commercial airlines? **sea&i** takes a look at the options available, and reviews the considerations involved in purchasing an aircraft

By Laurent Perignon & Sylvie Péron





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When time is money

Unlike yachting, which is all about fun and relaxation, private aviation is all about business. Quite simply it's the fastest, easiest way to get from one far-flung meeting to the next, particularly in times when major airports are so congested and security is a major concern worldwide.

When time literally is money, the hours you save by using a jet had better be worth it, because the costs involved in flying privately are pretty high to say the least. Fortunately there are guidelines to help you consider your options, taking into account the initial investment required, the fixed costs and, equally importantly, the variable costs involved.

TO CHARTER OR NOT TO CHARTER?

Chartering a jet remains the easiest option when it comes to flying. If you need an aircraft to fly rapidly from Gstaad, where you've just spent a weekend skiing, to Porto Cervo, where you have an important meeting with a client on board your yacht, try finding a regular airline for the trip. If you're lucky you may get there by Easter. The advantage of a charter flight is that you can fly almost anywhere you want, whenever you want (provided the nearest city offers an airfield) in the aircraft that best suits your needs. If you are travelling alone or with just one other person, there is no need to book a Boeing Business Jet or Airbus ACJ corporate jetliner; a Cessna Citation XLS or a Dassault Falcon 50 is more than enough. Another positive point: as you are only a passenger you have no legal responsibility for the aircraft. Furthermore the price is all inclusive, and there are many charter companies or even jet charter brokers that can guide you through the process – remember to ask for a detailed quote. Finally, there is plenty of choice when it comes to choosing who to fly with. Some of the most established names in Europe include Global Jet Concept, Air Partner, Dassault Falcon Service, Jet Club, Pro Air and Flying Group; in the US there are simply too many to mention, but one can certainly rely on the most established names like TAG Aviation, a company which provides all aviation related services in the same way as CNI does in yachting. Gil Wolin, VP Corporate Communications at TAG Aviation USA, explains: "TAG currently full →

manages more than 100 aircraft in the US; around 50% of our management clients make their aircraft available for charter when they are not flying. In the process of marketing these managed aircraft, we have developed a strong base of charter clientele, who also trust us to shop and secure the best non-TAG aircraft when one of ours is not available.”

The major downside to charter that it is rather costly and only really comes into its own if you need to fly strange legs such as the Gstaad to Porto Cervo route, or if you only fly very occasionally. Rates vary considerably depending on your choice of aircraft, the distance, the destination, the fuel price and the broker. However, with a budget of between Euro 2,000 (US\$ 2,250) to Euro 10,000 (US\$12,500) per flight hour (not per person) you should be able to find a decent solution to suit your needs. As for the choice of charter company, you may wish to select one that is based in the city you’re departing from, if it’s a major centre, as the fleet it manages is probably more easily available, which may reduce or avoid the cost of ‘position charges’ – when you have to pay for the aircraft to come all the way to pick you up, even if it’s empty. If your trip has to follow a more complex itinerary, it may be worth going through a good charter broker as they are in the ideal position to find the relevant jet available at the best time possible.

Captain Michael Sperling, Managing Director of UK based Speedbird Air, who offer CNI clients preferential rates, comments: “Chartering can often work out cheaper than purchasing block hours; however, this depends on what is available at any given time and often can work out far more expensive than the hour-block purchasing scheme and self ownership.”

ON THE CARDS

If your average time in the air is between 25 to 50 hours a year, it may be worth going the prepaid card route. Basically you buy a certain number of hours, usually in increments of 25, which gives you access to a fleet of aircraft. The initial payment can be hefty but you only have to deal with one service provider who will respond to your queries immediately. What’s more the cost per flight hour is lower than with a normal charter as the investment in the jet is amortised as you sign for the card along with fellow card-holders. This type of scheme is usually offered by large charter companies that combine charter with management and Fixed Based Operator (FBO) services like TAG Aviation, Jet Aviation, PrivatAir or Air Partner. Richard Thomas, Director of Marketing at Air Partner, the only private aviation company to be granted the Royal Warrant to fly HM Queen Elizabeth II, explains: “In Europe, it is a market sector growing quickly, which now represents



more than 15% of all European flying. The strength is driven by greater wealth creation, increased acceptance of private aviation as a means to support business and lifestyle, and greater accessibility due to simple, straight-forward programmes.” With large fleets of aircraft at their disposal they can offer greater flexibility, but there can never be any real guarantee that the aircraft you want will be available when you want it. Fractional ownership operators also offer prepaid cards, but again the level of comfort and guarantee of an aircraft comes with a higher price. Alternatively, it is now possible to fly private jets on some regular routes and time schedules, and companies like Club Airways or Lufthansa offer such connections between certain major cities, such as Geneva and London or New York, at ‘reasonable’ prices.

FRACTIONAL OWNERSHIP

This concept was first introduced in the United States for businessmen who were high-level consumers of jet trips (in the US the figures are around eight times higher than in Europe). The concept was then made popular by US businessman Warren

Becoming the owner of a fraction of a jet is an option worth considering if you fly more than 50 hours a year

Buffet when he invested heavily in Netjets, the worldwide leader in fractional ownership, initially founded in 1986 by Richard Santulli. Netjets today still holds more than half the market, mostly concentrated in the USA, in spite of strong competition from the likes of Bombardier Skyjet and Citation Shares – a joint venture between Cessna and TAG Aviation.

Becoming the owner of a fraction of a jet is an option worth considering if you fly more than 50 hours a year, though many fractional owners take 100 flight hours as the benchmark. Most fractional ownership programmes usually offer shares corresponding to one-eighth of the plane, as there is a general rule of thumb that an aircraft will fly 800 hours a year. The advantages are many: you can buy a part of an aircraft with a lower downpayment than for a card, you have moderate fixed costs and lower variable costs than if you owned a jet outright, plus you know exactly how much the investment is, and how much the management of the aircraft costs. Of course you have to engage in a long-term management plan, usually five years, and you still pay the hours flown even if you don't use them, yet this option can be more cost- →



P. 49: One of the largest business jet on the market, the Boeing Business Jet is a modified version of the B737 (shown here landing); Its main competitor is the Airbus Corporate Jetliner, or ACJ. The interior of a Boeing Business Jet is all about space and comfort.

P. 50: The Bombardier Challenger 605 is one of the best selling long range aircraft; though less spacious than a BBJ, it is more than comfortable enough to fly you around the world with minimal refuelling stops.



A capable management company should be able to achieve a healthy stream of charter income that largely offsets your private travel costs



P. 52: Brazilian manufacturer Embraer has developed a strong presence on the larger size market thanks to its flagship – the Legacy, which comes in various ‘executive’ versions; like the Legacy, many private jet interiors offer both resting and business areas - to make the most of every minute onboard.

P.53: The Swiss-made Pilatus PC-12 is a strong contender when it comes to ‘turbo-prop’ aircraft. The “flight stars” original exterior paint shown here is not standard on a PC-12: many come with other designs, such as the Zebra, the Leopard - more or less anything to suit your taste; Like most turboprops, the PC-12 is more spacious than a jet aircraft in the same category - but slower too...

effective than other solutions, and you should be assured of access to a large fleet of aircraft, which reduces the chance of being stuck without a flight. It is also possible to consider leasing your share of the aircraft. It is not an option in all countries and with all operators, but it can help spread the investment over the five-year plan rather than having to bear the cost in one go. You can also resell your share at the end of the five-year plan, after amortising it (note: this is only possible in the US. Fiscal regulations in Europe prevent this, as a business jet is not deemed a business tool but a luxury expense). So fractional ownership remains a valid option, especially for companies that need to move their management or technical teams around, in which case the choice of ownership scheme will depend on the size of aircraft required.

The main contentions with fractional ownership lies in the legal and fiscal schemes applied, and the question of whether it is considered to be private aviation or should follow the regulations of public transport and airlines. Europe, as mentioned before, has not been very favourable to the



FULL OWNERSHIP

If you're flying privately for more than 300 hours a year – again that's an average benchmark – it may be worth considering owning your own jet. Besides the personal satisfaction, it is an asset that can be optimised by enabling a charter operator to charter it on your behalf, generating revenues that will help cover the variable costs – just like when you place your yacht for charter with CNI's charter management department. Of course this means having other passengers use your aircraft but it's an option around three-quarters of jet owners take. If you choose an aircraft that is suitable for the charter market, a capable aircraft management company should be able to achieve a healthy stream of charter income that largely offsets your private travel costs and also contributes to your capital costs. Captain Sperling believes ownership can even be worth it with a lower number of flight hours, with the right size of jet: "Generally speaking, an average owner of a small private jet in Europe will fly between 150 to 300 hours per annum. Buying 150 hours usage of a light jet (i.e. a small Citation) from companies that sell blocks of hours will work out around US\$6,500 per flight hour (Euro 5,000). Usage of your own aircraft for 150 hours per annum can quite easily work out less than US\$5,500 per flight hour (Euro 4,400). An even better example would be buying 150 hours usage of a midsize jet (i.e. a Citation Excel) which would work out at around US\$9,500 per flight hour (Euro 7,400), whereas using your own aircraft for the same 150 hours would only set you back around US\$7,500 per hour (Euro 5,900) and quite possibly less than that."

development of business aviation with regards to these tax and legal concerns, although some countries such as Luxembourg have followed the lead of the US. Also, owning a fraction of an aircraft engages one's responsibility, which is seen by many to be a drawback.

Opinions about the advantages of fractional ownership vary a great deal. Captain Michael Sperling, believes it is better to look into shared ownership than fractional: "In my opinion fractional ownership programs cost a lot and don't give much back in return as one does not get to use one's own aircraft, nor regular crews. I would also say that for someone who cannot justify sole ownership of an aircraft, group ownership of say two or three friends can work very well and this way one can enjoy most advantages of self ownership but can also share the costs." Everyone, however, highlights the fact that such "frac" programmes have helped dynamise the market. As Gil Wolin puts it: "Fractional ownership and jet card programmes have dramatically enlarged the business jet market, introducing thousands to the industry by lowering perceived client barriers to entry."

Going one step further, Gil Wolin advises that "TAG has owners flying as little as 100 hours annually, who make the aircraft available for charter. 300 charter hours generates enough revenue to virtually cover the cost of the owner's own flying", while Aurélie Branchereau-Giles, Director of Marketing at Privatair, one of the largest charter operators on the market, reckons that "purchase is worth considering as soon as the utility outweighs the total operational and financing cost. That works out at about 400 hours of usage, below which we advise that charter is a more economic solution." In short, each scenario is probably a case study worth looking into.

It may even make sense for large corporations to create their own internal flight department to manage the aircraft and its flight schedule among the various divisions of the company worldwide. Many companies that specialise in jet finance and ownership can analyse your specific needs and offer advice. But if none of these solutions suit you, there's a final alternative: start your own private jet company or take over an existing one. In spite of rising fuel prices and environmental concerns, the private aviation market still has plenty of potential for development. ■



No plane no gain?

