

# sea & i

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SPRING-SUMMER 2006

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along the  
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# Spring into summer



ur largest issue yet, **sea&i** brings you more than ever in the way of inspired travel, living, fashion and culture. With the peak charter season approaching, cruising this issue takes you to the Amalfi Coast, Sicily and the East Mediterranean, while racing upon you in May is the chance to charter a yacht for the Monaco Grand Prix.

In preparation for this spectacular event, we take an in-depth look at F1 and the recent rise of A1. Staying with cars, we head off the racetrack and into the factories of Rolls Royce, Bentley and Aston Martin, where traditional craftsmanship meets futuristic innovation. Talking of futuristic, the striking fashion shoot aboard Excellence III leads you into the monochrome zone, while design of another kind sees us welcome international interior designer Alison Henry as our regular contributor.

With summer being a time for bikinis and beautiful soft skin, now is the perfect time for a bit of pampering preparation, so treat yourself to a trip to one of the detox spas in our Top Five feature. Combine it with an energetic trip to Wildfitness in Kenya and you truly will be in fantastic shape – enough to reward yourself with an evening out at one of the gourmet Italian restaurants recommended in our couture cuisine feature.

Hopefully the above will exceed all your luxury lifestyle needs, and where your superyacht needs are concerned, don't hesitate to contact your CNI charter broker or sales broker. They will be delighted to help you get the very most from luxury yachting. ■



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# Contributors

Hospitality entrepreneur **FRANCO NUSCHESE**, a native Italian, has mastered the art of blending hospitality and entertainment skills during a career that includes public relations in top hotels in London and Las Vegas. A regular charterer, Franco provides an insight to the cuisine hot spots along the Amalfi Coast.

**JULIE DENNIS BROTHERS'** career began when she travelled throughout Europe after her junior year in college with only her camera as her companion. What began as a hobby quickly turned into her life's passion. From photographer's assistant to celebrity portraiture, Julie's photographic skills can be seen throughout the fashion pages in this issue of *sea&i*.

**SARAH BALLS** is CNI's Group Charter Manager, and when not organising clients' charters she can often be found on her favourite island of Paxos in Greece. In this issue she recommends some of the best-kept secrets of the island.

**THOMAS GRANT** is a university scholar who has spent many years visiting museums and art galleries for research purposes. Specialising in Western Baroque and modern art, he currently resides in the UK, but travels extensively around the world. In this issue of *sea&i*, Thomas previews the Tate Britain's next major exhibition *Constable – the Great Landscapes*.

**MARINA MICI** is a young journalist based in London. With no previous knowledge of the yachting industry, she contributed to the third issue of *Sea & I*, and bitten by the yachting bug, she is now a regular contributor to yachting magazines. In this issue of *sea&i* Marina interviews interior designer Alison Henry, who will herself be a regular contributor in the forthcoming issues of *sea&i*.

A regular contributor to *sea&i*, **DANIEL MUNRO** is a travel journalist who has crewed on superyachts in both the Caribbean and the Mediterranean. In this issue of *sea&i* he once again provides an insight into the social attractions that can be found around the leading marinas – this time looking east to Turkey and Greece.





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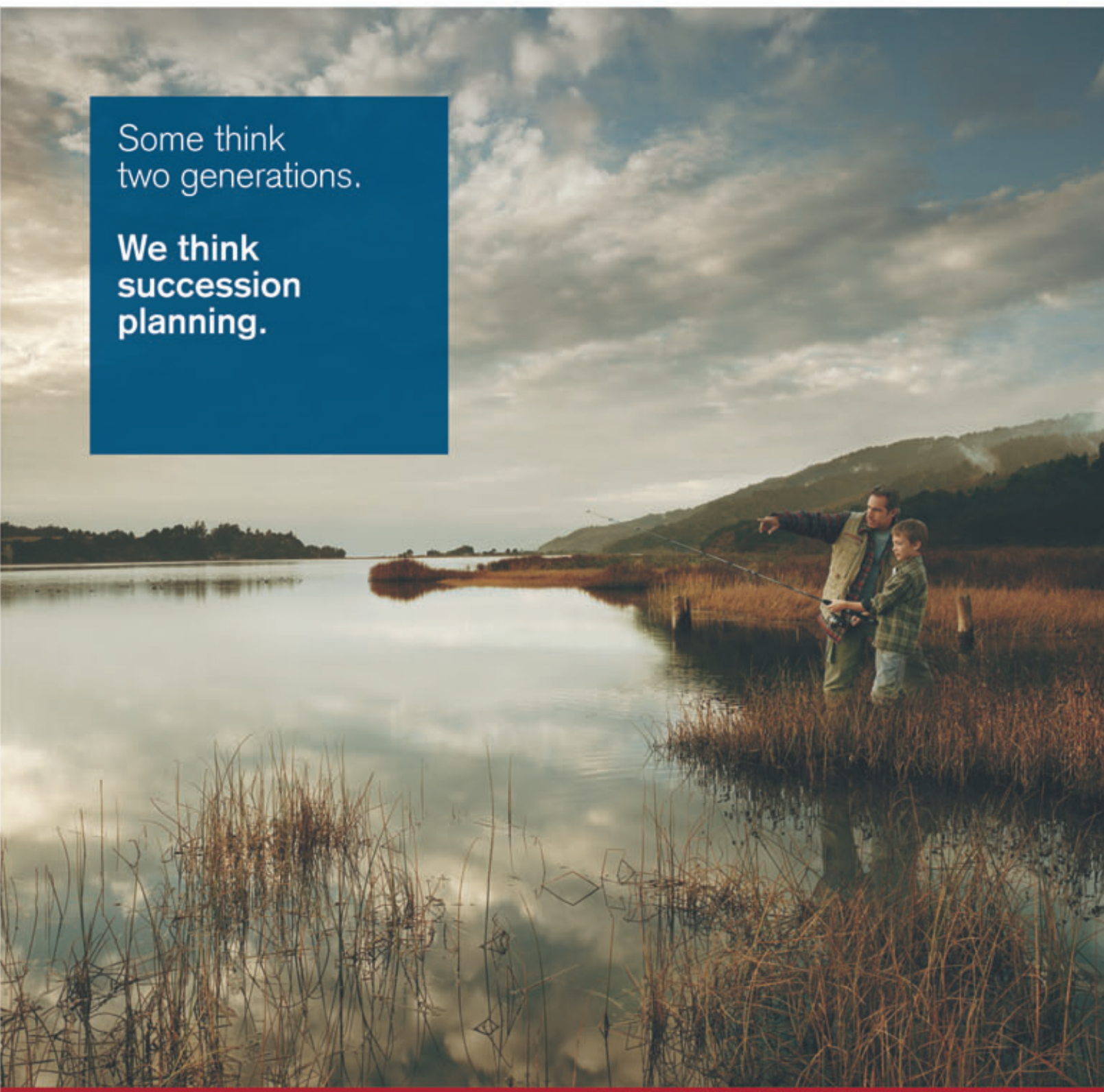
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## NEW YORK; NEW OFFICE

Ever attuned to the needs of its increasing number of clients in the northeast US, CNI is pleased to announce the opening of a new office on Lexington Avenue in New York City. The office is headed up by Jeff T Beneville. A familiar face in yachting circles, Jeff has notched up a number of achievements in racing. He has participated in two America's Cup campaigns, has been with the NYYC since 1987 (and is now part of the membership committee) and has competed extensively in every major Maxi championship, as well as in the Millennium Cup in Auckland aboard Georgia and Hyperion. Jeff's professional career began in the marine insurance world with Carle & Carle Inc., which he developed for over 20 years, in the process forging vital contacts with shipyards and brokerage houses. Jeff is delighted to welcome clients to the New York office at 750 Lexington Avenue, New York, NY 10022. Tel: +1 914 656 4559.

## THE GREATEST YACHTS OF ALL

**B**oat International (one of the industry's most respected magazines) extends its portfolio on 28 April with the launch of its World Superyacht Awards, held at Venice's Fondazione Giorgio Cini on San Giorgio Maggiore Island.

The inaugural Awards (which will become an annual event) have been created as a means of recognising the extraordinary talent and innovation that goes into designing, engineering

and constructing the world's most exceptional yachts. The Awards (many of which feature CNI yachts among the nominations) focus on a range of categories, including, Quality; Innovation; Ease of Operation; Fulfilment of Purpose, and Ecological impact. There is also a special Environmental Award for which CNI has been nominated in light of its cooperation with the CarbonNeutral company. At the time of going to press, the results of the awards had yet to be announced.



## 12TH RODRIGUEZ RENDEZ-VOUS

Held on the last week-end of July in Saint-Tropez, the 12th Rodriguez Rendezvous promises once again to be the glamorous highlight of the summer season. With over 50 Mangustas, Leopards, ISA and Astondoas expected to join in the fun in the ever fashionable resort city of the South of France, the Rodriguez Group is taking over the old harbour for a cocktail party, while the rest of the evening's entertainment will be organised in collaboration with the renowned VIP Room international club.

## CNI SHORT-LISTED FOR SHOWBOATS AWARDS

Now in its 16th year, *ShowBoats* magazine is currently preparing for its esteemed annual Awards in June. Every year the ShowBoats Awards take place during the International Monaco Rendezvous. The results are eagerly awaited as the Awards are well respected across the industry and winning is a coveted title. Over a dozen categories are listed and the editors of *ShowBoats* select which of the many and excellent yachts are the most worthy winners. With the 2006 Awards drawing nearer, CNI is delighted to have many of its yachts among those nominated, and the 56m Benetti motor yacht Galaxy as a winner.





## More from the show world...

### PALM BEACH LINE UP

The Palm Beach Boat Show came of age on 23 – 26 March as it celebrated 21 years as one of the world's largest in-water boat shows. Always considered a relatively intimate event, given its location along the Flagler Drive waterfront, it has faithfully provided superyacht brokers with an additional venue at which to display their boats. Following the mammoth Ft Lauderdale Boat Show, postponed to November this past year and the hustle and bustle of the Miami Show, the Palm Beach always comes at a time when the weather is everything you would expect of Florida. Wonderful, balmy skies with cooling breezes off the water are an invitation to all to visit. The silver and black CNI flags highlighted the private dock where CNI displayed the following yachts: the 37m Delta Que' Sera; the 21m Delta Thunder; the 35m Greenbay Osiana II; the 29m Ferretti/Custom Line M&M'S; the 38m Royal Denship Betty; and the 22.5m Northstar Aqua Regia.



### GENOA SHOW PREVIEW

As April draws to a close, a fleet of CNI's finest will begin making their way from the four corners of the globe to rendezvous at the 18th annual Genoa Charter Show. From the 2 – 6 May, Genoa's seafront will shine with the likes of the sailing yacht Hamilton II (36m), and motor yachts Sherakhan (69.6m); Andale (50m); CD Two (43m); Azzurra II (47.8m); Her Honor (45m); Philosophy (40m); Angel Heart (35m); Star of the Sea (34.5m); Memories (28m); M27 (27m) and Invictus (22m)

## THE SWEET TASTE OF SUCCESS

The recent Caribbean yacht charter shows in St Maarten and Antigua showcased some of the finest yachts in CNI's fleet and there was much cause for excitement as the yachts welcomed on board the industry's toughest critics to view their interiors and meet their crews. Of particular interest was the sixth annual Concours de Chef competition in Antigua. These events are always excellent showcases for the outstanding chefs and their unique talents. CNI's fleet was at the forefront of the competition this year with Thunder Gulch and Celebration taking first places in their size categories in both the Main Competition and the Carib Bean Coffee Roaster Award for best use of the bean. Celebration went on to take second place in the Outstanding Desserts category. Over on St Marteen, Charisma won first place in the Concours de Chef, while Big City took fourth place.



### LAUNCH NEWS

A quick look at CNI's latest sales flyer once again shows how many fantastic boats there are for the taking. CNI currently has more than 150 central agencies for sale, many



of which are new builds. Five superyachts have been launched in the past six months, another five are due to

be launched in the next six months and an additional 15 are currently under CNI's expert guidance and are due to hit the water from the end of 2006 to 2008.



### HOW CANNES WE HELP?

From the 14 – 17 March, CNI was on hand with advice at MIPIM (the world's annual leading real-estate event), held at the Palais Des Festivals in Cannes. The event attracts more than 17,000 participants, including international investors, local and regional authorities, financial institutions and property developers. Among the many prestigious exhibitors, CNI welcomed visitors to the Yacht Club lounge to discuss their current and future yachting needs.



## DEFINITIVE GUIDE TO CHARTERING

Launched in January 2006, the CNI Charter Collection is the definitive guide to chartering a yacht. CNI's most stylish brochure to date, the new edition includes two separate publications devoted respectively to our ever-increasing fleet of yachts, and a guide to the finest cruising grounds.

With an exciting collection of the newest yachts available on the market, the new Yacht Directory contains a stunning portfolio of some of the world's most glamorous yachts. From classic yachts, fast motor-boats, and stylish sailing yachts, the guide has something to suit every taste, including a new section on the new trend in yachting – Megayachts. With inspiring ideas for many different styles of charter, from gilt-edged, gourmet dining to exploring cultures ashore; from relaxing and reviving with pure indulgence to out of this world water sports; and from something for the family to corporate occasions, CNI's new Charter Collection 2006 is the ultimate guide to luxury yacht charters. For your personal copy of the Charter Collection please contact your nearest broker.

## THINK GREEN

Enjoying the beauty of our planet is a large part of the pleasure of yachting, and protecting this global heritage is important to CNI. As a result, in 2005 we teamed up with The CarbonNeutral Company (TCNC) to make our company carbon neutral. We have measured how much carbon dioxide CNI produces from all its activities and are learning how to avoid emissions and how to set realistic targets and goals to reduce them. There

will always be a degree of unavoidable emissions, but by working on a CarbonNeutral programme, we are now offsetting or 'neutralising' these emissions. By supporting a number of renewable energy and sustainable forestry projects around the world, we can now help save and absorb the equivalent amount of emissions that CNI produces. To 'neutralise' CNI's CO<sub>2</sub> emissions from the last 12 months of operations we selected a forestry project in Scotland and a small hydro project in Bulgaria, both of which are well under way (*see above small sapling at Nairnside World in Scotland*). To offset our emissions for the forthcoming year we have just signed up to a wind farm project in New Zealand. CNI can make your next charter a little 'greener' by measuring and 'neutralising' the CO<sub>2</sub> associated with the fuel burned by any yacht. If you would like to join us in the CarbonNeutral Programme contact your CNI broker.



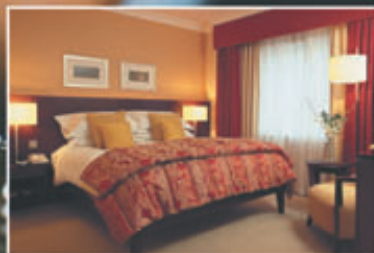
## NEW TO THE FLEET

Expect to see some fresh names among existing favourites as the charter management division welcomes ten yachts to the fold. Listed in size order, these include Azzurra II, a 48m from the CRN shipyard, which was designed by the late Gerhard Gilgenast; the 45m Feadship Her Honor (*ex Lady Sheridan*) which is now available for charter in the West Mediterranean; and, fresh from the Mondomarine shipyard in Savona, and designed by Ruggiero, the 42m Kimberly II. Launched in April, she is available for charter this summer. We also have the 40m Monte Carlo from Amels shipyard. A showpiece of classic elegance, she is available for summer charters throughout the Mediterranean. Also available in the Mediterranean is the 35.5m Azimut-built Mi Vida, and the recently refitted 35m tri-deck motor yacht Celebration. Launched earlier this year, the 30.3m sailing catamaran Allures from Blubay, can be secured for West Mediterranean charters, while the 28m Falcon Memories is available year-round in the East and West Mediterranean. An unnamed 27m Maiora is currently undergoing finishing touches at the Viareggio shipyard in preparation for West Mediterranean charters from June. Complete with a modern oak-panelled and contrasting dark wood interior, she is tipped to excel in performance and looks. Last but not least, the 26m Mangusta Abra Isa is also available in the West Mediterranean this summer. She excels in performance and is equally comfortable cruising at 25 knots or lying quietly at anchor. *Some of these yachts are shown in our charter section, page 18 to 22.*



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### CANNES CROISSETTE CUP

Following the successful examples of the likes of the Newport and Saint Barths Buckets or Perini Navi Cup, among others, Lionel Péan, the only French skipper ever to win the Whitbread Round the World Race, has decided to organise a similarly prestigious event for modern sailing yachts in the city of Cannes, France. The first edition of the Cannes Croisette Cup is to be held between 1 - 4 June. The four days of regattas are set up with a unique schedule of events, races and treasure hunts that will bring the 25 participating yachts to enjoy cruising the Mediterranean between Antibes and Saint-Tropez. The event is supported by North Sails and held in collaboration with title sponsor De Beers. Perseus & Rosehearty, Whisper, Magic Carpet and Hyperion are some of the famous yachts on the list of participants. For more information or to register, visit [www.cannescroisettecup.com](http://www.cannescroisettecup.com) and do not hesitate to contact one of CNI charter brokers should you be interested in following the races while cruising in the surrounding area.