The purchase of an aircraft usually stems from a company's desire to increase its competitive edge and profitability. However, there's more to jet ownership than meets the eye. **sea&i** looks at the traps to avoid and steps to take to ensure the investment goes according to plan. Before such a purchase, however, the advice of an industry expert is highly recommended.

While some look at aircraft ownership as a luxury game, others consider it a sound investment. As a business tool, it reduces valuable time wasted at airports, but as there are vastly cheaper alternatives it does remain a luxury – so where's the balance? There are investment models that have been developed in the US to help you calculate your company's potential improved productivity as a result of using private aircraft. With such analytical data, you can make a decision based on hard figures; and in some cases that first step can reveal there is little financial sense in buying an aircraft.

A REASONABLE BUY?

The saying 'no plane no gain' may be true for some but there are numerous parameters at stake and it is not surprising that up to 80 per cent of companies that purchase an aircraft without properly evaluating its operational costs have to resell within two years. Beyond interior decoration, there are technical aspects to consider to ensure the aircraft is adapted to your needs, starting with the number of passengers and range to be covered.

Unlike for a yacht, financing the purchase of an aircraft only represents 25 to 40 per cent of the total costs. You also have to consider the fixed costs, which are between 20 to 30 per cent of the total, and the remaining variable costs at between 30 to 55 per cent. Among the fixed costs, maintenance accounts for four to ten per cent, with the rest going towards insurance, staff costs, technical and administration fees, parking and professional taxes. Operational costs are the highest of the variable costs. From routine checks to heavy-duty work, they represent between 18 to 35 per cent of the overall total, and include fuel expenses,

maintenance control fees, airport fees, parking fees, technical and passenger-handling fees, and staff expenses. Running such operations is not an easy task and it involves more processes, fees and constraints than yacht ownership, partly due to safety concerns. Every jet, be it small or large, has a fully detailed and publicly available record of all journeys and maintenance operations, even if fully private.

THE DREAM IN REALITY

Consider the purchase of an aircraft worth one million euros, similar to a Cessna Citation II, 100 per cent financed with a six per cent interest rate over seven years, to be used for 500 flight hours a year. The annual financing will be around Euros 180,000 (US\$230,000), the fixed operating costs about Euros 149,000 (US\$190,000), the routine maintenance costs about Euros 14,000 (US\$18,000) and provisions for heavy maintenance Euros 16,000 (US\$20,500), bringing the total fixed charges to Euros 359,000 (US\$460,000), or 47 per cent of the total. The remaining variable costs will be divided between the hourly operating costs (when flying) based on Euros 430 (US\$550) per flight hour, the variable routine maintenance costs based on Euros 143 (US\$180) per flight hour, and the provisions for heavy maintenance based on a cost of Euros 229 (US\$300) per flight hour. All multiplied by 500 hours, which comes to Euros 401,000 (US\$515,000) for the variable costs, total charges of Euros 760,000 (US\$975,000) for the year, and a cost per flight hour of Euros 1,520 (US\$1,950). Given the aircraft will carry six passengers at most on every trip, each passenger will cost you a minimum of Euros 250 (US\$320) for every hour they spend in flight. It's not cheap, but not necessarily that expensive given

the time saved in other areas. If you fly less than the expected 500 hours, variable charges are lower, but given the high level of fixed costs each flight hour rapidly becomes more expensive and would shift from Euros 1,520 (US\$1,950) an hour for 500 hours to Euros 2,250 (US\$2,888) an hour for 250 hours flown.

JETS AND TURBOPROPS

Many potential clients also wonder what's better: the fast but often less spacious and more costly aircraft using jet engines, or the slower, more noisy but cheaper turboprop? Again, it all depends on your needs, as Captain Sperling explains: "There are quite a number of executive turboprop aircraft on the market, such as the King Air 200 and 350, the P180 Avanti or the single engine PC-12 Pilatus. These aircraft are generally very good and reliable, are cheaper to buy and operate compared to executive jets and can generally operate in and out of shorter runways. Turboprops have reliable jet engines but have propellers instead of hidden or covered fans. Their disadvantages are that they generally have a shorter range, and fly slower and lower than the jets – meaning that many times flying above the bad weather is not an option." In this range of aircraft, only the spectacular Piaggio Aero's P180 Avanti, with its 'pushers' seem to offer the right compromise between space, comfort, altitude and speed, with technical specifications close to those of an aircraft using jet engines. However, as with everything, something's got to give, as Captain Sperling reminds us: "The P180 is certainly one of the best executive turboprops on the market, but many pilots who fly the aircraft regularly don't find it as easy to operate compared as its competitors." →

Free as a bird: when the most advanced technology combines with magnificent aircraft design... There come two superstars: the Gulfstream 550 (left page) and the Dassault Falcon 7X (below); the latter being the first aircraft entirely developed from a digital virtual platform right before entering production.



The new age of Very Light Jet aircraft opens the door of private aviation to a broader spectrum of users

THE FUTURE

There's now a new trend in the US, in the form of 'pocket jets', and the likes of the Eclipse 500, Citation Mustang or Phenom 100 – business jets for four to six passengers priced between US\$ 1.5 to 2 million. As pointed out by Julliette Comport, from Pro Air, the private aviation industry may well be preparing itself for spectacular growth: "The new age of VLJ (Very Light Jet) aircraft opens the door of private aviation to a broader spectrum of users. The purchasing price of these 'new age' aircraft is a fraction of the cost of any aircraft currently on the market, which will also drive down any chartering costs. This will instantly bring today's Business class and First class flyers to the realm of Private Aviation, and with stricter security and procedures for scheduled flights, a private aircraft will be seen as a viable and practical resolution".

COST CONTROL

Optimising the use of the aircraft is therefore paramount for a sound investment. Because of the distribution of the variable and fixed costs, it is essential that the expected number of hours 'flown' corresponds to the reality. A private jet parked at a local airport throughout the year is money wasted to a far greater extent than with an unused yacht; which is also the reason why it is essential to consider offering that jet for charter. Some specialists even say that, if operated well, the cost of a jet per kilometre covered would not be more than that of a company car – besides the fact it's not easy to cross the Med from Monaco to Palma on four wheels! ■

This page, top to bottom: The Piaggio Aero P180 Avanti uses unique "pusher" technology; A rendering of the Eclipse 500, a leading concept among the new trendy brands of 'pocket jets'; The Cessna Citation XLS is the fastest, small-size business jet on the market; The Cessna Citation Mustang, a 'pocket jet' from one of the major aircraft manufacturers.

This feature was prepared in collaboration with ALTITUDES BUSINESS JETS magazine. For more information and to subscribe, contact Sylvie Péron at s.peron@luxmediagroup.com.





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Currently for sale through CNI, Joseph Conrad is a 37m yacht that was originally built in 1916, converted to a motor vessel in 1923, and restored back to a private sailing yacht in 1978. Optimum sailing performance is ensured thanks to a rigging redesign by Elvström in 1991. She sleeps eight guests in four cabins and her timeless exterior lines are enhanced by a comfortable, welcoming interior. For more information, please contact your CNI broker, see p.10

The art of dark dress

Set off against the classic backdrop of the 37m Joseph Conrad, fashion takes an appropriately sombre turn. Black silks, wool and cashmere make a dramatic statement with just the odd flash of pure white or electric blue to echo the yacht's striking sails and the deep-blue sea

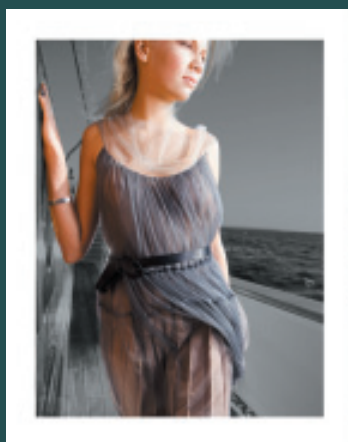
Photography Jérôme Kélagopian

Style Natalia Mlodzikowska

Make-up Audrey Derambure

Models Adriano & Michaela

for Enjoy Models Management







Above: Adriano wears blue velvet jacket with wing-collared white shirt, by Lanvin
Left: Michaela wears black silk dress with brilliant-blue twin silk strips, by Lanvin



Above: Michaela wears silk and tulle dress with satin belt, by Lanvin; and steel watch by Cartier Vintage

Right: Adriano wears velvet trousers with striped cashmere and silk turtleneck and silk-lined velvet jacket, by Lanvin. Borsalino hat, model's own







Above: Adriano wears woollen trousers with silk and cashmere turtleneck, and cashmere gabardine coat, by Lanvin
Left: Michaela wears woollen and linen skirt and jacket, by Lanvin; and earrings, by Chanel Vintage

BOUTIQUE: Lanvin *Sporting d'Hiver, Place du Casino, MC 98000, MONACO*



city lights

From West End musicals to riverside galleries, and from Michelin-starred restaurants to 300-year-old pubs, London is a buzzing metropolis that can't be topped for history, diversity and fun

by **Miriam Cain**

The city of London may have faced slumps in popularity during its long history, but now certainly isn't one of them. Re-christened the 'it' city in recent years, and currently preparing to play host to the 2012 Olympics, its streets are awash with vibrancy, creativity and countless cultural treasures. *sea&i* points you in the right direction for the best hotels, proves why dining out is a favourite pastime for Londoners, and outlines the where and why of what to do while you're there.

CULTURAL ACCLAIM

London has a special atmosphere that you simply can't find anywhere else. For big kids at heart the Natural History Museum is jam-packed with creepy-crawlies, vast whales and weird things squashed into jars. The Thames riverside walk to Tower Bridge is a must for spotting cool landmarks, while around the South Bank are the National Theatre, the National Film Theatre, and the big draw in this ancient part of the city, Shakespeare's



Globe theatre, with performances running from spring through to mid October. North of the river, Regent's Park's 1,200-seat auditorium has outdoor performances of Shakespeare, comedy shows and music events throughout the summer.

Artwise, the Tate Modern on the South Bank is always on the forefront of the contemporary scene, while back across the river the Tate Britain has outstanding classic exhibitions. The Royal Academy of Arts hosts a wide range of painting and sculptural exhibitions, while the National Gallery houses one of the greatest collections of European paintings in the world. A stone's throw away, the National Portrait Gallery presents the most comprehensive collection of its kind in the world.

For evening culture, don't miss London's West End, which is world-famous and has more than 40 large theatres. Top shows include *The Mousetrap* (now in its 54th year) at the St Martin's Theatre, and *Les Misérables* at the Queen's Theatre (now in its 21st year). However new shows, such as *Billy Elliot The Musical* at the Victoria Palace, and *Dirty Dancing* at the Aldwych Theatre,

are already proving their worth and are destined to be long-running classics.

TOP SHOPS

Head to Jermyn Street or Saville Row for bespoke men's tailoring; Bond St for jewellery and designer boutiques; Harvey Nichols and Selfridges for department-store bliss; and Liberty for fabrics, clothes and home-wares in a delightfully rambling old building just off Regent Street.

As for markets... for mainstream charm wander the famous cobbled streets of Covent Garden (for the world-class pavement artists if nothing else); for a feast of food Borough Market is your place at the weekend, when mussel and champagne stalls stack up next to quaint cafés and hundreds of food stalls; Camden and Portobello are thriving fashion outlets – great for everything from punk to vintage to modern; and Smithfield and Columbia Street Flower Market (Sundays only) give a great insight into London life – arrive early to soak up the real ambience. →

Above left: By day and by night the River Thames is one of the best places to spot famous landmarks
Above: There is a wonderful riverside walk up to Tower Bridge

Below: Sample Michelin-starred sushi at Nobu at the Metropolitan Hotel
Right: The shiny red buses are a familiar sight around London
Below right: Afternoon tea (shown here at the Berkeley) is a traditional English treat and a great restorative after a bout of shopping
Bottom right: The pool at the Mandarin Oriental Spa





Above left: Comedians, fire-eaters, human statues and opera singers colour the streets around Covent Garden
Above centre: Liberty, just off Regent Street, is one of London's most famous shops
Above right: Doormen welcome you to the Mandarin Oriental Hotel

TIME OUT

Rejuvenate in the following spas in the heart of the big smoke: the Elemis Day Spa in London's Mayfair; the Mandarin Oriental Spa at the Knightsbridge hotel of the same name; Spa at Fifty-One near Buckingham Palace; or Urban Retreat in Harrods.

TOP TABLE

London's restaurant scene is arguably the best and most diverse in the world. Sample Cipriani's for fine Italian cuisine; Nobu for Japanese at the Metropolitan Hotel – the first Asian restaurant in London to receive a Michelin star; Gordon Ramsay's restaurant at Claridge's Hotel; and the superbly located Galvin's on Park Lane, complete with views over Hyde Park and Buckingham Palace. The new London outpost from the French super-chef of the same name is Joël Robuchon; while one of the most famous restaurants in London remains The Ivy in the heart of theatre-land. Petrus at The Berkeley in Knightsbridge, and Tom Aitkens' eponymous Chelsea restaurant also serve seriously good food.

AFTER DARK

Looking for classic English pubs? The Lamb & Flag in Covent Garden is over 300 years old, and Ye Olde Cheshire Cheese in Fleet Street has served beer since 1667 and was a haunt of Charles Dickens. At the other end of the spectrum, the Cuckoo Club, Café Royal, Momo's and High Road House are great for late-night high jinks.

PILLOW TALK

Claridge's is the *grand dame* of London's hotel scene, but the Langham Hotel is not far behind. In north Soho, The Sanderson,

Ian Schrager's second London hotel designed by Philippe Starck, is a veritable urban oasis, while the Landmark London is luxury further north near Regent's Park. The Hempel, West London's Boutique hotel created by acclaimed British designer, Anouska Hempel, is an architectural statement, and the chicest retreat in the heart of Knightsbridge is The Berkeley, complete with rooftop pool. The Savoy's famous riverside frontage also makes it a winner. Super-cool and super-quirky in London's hip Clerkenwell, The Zetter is an alternative trendy haunt with attractions the likes of vending machines stocked with half bottles of champagne and instant cameras.

LIVE LIKE THE LOCALS

If you're into fitness, an early-morning run in Regent's Park is a must. Although London doesn't do street dining as well as its European neighbours, charismatic pavement brunches don't come better than St Christopher's Place (off Oxford St) or further along in Marylebone High Street – which is also a good choice for post-lunch shopping. Take in a movie at one of the many old art-house cinemas in the backstreets around Leicester Square; hail a black London cab; and jump on a red double-decker bus – it's classic London style and a great way to see the sights. Finally, take a stroll along the river at night to see the famous landmarks lit up and reflecting off the Thames.

IT'S A CLICHÉ BUT...

Make time to take afternoon tea. The Landmark Hotel, The Ritz, The Berkeley, The Wolseley, Claridge's, Liberty or Brown's Hotel all serve up a treat. ■

Photography: VisitLondon; Kate Rigby



Glowing on holiday

pre-sun pampering

As your holiday inches ever nearer, it is time to polish, pamper and prime your hair, skin and body. [sea&i](#) walks you through the essential preparations before you set off

by Sophie Reeve

There are three things you need to think about when it comes to looking your best on holiday: your destination, your current beauty products and yourself. First, your destination. Are you heading somewhere hot? Are you going to be in the water a lot? Are you going for a remote barefoot island holiday or a glamorous city break? The answer will determine your beauty preparation programme. But remember, it's not all about looking good, it's also important to prepare your body from a wellbeing point of view. All that sun and sea can be damaging but you can minimise the effects if you plan ahead.

Next look at yourself. If you're hoping to lose a few pounds, start now by increasing your daily energy levels and cutting back on calories. Aim for a realistic weight loss of around 2lb a week – simply reducing snacks and alcohol may do the trick. Finally, take stock of your cosmetics and beauty products. If you haven't used something in a while or it's not working, bin it and invest in new products that have been recommended by your beauty therapist and hair stylist. Now, turn the page for your countdown to looking amazing...

The month before...

You have time to tackle all your beauty enemies if you start now. With the right products and a little time and care, sluggish skin, limp hair, a dull complexion and brittle nails can all be sent packing long before it is time for you to start... packing!

FACE Visit your beauty therapist for a detoxifying facial and while you're there ask her to recommend products suited to your skin and holiday destination – ideally a rich night cream as they can work wonders to firm and revive skin. [Prada Reviving Bio-Firm Night Cream](#) is a particularly smart product that delivers targeted ingredients in a precise time-released pattern as you sleep to help fight ageing, and uplift and contour skin. Alternatively, tracing its history back more than 100 years, Körner knows a thing or two about regeneration, and its [Körner Feel Legendary Night Cream](#) helps moisturise as well as boosting the skin's natural defence system. Now is also the time to start taking a good supplement or multivitamin to boost your general health, skin, hair and nails. And don't forget your lips need particular care and attention. [Yves Saint Laurent Moisturizing Lip and Nail Balm](#) doubles for lips and nails and fits neatly in the smallest handbag for regular application wherever you go.

HAIR We all benefit from a regular trip to the salon, but if your hair's dull or lank it's important to head there sooner rather than later. While you're there, book another appointment for a day or so before your holiday for a final trim or styling. You may also find switching to a new



Right: Yves Saint Laurent Moisturizing Lip and Nail Balm; Prada Reviving Bio-Firm Night Cream; Körner Feel Legendary Night Cream



shampoo and conditioner will give your hair a new lease of life. The likes of the [Paul Mitchell Instant Moisture](#) collection can help hydrate, revive, heal and soften all in one. Think ahead too. Sun, sea and wind are ruthless to hair, so counteract them well in advance with a product that helps build up internal strength, such as [Redken Extreme Shampoo](#).

BODY Treat yourself to a course of detoxifying or exfoliating treatments to boost skin condition. Alternatively, there are so many gorgeous products on the market that you can DIY yourself at home with a similarly pampering experience. A stimulating scrub is a must to kick circulation into gear and slough off dead skin cells. Try [Payot Exfoliant Doux Exfoliating Body Scrub](#). A twice-weekly body mask can also be beneficial. [Segreti Mediterranei Firming Body Mud Marine Algae and Clay](#) is based on the principles of thalassotherapy and can help to firm and act against the effects of cellulite and ageing – a winner for everyone. Follow your scrubs and exfoliations with a soothing, luxurious, plumping body cream. [Elizabeth Arden Ceramide Plump Perfect Firming Body Soufflé](#) is a great multi-tasker as it has an anti-ageing formula and helps tone and smooth as well as moisturise.

The week before...

With your beauty preparation in full swing, don't forget to think ahead to the holiday itself. This is the time to check your beauty bag and ensure you have all the products you need for your trip. As well as your usual favourites, plan to take a hair serum with SPF, an intense hair conditioning treatment, sun cream with a minimum SPF15 (separate ones for body and face), a lip gloss with SPF and an after-sun lotion. See *Great Take-Aways* (right) for ideas.

FACE Keep skin extra supple by spending a few minutes morning and night gently massaging in your face cream. Also, book an eyelash tint so you don't have to bother with mascara.

HAIR Buy a specialised detox shampoo and use it all this week – or further in advance if your hair is really suffering. [Paul Mitchell Cleanse Shampoo Three](#) (pictured centre left) is great for ridding hair of all those residual styling products, chlorine and the effects of pollution before you set off.

BODY If you are considering boosting your colour before you go, start using a self-tanner. [Estée Lauder Sun Performance Tinted Self-Tanner for Body](#) (pictured top left) gives an instant glow and doubles up with moisturising action. If you have been exfoliating and moisturising over the last few weeks, your skin should be well prepped for this. If you're heading somewhere hot, don't forget your feet are likely to be exposed. Foot-care expert Margaret Dabbs suggests removing dark nail varnish well in advance as the colour may take time to fade and spoils the effect of naturally manicured nails. Regularly scrub feet, soak in a hydrating oil (try [Margaret Dabbs Hydrating Foot Soak with Emu Oil](#), pictured left) and moisturise.

Clockwise from top left: Paul Mitchell Instant Moisture Daily Treatment Moisture Condition; Paul Mitchell Instant Moisture Daily Shampoo; Payot Exfoliant Doux Exfoliating Body Scrub; Elizabeth Arden Ceramide Plump Perfect Firming Body Soufflé; Estée Lauder Sun Performance Tinted Self-Tanner for Body; Paul Mitchell Cleanse Shampoo; Segreti Mediterranei Firming Body Mud Marine Algae and Clay; Redken Extreme Shampoo.

A day or two before...

FACE Book a day of preparation treatments at your local spa, ideally including a bikini line, underarm and leg wax (an upper-body wax for men); hydrating facial; detoxifying/exfoliating body wrap or massage; a manicure and pedicure. If you're going for the home option, don't panic and think you've left it too late. **Elizabeth Arden Ceramide Plump Perfect Firming Facial Mask** is a salon-style treat that can firm, renew and plump skin in minutes. If you want to book a spray-on tan session, now is the time. The popular Fantasy Tan generally lasts between seven and ten days if you moisturise regularly. Also, give your complexion a break from make-up for a few days, using just a tinted moisturiser and lip-gloss if you can get away with it. **Pixi Hydrotint Duo SPF20** is great for a flash of colour on cheeks and lips.

HAIR Go for that last-minute hair trim/styling and eyebrow shaping. Remember to pack a headscarf or hat to protect your hair from the worst of the sun's damaging rays.