### ALL THAT JAZZ

If you're chartering in the New England area around 11 - 14 August this year, you might like to take a side trip and visit the world-famous JVC Newport Jazz Festival. A regular occurrence since 1954, the Festival has been bringing the best names in the jazz world to Newport every summer for a few days of fantastic music. From the eclectic to the sublime, Newport has revived, introduced, immortalized and popularised many of our most famous musicians, including Miles Davis, Thelonious Monk, Dave Brubeck, Stanley Clarke, Wynton Marsalis.

### LES VOILES D'ANTIBES

From May 31 - June 4 2006, Les Voiles d'Antibes - Trophée

Panerai will launch, for their 11th Edition, the Panerai Classic Yachts Challenge. For the first time this year, Les Voiles d'Antibes will be the first meeting of Vintage Yachts, Classics, Spirit of Tradition and Metric Classes, counting for the Panerai Classic

Yachts Challenge that will be followed by meetings in Italy (La Spezia, Argentario and Imperia), in Spain (Menorca and Mahon) and back to France to finish in Cannes.

This 11th Edition of Les Voiles d'Antibes - Trophée Panerai will surely be one of the greatest event of the Mediterranean season, and once which CNI will once again be associated with. For more information, go to [www.voilesdantibes.com](http://www.voilesdantibes.com) or contact your nearest CNI broker.



### BUCKET BUILD-UP

Following last year's successful sponsorship of the Newport Bucket (a sailing regatta which doesn't follow too many rules...), CNI will again be present at the 2006 Bucket on 21 - 23 July. An ideal time of year for gentle racing off Newport, Rhode Island, the Bucket also provides a great reason for large sailboat owners and their crews to get together and have fun. Though this past summer's racing was mainly at a standstill because of the fog and lack of wind, it didn't stop anyone from having a wonderful time.



### A RIGHT ROYAL RESULT

The Royal Portfolio of luxury properties in South Africa (as featured in *sea&i*'s Spring 2005 issue) recently received acclaim from the *Tatler Travel Guide 2006*. The Royal Malewane was awarded the title of 'Best Safari Lodge' and was named as one of the 101 Best Hotels in the World. Birkenhead House also received the latter honour.





Dan Nerney/Florida

### FLORIDA REVS UP FOR INDY RACE

John Kropf of CNI was delighted when the owner of the new 28.6m CA M&M's offered it as the VIP yacht from which to view the Indy Car Grand Prix in St Petersburg, Florida, US. During this exciting event (29 March – 2 April), CNI hosted a private cocktail party on board the Ferretti/Custom Line yacht, while the Mayor and other dignitaries stepped aboard to take advantage of this exceptional viewing platform. The St Petersburg Grand Prix is a major event in the US. The second race of the 2006 series, it is the only Indy Racing League street race, the only one along the US waterfront and the only one that provides Monaco-style trackside dockage.

## AFFAIRS OF THE ART

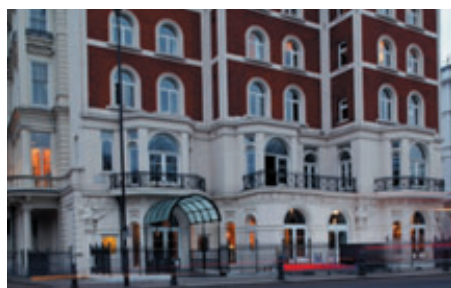
The world's leading fair for contemporary art has been presented every June in Basel, Switzerland, for the last 36 years. But, more recently, a sister event emerged in the US and it celebrated its fourth fair last December on Miami Beach in Florida.

Art Basel Miami is now an annual four-day event that attracts art collectors from all over the world, inspiring many to spend up to millions of dollars on contemporary works. During the fair, the city becomes a forum for presentations, films, lectures and, of course, exhibitions. CNI was delighted to sponsor the

William Kentridge Exhibition held at MAC (Miami Art Central), one of the leading contemporary art galleries, from early December through February 2006. The opening coincided with the much-anticipated gala held at MAC on the eve of Art Basel. The guest list was a veritable *Who's Who* of the art world. Art collectors, dealers, film cognoscenti, Miami society and philanthropists – over 1,000 in all – enjoyed themselves into the small hours. An extra touch – live from New Orleans – was the famous Preservation Hall Jazz Band.

### LA DOLCE VISTA

Those planning a London stopover should take note that the five-star Baglioni Hotel is welcoming guests to its Italian cinema experience. On Sunday afternoons and evenings, the hotel, which overlooks Kensington Palace, transforms into a private cinema where guests can enjoy a tea or Italian dinner followed by a classic Italian film, such as *La Dolce Vita*. These can be enjoyed in the comfort of an armchair while sipping a glass of wine or the specially created Baglioni 'Movie Martini'. There are even pots of Morelli's gelato to feast on. For information, visit [www.baglionihotellondon.com](http://www.baglionihotellondon.com)



### ACURA MIAMI RACE WEEK

Miami Race Week (March 10 – 13) saw CNI enjoy the use of a Georges' Milonga tender and Mr Wallner's 29m Tumblehome – the latter of which we were delighted to have use of for an intimate cocktail party, while at anchor behind her owner's house on Hibiscus Isle. This exciting weekend of popular racing, which welcomes sailors from around the world, also featured the 2006 Rolex TP52 Global Championship.

### SUPERCAR RUN FUN

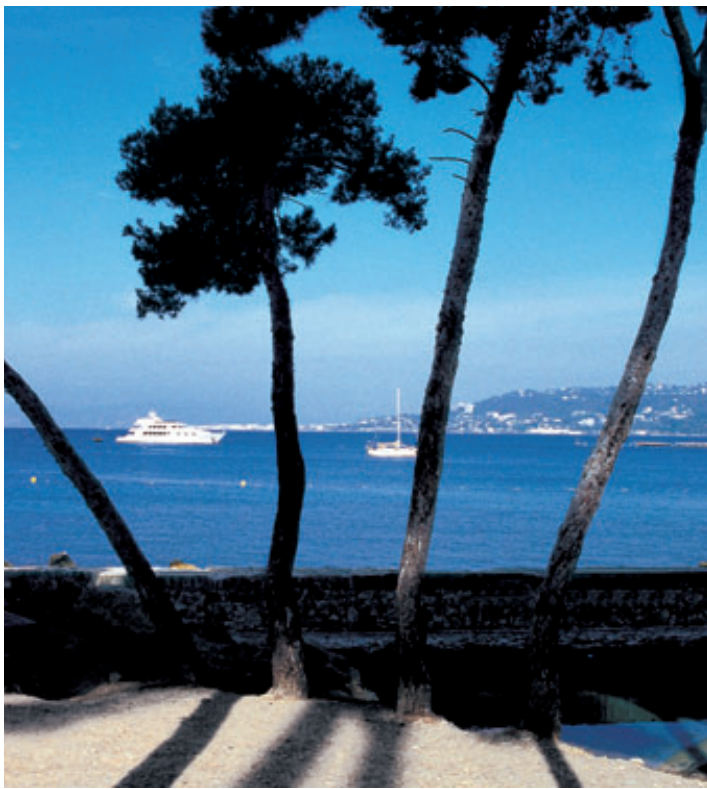
Exactly as it sounds, the SuperCar Club is an exclusive club for owners of exceptional motors, and its Supercar Run is one of its most popular annual events. This year, on 3 June, more than 90 teams and their cars – both old and new – will arrive at the Villa d'Este on Lake Como in Italy. The real fun starts the following day as the cars set off on a five-day tour around Italy, taking in San Remo, Rome, Florence and the Portofino Coast before concluding at Villa d'Este for a gala dinner and prize-giving. The roads of Italy at the 2006 run will be graced with the likes of the Aston Martin DB9 Sport Modificatio, the Bugatti Veyron, Ferrari 750 Monza, the Lamborghini Murcielago Evolution and many, many more.

### FOR THE DIARY...

Antigua Sailing Week	30 April – 5 May
Cannes Film Festival	17 – 28 May
Monaco Grand Prix	25 – 28 May
Ibiza Clubs	Throughout June
<b>opening parties</b>	
Newport Bucket	21 – 23 July
Split Summer Festival,	July & August
Croatia	
Newport Jazz Festival	11 – 14 August
XXII Admirante Conde	14 – 20 August
de Barcelona Trophy	

# Summer sailing

With peak charter season just around the corner, it is time to book your charter if you haven't already done so. For inspiration, look no further than...



## COTE D'AZUR

If you've been there, you hardly need be told of its irrefutable style; if you've not yet graced this gilded coastline, believe the hype! The Côte d'Azur is without doubt a must-visit destination for anyone who considers themselves a bona fide charterer. It is something to do with the 'feel' of the place. It manages at one and the same time to be strikingly beautiful, effortlessly cool and drop-dead glamorous. From Monaco to Nice to Cannes to St Tropez, nowhere in the world is a coastline so rich in gourmet restaurants, designer boutiques, A-list clubs and natural beauty.



*Sea Jewel (47.8m) is available in the West Med from US\$150,000 per week for 12 guests*



*Gitana (36m) is available in the West Med from US\$54,000 per week for 7/10 guests*



*Kanaloa (48.2m) is available in the West Med from US\$185,000 per week for 11/12 guests*





## SARDINIA

The northern tip of Sardinia is a gold mine for charterers. Basking just below Corsica in the Mediterranean Sea, this Italian island has perfected the balance between five-star luxury (Porto Cervo is famed for its restaurants – such as Pescator – and its classy boutiques) while inland its rustic beauty is a timeless reminder of the past. But one of its most undeniable charms is its unbelievably beautiful waters, which vary from deepest sapphire blue to pastel green.

## CROATIA

If you love the history, culture and charm of Greece and Turkey but long for a new perspective of the East Med, turn your sights to Croatia. Imbued with ancient charm it is, contrarily, relatively new as a charter destination. A great place to start is Venice. From the floating city, you can cruise across the Adriatic and from there trace the Croatian coastline south, detouring off to explore unbelievable islands. Many of these are near-deserted natural paradises, others are like magical island kingdoms with castles and churches soaring out of cliffs above red-roofed houses and vivid palms.



*Corinthian (35m) is available in the East Med from €47,600 per week for 8 guests*

*M27 (27m) is available in the East Med from €40,000 per week for 8 guests*

*Azzurra II (47.8m) is available in the East Med from US\$175,000 per week for 10 guests*



## AEGEAN

The Aegean boasts four spectacular island groups: the Sporades in the north, the Saronic isles in the west, the Dodecanese in the south and, at the very heart of them all, the Cyclades. Each of the groups, and each of the islands within them, are startlingly individual, so join them all together on a cruise and you have a wonderful mix of white cubist architecture, historical wonders, scenic bays, glorious beaches and welcoming tavernas lining narrow winding streets.



## TURKEY

Turkey offers vast cruising potential, not purely because it has such a long and intricate stretch of coastline, but because every mile of it offers attractions. History is quite literally carved into this landscape but while the sights ashore comprise fascinating ruins, enchanting aged forests and scenically gnarled coastlines, the sea itself remains the freshest and bluest you'll find. Charters extend from Bodrum to Gökova, or you could begin in Gocek and sail up to Marmaris. Or why not start in Istanbul and sail across the Bosphorus and south?



## NEW ENGLAND

New England is fondly considered the home of yachting in North America. It has a glamorous past linked with Jackie Kennedy, the Newport Yacht Regatta, the America's Cup and the yachting crowd who summered in the Hamptons. From the coast to the off-lying islands there is a wonderful diversity of appeal. Rolling hills give way to quaint fishing villages, sandy beaches lead inland to award-winning golf courses, and restaurants and historical interest abound, particularly in Boston – one of the oldest cities in America.



*Sea Shuttle (28.35m) is available in the East Med from €20,000 per week for 6 guests*

*Osiana II (35.2m) is available in New England from US\$63,000 per week for 10 guests*

*Chantal Ma Vie (46.5m) is available in New England from US\$60,000 per week for 10/12 guests*



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## Travel tomes best books

This issue, **sea&i** inspires you to set off to the idyllic Amalfi Coast and dynamic city of Dubai. But before you go, check out these luxury yachting publications, coffee-table books and travel guides to enhance your visit

### **HIDDEN NAPLES AND THE AMALFI COAST**

Cesare Cunaccia (Rizzoli Publications)

Beautiful photographs and lively text bring to life this stunning area, with captivating information on everything from architecture to local crafts.

### **ART OF THE SUPERYACHT**

(The Yacht Report)

Published in March 2006 *Art Of The Superyacht* is a visually stunning book. Featuring leading shipyards, designers and photographers, it includes some of the world's most stunning projects. The book reveals the true nature of creativity, meticulous detail and innovative design within the yachting industry.

### **TELLING TALES: AN ORAL HISTORY OF DUBAI**

Julia Wheeler (Explorer Publishing)

A captivating photographic and written glimpse of the day-to-day affairs, stories and anecdotes of Dubai in the early and middle 20th century.

### **DUBAI CREEK PAST & PRESENT**

Narain R Sawlani (Explorer Publishing)

Just published, this compelling selection of photographs records the changing face of Dubai in fascinating detail.

### **BENETTI — THE LEGEND CONTINUES**

Dominique Gabirault and Malcolm Wood (Benetti)

A remarkable journey into this legendary Italian shipyard's history, from its early days as a family

business through to its acclaimed latest achievements and future aspirations.

### **THE SUPERYACHTS: VOLUME NINETEEN**

Edited by Roger Lean-Vercor, (Edisea Limited)

Once again *The Superyachts* gathers together 21 of the year's most spectacular launches. A photographic showcase, the book is also an indispensable source of reference.

### **WIND AND WATER**

Onne Van Der Wal (Bulfinch Press)

In this incredible collection of photographs, award-winning maritime photographer Onne Van Der Wal captures on film the unique beauty, drama and essence of sailboat cruising and racing. ■





# Rembrandt's 400<sup>th</sup> Birthday Exhibition

## Original Rembrandt Etchings



Belgravia Gallery is delighted to be hosting a special exhibition of original etchings by Rembrandt to commemorate 400 years since his birth. Rembrandt's etchings are astonishingly beautiful for pieces of such age and diversity; many were printed by the artist and his family at their home.

Prices range from £3000 - £30,000.

"Rembrandt's etchings are among the most treasured possessions of museums and collectors throughout the world and as an etcher he remains unequalled in the history of Western art." Wylma Wayne, Curator

*To reserve a place at this event on  
Thursday 22<sup>nd</sup> June 2006 please contact the gallery on  
020 7495 1010 or email [laura@belgraviagallery.com](mailto:laura@belgraviagallery.com)*

*From 6 - 8.30pm. Champagne and Canapés*

*45 Albemarle Street, London, W1S 4JL*

*[www.belgraviagallery.com](http://www.belgraviagallery.com)*

**This page:**  
John Constable,  
The Lock (1824).  
Oil on canvas. Carmen  
Thyssen-Bornemisza  
Collection, on loan  
at the Thyssen-  
Bornemisza Museum

**Opposite page:**  
John Constable,  
The Leaping Horse  
(1825). Oil on canvas.  
Royal Academy  
of Arts, London



# Art scene: Constable's landscapes

Familiarity often dulling a deep appreciation of this master's work, Tate Britain's timely exhibition is a welcome opportunity to review Constable's original and inspired talents

**By Thomas Grant**

**Exhibition:** *Constable: The Great Landscapes*

**Venue:** Tate Britain, London, UK

**Dates:** 1 June – 28 August 2006

Tate Britain's next major exhibition, *Constable: The Great Landscapes*, opens in London on 1 June. It will be the Tate's first Constable exhibition for 15 years. At the last one, in 1991, I saw Francis Bacon enthusing about Constable to a group of followers. It was a revealing moment that reinforced the extent to which this apparently least challenging of painters was, in his way,





at least as radical as Bacon. For many in Britain and America the great Constable landscapes have come to represent art at its most sanitized and reassuring, familiar from a host of greeting cards and jigsaws, and therefore less interesting than those of more obviously innovative contemporaries like Turner or Caspar David Friedrich. What now seem like naturalist elegies for a lost landscape were, in Constable's day, more complex than that, however. This exhibition sets out to show how original he was both in subject matter and technique.

At its centre are the group of large canvases that he called his 'six-footers'. Constable began painting these in 1818, with a view to claiming for his landscapes the status then given in academy exhibitions to history paintings. If this was a new departure, so was the practice he adopted of painting a full-scale preliminary sketch of the subject, using a still broader and freer technique than in the finished canvases whose freedom had already shocked some contemporaries. Equally disturbing for some would have been the figures within the landscapes, not the heroic men and women of academic history painting or the classical ones who stray into Claude's landscapes, but ordinary people working on the land. Like Wordsworth at the same period, Constable took these men and women and put their labour into a noble perspective. The man at the centre of *The Lock* who strains to lever the capstan further round, while holding it in place with his knee, is given a dignity and strength reminiscent of a soldier in a Renaissance or Baroque canvas, while the barefooted boy who jumps his tow-horse over an obstacle in *The Leaping Horse* is clearly a descendant of a line of heroic equestrian figures stretching back through Rubens and Leonardo to classical Greece. It is no small part of Constable's skill and tact that such allusions never seem inflated or laboured.