BODY Avoid alcohol and caffeine if you are due to fly as they are dehydrating to your skin. Instead, drink herbal teas and lots of water and get plenty of sleep (before and during the flight) so you arrive fresh and stunning – and perfectly prepped to stay that way. ■



Left to right:
Margaret Dabbs Hydrating Foot Soak with Emu Oil;
Pixi Hydrotint Duo SPF20.



GREAT TAKE-AWAYS

When it comes to packing, don't forget essential care products to keep hair, skin and body protected as well as pampered. And in case you do overdo things in the sun, make space for a few rescue products. Shown clockwise from front left:

Clarins Sun Wrinkle Control Eye Contour Care, 20ml
100% sun filters help protect this sensitive area

Estée Lauder Sun Performance Anti-Aging Sun Spray, SPF 15, 125ml

Water-resistant, lightweight and easy to apply for an even tan

Lancaster After Sun Tan Maximiser, 125ml

Beautifying and beneficial, it enhances a tan by up to 80% and aids the skin's recovery after sun exposure

Dermalogica Ultra Sensitive Faceblock SPF25, 52ml

Protective, anti-irritating, naturally tinted and non-greasy, this is ideal even for the most sensitive skin

Redken UV Rescue Recovery Treat, 100ml

Boosts your hair's natural protective barrier, conditions and repairs post-sun hair

Elizabeth Arden Eight Hour Cream Skin Protectant, 50ml

The all-rounder, from soothing irritations to tackling chapping, peeling, minor burns, sunburn, cracked lips

Kérastase Soleil Sérum Après-Soleil for Coloured Hair, 50ml

Intensive repair for sun-stressed hair. Simply apply to dry or towel-dried hair and leave it to work its magic

Kérastase Soleil Voile Protecteur for Coloured Hair, 100ml

UV and anti-drying protection. Simply spray on hair before sun, sea or pool action.



A drop in the ocean aboard vvs1

The islands of French Polynesia may be a long way off in the South Pacific but when it comes to tropical getaways they are in a league of their own

by Miriam Cain

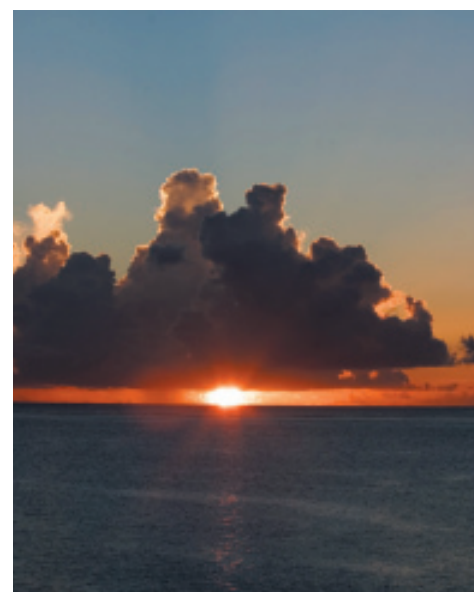
Nowhere on earth does ‘tropical’ quite like the islands of French Polynesia. There is truly nothing to top their jagged mountains dripping with rainforest, no coral reefs to match the underwater magic of their lagoons, nowhere to equal the vibrancy of their red sunsets, turquoise waters and emerald-green trees, and even the cultural richness of their native ceremonies cannot be found elsewhere in the world. Even better, because they are so remote, you can pretty much enjoy them to yourself.

Tahiti and her accompanying chain of Society Islands are at the cultural heart of French Polynesia and are best explored aboard a private yacht. The 34m VvS1 is an ideal choice as, thanks to her shallow draught, she is one of the only yachts in French Polynesia to be able to cruise through the interior lagoons of the atolls of Bora Bora and its neighbouring islands of Raiatea, Taha and Huahine.

As the sun rises behind the densely vegetated mountain of Bora Bora, allow the soothing hum of VvS1’s engines and the scent of the Tahitian Tiare blended with the aroma of fresh croissants to entice you up on deck as you gently cruise around your first island on a seven-day sojourn.

Bora Bora is as close to the tropical ideal as it gets, a fantasy landscape that has earned near-mythical status. Its dark-green mountains, known locally as Mount Otemanu and Mount Pahia, appear to hover as they rise up out of a deep, blue lagoon, their peaks lost amid the clouds that choose to huddle over the islands rather than the vast expanse of ocean that surrounds them in every direction. The reef around the lagoon is clustered with cartoon-like desert islands, known locally as motus. It is the lagoon that makes Bora Bora – and her neighbouring islands of Taha’a, Raiatea and Huahine – so exceptional. Over two-million years ago a volcanic eruption left behind mountains rising above the surface of the South Pacific and surrounded by a barrier reef. Between reef and mountain lie glorious lagoons, home to a stunning array of marine life that swims the gentle, shallow waters.

While you dine on the open deck looking out to foothills covered with frangipani and hibiscus, VvS1 will cruise through the lagoon of Bora Bora and through the Te Ava Nui Pass to the open water. From here it is a short hop through the Pai Pai Pass to the lagoon that surrounds the island of Taha’a, which lies silhouetted against the magnificent Polynesian sunset. The following morning, take →



Left: The tempting waters of French Polynesia

Above: Sunset in paradise



Above from left: The Tahitian waters abound with wildlife; tropical vegetation makes exploring ashore a great adventure; you can enjoy the oceans to yourself; the crew aboard VvS1 can arrange a picnic lunch on the beach

the tender to discover the lagoon's underwater world. Float amid a rippling rainbow of fish, including striped snapper, vibrant parrotfish, emperor angelfish and butterfly fish; and snorkel and be seduced by the mushroom-textured wings of the huge stingrays and manta rays that gently slide past you. Later, rest on land at one of the many deserted motus where your crew have spent the morning transforming the white-sand beach into an alfresco dining room. You can then pass leisurely hours drinking local Hinanu beer and feasting on camargue fish fresh from the lagoon, accompanied by breadfruit and taro root baked slowly in an ahimoa – a traditional Polynesian cooking pit dug into the ground.

Neighbouring Raiatea's rugged interior is equally as impressive as its surrounding beaches. Lying in the same lagoon as Taha'a, Raiatea is home to French Polynesia's most sacred temple, dedicated to Oro, the god of war, and once the site of human sacrifices. It was from here that Polynesians departed in dug-out canoes to discover faraway islands such as Hawaii, Easter Island and New Zealand. High above the temple, the formidable Tapioi mountain rises out of the morning mist and makes for an energetic hike to discover a spectacular view over Raiatea, her surrounding lagoon and neighbouring islands. The slightly less energetic can kayak up the Faaroa river into Raiatea's tropical interior and visit the island's horticultural gardens. Spread over four acres, you will find star fruit, ylang-ylang trees, grapefruit, plumbago, cocoa trees and other tropical species in abundance.

Cruise through the Iriru pass and on to Huahine – the final island in this small archipelago. It is formed of two islands, Huahine Nui in the north and Huahine Iiti in the south, separated by a narrow submarine isthmus which, according to legend, were separated by the canoe of Hiro. The island's slopes are smothered with hibiscus while the fertile lower lands and surrounding motus are cultivated for watermelon, vanilla and cantaloupe. As with many of the islands in French Polynesia, Huahine is home to a pearl farm. It's the perfect place to absorb some local culture, so step ashore to watch the masters in action as they remove the pearls from the oysters and carefully replace the seed for the next cultivation in time-honoured fashion.

For a more colourful dose of culture, you must also experience Tahitian dance and music around a blazing camp fire. The perfect opportunity for this comes on your final night when the locals will perform a special farewell ceremony to highlight your visit and inspire you to return again soon.

Photography: Laurent Perignon



VvS1: A DREAM YACHT DESIGNED TO CRUISE IN PARADISE

Due to launch in March 2007, VvS1 has been built by Alloy Yachts International. A 34m exploration vessel with world-cruising capacity, she has been designed to compliment the tropical environments in which she charters and also has the luxury you'd expect of a superyacht. Rather than dominating the motus and islands, VvS1 is perfectly designed for the waters of French Polynesia. With her shallow draught of 2.2m she is able to access the remote bays and cruising grounds around lagoons and reefs that are inaccessible to other yachts her size, and smaller.

Created by Alloy Yachts in conjunction with her owner and Gregory Marshall Naval Architects, the yacht's interior is a harmonious blend of leather and wood, including lime-washed American oak walls, African dark Wenge cabinetry, bamboo and Wenge-planked floors, canvas and titanium ceilings and brushed stainless-steel fittings. Furnishings made of native New Zealand timbers and fine Italian leather compliment the surroundings and the light and airy interior exudes a relaxed atmosphere.

With a large master suite on the main deck, a queen-size VIP stateroom and two further double staterooms, VvS1 can accommodate up to eight guests. All enjoy en suite facilities and stunning views through large windows. The classic elegance of the interior is enhanced by modern accessories, such as large, flat-screen televisions, DVD players and satellite phones.

The main deck is home to the formal lounge area, which features large picture windows, luxurious lounge chairs, a library area, a home cinema and superb surround-sound system. There is a dining saloon at the heart of the main deck, and a large seating area with a full-size dining table on the aft deck, which can be used for large parties or intimate dining.

With her shallow draught allowing VvS1 to sail close to shore, the aft deck swim platform is ideal for guests to access the lagoon waters to swim, kayak, snorkel, scuba dive or fish directly from the yacht. The yacht also boasts a gymnasium in the skylounge area, which leads on to an office and casual lounge.

The flybridge/sun deck is home to another lounge area, a fully equipped Teppanyaki bar with surround seating for alternative dining, a barbecue area, wet bar and coffee area. A crew of six are on hand to take care of the guests' every need. ■

For further information on chartering VvS1, please contact your CNI charter broker, see p.10



Up close and personal

finishing touches

Alison Henry talks about personalising the final, highly detailed accessories layer of the design on board your yacht and explains how to create a 'story' that remains true to your own personal style

Design today is utterly fascinating. We hear and read that almost anything goes and we see glorious and eclectic mixes of period and style, old working with new, and tradition being given a funkier edge. I applaud and, most of the time, love all this as it is truly liberating. It means we can all create our own spaces to suit our individual style. However, you can almost hear the "but" coming in this, and here it is. But design, or what I refer to as the 'story', must always remain consistent. The look and atmosphere you create must make sense. As long as you bear that in mind you can have great fun and freedom in really individualising your space.

To fully investigate the subject of personalising a yacht, I closed my eyes and imagined how I would choose to create my own. I saw myself reclining on white, deep-buttoned cushions and pillows all in a soft mix of sensuous textures... I am wearing a long, diaphanous, white dress over my bikini with toenails painted a pale seashell tone. I can just see my shoes in the basket at the gang plank. They are stiletto-heeled silver sandals and are just the right foil to the many whitewashed baskets of white orchids. Large glass storm lanterns holding sea-breeze-scented candles light the deck, and here and there are large silver trays sitting across the white squabs. Glasses of Champagne and silver bowls filled with cashews complete the look... →

Left: Personalise your linens with your insignia, such as this set created by Lintea Mare



Main picture: China and place settings by Lintea Mare
Above, from left: Jonathan Fawcett table linens; Waterford whale bowl; Frette's luxury flipflops; Alison Henry cut-crystal decanter

So, my first piece of advice is to imagine how you want to be and what you want to see. It is an excellent exercise because it shows that almost every single element can be personalised and done to suit your taste. In fact, I would go so far as to say there is hardly anything that cannot be given your own particular 'mark'.

The next step in creating your story is to take your lead from the yacht. Is it highly modern, or designed with traditional nautical themes and detailing? Just as with any building, you must never fight the bones, rather always work with them to remain sympathetic and consistent in all your design decisions.

On a traditional yacht, think classically as you would for any grand residence. The same rules apply. You want the most splendid linens for both the table and the cabins. Choose crystal and china that exudes grace and regal impact. Wonderfully luxurious bathing soaps and creams and scents created specially for you seem to naturally follow as does thinking through every last detail from personalised stationery in the rooms, to satin or velvet slippers, robes, sleepwear and swimwear by bespoke linen experts such as Frette or Lintea Mare. Personalised beach bags to carry towels and a pillow for a day's sunbathing ashore are also a lovely idea.

You can always buy beautifully designed and made pieces and products that already exist in mainstream collections, but

you can also have certain items designed exclusively for you, which you can then run as a story throughout your home as well as your yacht. If you are creating a correlation between the two, remember that a home is a home and a yacht is a yacht and there are some things that you cannot do on board even though the distinctions between the two are becoming more subtle. It all comes down to your approach. Think through every detail from both your point of view and a guest's point of view.

Generally, when you are on a boat you are going to be relaxing on holiday and more than likely the weather will be good so you will be living a very indoor-outdoor life. As we all know, etiquette requires that heels are not to be worn on teak decks – so where will the shoes go and what is a pile of shoes going to look like and what are you and your guests going to wear instead? Most people will sport bare, perfectly manicured feet, but you should always prepare for those that don't. Likewise, consider what cushions you would like on the squabs.

ALISON'S RECOMMENDATIONS

Here is a list of companies that I either use myself or discovered recently at the Monaco Boat Show

DRESSING BEDS AND TABLES

Lineta Mare (www.lineta.com)

A must-see for its contemporary linens for both the bedroom and dining room.

Heirlooms (www.heirlooms-linen.co.uk)

Traditional pieces that can be given a bespoke twist

Jonathan Fawcett

(www.jonathanfawcett.com)

A lovely perfect collection for both contemporary and traditional styling

Frette (www.frette.com) Deliciously worked details on a strong collection of linens

SETTING THE TABLE

Christofle (www.christofle.com)

Outstanding design and craftsmanship.

Almost anything can be created to your own specification on stemware and flatware

Harlequin Tabletops

(www.harlequintabletops.com)

Table settings in gorgeous colours and patterns, plus a wealth of stemware and other table accessories

Waterford (www.waterford.com).

It is hard to go wrong with any of its traditional or contemporary collections

Jonathan Fawcett

(www.jonathanfawcett.com)

A real winner and well worth checking out

Lalique (www.lalique.com)

A chic collection of glass and crystal

Thomas Goode & Co

(www.thomasgoode.co.uk)

Pour over its archive collection for the sheer pleasure of it... then design your own

Kevin Clancy Limited

(www.kevinclancy.com).

A collection with 'wow' factor

FINE FURNITURE

George Renwick

(www.onegrastonstreet.com)

A wonderful collection of furniture, tableware and crystal, plus a bespoke personalising service to suit all tastes

Linley (www.davidlinley.com)

Bespoke accessories and furniture designed and made to the most exacting standards

FINISHING TOUCHES

MILLER HARRIS

(www.millerharris.com)

Offering a full range of personalised scented products, from candles to perfumes

Biondi

(www.biondicouture.com)

Best for swimwear, bags, wraps and other made to measure accessories

Formitalia

(www.formitalia.com)

Look if only to see their mock croc scooter, the matching piece to pair with luggage, golf bags and more.

Are trays of drinks being circulated in your mind's eye? If so, what kind of tray/glass/bowl will you use? I ask these questions because to me the whole idea of personalising your boat is to emphasise your style and in doing so your guests will follow through in the way they present themselves. I know that on my imaginary yacht I shall be dining on steamed ginger fish and will sleep through the night in a silk camisole. When I wake in the morning I shall dress in a white bikini and matching robe. As a result of this daydream, for sure, I would have personalised swimwear, robes, wraps and beach bags in each of the guest cabins for my friends to enjoy and keep. It's a lovely touch while they're on board and will serve as a perfect reminder of their trip long after they've left your yacht. I now want to take you through a few of my ideas to clarify what can be achieved.

In many cases, a yacht not only has a name but a symbol or logo as well. Use this. It can be embroidered onto table linens and bed linens, bedcovers and pillows for the cabins. This symbol could also be incorporated into your porcelain – perhaps on breakfast and tea china and dining plates. This would work especially well on a very contemporary yacht where the plates might have a deep silver edge with the silver insignia placed just off centre toward the right hand quarter of the plate.

In a more traditional setting, gold is always a good choice for pattern and banding on flatware, and if I were using the

yacht's symbol or initials in this instance, I would position it dead centre on each item.

Glassware bought off the shelf from Lalique and the other famous crystal and glass houses will work wonderfully, but companies like Christofle and Waterford do a bespoke service as does George Renwick. I would suggest etched rims, the use of the symbol or family crest, or opting for very modern striping on crystal. Likewise, Thomas Goode, Jonathan Fawcett and Harlequin Tabletops do first-class tableware, all of which can be personalised.

One of my favourite ideas is to create your own scent for your yacht. For instance, certain companies will build a fragrance to your own specification and this can then be used in candles, room fragrances, soaps, body lotions, perfumes and pillow sprays. Not only will you have a unique range of beautifully scented products which you can enjoy at home and on your travels, but all of these products make thoroughly chic and luxurious presents. This, above all else, will strike a truly personal note and delight your guests.

As to a final personal touch that I would add to my own yacht, it would have to be a special piece of furniture – perhaps an exquisitely inlaid cigar box that opens to reveal a backgammon set or a splendid dining table that flipped over to become a bridge table... the possibilities within the story are endless. ■



bespoke perfumes

Heaven~scent skills

Roja Dove is blessed with a gift from the gods. Known as the finest 'nose' in the world, he is commissioned to create fragrances that reflect the very essence of their wearer. Costing from \$38,000 (€29,600) and taking anything up to three years to perfect, each signature scent is a work of art

By Kate Rigby

There is something quite magical about stepping into the Roja Dove Haute Parfumerie. It's a veritable Aladdin's Cave for those seeking the extraordinary, filled with never-before-seen wonders gleaming alongside old treasures you feared were lost forever. Opulent gold, mellow amber and the shimmering crystal of dozens of bottles sparkle like jewels: some simple, many elaborate, a handful ornately carved works of art, a select few in gem-encrusted phials... an intriguing feast for the eyes if ever there was one. And then, of course, there's the heady scent – luring you in to this dimly-lit treasure trove.

Roja Dove created his haven of Haute Parfumerie on the 5th floor of Harrods in Knightsbridge, London, in 2004. A world-renowned perfume expert (widely considered the world's most respected), Dove trained at the house of Guerlain, mastering the art of creating perfume the classic way – a skill that has all but been lost in today's world of mass-produced, mainstream fragrance. Indeed, what Dove does is virtually unique, for aside from his Haute Parfumerie, which he adorns with the world's most desirable and delectable scents (many of which he has inspired back into production after years of absence), Dove also creates bespoke scents for individuals who have the nous (and admittedly the budget) to appreciate the virtually unique service he offers.

You may be thinking that only yesterday you saw a boutique, no, two, offering bespoke perfume services. Not so very rare then? Well, actually, it is. For 99 per cent of those 'bespoke' perfume services read 'customise', for that description hits closer to home. Allow me to elaborate...

The majority of such outfits welcome you to their shop, sit you down for a chat, waft a dozen or so scents under your nose to gauge your reaction, then, in as little as ten minutes, you're walking out of the door with a hybrid of various perfumes, which



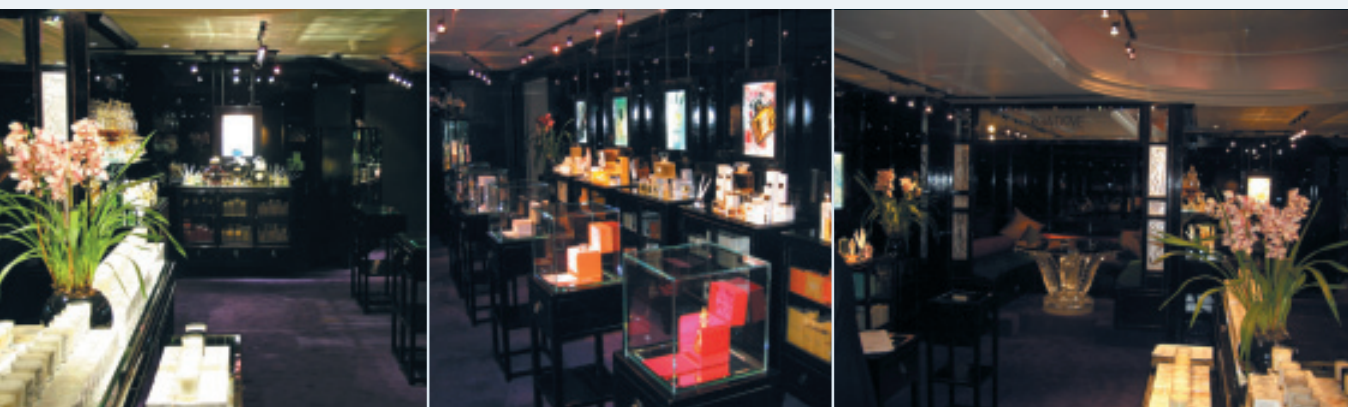
Opposite page: A feast of fragrance at the Roja Dove Haute Parfumerie

Left: Roja Dove has had 30 years of experience in the perfume industry

Below: The Roja Dove Haute Parfumerie on the 5th Floor of Harrods, London, UK. Guests can have private consultations sat at a Lalique table (far right) in a secluded corner of the Parfumerie

you're inspired to call your own, in exchange for \$100 (€75) – or perhaps even less.