Both these examples come from the series of six River Stour paintings, which will be brought together here for the first time, all with their attendant sketches. One pair, the sketch and exhibition painting of *View on the Stour near Dedham* will be seen together for the first time since they left Constable's studio in 1822. When the Tate exhibition closes in August, they and many more Constables (65, in addition to the nine pairs) will move on to the National Gallery of Art, Washington (1 October – 31 December 2006), and to the Huntington Library and Art Gallery, San Marino, California, from February to May 2007. ■

# Auctions

## SOTHEBY'S

*New Bond Street, London*

❑ Old Master Paintings	27 April
❑ Natural History, Travel, Atlases & Maps	9 May
❑ Fine & Rare Wines, Spirits & Vintage Port	10 May
❑ The Greek Sale	22 May
❑ The Russian Sale	31 May

*New York*

❑ Magnificent Jewellery	25 April
❑ Impressionist & Modern Art Evening Sale (Day sale)	3 (4) May
❑ Old Master Paintings	18 May
❑ French Furniture	19 May
❑ Latin American Art	24 – 25 May

## CHRISTIE'S

*South Kensington, London*

❑ Travel & Natural History	13 April
❑ Fine Printed Books and Manuscripts	6 June
❑ Sporting Art & Dogs	8 June
❑ British & Continental Ceramics	6 July

*King Street, London*

❑ Travel & Exploration: Asia	13 July
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*Rockerfeller Center, New York*

❑ Maritime	27 July
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## BONHAMS

*New Bond Street, London*

❑ Islamic & Indian Art	6 April
❑ Indian Books & Photography	25 May

*Knightsbridge, London*

❑ Marine & Scientific Instruments	20 April
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*San Francisco and Los Angeles*

❑ Fine Jewellery & Watches	11 April
❑ Fine & Rare Wines	22 July

*New York*

❑ European Paintings	19 July
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# watches Time to shine

No hip wrists should be without the latest diamond-encrusted timepieces



①



②



③

1. The **Daimantissimo** from Audemars Piguet has a bracelet entirely set with diamonds and a mother-of-pearl dial.

2. The **Ocean Lady Biretro** from Harry Winston has a mother-of-pearl dial set with 96 diamonds.

3. **Ludo Pampille** from Van Cleef and Arpels is inspired by haute couture and has a bracelet set with diamonds along the edges.

4. The **TooMuch** range from Roger Dubuis is inspired by Cupid – the classical God of love.

5. This subtle and stylish timepiece from Jaeger Lecoultre has a pure white dial framed with sparkling diamonds.

6. The **Kalla Duchesse Haute Joaillerie** line from Vacheron Constantin is set with emerald-cut diamonds on the case. Diamond bracelet optional.

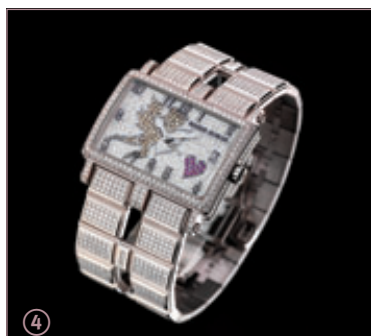
7. The **Happy Sport Carrée XL** from Chopard is a bold alliance of two opposites: steel and diamonds.

8. The **Kalpa XL** from Parmigiani is set with diamonds and, on the dial, gold Arabic numerals with diamond markers.

9. The complete white **St Moritz** from Hublot is a beautiful combination of steel and diamonds.

10. The **Debutante** collection by Corum includes a small jewellery watch with three bangle diamond bracelets.

11. The **Starliner** collection from Breitling works on the principle that technical sophistication should not rule out beautiful lines



④



⑤



⑥



⑦



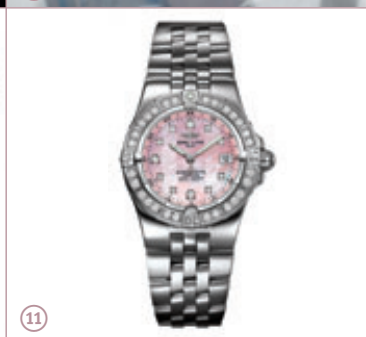
⑧



⑨



⑩



⑪



# MATCHLESS



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### DUCATI MONSTER 695

695 is not merely a name, a number or an engine size. 695 represents a most unique offering in the world of motorcycles; the brand new Ducati Monster 695 is welcoming to novice riders but, at the same time, delivers a level of performance that can thrill more advanced riders. The Monster 695, a preview of the Model Year 2007, is a quantum leap forward in terms of handling, riding pleasure and performance. The potent new 695 cc L Twin delivers much greater horsepower and torque than the previous 620, making every twist of the throttle exciting and satisfying. And if that is not enough, you can still aim for the unique Monster S4Rs Testastretta, the most powerful bike in the Monster family yet. For further information visit [www.ducati.com](http://www.ducati.com)

### BUGATTI VEYRON 16.4

Bugatti has (finally) launched the much-awaited Veyron 16.4, the concept car that still looks like a concept car even if it is supposed to be a production car – at the rate of 50 a year, for the next 6 years. Powered by an enormous W16-cylinder engine coupled with four turbochargers, hence the name, the Veyron accelerates from 0 to 200mph in less than 20 seconds, and reaches a top speed of 250mph – being the fastest production car in the world. At \$1.25 million the rocket, not a bad price to feel like you are flying to the Moon. [www.bugatti.com](http://www.bugatti.com)

# Italian flair

Even if some of the brands featured in today's [sea&i](#) selection are no longer Italian-owned, all have managed to retain that unique Italian spirit. Expect the unexpected, be it on the road or in the air.



A large, vibrant green leaf with prominent veins is positioned on the left side of the page, partially overlapping the text. The leaf's shape is elongated and tapers towards the top, with a small notch at the tip. It serves as a decorative element for the hotel's branding.

# Hôtel Président Wilson Geneva



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

Spice's Arabesque Tbar Lounge Pool garden Spa...



# In the pink

Match your accessories to the hot summer months ahead. Sizzle in fuchsia or charm in bubble gum, just make sure you think pink!



1. Wave goodbye to shiny skin with this hydrating compact powder from Prada Beauty. It actively hydrates and protects the skin all day long. [www.prada.com](http://www.prada.com)

2. Enhance any summer outfit with this multicoloured pearl necklace from Chanel. [www.chanel.com](http://www.chanel.com)

3. Add a splash of pink to a shirt or bag with a Chanel corsage brooch. [www.chanel.com](http://www.chanel.com)

4. The Cravatta bag from Furla is ideal for carrying those daytime essentials when stepping ashore. [www.furla.com](http://www.furla.com)

5. Tommy Hilfiger's Uma stripe dress from the Spring/Summer collection is perfect for lounging on deck or stepping ashore. [www.tommy.com](http://www.tommy.com)

6. Slip on the Georg Jensen Carnival ring – a great talking point at parties. [www.georgjensen.com](http://www.georgjensen.com)

7. The 212 fragrance from Carolina Herrera is an exotic mix of red berries and the sensual essence of sandalwood. The perfect fragrance for summer. [www.carolinaherrera.com](http://www.carolinaherrera.com)

8. Bric's chic weekender in pink, with sophisticated Tuscan tan leather trim, is a must-have for carry-on items.

9. Jump on to the jetty in fine style with these pink pumps from the Scorah Pattullo's Spring/Summer collection. [www.scorahpattullo.com](http://www.scorahpattullo.com)

10. Hand-made from classic English bridle leather, these stylish luggage tags from Aspal will ensure your luggage always arrives safely in your cabin. [www.aspaloflondon.com](http://www.aspaloflondon.com)







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#### AIRCRAFT MANAGEMENT

For existing jet owners, Speedbird Air offers a comprehensive management service. This service includes the provision of qualified aircrew, arranging maintenance schedules, organization of appropriate documentation and the preparation and submission of flight plans. Speedbird Air will arrange for special clearances, crew positioning and accommodation, crew training, handling agents, catering, accounts and administration, aircraft recovery and temporary replacement where necessary. They will even arrange passenger accommodation and transportation upon request thereby just leaving YOU to choose the destination!

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Speedbird Air offers consultancy on aircraft acquisition, group ownership and charter brokerage, employing their wealth of experience and vast network of contacts to provide a range of services and reports specifically tailored to meet all your needs.

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# The detox spa solutions *X-factor*



Dip into a revitalising retreat  
at The Grove's Sequoia Spa

Detoxing is a part of 21st century life, but it's not something you need dread. To kick-start your pre-summer beach body programme, inspire yourself with the more luxurious side of detoxing and indulge in the following spa treatments

**By Miriam Cain**



## SEQUOIA SPA AT THE GROVE, HERTFORDSHIRE, UK

Nestling in 300 acres of Hertfordshire parkland, The Grove (former home of the Earls of Clarendon, whose guests included Queen Victoria and Edward VII) has been transformed into a cosmopolitan outer-London country estate. The 18th century house and surrounding buildings offer a fusion of historical culture, urban chic and modern technology. This has resulted in a decadent interior featuring antiques combined with extravagant textiles to create a contemporary style. An intrinsic part of The Grove is the acclaimed Sequoia Spa. It has a saline vitality pool and several relaxation areas, so ensure you arrive in plenty of time to prepare your state of mind for your E'spa treatments. The detox version of the Essential Body Massage uses a cleansing blend of citrus oils, including uplifting grapefruit and eucalyptus combined with cypress and juniper berry, which is known for its natural diuretic properties. The treatment has been designed to support a weight-loss programme and to counterbalance over-indulgence, but will also leave you feeling refreshed and ready for a stroll through the fragrant gardens of the estate.

For further information, visit [www.thegrove.co.uk/spa](http://www.thegrove.co.uk/spa)

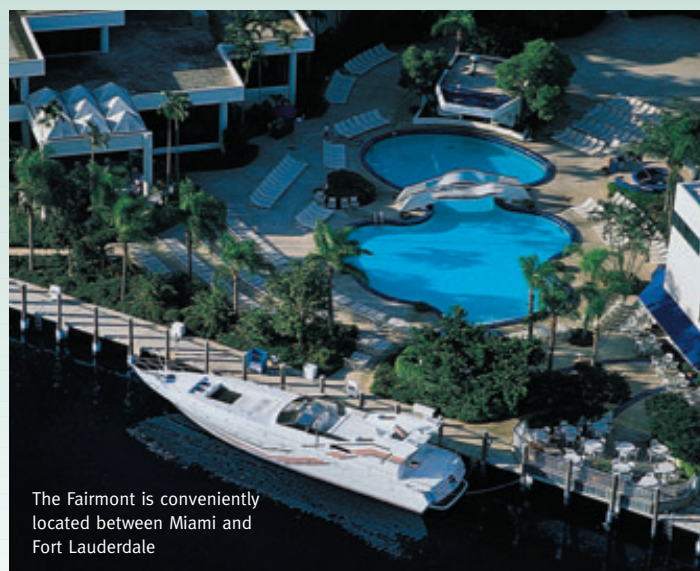


Experience rural peace just a stone's throw from London at The Grove's Sequoia Spa

## WILLOW STREAM SPA AT THE FAIRMONT TURNBERRY ISLE RESORT & CLUB, FLORIDA, US

Conveniently located between Miami and Fort Lauderdale, the Fairmont Turnberry Isle Resort in Florida is a Mediterranean-style hotel and spa set in 300 tropical acres. The Willow Stream Spa extends over three floors and has been designed to calm and rejuvenate, combining elements that simulate tropical energy and encourage complete relaxation. Using the restorative powers of the earth's elements to detoxify, nourish, hydrate and relax your entire body, the Willow Stream Body Experience is a traditional, centuries-old treatment that combines the restorative powers of medicinal mud, healing waters and light massage. Having been immersed in medicinal mineral waters, your body will be wrapped in moor mud and uplifting rosemary. A light massage completes the experience with a moisturising mineral cream and a sage essential oil for cleansing and rebalancing.

For further information, visit [www.fairmont.com/turnberryisle](http://www.fairmont.com/turnberryisle)



The Fairmont is conveniently located between Miami and Fort Lauderdale



**From top:** Outdoor therapies at the Six Senses Spa afford stunning views over the Aegean; the Six Senses Spa has three traditional hammams; the Kalari Kovilakom Spa was formerly the residence of the Rajas of Kollengode; the interior of the 19th century palace; the Mayr clinic is located on the shores of Lake Wörth

## SIX SENSES SPA AT KEMPINSKI HOTEL BARBAROS BAY, BODRUM, TURKEY

Set on the Turkish Riviera, the Six Senses Spa at the Kempinski Hotel Barbaros Bay provides a taste of Six Senses' Asian heritage while retaining Turkish spa traditions. Part of a contemporary sanctuary, the spa has 16 treatment areas which include three traditional Turkish hammams. Working deeper than the surface to hydrate, balance, detoxify and revitalize, both the Exfoliating Body Polish and the Exfoliating Back Polish eliminate toxins to combat cellulite, improve circulation and tone and revive the skin, leaving you feeling rejuvenated. Following your treatment, relax by the indoor pool and Jacuzzi and admire the commanding view over the Aegean Sea.

For further information, visit [www.sixsenses.com/spa/kempinski/spa.php](http://www.sixsenses.com/spa/kempinski/spa.php)

## KALARI KOVILAKOM, KERALA, INDIA

Seeking to balance mind, body and spirit through meditation, yoga, treatment and diet, the ancient practice of Ayurveda has gained a faithful western following over recent years. Originally created in the foothills of the Himalayas, it was in Kerala that Ayurveda evolved. The Kalari Kovilakom spa (housed in the 19th century palace that was formerly the residence of the Rajas of Kollengode), offers Ayurvedic rejuvenation programmes in their most authentic and pure form. The Pancha Karma (Rejuvenation) Ayurvedic treatment involves a minimum stay of two weeks, during which you must adhere to a bland diet outlined by experienced doctors, as well as participating in two hours of yoga and two hours of treatments each day. Like Ayurveda itself, the experience is demanding yet extremely satisfying, combining physical, psychological and spiritual therapies to establish an approach to health that is as relevant to today's world as it was in ancient times. This is a spa with a serious twist.

For further information, visit [www.kalarikovilakom.com](http://www.kalarikovilakom.com)

## THE MAYR HEALTH SPA, LAKE WÖRTH, AUSTRIA

Packed with qualified doctors who supervise every second of the spa's highly effective system of fasting, the Mayr Health Spa has the ultimate detox system to make you look and feel ten years younger. Located on the shores of Lake Wörth in southern Austria, the hotel may not be luxurious but it is the perfect location for an in-depth, medically-supervised cleansing programme to increase vitality and health. The holistic treatment method, based on the ideas and methods of Austrian physician Dr Franz Mayr, aim to improve the performance of the digestive system. Each stay begins with a consultation with a doctor who will create a personalised programme and diet. The detoxing itself may leave you feeling weak, tired, irritable and a little emotional, but there are enough manicures, pedicures and massages to keep your mind occupied until you leave feeling energised, good-humoured and slim. Again, this is a serious spa.

For further information, visit [www.bodyandsoulholidays.com](http://www.bodyandsoulholidays.com)



# Detoxy lady

Maintain spa-like skin even once you've returned home with these detoxing and exfoliating products

From left: E'spa Aromatherapy Active Detoxifying Bath Oil, 100ml, and Body Oil 100ml; Prescriptives Vibrant Vitamin Infusing Lotion, 50ml; Biotherm Detoxifying Cleansing Foam, 150ml; Clarins Huile Anti-Eau Body Treatment Oil, 100ml



From left: E'spa Detoxifying Salt Scrub, 700g; Margaret Dabbs Rejuvenating Foot Scrub, 100ml; Biotherm Hydra Detox exfoliating clarifying, detoxifying lotion, 150ml; Clarins Toning Body Balm, 200ml



From left: Biotherm Hydra Detox Yeux, 15ml; Dr Hauschka Lemon Body Oil, 100ml; Elemis Aromatherapy Spa Cellutox Active Body Concentrate, 100ml; Clarins Toning Body Polisher, 250g



From left: Ren Multi-Mineral Detoxifying Facial Mask, 50ml; Molton Brown Warming Eucalyptus & Ginger Body Scrub, 300g; Elle Macpherson The Body Desperate To Detox Bath



# THE EMERALD OF THE IONIAN

paxos

CNI's Group Charter Manager, Sarah Balls, relates her personal experiences of visiting one of her favourite Greek islands – Paxos, high up in the Ionian Sea just south of Corfu

Legend has it that the god Poseidon, wishing to create a beautiful remote island on which to live with his beloved Amfitriti, struck the southern tip of Corfu – and Paxos was formed. Since that time, history has brought many other lovers to the shores of this unflawed gem – it is even rumoured that Antony and Cleopatra shared a final romantic meal here before the fateful Battle of Actium in 31BC.