Scenario two: you enter the domain of Roja Dove. You can either meet him at his Haute Parfumerie where you will be surrounded by scented treasures and made comfortable at an exquisite Lalique table, or at the venue of your choice, for Dove will fly anywhere in the world to meet with you. Drawing on 30 years of expertise and more than 3,000 different oils that he blends in infinite variations to create the exact scent he's looking for, Dove chats to you, invites you to share your experiences and thoughts, and unravels the unique personality that make you who you are. It is a relationship that could extend from six months to three years and set you back anything from \$38,000 (€29,600) but at the end of it you will own a fragrance that is truly unique, and intrinsically you. It is your signature life fragrance that not only compliments your personality and reflects your inner self but also evokes your past and defines your future. "It's a very emotional, wonderful process," Dove explains. "Having your own perfume is perhaps the ultimate personalised object because it goes right to the heart of →



Right: L'Ocean – the bottle recreated by Baccarat that Dove uses for all the signature scents he creates
Opposite page: Dove travels the world to meet clients and to source the very finest ingredients for his fragrances



THE WORLD'S MOST EXPENSIVE PERFUME

V1 is just one of the exclusive fragrances at the Roja Dove Haute Parfumerie, and the most expensive scent in the world. The product of more than seven years work, it was created by the world's most respected parfumeurs and its only known ingredients are jasmine and rose from Grasse.

Its chamber is as exclusive as the fragrance. The Ateliers Dinand bottle is made of 1kg of pure platinum and 18-carat gold and ruby crystal. This handmade masterpiece is finished with a 2.6-carat diamond-encrusted wreath. It is presented in a case made by S C Gordon Ltd (coachbuilders for Rolls-Royce and Bentley) from the recipient's choice of wood, enhanced with gold leaf, and lined with the finest Connolly hide – also in a customised colour. And then there is the key... The box is locked with a handmade key, designed by Arfaq and made of 18-carat gold set with 28 fine white brilliant-cut diamonds. The collar is ringed by 10 channel-set deep-red rubies and has been designed with a diamond-studded loop so it can be worn as a pendant. Made by the House of Graff, it is the only object ever to come from the jeweller that hasn't been designed by it. V1 and its exquisite box and key can be purchased from around \$124,000 (€97,000).

you – to your id. My clients are highly successful, exacting people; they recognise and respect the extraordinary and the unique, and that, and only that, is what I create for them.”

A true connoisseur of his trade, Dove not only excels at creating perfumes, he triumphs in talking about them. To chat to him is as heady an experience as walking into his Haute Parfumerie. His explanation of the process is fascinating and it's easy to grasp why having your signature scent created is such a personal and intriguing experience, for our scent is the very essence of us – a blueprint of our life.

Dove explains that when we are born the cerebellum – the area of our brain that deals with smell – is empty. We have no concept of what is a 'good' or 'bad' smell and we develop our opinions based on our experiences of first encountering each scent. Our first smell is that of our mother, which inspires feelings of warmth and security. From that time on we form constant associations with smell, and every subsequent time we encounter a certain scent it unlocks a memory – even years after the occasion. By the time we are around 12 to 14 years old, our unique 'olfactory fingerprint' is essentially formed and remains with us for life. Dove's talent is in unravelling this olfactory fingerprint – a mixture of expertise and natural intuition – and then creating a fragrance that reflects this.

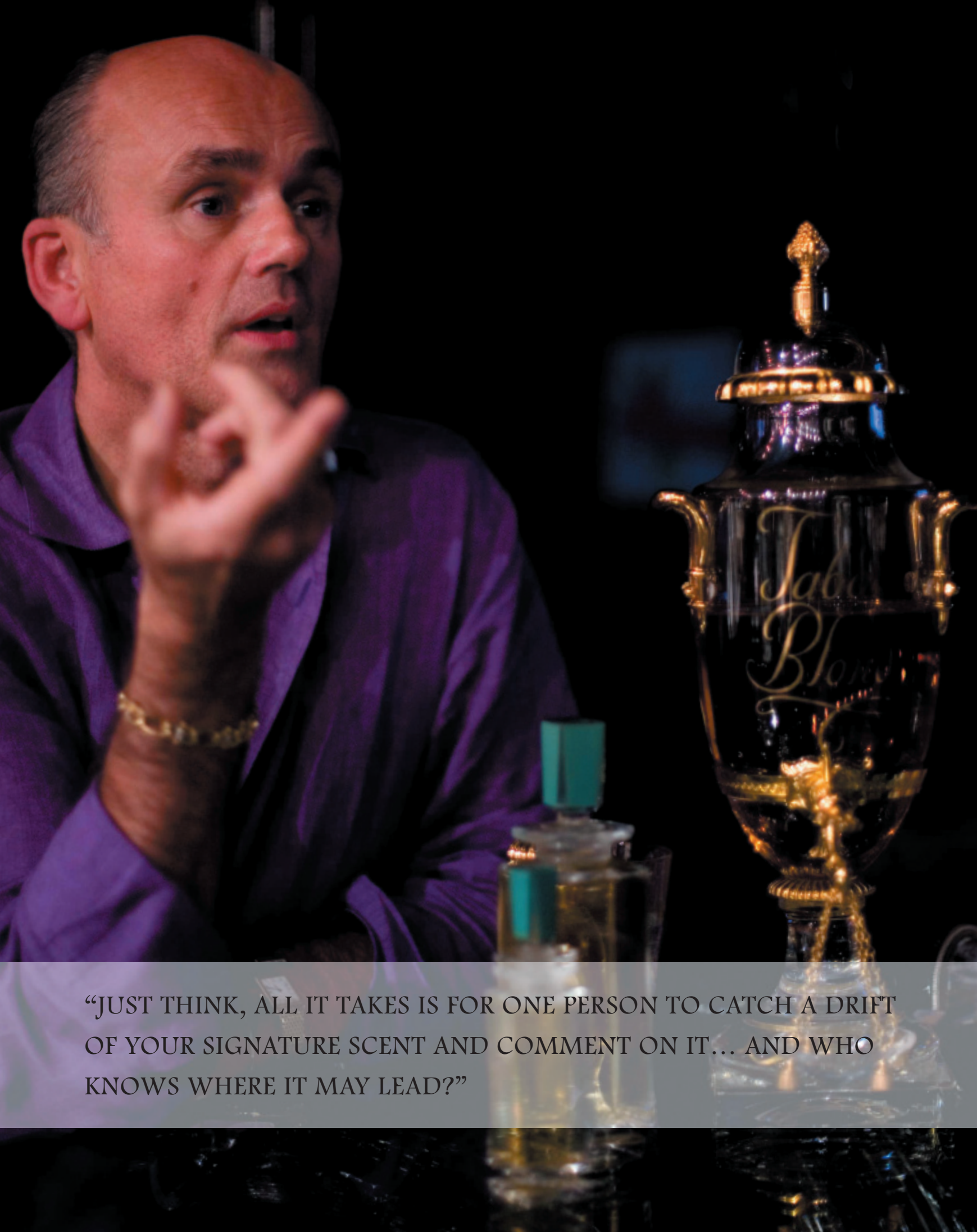
When creating each scent, Dove invests not just time and expertise, but also a great deal of money as he will only work with the very finest materials. As mentioned above, it can take up to three years before he feels he has reached a result that you, and he, is happy with, and this will be a blend of the very select materials that he sources from around the world. For example, Dove gets his jasmine oil from Grasse in France (Chanel, Jean Patou and Guerlain do likewise, but Dove is the only individual in the world to do so) and he will pay up to \$48,000 (€37,000) a kilo. Last year, due to poor crops, the price shot up to \$114,000 (€89,000) a kilo. To put that in perspective, gold bullion is only around \$16,000 (€12,600) a kilo, making

jasmine around three times more costly. Some materials Dove invests in are ten times the price of gold.

With such precious cargo, it's vital the vessel that carries it is equally flawless. For this, Dove turned to Baccarat, who reached far back into its archives to recreate L'Ocean – a captivating design of two mythological dolphins that dates back to 1925. Dove has always lived by the sea and he saw this as the perfect symbol of his work. As a further touch of mystery, the stopper of the bottle is shaped like a crystal ball. “I see this as a symbol of the perfume being linked to your fortune,” he explains. “It evokes the spirit of yesterday, reflecting your memories and life experiences, and it can also inspire your future.” Dove hesitates, then captures all the magic and romance of his profession in one loaded sentence. “Just think, all it takes is for one person to catch a drift of your signature scent, comment on it... and who knows where it may lead?” ■

If you would like to indulge in a Roja Dove fragrance at a fraction of the cost and time, you can visit one of his Parfumeries (see below) where he offers a range of limited-edition perfumes that he has created personally. Once 50 people have bought each fragrance, that order book is closed and only those 50 clients can ever reorder it. It is a rare and exotic gift for around \$2,000 (€1,500) for 250ml.

As well as his Haute Parfumerie at Harrods, Roja Dove has further UK Parfumeries opening at Jenners of Edinburgh, and House of Fraser in Manchester and Guildford. If you would like to have a fragrance created for you by Roja Dove, you can contact him at p.causer@rdprgroup.com



“JUST THINK, ALL IT TAKES IS FOR ONE PERSON TO CATCH A DRIFT OF YOUR SIGNATURE SCENT AND COMMENT ON IT... AND WHO KNOWS WHERE IT MAY LEAD?”



AMERICA'S CUP ACTION

racing world

For the first time in over 150 years the America's Cup has been brought to Europe as Team Alinghi defends its title. As the action hots up in Valencia during the lead up to the grand finale of the 32nd America's Cup in July 2007, **sea&i** looks at the story so far

by James Shotton

The America's Cup is said to be not only the oldest trophy in sport but also the most difficult to win. With a rich heritage and tradition dating back to 1851, it is 45 years older than the first modern Olympic Games. In over 150 years only three nations other than the United States have won the challenge, named after the winning schooner America.

In March 2003, Team Alinghi made history by defeating Team New Zealand to win the America's Cup and bring it back to Europe for the first time in 152 years. The deadline to challenge the 32nd America's Cup was April 29th 2005, by which time 12 challengers from 10 countries had submitted formal entries. To choose the challenger for the 2007 America's Cup championship, the Louis Vuitton Cup was created with several

regattas, called Acts. To date the gap between each Challenge has been as long as five years, so in an effort to make America's Cup racing a more regular feature on the sailing calendar, the 32nd America's Cup season's preliminary Acts have been developed to ensure there is an America's Cup competition each year leading up to the 2007 Match Race, allowing the teams to measure themselves alongside their competitors at each event, and attracting fans worldwide.

The four-year schedule of regattas commenced in 2004 with a mixture of fleet and match races in a variety of venues. Each successive match has taken on increasing importance as the Match Race draws nearer, providing a ranking tool for the early rounds of the Louis Vuitton Cup in 2007. →

Above and opposite page: America's Cup action in full swing



EXCLUSIVE VIEWING ACTION...

At the heart of the 32nd America's Cup competition in Valencia, a new superyacht pier has been constructed. Surrounded by the team bases of the 11 challengers and single defender, it offers a peerless platform from which to enjoy the racing and festival atmosphere. The two race areas are located less than 30 minutes sailing time from the Valencia Superyacht Marina and 43 berths for yachts ranging from 30 to 150 metres will be available in the private marina. Guests aboard the superyachts will have access to The Foredeck Club, and the Private Beach Club, and will receive invitations to social events and exclusive America's Cup events. For information on how you can secure such exclusive viewing action please contact your CNI charter broker, see p10.