It is easy to understand why this tiny island touches the romance in visitors' souls. It combines picturesque simplicity with an easy pace of life. Olive and cypress-clad hills gently slope into a crystal-clear sea and, dotted along these shores, are small coves and bays and the three main harbours – Gaios, Loggos and Lakka. Walk among the olive groves in May and June, before it grows too hot, and discover old Paxos, where goats wander among abandoned stone houses, and the ground is carpeted with wild flowers.

Just seven miles long by two miles wide, the island oasis can only be reached by sea and as a result it has been saved from the effects of mass tourism that have touched other parts of Greece. Instead it is a well-kept secret for more discerning travellers; particularly the yachting fraternity who love to visit in August.

## eating

If you want to sit in a waterside taverna, select your freshly caught fish and watch it cooked with just a squeeze of lemon and some oregano, and eat it with a lovely glass of local wine, then Paxos is for you. Try Vasilis Taverna in Loggos (tel: +30 26620 31587) which is on the harbour's edge and perfect for lazy lunches. Also in Loggos

is the Taxidi Bar (tel: +30 694 555 2987) which is a romantic spot for drinks and snacks or light evening meals. In Lakka, La Pokka is a great place for Italian food (tel: +30 26620 31991).

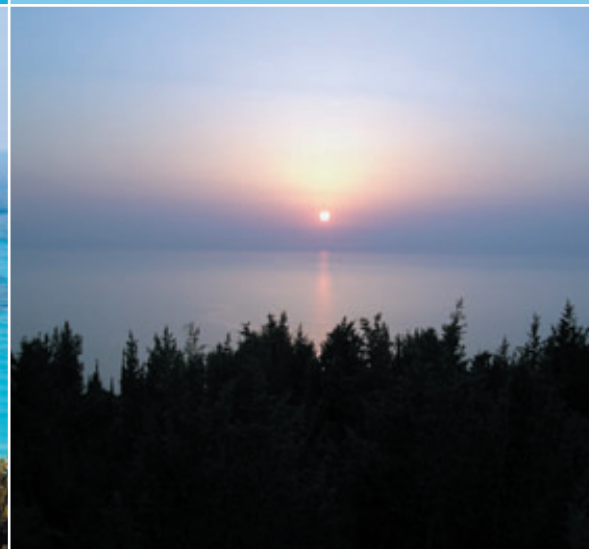
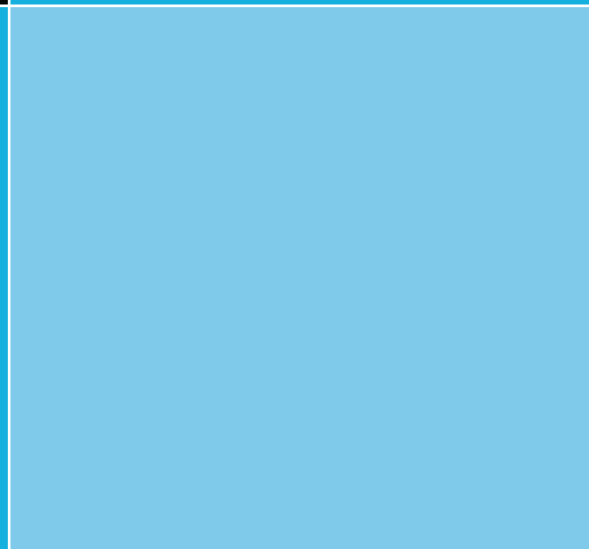
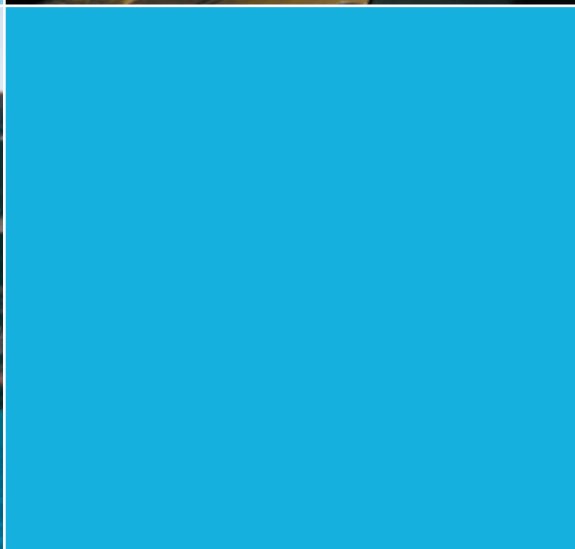
If you find yourself on the west coast of the island, treat yourself to an evening at 'Erimitis' Sunset View Bar (tel +30 26620 31957) to sip cocktails whilst watching the sunset into the Ionian.

## beaches

Off the south coast of Paxos is a tiny islet called Anti Paxos, which has two beautiful beaches at its north end, Vrika and Voutoumi. The shoreline of the Vrika is sandy, while Voutoumi's is pebble, but as soon as you hit the water your feet sink into beautiful soft sand. Here you'll find some of the clearest blue seas in the world for swimming and snorkelling – and the best thing is they are safe for all ages. South of these two beaches are many smaller more private coves that can be reached without too much difficulty. While you're here you'll notice the islet is almost covered with grape vines – it is where much of the wine you'll enjoy on Paxos comes from.

On the West Coast of Paxos the beaches are exchanged for dramatic cliffs soaring from the sea with deep caves large enough to sail right in to. A lovely idea is to take a local sea-taxi on a private tour of the west coast. It will deliver you right into the caves to swim in the magical waters and then across to Anti-Paxos for lunch. Contact Nikos Anemogiannis on +30 6932 232072 and arrange for him to escort you on this magical tour. It's the perfect way to explore the island. ■





While in Paxos and  
Anti Paxos, soak up  
the stunning scenery,  
beaches and resaurants



# amalfi coast & sicily Sublime vertigo

The land that gracefully extends along the warm waters of the Amalfi Coast has seen the birth of empires and cradled the growth of civilisations. Arguably the best way to explore the west coast of Italy is by boat, providing easy access to quiet backwaters and anchorages far from the madding crowds of landlubbers

By Miriam Cain



**T**he beauty and tranquillity of the Amalfi coastline stems from a combination of old-world charm and Italy's appreciation of the finer things in life, making it a wonderful place for an intriguing yet relaxing holiday. Follow in the footsteps of countless writers and composers and allow yourself to succumb to the allure of the Amalfi Coast with a charter aboard Parsifal III, followed by a few days residing ashore to explore the historic island of Sicily.

Coloured by a long history of splendour and suffering, the Amalfi Coast has barely changed since the Roman emperors made it their headquarters in the first century AD. A place where lemon terraces are chiselled into mountainsides, it is too steep to support much in the way of modern development, meaning this stretch of landscape largely remains idyllically untouched.

Unsurprisingly, the Amalfi Coast has long been a magnet for travellers attracted to its glorious cultural and artistic heritage, beautiful countryside and wonderful food. Hotels and restaurants can be found in splendid villas and medieval convents, some of which welcomed the first Grand Tourists almost two centuries ago. From cities boasting innumerable treasures of Renaissance palaces, baroque masterpieces and Roman remains, to sun-drenched coves hugging the emerald sea, the warmth and personality of Italy shines through. The islands speckled along the Amalfi coastline have the same irresistible appeal. From the sophisticated islands of Capri and Ischia to the dramatically positioned towns that dot the mainland, your charter will take you on a stimulating journey of old-world charm and five-star luxury.

You will step aboard your private yacht in the bustling Bay of Naples. Your home for the next eight days, the 54m Parsifal III is hailed to be the fastest Perini Navi yet built. As you sail across →

**Opposite page, from top:** Cliff-top terraced walkways around Sorrento afford spectacular views; your chef aboard Parsifal III will endeavour to use local, fresh produce; cruising aboard Parsifal III will allow you to escape the crowds; perched high on the cliffs, Sorrento survived the blast that ruined Pompeii





**Above right:** The stunning Parsifal III glides through the waves  
**Opposite page, from top:** Aboard Parsifal III you can enjoy a vast array of watersports around the more secluded anchorages of Capri; known as the 'island of wellbeing' Ischia is famous for its therapeutic spas; much of our knowledge of the Romans and their way of life has come from Pompeii; the Terrace of Infinity and the gardens belonging to Villa Cimbrone are generally acknowledged to be Italy's most romantic

the bay to the volcanic island of Ischia with a Campari and soda to hand, watch the beguiling landscape scattered with relics of bygone empires fade in the distance before you turn your attention to fresh wonders.

Known as 'the island of wellbeing', Ischia is famous for its thermal springs and therapeutic spas, and has long been a source of inspiration for artists, musicians and writers. Here you can step ashore and browse the boutiques of San't Angelo, or anchor off San Montano Bay and take the tender to the Mezzatorre Resort & Spa for a thermal treatment in the resort's old tower. Dating back to the 16th century, the tower was used by local natives to defend themselves against the Saracens and it affords wonderful views over Mount Epomeo, the Gulf of Naples and Vesuvius. Following an afternoon of watersports in the sun-drenched bay of Punta Molino, dine on the perfectly situated terrace of the Grand Hotel Punta Molino, which promises panoramic views over the imposing castle that was once the summer residence of the kings of Aragon.

After a relaxing night aboard Parsifal III it is time to sail back across the bay to the mainland. Balanced like a ship's prow high above the sea, Ravello has no beach but makes up for it with gardens and views that have inspired more than their share of masterpieces, most famously D. H. Lawrence's book *Lady Chatterley's Lover*. One of the many gardens in Ravello, that belonging to Villa Cimbrone is generally acknowledged to be Italy's most romantic, with its well-named Terrace Of Infinity. Roman aristocrats took refuge here from the barbarians in the 5th century AD, and at the beginning of the 20th century the medieval villa and its gardens were made into the stunning setting that they are today. Stroll down the wisteria-draped Avenue Of The Immensity



until you reach the Belvedere Of Infinity, a sheer 4,000m drop with busts of emperors and the thinnest railings between you and the dramatic drop. The 13th century Villa Rufolo, with its Moorish cloister, is more famous for virtuosos than views. Wagner was so smitten by the gardens here that he re-created its grounds as Klingsor's magic gardens of seduction in his opera Parsifal. Every summer, the gardens are the stage for a festival in honour of Wagner, and your charter broker will be happy to secure tickets for you prior to your charter. Italians know how to extract maximum pleasure and beauty from everyday things and it is worth extending your stay in Ravello to sip a little prosecco wine as you enjoy the tranquillity of an evening on the square.

Pompeii is close by and the following day your crew will accompany you with refreshments as you wander around the ruins. A ghost town since AD79, Pompeii was buried under tiny stones and ash from Vesuvius until 1763 when excavation of the city began. Much of our knowledge of the Romans and their way of life has come from Pompeii, whose state of preservation is astonishing. As you wander in and out of people's houses and sit on their seats in the amphitheatre you will be transported back to a remarkable civilisation.

Fortunately the town of Sorrento, perched on the cliffs, was far enough from Vesuvius to survive the blast that buried Pompeii. In the early 19th century, Grand Tourists fled the hustle and bustle of Naples for Sorrento and its calm and comfortable atmosphere, which still remains today. Before joining the 'It' crowd in Capri, step ashore and embrace the wraparound views of the Bay of Naples from the cliff-top terraced walkways of the Museo Correale di Terranova, followed by a refreshing ice cream from a gelateria. For those who have worked up more of an appetite, reservations →





can be made at the Excelsior Vittoria's 'Bosuet' terrace and bar, whose guestbook boasts many famous names including Richard Strauss, The Prince of Wales who also returned as Edward VII, and more recently Sophia Lauren and Luciano Pavarotti.

Originally part of the Sorrentine peninsula, Capri has been through many personality changes over the centuries. The dazzling island was the playground of Augustus and his son Tiberius and, as one of the world's first tourist destinations, Capri's fate was sealed in 1826 with the discovery of the iridescent Blue Grotto, a spectacular cave which is illuminated with cobalt blue at certain times of the day when the sunlight passes through an underwater cavity and creates a reflection. During the summer the island is a victim of its own charms as visitors arrive in flocks. Thankfully, aboard Parsifal III you can escape to enjoy a vast array of watersports around the more secluded anchorages to the west of the island. As the crowds depart late in the afternoon, the discreet glamour of Capri emerges. Take a hair-raising ride up to Anacapri to visit the paradisiacal gardens of Villa San Michele before an aperitif on the Piazzetta and dinner at the Quisisana – an A-list favourite since the 1930s. The next morning, wake to a beautiful sunrise over the Faraglioni rocks or, if you're early enough, take the chairlift and soar above a profusion of flowers to the top of Monte Solaro to experience a staggering sunrise illuminating views of Capri and the Bay of Naples.

On day four or five, depending on your preference, you'll sail across the Gulf of Salerno to the charming town of Positano, dramatically positioned alongside ice-cream coloured houses spilling almost vertically down the terraced mountain. At the peak of the dolce vita era, Positano rivalled Capri for jet-set glamour and the town is still popular, but minus the day-trippers thanks to the





mayor's ruling to minimise noise and promote the finer things in life. Both the harbour and the off-lying islets, known as Li Galli, are ideal for a leisurely day of watersports. Enjoy an apéritif on the terrace of Le Sirenuse and admire the view of Parsifal III in the harbour below as the crew set up dinner on the aft deck, ready for your return.

Further down the coast, the traditional fishing town of Amalfi boasts past glories as a maritime state. The town is no larger in size than neighbouring Positano or Ravello, but the whole coastline was named after it because of its history. Home to wealthy Italian merchants, defeated by Pisa, and destroyed by an earthquake, Amalfi was a maritime republic rivalling Pisa, Genoa and Venice. At its core is Piazza Duomo, from which a flight of stairs sweeps to an immense cathedral whose façade overlooks the stunning coastline below. Explore the town before retiring for an overnight sail south towards Sicily and the Aeolian islands.

The Aeolian islands were created by volcanoes and two of them are still active. Inhabited since the fifth millennium BC, the islands were named after Aeolus, god of the winds, and are perfect for peace and quiet and, therefore, sailing. You'll awake in the morning to find yourself anchored off the volcanic island of Stromboli, where the volcano has been in a state of near-continuous eruption for 2,000 years. Characterised by its black volcanic sand, the island has many crystal-clear bays, ideal for watersports. Stromboli is best observed at sunset from the decks of a yacht, so in the early evening your crew will set sail for the most fashionable of the Aeolian islands, Panarea. Here you can jump ashore to join the Milanese yachting crowd with an apéritif on deck while watching the sun set over neighbouring Stromboli. This is where the most trendy, jet-setting →

**Above:** The stunning upper deck of the 54m Parsifal III  
**Opposite page, from top:** The traditional fishing town of Amalfi boasts past glories as a maritime state; the Amalfi coastline has many crystal-clear bays only accessible by boat; the charming town of Positano is dramatically positioned alongside ice-cream-coloured houses spilling almost vertically down the terraced mountain; explore the stunning cathedrals and churches around the town of Amalfi





**Above:** Palermo has some of Italy's oldest and historically most important buildings in Palermo; the scenery on the island of Sicily is striking

**Opposite page, top to bottom:** An opulent city, Palermo has many fine examples of Norman and Baroque architecture

Italians hang out, and one of the finest places to join them is at Da Pina. Just above the harbour, this family-run restaurant is considered to be the best on the island.

After a peaceful night's anchorage, set sail for Panarea's offshore islands, and anchor off the impressive Basiluzzo for lunch before setting sail for the largest island in the chain, Lipari. Home to some of the Aeolian's most notable buildings including an 11th century cathedral, impressive castles and a 16th century Spanish fort, the island has the air of a place where time has stood still. For great atmosphere and heady music, the Kasbah in the main town has a relaxed and stylish atmosphere. Awake for your final sail aboard Parsifal III through the Messina Straits and the fleets of tall-masted swordfishing boats to Taormina — the Monte Carlo of Sicily, where you will bid farewell to Parsifal III and her crew and step ashore for three or four nights.

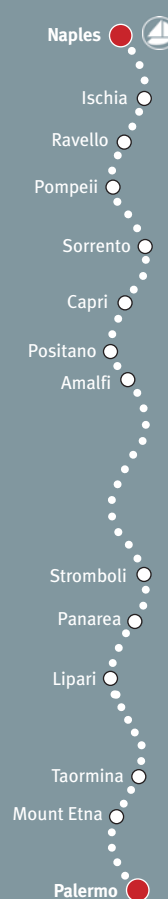
The rugged island of Sicily is yours to explore for the next three days. Strategically positioned between North Africa and Italy, Sicily has suffered a long history of invasion and the influence of the Greeks, Romans, Byzantines, Arabs and Normans is visible in the form of beautiful temples, colourful mosaics and historic buildings. Towering 250 metres above the stunning coastline, Taormina is one of Sicily's most famous hilltop towns. It is one of the smartest and most exclusive small towns in Italy, so why not stroll past the boutiques and restaurants before taking a helicopter tour over the spectacular summit of Mount Etna? Situated in a vast natural park, Mount Etna at 3,000 metres, is Europe's highest active volcano. It has five craters at its summit and 260 volcanic cones flanked by rivers of lava. From here, journey to the southwest coast and the Valley Of Temples, where the vast archaeological remains are unrivalled by any in the world.



Sitting on its own rocky outcrop and flanked by two sandy beaches on Sicily's south eastern coast, Il Castello Di Falconara has been built in stages since the 14th century. The original defensive structure is a dramatic sight, whereas inside, the 17th and 18th century guest quarters provide an array of reception rooms and terraces and beautiful gardens. Dine among antiques and family heirlooms and enjoy a moonlit stroll along the private beach before retiring to your own castle room for the night. From a castle to a Benedictine abbey, the Santa Maria Del Bosco is located in the hills south of Sicily's capital Palermo. Dramatically situated at the edge of an oak wood, the abbey is a unique property with accommodation in cells (once occupied by Benedictine monks) overlooking one of two huge 16th century cloisters. The surrounding countryside and villages provide an insight into a side of Sicily that is rarely seen by visitors.

The capital, Palermo, which under Saracen and Norman rule became one of the most important cities in Europe, lies to the north of the island. An opulent city, Palermo has many fine examples of Norman and Baroque architecture, including the Palazzo Federico. One of the oldest and historically most important buildings in Palermo, the 12th century palazzo's sleeping quarters have been kept exactly as they would have been in the 17th century, apart from added bathrooms. Located in the old centre of Palermo, the palazzo is a great base for your final few days on Sicily from which to explore the cathedral, and other astounding baroque churches and buildings. A perfect ending to a scenic and historic cruise of the Amalfi Coast. ■

*CNI can create a unique charter along the Amalfi Coast and through the Aeolian Islands. For more information on Parsifal III, and other yachts in the CNI fleet, see page 18 or visit [www.cniconnect.com](http://www.cniconnect.com)*



# Gourmet gems of the



As a young boy, hospitality entrepreneur Franco Nuschese grew up in Italy and fell in love with the rugged coast of Amalfi. As a man, he retains a great passion for the region and has discovered some fabulous places to dine while on charter

**By Franco Nuschese**



# Amalfi Coast

culinary cruise



**S**outhern Italy reminds me of the passion of Anna Magnani and the elegance of Sophia Loren. It is a place to fall in love, and a place to fall in love with, for so many different reasons, not least of which is its cuisine. The familiar adage ‘the way to a man’s heart is through his stomach’ could not be more true of my relationship with the Amalfi Coast in particular.

For the past five years I have been a guest of great friends who have chartered a fabulous yacht from CNI to travel the seas of Europe. For the last two summers we cruised from the South of France to Corsica, Sardinia and all the way down the Amalfi

Coast aboard the 46m Perfect Persuasion. Happily, we were blessed with gracious and experienced staff from the captain to each and every crew member. The culinary expertise displayed by the chef and the entire galley entourage was impressive enough to please kings and queens but as well as enjoying the meals on board I made sure I introduced my friends to some of my favourite dining spots ashore – gems that I’d also like to share with you.

The beautiful island of Capri is a wonderful place to start, blessed with its myriad designer shops, nightclubs and narrow winding roads leading to the edge of jagged cliffs along the →

**Opposite page:** The Amalfi Coast offers gourmet dining with spectacular views

**This page:** The Quattro Passi restaurant, and its acclaimed cellars housed in an underground grotto





**Above and above right:** Stunning views of the Amalfi Coast from the Hotel Santa Caterina  
**Inset cuisine shots:** Just a few of the dishes served up at the Quattro Passi restaurant

Gulf of Naples. Greek shipping magnate Aristotle Onassis liked to dock his yacht in a tiny hidden cove and swim in a summery sea, but take it from a native who returns yearly by yacht, there are many other hidden places that delight – places where the food is exceptional and the service unparalleled.

One such place is The Hotel Ristorante Quattro Passi. Located between the town of Nerano and Marina del Cantone, Quattro Passi restaurant, owned and run by chef Tonino Mellino and his wife, Rita, is unforgettable. Exceptional dishes rooted in local tradition and reinterpreted by Tonino feature produce from his own orchard and garden and fish from the nearby sea. My personal recommendation is to start with a lobster insalata enhanced with citrus garnishes of orange, lemon and mandarin. For the pasta course, one must order the spaghetti with zucchini, which is famous in Merano. Folklore has it that this pasta dish was created when the Marquis Sirignano cruised into the bay

long ago and enquired what kinds of ingredients were available. He was told “zucchini, basil and Parmesan cheese”. The Marquis, it is said, combined the ingredients with pasta and *voilà!* the dish instantly became a local speciality. For your main course, I recommend the fillet of red snapper with potatoes, fresh cherry tomatoes, black olives and capers. For a wonderful dessert, you must have *Delizia al Limone* – a delicate cake made with locally grown lemons.

Likewise, Mellino’s wine cellar – carved from a grotto – is second to none with its extremely rare wines and exquisite Italian vintages. Make sure you ask to visit the cellar before dinner so you can enjoy the privilege of choosing your own label. My favourites are the Fiano di Avellino by Terradoro Doro for salad and spaghetti courses, the Aglianico from the Deconcilis Winery to compliment fish dishes and, for a real treat to your taste buds, the dessert wine *Privilegio* from Feudi di San Gregorio is a must. The restaurant is open for





breakfast, lunch and dinner and its fresh croissants alone are worth the journey. Just ask your captain to call ahead and they will be delivered to your yacht for breakfast.

Another great spot to cruise to is the lovely city of Positano – home of the astonishing hotel San Pietro perched on the cliffs overlooking the sea. But one of my special secrets lies further down the coast – the gorgeous Hotel Santa Caterina on Amalfi Drive. This is the ultimate place to stay. Its panoramic view includes a series of natural landscaped terraces tumbling to the sea. A path slices through citrus groves and lush gardens to the beach, and yachts almost always dot the water during the spring and summer.

Brad Pitt and Angelina Jolie stayed here while filming *Mr & Mrs Smith*, and legendary actress Meryl Streep has holidayed at the hotel with her family. Five Star Diamond Awards from the American Academy of Hospitality Sciences, and membership

in the prestigious The Leading Hotels of the World confirm my judgment that it is first rate in every way.

Guests often arrive by yacht, but even if they do not book a room for the night they can dine outside at the sea-level Al Mare, or inside at The Santa Caterina. The view of the sea is truly unforgettable. Pizza and focaccia cooked in open ovens are treats not to be missed, while the wine list has wonderful vintages from every region of Italy. Follow the example of the locals and try the Campania region specialties such as Serpico, Montevetrano or Fiano Di Avellino.

The Amalfi Coast is wonderfully rich with exceptional places to dine and I'm delighted to have shared just a few of my personal favourites with fellow charterers. I could not be more enthusiastic in encouraging you to visit Italy soon to try them and, of course, to discover some culinary gems of your own in the process.



A full-page photograph of a person in a bright pink leotard performing a handstand on a sandy beach. The person's legs are extended straight up towards the sky, and their arms are planted firmly on the sand. The background shows a calm ocean and a clear blue sky. Large, semi-transparent white text is overlaid across the center of the image.

# WILD AT HEART

healthy holidays



If your va-va-voom has well and truly vamoosed, you need a sharp blast of mother nature and inspired activity to save you from urban meltdown. Focussing on the primal movements of our ancestors, Wildfitness may well be the holiday you need to change your life

By Miriam Cain

**Y**ou don't have to hurl yourself off a mountain or learn ancient warrior skills to prove you've been on an adrenalin-fuelled adventure. If you want to add a kick to your next holiday there are far more accessible alternatives to leave you feeling energised and relaxed.

Fitness holidays benefit everyone from highly toned athletes to the most sedentary novice – regardless of age – and not necessarily in the ways you might imagine. We all know exercise is an excellent way of improving our health, but physical activity is also a great way to reduce the levels of anxiety and stress that can build up in day-to-day life. A week of exercise can ultimately be far more relaxing than a week spent lying on the beach, and from yoga retreats to fitness boot camps there is something out there for everyone.

For many of us, fitness means heading off to the gym and although this is undertaken with the best intentions as far as health and fitness is concerned, it still leaves us far removed from nature and the benefits of the open air. What is more, there is a growing consensus that machines and bodies just do not go together. People who feel that way look for alternative, more natural, training environments – and where better to turn than nature itself?

As its name suggests, Wildfitness focuses on achieving just that – natural health and agility – and the holidays are designed to impart all the knowledge and inspiration you need while surrounding you with luxury and comfort. The fitness element of the holidays involves exercising among trees, forests, lakes, rivers and the sea to tone and stretch your body in the ways in which animals do – and the ways in which humans did too, many generations ago.



**Far left:** Wildfitness uses creative and adventurous movement techniques in some of the world's most stunning environments  
**Left:** Exercising among the trees tones and stretches your body in the most natural way

Using creative and adventurous movement techniques in some of the world's most stunning environments, Wildfitness improves your physical wellbeing (your speed, strength, agility and endurance) as well as your spiritual and emotional state, all of which are all too often constrained in everyday life. Tara Wood, who owns and runs Wildfitness, defines her principles with a very simple ethos, "If you took an animal from the wild, say a panther, and put it in an apartment in front of a →



**Above:** Activities involve twisting, pulling and bending to help you strengthen and perfect your posture  
**Opposite:** Sculpt your body in the warm waters of Kenya

television all day and fed it junk food and caffeine and alcohol, imagine how that animal would feel. It would neither need, nor have the opportunity, to run, leap, pounce and stretch, and very soon it would lose the ability to do so.”

Wood believes that humans, just like animals, belong outdoors amongst nature, exposed to rough terrain and striving for survival. The practical constraints of our modern lives affect our psyche as well as our physical capabilities and so, as with the panther taken out of its primal surroundings, over time the great majority of us have lost the dexterity and power that our primal ancestors took for granted thousands of years ago.

Wood established Wildfitness when she was looking for a holiday that combined an intense fitness experience with luxurious accommodation and the social interaction of being amid a group of likeminded people. Finding nothing appropriate, she set about filling a much-needed gap in the market.

Wildfitness takes groups of up to 10 people (escorted by the fitness and nutritional experts that run the course) to boutique properties for a week or two of outdoor exercise, nutrition workshops and delicious organic food. Courses take place for most of the year in luxurious accommodation in stunning surroundings on the coast of Kenya, and during the summer months in alternating areas of Europe. Open to all levels of fitness, the courses encourage you to reflect on posture, flexibility, nutritional values and coping with stress, leaving you mentally and physically empowered long after you have returned home.

Rising at six thirty every morning, you and your fellow participants head straight off on a seven-kilometre run, followed

by circuit training or a mini triathlon. The rest of the day may combine anything from yoga and hill sprints to fun beach acrobatics. All the activities help to strengthen and perfect your posture and increase your ability to twist, pull and bend – moves we rely on in everyday life. With no televisions, phones, emails, radios or newspapers to serve as a distraction, you can devote your full attention to the Wildfitness team as they take care of your every need. The only decisions you have to make are whether to take the extra boxercise session or refresh those aching muscles relaxing by the pool or on the beach.

As well as the group fitness activities, personal trainers and nutritionists create a personal programme uniquely tailored to you. Expert trainers carry out postural assessments and develop exercises so that your body grows more resistant to injury. You are taught how to train to compliment your needs, rather than follow programmes that your body struggles to adapt to. Repetitive routines, whether you are using gym equipment or sticking to the same route while running or cycling, do not challenge your body after a period of time and the logic behind this is explained during workshops with the trainers. In addition, if there is a particular sport that you want to focus on, your personal trainer will develop a training programme to enhance your performance in that field.

Establishing a correct, balanced nutritional programme is an equally essential part of any health regime and is something in which Wildfitness excels. The nutritionists will question you to reveal your metabolic type and establish the proportion of fats, carbohydrates and protein your body type requires. The emphasis is on quality organic food and the diet you eat on the holiday reflects the overall holistic approach. During workshops you are instructed on basic nutritional values, and at meal times you experience these first hand as your body begins to crave the fresh, delicious organic dishes that are served to you in mammoth portions.


The whole Wildfitness experience is like an inspiring and enjoyable detox, leaving you high on natural endorphins. Before you leave to return to the practical constraints of everyday life, your trainer will provide useful tips on applying the Wildfitness techniques at home, or even in the office. From abandoning your office chair for an exercise ball to eating organic food suitable for your metabolic type, the principles behind these fitness holidays are not only worthy but also practical, and as there is no gym equipment or machines involved they can easily be applied at home. As you will discover, Wildfitness is not just an experience that will change your perception of fitness holidays, it may well change your life. ■

*Wildfitness courses run throughout the year in Kenya. Seasonal courses are also available during the summer in Europe. For further information, visit [www.wildfitness.com](http://www.wildfitness.com)*









Gleaming steel, futuristic lines and dramatic black and white decor make Excellence III the ultimate territory for this season's monochrome mode

Photography Julie Dennis-Brothers Styling Byeric Niemand

Jewellery styling Tanya Dukes Hair & make-up Euridice at Blink

# Monochrome zone



Nicole wears giraffe-print dress  
by Roberto Cavalli; Luxeuse  
open-toe mules by Louis Vuitton;  
rose quartz and diamond  
sterling silver bracelet  
by David Yurman; sterling silver  
and yellow gold bracelet  
and rectangle drop earrings,  
both by John Hardy





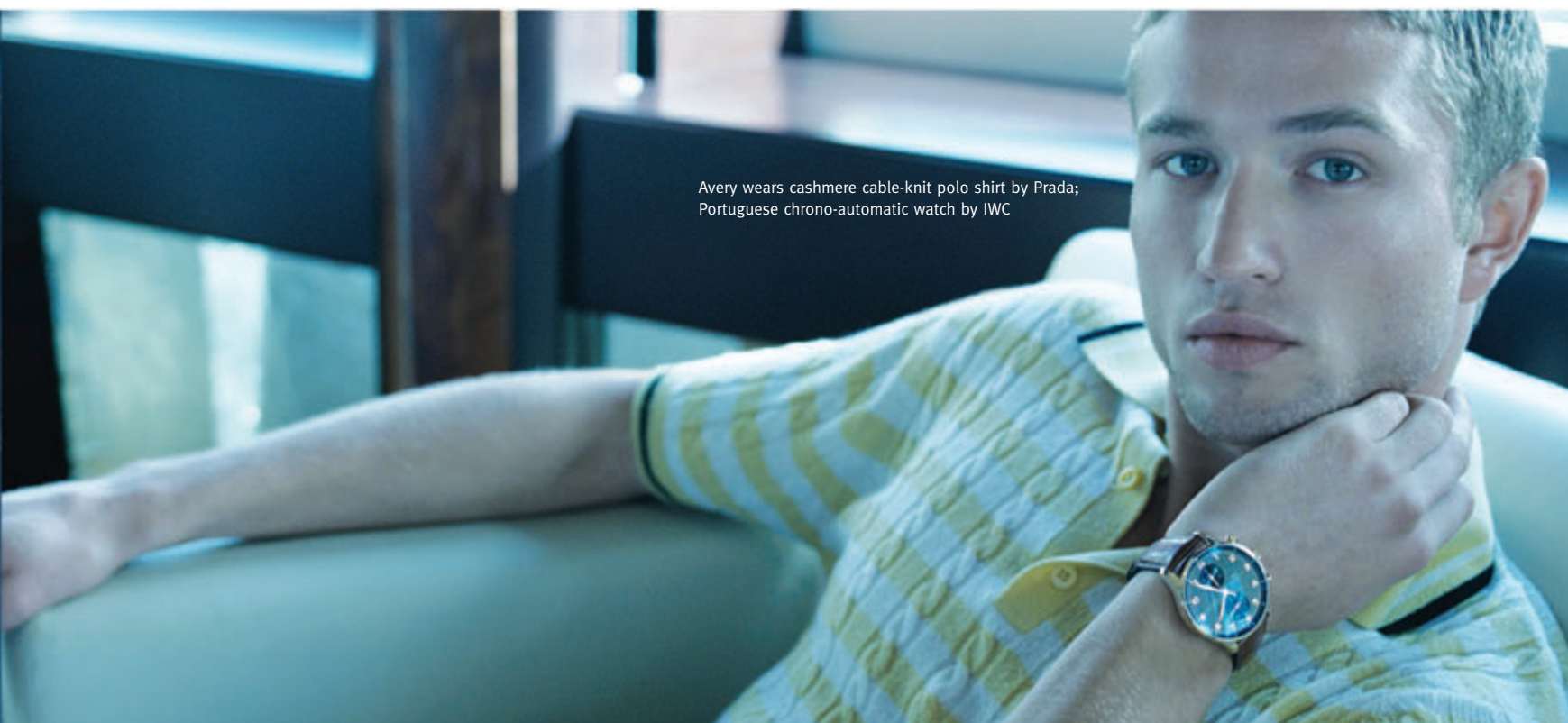




Nicole wears tube dress by Gianfranco Ferré; gold metal belt by Roberto Cavalli; Glenda polarized sunglasses by Salt Optics; pavé bracelet in 18-carat gold by David Yurman; necklace in 18-carat gold, and stones ring in 18-carat gold and rock crystal, both by H Stern







Avery wears cashmere cable-knit polo shirt by Prada;  
Portuguese chrono-automatic watch by IWC







Julie wears striped lycra bikini by Dolce & Gabbana; rose quartz and diamond bracelet in sterling silver by David Yurman





With her distinguished, sleek navy hull and imposing build, Excellence III is a truly unique yacht. She has several spacious deck areas, including a large sun deck with Jacuzzi and sail-style awnings. Offering four king-size staterooms, with Jacuzzi in the master suite, and two further staterooms which can be prepared as either twin or king, or combined with the sitting room to make a large suite, she is the ideal yacht for a relaxing family charter or for larger groups. Length 57.3m. Prices from US\$365,000 per week. Cruising areas – Summer: West Mediterranean; Winter: Caribbean.