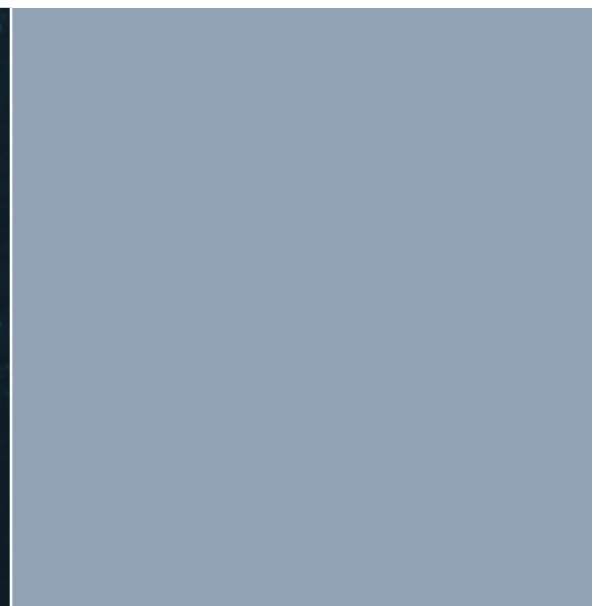
Below: The contenders race it out
Bottom: The crowds are set to overflow in Valencia

The teams of the 32nd America's Cup are composed of not only the best sailors, but also teams of designers, sail makers, nautical engineers and boat builders from around the world. BMW Oracle Racing was accepted as the first Challenger of Record in 2003, followed in short order by the Italian +39 team, Team Shosholozza from South Africa, and Emirates Team New Zealand. Luna Rossa and K-Challenge and Le Defi became Challengers before the opening Act in Marseille.

Act 1, the Marseille Louis Vuitton Act consisted of six teams from five nations, including Team Alinghi. The eventual winner was BMW Oracle. The two Italian teams joined the racing in Acts 2 and 3, with Luna Rossa and +39 Challenge getting their first

taste of the action in Valencia. Dominated by Emirates Team New Zealand, Act 2 saw Team Alinghi fall out of the top three. Act 3 brought them back into position, but it was Emirates Team New Zealand who won the overall ACC Season Championship for 2004, followed by BMW Oracle, Team Alinghi and Luna Rossa.

Two more teams, the Spanish El Reto team and Sweden's Victory Challenge, joined the challenge before the initial deadline in December 2004, joining the battle for the right to face the Defender Team Alinghi in the final America's Cup Match. And just before the final Challenge deadline of 29th April 2005, a third Italian challenger was accepted, Capitalia Team, together with United Internet Team Germany and Team China. The 32nd



VALENCIA - THE HOST CITY

Located on Spain's Mediterranean coastline, the host city of Valencia has excellent sailing conditions with stable and reliable weather conditions. With mild temperatures all year round and regular thermal breezes, the summer months provide good sailing conditions on 90% of the days. One of Europe's fastest growing cities, Valencia and the surrounding region abounds with cultural heritage, beautiful countryside and an astounding stretch of more than 400 kilometres of coastline. The historical, dynamic, modern and enterprising city itself has a plethora of bars, restaurants and attractions to suit all tastes.



America's Cup has now become the most diverse in history with 12 teams from 10 countries and five continents competing in Acts held in three venues – Sicily, Malmo and Valencia.

To date 12 Acts have been raced, and the challengers have earned more ranking points as the regatta has progressed. The Louis Vuitton Ranking Summary Board, for Challengers only, to date holds Emirates Team New Zealand in first position, followed by BMW Oracle Racing, Luna Rossa Challenge, Desafio Espanol 2007, Capitalia Team, Victory Challenge. +39 Challenge and Aerva Challenge are in joint seventh position, Team Shosholozza, United Internet Team Germany, and China Team are in final position.

Although Team Alinghi is not included in the Louis Vuitton Ranking, she is eligible as the Defender, to compete for the ACC Championship, a prize awarded to the best performer across the Acts sailed each year in the run up to 2007. Emirates New Zealand won this prize in 2004 and 2006, but in 2005 the award was given to Team Alinghi. The final Louis Vuitton Act will be held in Valencia from the 3 – 7 April, and will determine the rankings for racing in the Louis Vuitton Cup Challenger race which begins on the 18 April with 17 days of Round Robin racing, nine days of semi finals and nine days of finals. Finally, from the 23 June 2007, the America's Cup Match will be a set of four Match races over nine days to determine the holder of the title. ■

PAST VICTORS OF THE AMERICA'S CUP

YEAR	WINNING VESSEL	OPPONENT	MATCH	LOCATION
2003	Alinghi, Switzerland (challenger)	Team New Zealand, New Zealand	5-0	Auckland, New Zealand
2000	Team New Zealand (defender)	Luna Rossa, Italy	5-0	Auckland, New Zealand
1995	Black Magic, New Zealand (defender)	Yonung America, United States	5-0	San Diego, USA
1992	America 3, USA (defender)	Il Moro di Venezia, Italy	4-1	San Diego, USA
1988	Stars and Stripes'88, USA (defender)	KZ1, New Zealand	2-0	San Diego, USA
1987	Stars and Stripes'87, USA (challenger)	Kookaburra III, Australia	4-0	Freemantle, Australia
1983	Australia II, Australia (challenger)	Liberty, USA	4-3	Newport, USA
1980	Freedom, USA (defender)	Australia, Australia	4-1	Newport, USA
1977	Courageous, USA (defender)	Australia, Australia	4-0	Newport, USA
1974	Courageous, USA (defender)	Southern Cross, Australia	4-0	Newport, USA
1970	Intrepid, USA (defender)	Gretel II, Australia	4-1	Newport, USA
1967	Intrepid, USA (defender)	Dame Pattie, Australia	4-0	Newport, USA
1964	Constellation, USA (defender)	Sovereign, UK	3-1	Newport, USA
1962	Weatherly, USA (defender)	Gretel, Australia	4-1	Newport, USA
1958	Columbia, USA (defender)	Sceptre, UK	3-1	Newport, USA
1937	Ranger, USA (defender)	Endeavour II, UK	4-0	Newport, USA
1934	Rainbow, USA (defender)	Endeavour, UK	4-2	Newport, USA
1930	Enterprise, USA (defender)	Shamrock V, Ireland	4-0	Newport, USA
1920	Resolute, USA (defender)	Shamrock IV, Ireland	3-2	New York, USA
1903	Raliance, USA (defender)	Shamrock III, Ireland	3-0	New York, USA
1901	Columbia, USA (defender)	Shamrock II, Ireland	3-0	New York, USA
1899	Columbia, USA (defender)	Shamrock, Ireland	3-0	New York, USA
1895	Defender, USA (defender)	Valkyrie III, UK	3-0	New York, USA
1893	Vigilant, USA (defender)	Valkyrie II, UK	3-0	New York, USA
1887	Volunteer, USA (defender)	Thistle, Scotland	2-0	New York, USA
1886	Mayflower, USA (defender)	Galatea, UK	2-0	New York, USA
1881	Mischief, USA (defender)	Atalanta, Canada	4-1	New York, USA
1876	Madeleine, USA (defender)	Countess of Dufferin, Canada	2-0	New York, USA
1871	Columbia & Sappho, USA (defenders)	Livonia, UK	4-1 (2-2-1)	New York, USA
1870	Magic & 16 NY Yachts (defender)	Cambria, UK	1-0	New York, USA
1851	America, USA (challenger)	Aurora, UK	1-0	Cowes, Isle of Wight, UK

The rise of

Tuscain Sun

izar 45m

Managing the build of a yacht that has been conceived by a Portuguese architect for a US client, with construction taking place in Spain and design being nurtured in Miami may seem a little complex. However Mark Lorberbaum, Tuscan Sun's owner, is a man who likes a challenge. Here he explains how the project developed and finally came to a great conclusion

By Laurent Perignon

sea&i: Choosing IZAR, a Spanish shipyard, to build a 45m yacht seems a strange idea when the most talked-about yards in the industry for custom or semi-custom yachts are located in Italy or northern Europe. So what swayed your mind and made you opt to build Tuscan Sun in Spain?

Lorberbaum: It's true, Spain is still relatively unknown on the 'new-build' market but the country really has great potential to develop its presence and compete with other more established yards. I wanted a seaworthy yacht constructed of steel with a beautiful European-built interior. Camper & Nicholsons International (CNI) introduced me to the Spanish-Government-owned IZAR group of shipyards, which at that time was the largest shipbuilder in Europe with products ranging from aircraft carriers to submarines and high-speed ferries. Consisting of eight separate shipyards and 11,000 workers, IZAR was already in the process of creating a custom yacht division, having built the 68-knot Fortuna for the King of Spain and two 42m custom yachts in collaboration with the Raymond Langton design group. The design of the yachts was appealing with its modern style and large vertical windows in the master stateroom maximizing great views. The company also provided the right balance between cost and quality, and offered a great deal of flexibility in implementing the design we had in mind.

sea&i: So the design was not developed in collaboration with the yard?

Lorberbaum: Yes and no. I have owned Benettis and although I enjoyed them – and still do – I was eager to develop a project with the same practical philosophy and similar lines yet with a personal twist that would make my yacht unique. I also looked at custom yacht designs from various yards for inspiration, so really the exterior styling was a combination of all those influences and the yard's own spirit. This also explains why I asked Don Tracy to manage the project, as he had experience working with various prestigious yards like Feadship and Perini Navi, among others. →



Above: The aft deck is a truly inspired area for entertaining
Below: The 45m Tuscan Sun in all her glory





sea&i: Tell us about the interior layout and design? Where did your inspiration come from and who helped influence your decisions?

Lorberbaum: I commissioned Luiz de Basto to work on it. To me, Luiz embodies the right balance of a modern approach to design without going over the top, with much practical sense and great use of technology, as well as glass, which I particularly like. His skill is architecture [de Basto was originally trained as an architect before he turned to yacht design], with the interior and exterior harmoniously blending into each other. Another great advantage in working with him is that he has collaborated on a wide range of designs for yachts of various sizes built in many different shipyards. Such flexibility and understanding of an owner's specific requirements and involvement is of great value. Besides, although he's based in Miami, which was convenient for me, he is Portuguese and has worked in Italy for many years. His European roots are reflected in his designs, and I like that. We then had the interior construction handled by Roberto Lottini and the Genesis Group, which is also based in Miami and has worked with Luiz' design firm on many projects – in fact, their offices are located on the same avenue.

sea&i: Did you have more involvement with the exterior styling or interior design?

Lorberbaum: Both actually, although I should specify that my wife was a lot more involved in the interior design than I was. I enjoyed working on the layout and the general arrangement and feel of the yacht, but I was less involved with the more intricate decoration details. I believe this is often the case when a husband and wife build a yacht! There was one exception, as mentioned before: the use of glass, to allow maximum light to flow in and out. For this we worked with a glass art factory, Sicis, in Italy, which produces astonishing work.

sea&i: What was the best part of the project?

Lorberbaum: Everything! The whole process of developing a new construction is always really exhilarating and it was in this case, throughout the entire three years it took from start to finish. I must underline, though, that the best part is when the yacht is completed, christened and delivered. Nothing comes close to that moment, even the anticipation you get from seeing the initial virtual renderings – which is also very exciting. But the tension builds up as the project unfolds and reaches a climax nearing the end.

sea&i: Which is why Tuscan Sun is now for sale?

Lorberbaum: Who knows? As I mentioned before, I must admit that as much as I enjoy spending time on board my yachts, I really found the building process an exciting challenge. Whether or not this first step into custom yacht building will lead to other projects, only the future will tell. ■



Top, from left: Six cabins welcome up to 12 guests. Luis de Basto has ensured the interior and exterior blend seamlessly
Above: The steel/aluminium tri-deck Tuscan Sun has a range of 3,300nm and speeds of up to 13 knots

For more information on TUSCAN SUN, contact joint central agents Jeremy Comport at jc@can.cnyachts.com (CNI Cannes) or Frank Grzeszczak at fg@ftl.cnyachts.com (CNI Fort Lauderdale). TUSCAN SUN is also available for charter; please contact your CNI charter broker for more details.

MANGUSTA 80' OPEN



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Of brokers & shipyards yacht listings

CNI chairman George Nicholson shares with Bob Greenwood his view on the synergy between brokers and shipyards with regard to new construction projects. The article originally appeared in the October 2006 issue of *Boat International*. Here are the most significant excerpts...

Over the past few decades, yachting has changed from a leisurely pursuit for the idle rich, where deals could be done with a simple handshake, to a serious business involving not only naval architects, designers, builders, captains, owners and their representatives, but also legions of highly specialist equipment and systems suppliers, accountants and lawyers. “With governments starting to stick regulations onto everything, plus MCA charter-yacht rules for yachts over 24m loadline length and 500 tonnes, along with the implementation of SOLAS, the process of having a yacht built can be complicated,” George Nicholson explains. “Therefore, more than ever, owners and captains have to farm it out.”

The size alone of many modern yachts has become a major factor. “Captains have graduated from crews of five to ten, who were concerned with operating the yacht safely and keeping the owner and his guests happy, to vessels with upwards of 20 crew,” says Nicholson. “Just managing personnel can be a major man-management task. Captains have got to be seriously talented these days.”

More owners, Nicholson maintains, are now recognising this reality and are calling on yacht brokers to help shoulder the burden. “After all, yachts are floating businesses and you want to have the best manager,” he stresses. “Increasingly, brokers are fulfilling this role.” As effective managers they need to be good communicators and coordinators, regularly liaising between the disparate groups of people involved in any yacht build to ensure the project moves along smoothly on budget

and on time and that the client’s wishes are carried out at every stage. Because they are independent of all of the suppliers, brokers are in a good position to maintain a balanced and impartial view. “They bring a good level of security to the owner,” Nicholson points out, “As he is not solely dealing with the shipyard or the designer.”

Clearly, being a broker involved in new builds requires very specific qualities and skills. “New builds are time-consuming. Brokers working with CNI are self-motivated, creative people with great experience, who like to become really involved and are prepared to put the time in,” Nicholson says. “Such involvement has to be hands-on. Having found the most suitable yard with a time slot that suits the owner, the broker needs to stay on top of the project from the moment the contracts have been signed until the yacht is delivered, perhaps two or three years later. That will often mean regular visits to the yard to ensure that everything is going to plan and to deal with any problems that might arise.”

“Historically, the main brokerage houses have always produced 60 to 70 per cent of the major yacht yards’ order books. At any one time CNI is involved in 15 to 20 new large yacht constructions. For example, CNI has supplied Benetti with 50 per cent of its business. With the Italian yard, as with several others, this has been going on for a long time and I don’t see any diminution in the coming years” Nicholson concludes. ■

The following pages display recent yacht listings that have joined CNI’s books. For more information about these yachts and others available, please contact your CNI broker, see p10, or log onto www.cnconnect.com



BLUE SHADOW C 50.5m/165', CN Apaunia/Lurssen, 1964
A classic yacht of style and comfort offering superb deck areas combined with impressive guest accommodation. Refitted by Lürssen in 1985 and upgraded in 2005.



GEORGIA 48.5m/159', Alloy Yachts, N.Z. 2000
One of the largest capacity yachts for her length, Georgia has five excellent cabins plus a wide diversity of living areas inside and outside.



MONDOMARINE 41m/134'5, Mondomarine, 2008
41m aluminium semi-displacement hull designed by Cor D Rover. She can achieve 20 knots maximum speed and 17 knots cruising. Transatlantic range.



EOL B 34m/111'5, Cantieri Arno, 2005
In 'as new' condition (just 250 hours), powered by three MTUs on water-jet propulsion, EOL B cruises in excess of 30 knots with top speeds of around 40 knots.



MUSBE DREAMIN' 33m/108'2, Westship, 1998
Famed Sally Dills interior and Jack Sarin design. Constantly updated, she is in pristine condition and has recently been painted.



SAN MIGUEL 31.90m/108', Sunseeker Predator, 2005
This spectacular Sunseeker Predator 108, delivered end 2005, has a top speed in excess of 40 knots. She is in immaculate condition and still under warranty.



ELECTRA'S 28.3m/92', Overmarine, 2005
Hull Number 10 in the series, she has a modern interior with wenge wood mixed with brown/cream/white leathers and ss trims. 370 hours use.



OSCAR 28.27m/92'7, Overmarine, 2003
A combination of an elegant sporty exterior, a contemporary four-cabin interior in light woods and wenge floors, and an exceptionally high standard of finish.



AZUR 26.70m/88', Sanlorenzo, 2001 commissioned in 2002
The superior build quality of this Sanlorenzo is combined with an excellent four-cabin mahogany-panelled interior and a raised pilothouse that is exceptional for its size.



ALCINA 26m/86', Falcon, 2001
Four double guest cabins including a separate master cabin with en suite bathroom and Jacuzzi. Access to flybridge both from inside and from the aft deck.



VICTORIA ESTEFANIA 24.8m/81'7, I. S. Marine, 1988
Built to a very high specification for worldwide cruising, this vessel focuses on safety to guarantee a lifetime of navigation. Don Brooke design.



LOU LOU 21.3m/70', Hatteras 1989
Five staterooms with an extended aft deck and extended flybridge. A perfect family yacht on Chesapeake Bay, she has enjoyed the finest maintenance.

yachtingdiary

Key dates for your yachting diary to take you through to spring 2007

LONDON BOAT SHOW

5 – 14 JANUARY

CNI will be debuting at the London Boat Show, showcasing the 24m Leopard London Dream. For further information please contact CNI London broker Toby Walker tw@lon.cnyachts.com
www.londonboatshow.com

DUSSELDORF BOAT SHOW

20 – 28 JANUARY

CNI traditionally participates under the Rodriguez Group banner and shares hospitality at Halle 6, where superyachts offer impressive views of their hulls, for the largest indoor boat show in the world.
www.boot.de

MIDEM

21 – 25 JANUARY

The World Music Market hits the streets of Cannes. Expect a lot of buzz around town.
www.midem.com

ST BARTHS MUSIC FESTIVAL

24 JANUARY – 4 FEBRUARY

Each year during January the island of St Barths hosts live music and dance performances in an informal, island setting. Audiences are treated to intimate concerts by some of the world's most prominent classical, opera, ballet, and jazz stars, with the advantage of island breezes and the fragrance of flowering hibiscus.
www.stbartsmusicfestival.org

MIAMI INTERNATIONAL BOAT SHOW

15 – 19 FEBRUARY

CNI will be showcasing a selection of the latest yachts available on the market at the Miami International Boat Show. For further information please contact your CNI sales broker.
www.miamiboatshow.com

MUMBAI INTERNATIONAL BOAT SHOW

22 – 25 FEBRUARY

The first major Indian boat show with yachts on display promises a strong premiere as the Indian superyacht market is set to grow fast in the coming years.
www.mumbaiboatshow.com

MIAMI INTERNATIONAL FILM FESTIVAL

2 – 11 MARCH

The Miami International Film Festival brings the best of world cinema to South Florida. Miami has become a premiere venue for the exhibition of international and US films, with a special focus on Ibero-American cinema. Both juried and audience awards are given in Documentary and Dramatic categories.
www.miamifilmfestival.com

DUBAI INTERNATIONAL BOAT SHOW

13 – 17 MARCH

The Dubai International Boat Show is the largest marine industry exhibition in the Middle East. The show is a classic showcase of yachts and boats from both local and international builders together with the latest innovations in marine equipment and accessories.
www.boatshowdubai.com

MIPIM

13 – 16 MARCH

The largest display of real estate projects, with developers, and buyers, coming from the four corners of the world. For a week, MIPIM takes over the Palais des Festivals, the Old Port and the Bay of Cannes; in fact, the whole Riviera. CNI will be there, at MIPIM's own yacht club, to assist you with any yachting enquiry. For more information, contact your CNI charter or sales broker.
www.mipim.com

PALM BEACH BOAT SHOW

22 – 25 MARCH

The Palm Beach Boat Show is one of the top ten boat shows in the country featuring more than \$300 million worth of boats, superyachts and accessories from every major marine manufacturer worldwide. CNI will be showcasing some of the latest yachts available on the market. For further information please contact your CNI sales broker.
www.showmanagement.com

INTERNATIONAL ROLEX REGATTA, US VIRGIN ISLANDS

23 – 25 MARCH

The 34th International Rolex Regatta, hosted by St. Thomas Yacht Club, is an annual favourite on the Caribbean racing calendar. The three-day event features handicap and one-design racing benefiting from dependable trade winds and a varied and challenging schedule of races, including both windward-leeward and distance courses, on the blue waters surrounding the archipelago of the U.S. Virgin Islands.
www.rolexcupregatta.com

ST BARTHS BUCKET

29 MARCH – 1 APRIL

www.bucketregattas.com

MOSCOW INTERNATIONAL BOAT SHOW

12 – 15 APRIL

www.mibs-expo.ru

CROATIA BOAT SHOW

14 – 22 APRIL 2007

www.croatiaboatshow.com

BOAT ASIA, SINGAPORE

19 – 22 APRIL 2007

www.boat-asia.com

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Pasha Seatimer

Cartier pays tribute to the round watch created in the middle of the last century with a new striking and sporty addition to the Pasha de Cartier collection: Pasha Seatimer. An original model with a daring combination of materials.



Cartier

www.cartier.com