Nicole wears white chiffon dress with taffeta ruffles by Roberto Cavalli; panther link diamond Pelage necklace and diamond earrings, both by Cartier



# arabian lights

united arab emirates

The bright lights of the city, the even brighter glare of the sun, endless beaches, non-stop shops, dynamic sports, relaxing hotels... Dubai does well on the tourism stakes, and little wonder – this seafront city in the hub of the United Arab Emirates has evolved into the ultimate destination for unabashed luxury travel. [sea&i](#) browses some of its highlights

## STREET LIFE

Stick to the hotels for a fantastic array of international dishes, but for true Arabian fare venture onto the streets of Deira, Bur Dubai, Satwa and Jumeirah. You'll find a great choice of Gulf and Middle Eastern cuisine along with traditional Arabian buffets piled high with hummus, tabbouleh, ghuzi (roast lamb on a bed of rice and nuts) and wara enab (rice-filled vine leaves). Also, try local specialities such as matchbous (spiced lamb with rice), esh asaraya (a sweet cheesecake with cream topping) and mehalabiya (a dessert sprinkled with rosewater and pistachios). Fish of every variety also appears in abundance.

## SKYLINE SCULPTURES

Dubai's hotels offer a great deal more than a place to rest your head. Some of the world's grandest hotels punctuate the city skyline but none more strikingly than the five star deluxe Burj Al Arab. Soaring out of the sea like a vast billowing sail of electrified chameleon lights, it is surrounded by choreographed colour sculptures of water and fire. Inside, more than 200 suites offer touch-button electronics, 42-inch plasma screens and 24-hour butler service. Chauffeured Rolls Royce and BMW limousines escort you to and from the hotel and you can take your fill of eight restaurants and lounges (including the Al Mahara seafood restaurant reached by a three-minute virtual submarine ride), the Assawan Spa and Health Club, and unlimited access to the Wild Wadi Water Park.

Five star properties abound in Dubai and themes are big. From water features to desert landscapes, each one strives to outdo the next. In Deira Dubai you'll find the likes of Le Meridien and Marriott, while Jumeirah tempts you with the Bab Al Shams Desert Resort & Spa – a Bedouin fortress-style desert resort. Then you have the Jumeirah Beach Hotel arching across the sky





Visit it, explore it, love it or hate it, but rest assured you will be truly knocked out by it. A city of limitless luxury, Dubai's holiday attractions are worth their weight in gold

By Kate Rigby

in the form of a wave, the Jumeirah Beach Club Resort & Spa with great views of the Arabian Gulf, the Le Meridien Mina Seyahi Beach Resort with private beach and tropical gardens, and the Mina A Salam built around a beach lagoon with water taxis transporting guests around the resort.

#### SUN, SEA, SAND... AND SNOW

Dubai is a city on the sea surrounded by desert, so think shops, sport and adventure. From desert safaris to dune driving, wadi-bashing, sand-skiing, helicopter rides and motor racing there is no end of fun. Go-karting is available at the Dubai Autodrome & Business Park in Dubailand (which has a world-class FIA-sanctioned racing track), the Mall of Emirates has the world's third largest indoor ski slope, and the Dubai Sunny Mountain Skidome, new for 2006, tops it all with a ski slope, artificial mountain range, cable lift, snow maze, aquaria and polar bears, no less. Get your fill of the chill then step outside for miles of ice-white beaches, emerald palms and neon blue skies.

Swimming, tennis, sailing and watersports abound, and the Jebel Ali International Shooting Club offers Olympic-standard

facilities with five clay shooting ranges. But the icing on Dubai's cake is its world-class golf courses. Take your pick... the Dubai Country Club is the oldest course in the Emirates with 'browns' in place of greens (you carry a small piece of turf with you to play off on the fairways!), Dubai Creek Golf and Yacht Club incorporates a marina (handy for charterers), the Emirates Golf Club, edging the city, is the Middle East's first championship grass course and the Robert Trent Jones designed Al Badia Golf Resort is much favoured for a challenging round. And that's just to mention a handful of them.

For a blast of cultural entertainment, catch some international camel racing or traditional belly dancing. Alternatively, set off on a Dhow cruise along the Creek – the historical focal point of Dubai life and renowned for its wonderful souks. The spice souks on the Deira side will draw you in with their incense, rose petals and intriguing medicinal products stacked up along narrow alleys. Among the labyrinth of streets, discover the glittering gold souks. Dubai is famed for its gold, so along with memories of the city's dazzling gold sunshine, make sure you take home your fair share of sparkling gold jewellery. ■

**Opposite page, clockwise from left:** The Burj Al Arab hotel; a suite at the Burj Al Arab; the pool at Jumeirah Beach Club Resort & Spa  
**This page, clockwise from top left:** The Wild Wadi Water Park; the Jumeirah Beach Hotel, designed to reflect the arc of a wave; the beachfront at Jumeirah Beach Hotel



# GLITZY FRENZY VS.

**sea&i** discovers why the Monaco Grand Prix remains F1's ultimate combination of glamour, fun and hype - as well as being a major event of the Mediterranean yacht charter season - and considers the potential of the new A1 racing format born in Dubai last year

By Laurent Pérignon

**A**s a result of many changes in regulations and technical specifications, the new format of this year's F1 races promises a tough battle for the much coveted crown now held by the Renault team. At the time of writing, the first race in Bahrain was just around the corner and all the teams were eager to see whether the technological improvements carried out through the winter would give them that tenth of a second edge that makes all the difference between being a winner or an also-ran. In a regatta, being a few seconds behind is not an impossible challenge to overcome, even in the America's Cup. In Formula One, it is everything.

Talking specifically about the Monaco Grand Prix, Patrick Head, Director of Engineering of the WilliamsF1 Team, acknowledges, "The technological pressure is extreme as not even the slightest mistake is allowed. The intricacies of the circuit, with its steep ups and downs and tight corners, make it extremely difficult to configure the car and make it the best possible drive. It is nothing to do with the road surface, which is always immaculate, it is just that there are more technical parameters to take into account in Monaco than in any other F1 race."

And that's only the tip of the iceberg. Behind the scenes there are equally important battles taking place. Firstly, Monaco is an operational challenge; "Although the pit configuration has been improved over the past few years," Patrick Head explains "The whole concept makes it a very difficult working environment for all the engineers, unlike on modern circuits like Sepang in Malaysia or Bahrain." Monaco, then, is a strategic challenge as it takes place in the heart of the season with everyone under close scrutiny. "The amount of psychological pressure on everyone is incredible," says Head. "With so many technical advances configured for this Grand Prix, everyone is eager to take up central stage for this more than any other race. Monaco is also a crucial factor when it comes to sponsorship. All the CEOs and CFOs of all the sponsors make it to Monaco, be it at the Paddock →





# NATIONAL PRIDE

f1 and a1











Club or aboard the yachts, and this is one Grand Prix where you'd better be the best." When asked what makes the Monaco Grand Prix so attractive on the social side, Head is adamant; "Monaco provides a fantastic platform for entertainment. As the race track is within the city limits, every bar, restaurant and club is within easy reach. In addition, the panorama of the Principality, the magnificent yachts berthed in the harbour and the glamorous atmosphere of the Riviera certainly bring together the F1 frenzy and fun in a very unique and quite elite way."

Patrick would like to see more of such races in the F1 world. As much as he likes races in superbly designed circuits like Sepang (50km away from downtown Kuala Lumpur), he believes there should be enough room for another one or two similarly hip city races. "London would be great", he enthuses, but he also admits that "Any big capital city would be fun, even if it makes our job tougher from a racing perspective."

Speaking of big capital cities, Dubai has been on the lips of everyone who's anyone in international business over the past few years. The city (see page 66) has been the subject of huge transformation, investment and marketing campaigns to establish it as the next international city of reference. These developments have included projects relating to elite sports car racing, with a new track created for just that purpose. But Dubai has so far failed to attract the F1 circus and has, instead, been a major instigator in the creation of a new format, the A1 Grand Prix championship launched last year.

seo&i asked Head how he felt about such a parallel development. His views corroborate what Ralph Firman, a former F1 driver and now part of the Ireland A1 team explains (see Firman's interview page 75). "I think A1 is an interesting format," Head admits. →

Previous double page: Mark Webber onboard his Williams F1 races past the tunnel during the 2005 Monaco F1 GP.

Opposite: Michael Schumacher twists and turns by the harbour during the 2005 Monaco F1 Grand Prix.

Above: The new Williams F1 Team FW-28 at the 2006 Bahrain F1 GP. Inset: Patrick Head, Director of Engineering, overlooks his latest racing machine.



## THE MEN AND MACHINES BEHIND THE TRACKS



A visit to the WilliamsF1 Team site in Grove, Oxfordshire, is a journey into high-tech space. A team of 500, comprising dozens of engineers, designers and aerodynamicists, is active almost 24 hours a day and seven days a week. And that's just for the chassis.

One might think that winter time is the slow period, but Alex Burns (see photo), WilliamsF1 Team's COO, replies with a smile, "The action never stops here. The development of a car is a long, gradual process that advances in very small steps. Our engineers come up with hundreds of new concepts and ideas all the time. These are then modelled with very hi-tech machinery,

and then tested, refined and tested again, endlessly, until a small improvement is made."

Burns likes to insist that their measurement unit is a tenth of a second. For example, their new transmission device is the 'seamless shift', where the driver changes gears with not even a quarter of a millisecond wasted in the process; for a total gain of something like 0.35 second on a lap... a record achievement. But asked whether this is then the perfect gearbox, Burns insists, "There is no perfect car. It's always possible to make it better – the transmission can probably be lighter, more compact. And so can the car."

Equally impressive are the aerodynamics, and it takes such a visit to realise the importance of these in the development of a F1 car. WilliamsF1 Team's brand new wind tunnel (see photo above) seems to come out of space – or rather, seems to have been designed for the conquest of space. Relentlessly, engineers try to make the car as fluid as possible, reducing the drag and gripping it tighter to the corners, even if it means the level of Gs endured by the driver increases – all the while maintaining the highest possible standards of safety. Of the 500 staff who work on the car, only 40 to 50 actually attend the races. Worthy of note, the test team is entirely different from the race team. It works in between races, with seemingly less pressure, while the race team enters a state of sheer madness for the three to four days of the race. Asked if one graduates from 'test' to 'race', Burns is not so clear, "Whether one belongs to the test or the race team has to do as much with experience as with personal aptitudes and preference, although at some stage most enjoy being part of the race team. There is no precise line of demarcation, and some engineers go from test to race and then enjoy going back to test. It's less noisy!" For more information, go to [www.williamsf1.com](http://www.williamsf1.com)

Opposite: Mark Webber finished second at the 2005 Monaco F1 GP - seen here on the way down from the Casino.

"Focussing on the team spirit that's relevant to a country rather than on specific drivers is a good idea. In F1, it is a team effort for sure, and the winner can only be the combination of the best team with the best car and the best driver. But if you have the best car and not the best driver, you can't win; and if you have the best driver but your car is not at the top, you can't win either. I believe that the type of car used in the A1 format plays down these extreme criteria, first because they are all the same, and second because they provide drivers with more opportunities to make a show – to overtake and be overtaken."

Head does not consider this new format a threat to F1, but he underlines the fact that it was a sensible decision to have the A1 championship while the F1 season is not in full gear. "Fans are eager for more motorsport competitions throughout the year" Head explains. "If A1 was scheduled in the F1 season, it would probably not escape comparison; whereas now it has an existence of its own, making both racing drivers and fans happy."

Someone who shares this feeling is Philippe Gurdjian, CEO of the Paul Ricard HTTT (High Tech Test Track) where a lot of testing is undertaken by both the F1 and A1 teams. The last test runs organised by A1 founder, President and Chairman, Sheikh Maktoum Hasher Maktoum Al Maktoum took place at the Paul Ricard HTTT in August last year. With the start of the season then fast approaching there was, of course, some anxiety in the air, but much confidence as well. Or so it seems, explains Sheikh Maktoum; "A1 Grand Prix is a brand new concept and it is the first time that one can speak about a World Cup of Motorsport. Each team represents one nation and following the test session in Silverstone at the beginning of August we →











## RALPH FIRMAN AND A1GP

se&i chats to former F1 driver Ralph Firman about the merits of the two race formats

### Why did you shift from F1 to A1?

RF: Reaching F1 in 2003 with the Jordan team was a great experience. However, the financial demands on privately owned teams have become prohibitive and it was clear after my first season with the team that it was principally looking for drivers with large sponsors behind them. Last season saw me return to sports car racing with Team Honda in Japan. I was then chosen as Ireland's driver in the new A1 Grand Prix series. I was first involved in A1GP in 2004 when I was invited to test and help develop the prototype chassis.

### What are the differences between F1 and A1?

RF: F1 cars are lighter, faster and more technically advanced. They have 2.4 litre V8 engines producing 750bhp while A1 cars feature lower-revving 3.5 litre V8 engines offering around 550bhp. The aerodynamics of an F1 car are extremely sophisticated compared to A1GP. Interestingly, F1 cars are difficult to compete against because the teams build their own car and the technology is so sophisticated that it's difficult to overtake. In A1GP, the cars are all equal, which offers a level playing field. It is the driver's skill and the ability of the team around him that determines performance. It makes things very exciting.



Team Ireland A1 GP

### What are the most interesting comparisons between the two?

RF: They are not easy to compare. I think F1 remains the ultimate technology race, while A1GP now provides fans with a very unique opportunity – to support your nation in a race against 24 other nations, with a format and rules that really do give everyone a chance of winning.

### Do you think the two formats compete against each other?

RF: There is no conflict or competition. F1 is very exclusive, while A1GP is more inclusive of the rest of the world, with 25 teams from nations around the globe representing some 80 per cent of the world's population. Countries such as China, India and Pakistan now compete with established motor sporting nations such as Germany, France, Italy and the UK.

### What are the advantages of coming from the F1 arena when entering the A1 format?

RF: F1 taught me a great deal about one-lap qualifying, the engineering required to set-up a powerful single seater, and the challenge of racing cars of this kind for over 90 minutes. In A1GP, the races are shorter but we have two events on race day, so we still race aggressively for 90 minutes. F1 showed me how fit you need to be, and that has stood me in good stead in A1GP.

### What do you foresee for the future of A1 Grand Prix?

RF: If all goes well I can see A1GP becoming an extremely important global motor racing series. It's already opened up motor racing to new audiences and the events have been truly spectacular. Already new sponsors are entering motor racing from countries not previously involved in the sport.

### What are your team's - and your own - objectives for the upcoming season?

RF: In A1GP, winning is the only thing on our mind. There are a number of very experienced people in the Irish team and the potential is there to succeed. We scored our first podium finish after three races and our sights are set on being on the top step of the rostrum very soon.

For more information, go to [www.a1gp.com](http://www.a1gp.com)

received very positive feedback and we have had many entry requests. The setting of the series and the choice for the countries has already been 'a race within the race'..."

The races that followed did not prove Sheikh Maktoum wrong, as spectators gathered to the 10 races in large numbers, while the 25 teams that entered the format kept on providing them with a great show. At the time of going to press, there remained one final race taking place in Shanghai on April 2nd. Although the French team seemed about to be crowned, they were closely followed by the Swiss and British teams.

Head has been in F1 for 30 years and the WilliamsF1 Team has won 16 world championships since he joined the original Frank Williams Racing Cars team in 1975. There is still a flame of passion in his eyes when he talks about his sport and about the Monaco Grand Prix. This year, under his auspices, the WilliamsF1 Team has made many changes to its chassis, with the seamless shift gearbox being one of the expected hi-tech keys to more success. The team has also shifted tyres from Michelin to Bridgestone. Whether they have managed to acquire that tenth of a second edge remains to be seen, but one thing is for sure, after winning the Monaco Grand Prix two years ago, and finishing second and third last year, no doubt they aim to make this year's race very special once again. ■

Opposite: Monaco provides a unique setting for one of the most sought-after event in the Mediterranean charter season - even during the test runs pictured here.







# The body beautiful

thoroughbred cars



If you are planning to buy one of the world's finest cars and are busy considering makes, models and insurance, spare an extra thought for toothbrushes. When it comes to customising your ultimate car, that's really not as crazy as it sounds

By Kate Rigby

**T**he word 'craftsmanship' does not, as a rule, sit too comfortably alongside massive hunks of steel, automatic transmissions and turbocharged engines. Yet when linked in a sentence with certain names in the luxury motor trade, the word craftsmanship slips into place as smoothly as the leather-clad gears on the vehicles it has come to epitomize.

A trio of such names have long followed a similar route on the road to success. Originally the inspiration of one or two men, Aston Martin, Rolls Royce and Bentley have earned a place among the very top echelons of the motor elite. When you consider the intricate precision that goes into their design, and the depth of expertise and knowledge required to translate such innovation into the world's finest automobiles, it is hardly surprising. The degree of perfection and customisation is unbelievable and, regardless of whether you are a fan of the inner workings of a camshaft or not, no one, surely, can fail to

be captivated by the seemingly infinite possibilities available when it comes to customising the aesthetics of your car – transforming it into a unique, and highly personal, work of art.

If you are in the market for a pedigree car, the exceptional levels of service, craftsmanship and personalisation will impress you almost as much as the finished product itself. And if that sounds a little far-fetched, a few well-chosen examples may give you an idea of just how far you really can push the boundaries of reality when it comes to aesthetics. Prepare to be truly overwhelmed with choice.

The most instantly striking thing about any car is, arguably, its paintwork. So let us consider that first. Buy a Bentley, Rolls Royce or Aston Martin and you can throw away any notion of being handed a flimsy A4 colour chart and being asked to select between the latest dramatically named yet mundanely coloured 'must-have mulberry marvel' or 'sublime shimmer silverburst' that dot most car catalogues. You are now entering a world →

**Above:** The Aston Martin V8 Vantage  
**Opposite page, clockwise from top left:** The mirror-sheen finish on an Aston Martin; Bentley's distinctive logo; Aston Martin's showroom in the UK; the in-car, limited edition Phantom Conway Stewart pen set





**Above left:** The Aston Martin Vanquish S  
**Above right:** The perfect marriage of wood veneer and leather in a Bentley  
**Opposite page, clockwise from top left:** Installing the seats on a Bentley; meticulously stitching the fine leather of a Rolls Royce; insignia stitching on a Rolls Royce; work in progress at the Rolls Royce factory; the immaculate Aston Martin factory in the UK; preparing the body of a Rolls Royce for painting

that goes beyond the extraordinary. The Rolls Royce Phantom, for example, comes with a standard colour palette of 45,000 shades – although if that fails to throw up a favourite you are more than welcome to specify your own unique choice. Equally accommodating, the colour maestros at Bentley have been requested to match the paintwork of their cars to a single sequin, a lipstick and even a toothbrush. What is more, without blinking an eye, the ever-amenable team has done so on countless occasions. John McNicholas, Zone Manager in Bentley's Auto Paint Shop, stresses why the company is prepared to go to such levels. "Ninety per cent of the materials applied to our car bodies are concerned solely with protection and ensuring a durable finish. The other ten per cent is about aesthetics. But what aesthetics! The first thing you notice when you look at a Bentley is how lovely the paintwork looks."

To create such gleaming glory, each car is subjected to 16 stages of development and 120 separate processes before it emerges with a sleek new coat. Bentley's Paint Shop alone boasts 135 direct operatives, plus support teams of maintenance workers, engineers and inspectors... and four robots. The latter have been created in man's image to provide the level of expertise a human would, but promising superhuman levels of capacity. "No human can be at his or her best every minute of every day, so we simulated a human at its best," explains McNicholas. "The robots are unique because they replicate a human sprayer with a conventional spray-gun in his hand." But opinion varies on the human versus robot paint debate. Aston Martin insists on completing the job with not a metallic minion in sight. The company's flagship Vanquish S models can be provided in any colour desired by the client and the said vehicle

will undergo some two days in the paint facility where nine coats of paint and lacquer will be applied by expert technicians using the latest technology. It is one of the most labour-intensive parts of the production process. In total, it takes more than 396 man hours to create each Vanquish S, or around six weeks from raw materials to the finished article. The interior alone requires more than 70 hours of labour.

Speaking of interiors, wood and leather are also top priorities in the aesthetics department and are treated with equal passion and pride. "We had one client who owned his own forest, so he provided wood for the interior of his Phantom," says Graham Biggs, Director of Corporate Communications at Rolls Royce. But panic not, if you don't happen to own your own plantation, the company will invite you to select from six different veneers for the woodwork: Figured Mahogany from West Africa, Burr Walnut, Birdseye Maple and Black Tulip from North America, and Oak Burr and Elm Cluster from Europe.

Bentley similarly uses Burr Walnut as its most familiar veneer, but English Oak, Birds Eye Maple, rare Elm, Madrona and Vavona are also offered. A set of Bentley veneers takes 13 days to produce and each one is unique. It is even branded with the chassis number of the car it will adorn, meaning every wafer-thin leaf can be traced back to the exact tree from which it came. Naturally only the very finest wood is used, and this is extracted from the root ball of the tree. What is more, for every tree felled another is planted. Eighty craftsmen and women work in the Bentley Wood Shop, some of whom have worked at the Crewe factory for more than 20 years, following their fathers before them.

Personalised finishing touches can also be specified on pedigree cars. One Rolls Royce owner, for example, opted →









Photography courtesy of Rolls Royce; Bentley; Aston Martin





for a beautiful mother of pearl inlay to highlight the wood interior of his car. As all the leather and woodwork is handmade at the Goodwood factory, the possibilities are almost limitless.

And then there is the matter of which leather or interior trim you would prefer. Purchase a Rolls Royce Phantom and you will find yourself surrounded by the most sumptuous of interiors. A soft natural grain hide is used for the seats and a textured leather features on door panniers and centre consoles. This is complimented by deep-pile carpets covered with lamb's wool rugs, while the headlining is available in an exquisite wool and cashmere blend, or a sumptuous perforated leather.

At Aston Martin, you are invited not only to choose the colour of leather you would like, you also get to specify the colour of the upper and lower leathers, the colour of the outer seats, the colour of the seat centre panels and, in many cases, you can ponder whether you would prefer the leather to be plain, embossed or Alcantara. You then come to the nitty-gritty decision of what coloured stitching you would like in your interior, what colour carpet you wish to rest your feet on, what colour piping you would like to edge said carpet, what steering trim you wish to gaze upon and what colour stitching you would like to grace your steering wheel. Having thus specified an interior of exquisite taste, you can then select a personally engraved sill plaque to attest to the fact that you are, indeed, its very proud owner.

Not to be outdone, Bentley presents you with a choice of 20 standard colours for its A-grade leathers, although, as with the paintwork, the craftsmen are happy to match any colour you desire. Or perhaps you fancy something a little more quirky. "If you want a car interior designed in the style of a room in your house, or to match the tie you're wearing, we can

arrange that," says Mike Garnett (aka Slim) who has worked at Crewe for 30 years. "We have used ostrich, hide, cavalry twill and velvets. We have always, so far, been able to meet [the clients] exact requirements."

So, you have your wood, leather, interior fabric and paintwork decided. Now for the 'added extras', and by that we don't mean sunroofs, sound systems, blacked-out windows or air-conditioning [note: while on the latter point, it is worth knowing that you could drive a modern Bentley from the Arctic Circle to the Equator without adjusting the air-conditioning – the interior temperature would remain constant. Just in case you were planning such a trip!] No, by added extras we are talking along the lines of refrigerators, humidors, vanity units, ice-water dispensers, wine coolers and cocktail cabinets. But hell! Why stop there? In the past, Bentley has failed to be phased by the extraordinary requests of its clients. The company has created a family wedding car with pictorial rear windows and without a front passenger seat to accommodate the bride's dress, while requests for state limousines have demanded anything and everything from standing bars on the roof and large cigar ashtrays to communication centres and bullet-proofing.

Of the many finishing touches, one in particular springs to mind – quite literally – as being the ultimate in thoughtful luxury. Ever concerned that you remain as comfortable out of its cars as in them, Rolls Royce has incorporated umbrellas in the coach doors of its Phantoms. At the touch of a button they spring to hand and, afterwards, they can be slotted back in these hidden compartments even if wet, as special drainage channels are incorporated in each coach door. Now that's inspiration-driven craftsmanship.

**Above left:** The gleaming dashboard of a Bentley  
**Above right:**

An exceptional trinity: Rolls Royce, superyachts and Monaco

**Opposite page, clockwise from top left:** The sumptuous interior of a Rolls Royce; cigars at the ready in a Rolls Royce Phantom; the famous Bentley mark of excellence; choose from six wood veneers on a Rolls Royce Phantom; the interior trim is perfectly matched to the exterior paintwork of this Bentley; a flawlessly finished Bentley takes to the road





# The art of charter

life on board

Entrepreneur, yacht owner, yacht-racing enthusiast and avid charterer, Graham de Zille has made an art form of entertaining guests on board. Here he shares some of his secrets with **sea&i**

By Kate Rigby

Graham de Zille, self-made entrepreneur in retail and manufacturing, has been a keen yachting enthusiast for many years. He first took to the water with a Fairline Taga 34' Sports Cruiser, later went on to develop a passion for yacht racing and, more recently, has extended his ownership portfolio to embrace a trio of world-famous superyachts. He currently has a 60m Benetti in build (see overpage), that replaces his 55m Amnesia (II). That, in turn, superseded his first superyacht – the 50m Benetti Amnesia. At the time (2000), this landmark yacht rapidly secured a reputation as the most popular and successful charter yacht on the market. With her Benetti pedigree and Stefano Natucci interior she certainly looked the part and was designed to optimise charter lifestyle, but as much as anything it was her carefully considered complement of first-class facilities and exceptional crew service that earned her such acclaim. This, in no small way, was a tribute to her owner – a man who has made chartering and entertaining on board an art form.

“There is a definite skill to chartering,” explains de Zille. “Your first superyacht charter is always unforgettable, and thereafter each one is unique but, like anything, practise makes perfect and the more you hone the skill of chartering, the finer the experience becomes.”





As his professional history will testify, de Zille is not one, having mastered anything, to sit back on his laurels. Having established for himself the formula for outstanding charters, he went on to extend the pleasure to family and friends.

"It's one thing to charter a yacht yourself," de Zille begins. "It's quite another to take on the role of host on board. Of course your captain and crew are imperative in organising and ensuring the success of a charter, but inviting friends to join you brings a whole new perspective to a charter and, as a superyacht owner, it is a role that is close to my heart."

#### A QUESTION OF TASTE

"One of my first priorities is ensuring that the provisions, facilities and service on board are uniquely attuned to the needs and preferences of each guest. For example, when it comes to dining you want to enjoy the finest foods but often that requires presenting them in diverse ways to cater for the varied tastes of your party."

Charters with de Zille, therefore, often involve buffet-style lunches with a selection of salads, pasta and seafood dishes, cold meats, smoked salmon and homemade breads. This provides something for everyone yet, always with an eye for quality, de Zille believes that even a relaxed buffet is more

enjoyable when it is personally presented. Therefore, he insists on waitress service at every meal.

"It is the small details that count," de Zille maintains. "For example, I ask that each day at breakfast a selection of the day's menu choices are typed up and presented for us to consider. It is a nice touch." De Zille detail also extends to personal quirks and habits, which takes account of the colour of sugar you prefer in your coffee, the exact strength of tea you enjoy, and whether you prefer your drink presented ready stirred, or with a teaspoon on the saucer so you can do it yourself.

#### THE FINISHING TOUCHES

"Presentation is all-important," de Zille continues. "From crew uniforms to a particular bathroom fitting, it's crucial to have everything just so to complete the overall effect." Equally important is guest comfort, something that is never wanting on a de Zille charter.

"I like the stewardesses to check on my guests every ten minutes or so," de Zille says. "Whether it is to provide a glass of wine, or simply to check they have enough sun cream or that the right music is playing at the correct volume, it is all part of the service. What is more, my crew is excellent at noting each guest's personal preferences. If someone has a food allergy, or favours a certain brand of beer, for example, it will be remembered so the next time they step on board they instantly feel welcomed and at home."

#### LOCATION, LOCATION, LOCATION

Destination also rates highly, and one of de Zille's favourites is the British Virgin Islands. "It is an ideal charter ground as sailing between anchorages is never more than a few hours," he explains. "This is reassuring if you are entertaining first-time charterers or guests who are less confident sailors." But the BVIs also score highly in many other ways. "Superyacht charter is all about inspiration, relaxation and variety," says de Zille. "These islands have the best of everything. One day you can wander around centuries-old ruins such as Fort George on Tortola, on another you can dive in fantastic bays and reefs – such as White Bay in Jost Van Dyke, the Norman Island caves or the wreck of RMS Rhone off Salt Island – and then you can have fun ashore. You can hike up to Virgin Gorda Peak, take lunch at a fabulous hotel, spot sea turtles feeding on Peter Island... the options are endless. And of course you add in the sunshine, stunning waters, friendly locals and fantastic scenery and you can count on pleasing everyone."

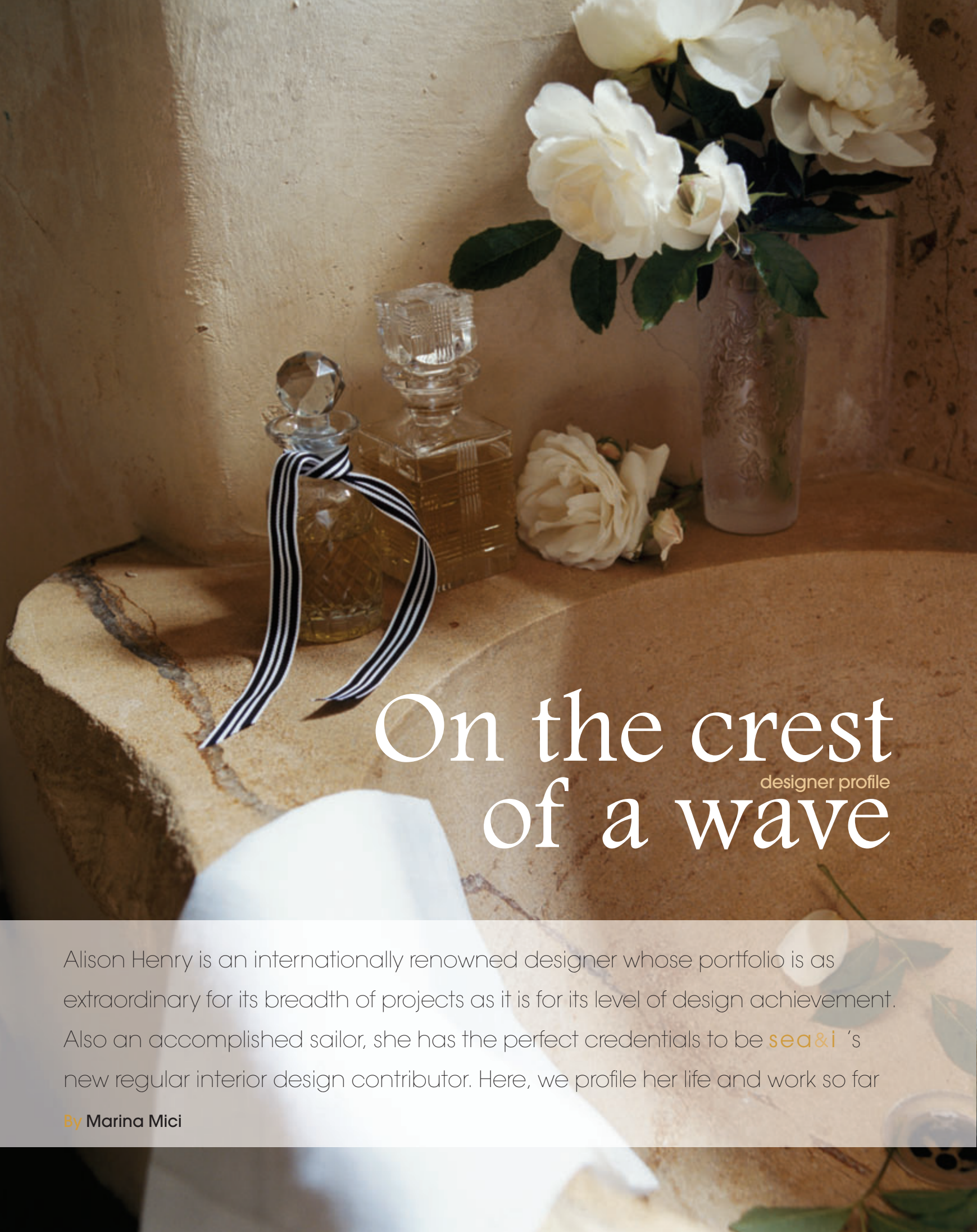
"Life at sea is a very significant part of my life," de Zille concludes. "And chartering is one of the great pleasures that I love to share. It is something I very much look forward to continuing with my new yacht"

#### DE ZILLE'S LATEST PROJECT

*Amnesia (III) is currently under construction at the Benetti shipyard. Due for delivery in Spring 2008, she will feature a stunning, contemporary Redman, Whiteley Dixon interior that will undoubtedly make her one of the most stylish yachts in the world. With the owner's experience and knowledge of large yachts, she is being built to the highest of technical specifications and will epitomise luxury yachting. Follow her build in the next issue of sea&i.*

**Opposite page:** A charter in the BVIs offers something for every charter guest  
**Above:** Mixing life ashore and aboard with watersports makes for the perfect charter



A still life photograph of a bathroom corner. In the foreground, a light-colored stone sink is partially visible. Behind it, on a matching stone ledge, are two glass perfume bottles. The bottle on the left is smaller, with a faceted stopper and a black and white striped ribbon tied around its neck. The bottle on the right is taller and wider, also with a faceted stopper. To the right of the bottles is a vase filled with several large, white, multi-petaled roses. A single rose lies on the stone surface in front of the vase. The background is a textured, light-colored wall.

# On the crest of a wave

designer profile

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, she has the perfect credentials to be **sea&i** 's new regular interior design contributor. Here, we profile her life and work so far

By **Marina Mici**



**A**lison Henry's childhood in New Zealand, Singapore and England was simple and idyllic. Her father had a great passion for the sea and yachting, so her early years were split between school, travel and sailing. Eric Henry, who is chairman of the Auckland Anniversary Day Regatta, now in its 166th year, raised both his daughters to be first-class sailors. "Because Dad did not have a son, my sister and I were dragged along to be crew," says Henry. "But we grew to love it and always looked forward to all the time spent together sailing along New Zealand's amazing coastline." Henry is still a member of the Royal New Zealand Yacht Squadron – her father has been a member for 40 years – and her connection to both the sea and the legendary New Zealand yachtsman and designers continues.

Sailing has formed a great deal of Henry's attitudes to both life and design. When she skippered her first Ladies Race in Auckland, her chances were 'scuppered' by a collision with another boat that had run off course. Henry finished the race with holes in both the deck and upper hull. "I used all the knowledge gathered over my years of sailing to just keep going. I am from a competitive family and my fear of failure helped me to succeed in completing the race." At every opportunity



**Opposite page:** Henry's range of accessories completes her designs

**Left:** When she is not busy designing, Henry is a passionate sailor

**Below, left to right:** Henry's private residence in New Zealand; the view from Henry's New Zealand residence provides inspiration for many of her designs; the Presidential Suite bathroom at the Peninsula Hotel Hong Kong

Henry continues to join her father on sailing adventures, loving the spectacle of superyachts, classic yachts and "particularly the J Classes at the America's Cup 150-year Jubilee".

Travel too has played a vital role in Henry's approach to design. From an early age she was exposed to many cultures at many levels and she feels this has not only given her a vast reserve of references, but a true eye for detail. It also led her to interior design.







**Above, left to right:**

Henry's private residence in the Cotswolds, UK, is a perfect showcase of her talent; the master bedroom in Henry's Cotswold residence; Henry's designs are an interpretation of the client's dreams combined with Henry's design style

**Opposite page:**

Henry chose to specialise in luxury projects, including yacht interiors

She initially studied architecture in order to understand 'the bones of buildings' before switching to interior design at Auckland University in New Zealand. Her first job, post graduation, was to join Richmond International in London, a design job she expanded upon to the point where, three years later, she was posted to Asia as the creative head and managing director of the company's Hong Kong office.

As managing director, Henry designed and controlled projects for some of the world's most prestigious hotels including the Peninsula Hotel HK and the Mandarin Oriental. By her late twenties, Henry took the decision to set up under her own name and developed a design house that would take care of every aspect of a project. "I have always worked from the point of view of the client in order to produce what meets their dreams," she explains. "That attitude is crucial and has carried me to and through some amazing work all over the world."

Henry chose to specialise in luxury projects because she felt that this is where the real potential lay in harnessing great design. It also gave her more scope to work with all types of materials and to combine her talents with other top-level craftsmen. "I don't have a specific style that is presented time and time again," she says. "Everything that comes from my design house is bespoke and done to suit the people for whom it has been created. I want to complete the whole picture down to the very last detail so that the design is cohesive and outstanding in every sense."

In some cases this has meant standing in the dock and drawing straight to wood the specific shape or moulded form she has conceived for a yacht. This hands-on method has produced some outstandingly simple alterations of line or concept that have set Henry apart as being a highly flexible designer and conceptualist who chooses to work with, never against, skill bases, technology and materials.

Recently, Henry moved to London permanently in order to develop the Alison Henry Design House in Europe. It also gave

her the perfect opportunity to create a further division of the company – a cohesive luxury product range that works hand in hand with her interior, architectural and yacht projects. Her collection, which is sold online, ranges from fashion to home with an indulgence section dedicated to all life's 'little and essential luxuries'.

Her own personal style is always held true to form by her 'buy once well' philosophy and her bent for a rare kind of silver-screen glamour. "Glamour is not just about an object, piece of clothing, antique or curiosity being the best or the most expensive of its kind; glamour to me is as much about confidence and the style with which you carry it," she explains.

From the next issue of *sea&i*, Henry will be a regular contributor. Her role will be that of exploring all aspects of the new, revisiting the best of the old, and holding our hands through all manner of design quandaries. While Henry agrees that if something isn't broke don't fix it, she will not follow the tried and tested school of thought just because something has always been done a certain way. She is hooked on seasonal, flexible looks and will show us how to create instant change as well as explore the concept of optimising space.

Examples and hints of what is to come can be seen throughout her London and Cotswolds homes. Black and white, wood and a few Asian antiques set the tone for a busy family life. She is captivated by the endless permutations of a monochromatic palette and likens it to the purity and simplicity of vintage black and white movies. "If things are kept simple but overlaid with luxury and style, you become the colour and the light and the interest and are not constantly competing with your environment," says Henry. "There is so much to do and say about creating a style of living but it all comes back down to how you wish to live and how brave you want to be in achieving that goal or dream."

For more information on Alison Henry, visit [www.alisonhenry.co.uk](http://www.alisonhenry.co.uk) or call +44 (0)20 7351 7800



GLAMOUR IS NOT JUST ABOUT AN OBJECT, A PIECE OF CLOTHING,  
ANTIQUE OR CURIOSITY BEING THE BEST OR THE MOST EXPENSIVE  
OF ITS KIND; GLAMOUR TO ME IS AS MUCH ABOUT CONFIDENCE  
AND THE STYLE WITH WHICH YOU CARRY IT





# Prêt-à-port

east mediterranean

Luxuriating along compelling stretches of the Greek and Turkish coastlines, first-class marinas invite you to step ashore

By Daniel Munro

Views over Port Bodrum Yalikavak Marina



The groundbreaking design of Port Bodrum Yalikavak



Relax in the grounds of the marina

## PORT BODRUM YALIKAVAK, BODRUM, TURKEY

Port Bodrum Yalikavak is a true lifestyle marina on the Turkish Riviera. Built to enhance the luxury of yachting, it boasts groundbreaking design, excellent facilities and a beautiful setting. Yalikavak is close enough to enjoy the attractions of Bodrum, just 17km away, but you'll find more than enough to occupy you around the marina.

**Sport & leisure** The marina caters well for guests with a heliport, duty free shopping, an amphitheatre, fitness centre, wellness spa, yacht club, small golf driving range, beach volleyball, yacht club, diving school and sailing school. Tennis courts are also on the way, while nautical archaeology fans will enjoy visiting the oldest shipwreck in the Aegean – soon to be lifted and exhibited in a museum.

**Dining & nightlife** Try the Secret Garden in Bodrum for an evening of Mediterranean fare, or reserve a table at the Cakiroglu Cardak Restaurant in Yalikavak for seafood dishes and a charming atmosphere. Wherever you end up, be sure to try the traditional raki drink – the Turkish equivalent of ouzo. You may also be lucky enough to catch one of the great concerts arranged at the marina's 2,500-seat amphitheatre. If not, you could still wander along to the Moonlight Cinema on a Thursday night to watch a recent Hollywood favourite – it has to be one of the most stunning film settings ever. Keep free an evening for a civilised soiree at the Yacht Club – it is the ideal place to relax and socialise with likeminded travellers.



Göcek is a tranquil village offering welcome privacy

Port Göcek is perfectly placed for the nearby village and airport

On your arrival, enjoy a cocktail at the waterfront bar

### PORT GÖCEK, TURKEY

Situated just 20 minutes drive from Dalaman International airport, Port Göcek is the finest marina on Turkey's Aegean coast. The tranquil village of Göcek has escaped mass tourism and the main street and waterfront are pedestrianised. The marina lies about 400m from the village, lending it a great deal of privacy without being remote.

**Sport & leisure** Every May a prestigious Regatta Week is hosted at Port Göcek, attracting ever-more competitors from all over the world. The Göcek Yacht Club also organises a number of annual international regattas and offers sailing courses for children. If you happen to be in Göcek at the right time, you may also find yourself joining other yacht owners for a meal and entertainment at Port Göcek's end-of-season party, or celebrating with local speciality foods and beer at the famous Oktoberfest at Café Port. It's a great opportunity to enjoy the pleasures of Bavaria and Anatolia at the same time.

**Dining & nightlife** Café Port is an elegant café, bar & lounge serving delicious food and drinks on a waterfront setting. For sophisticated Mediterranean cuisine try the Verandah Restaurant & Bar, located on the waterfront of Port Göcek, and for typical Turkish cuisine, grill specialities and barbecue buffets, head to the Sundowner Restaurant & Bar. For a truly memorable evening, though, ask your crew to visit Wine Port – a specialist shop stocked specially for connoisseurs (its motto is “life is too short to drink bad wine”) – and simply enjoy the luxury of your yacht in scenic surrounds. →





The city skyline at night



Setur Kalamis Marina is well placed for the attractions of Turkey's capital city



The Seasons Restaurant at the Four Seasons Hotel

### SETUR KALAMIS MARINA, ISTANBUL, TURKEY

For thousands of years Istanbul has been on the trade path for yachts passing from Europe to Asia, and vice versa. Happily caught in the middle of both, the city is an enigmatic mix of ancient and modern. There has never a better time to visit, and if you do head for Setur Kalamis Marina in one of the city's most beautiful bays.

**Sport & leisure** You can't go to Turkey and not treat yourself to a traditional Turkish bath! If you're up for some character-building pampering, take yourself along to the Süleymaniye Bath, part of the city's beautiful Süleymaniye Mosque. Built in 1557 it has been lovingly preserved and is clean and visitor-friendly. If you're dying to swing a club, ask for a round to be booked for you at Istanbul Golf Club's nine-hole course.

**Dining & nightlife** If you're after a real taste of Turkey, Tugra restaurant on the Bosphorus has Fusion foods from the Ottoman Empire. Alternatively, housed in an Art Nouveau building, the award-winning Changa is well-regarded for its fusion food. For breathtaking views and international cuisine try Leb-i Derya, or head to the Seasons Restaurant at the Four Seasons Hotel for fine international fare. Istanbul has a bustling calendar of activities, including fairs, art festivals, opera, ballet and concerts featuring international artists, so it is worth finding out if your charter coincides with any. Partygoers, meanwhile, will love Reina. Since 2002 it has served up great entertainment, ambience and food at its Jass Lounge and Crystal Club – making a name for itself across Europe.





White-washed buildings dot the Corfu coastline



Gouvia Marina is a great place from which to explore Corfu



Enjoy a round at the 18-hole Corfu Golf Club

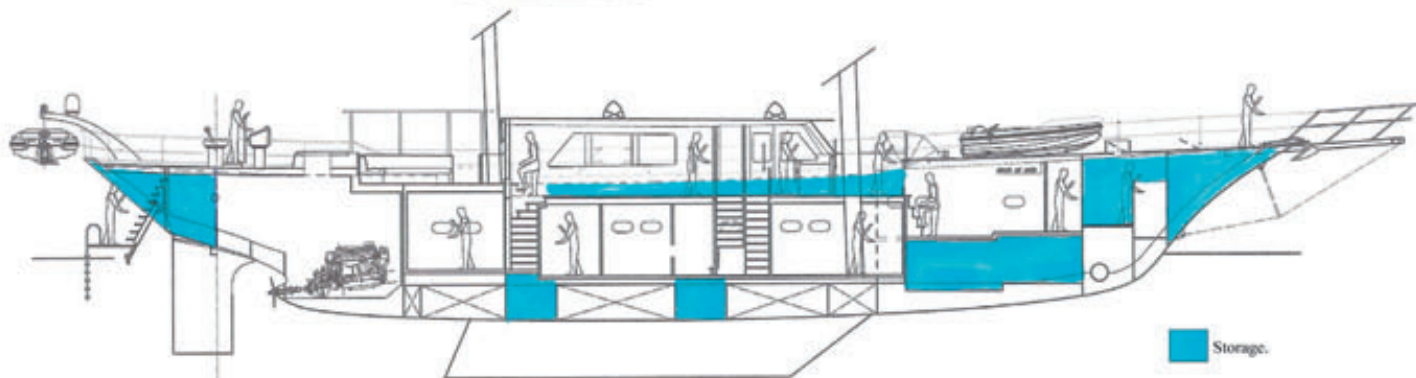
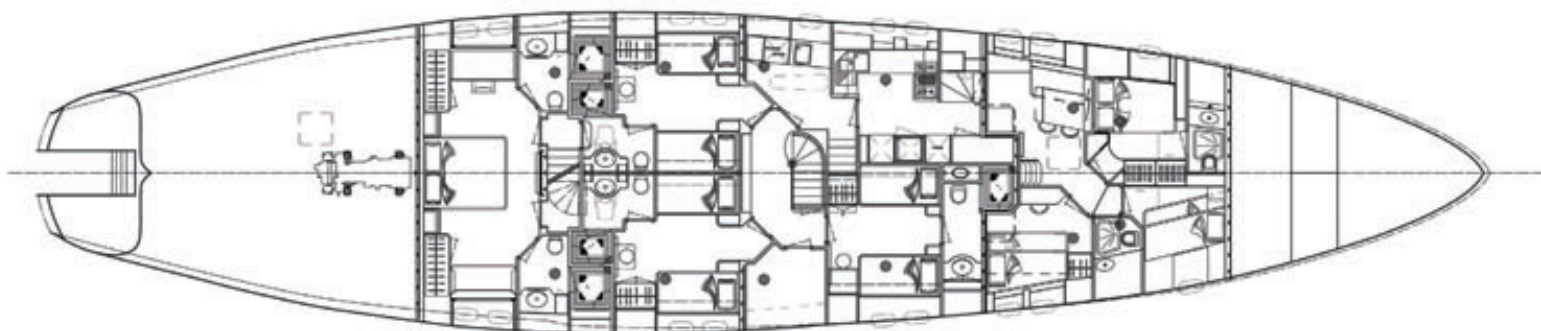
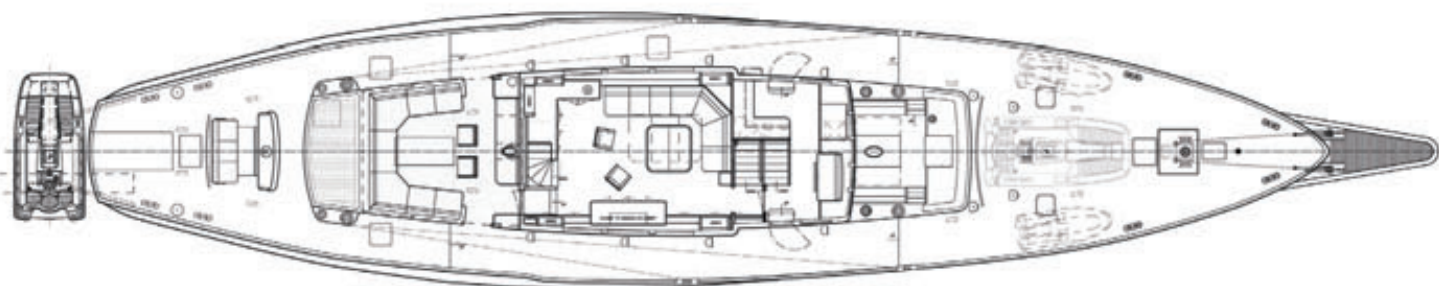
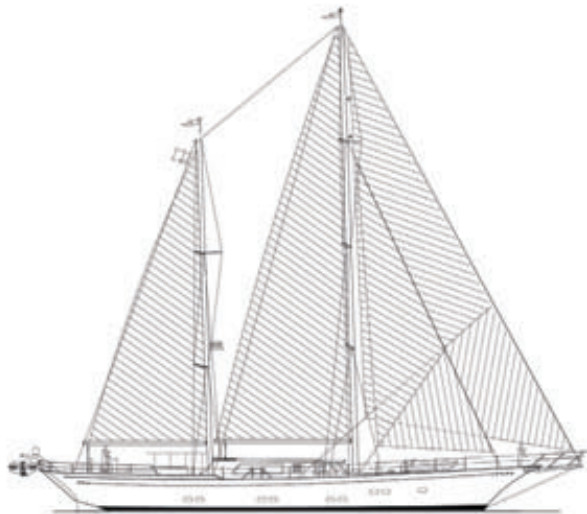
### GOUVIA MARINA, CORFU, GREECE

Situated on the sailing route between East and West, Corfu has long been a favoured stopover. As a result, the island has inherited numerous cultures making it a lively and compelling destination for modern-day charterers. Just seven kilometres from the town and international airport, Gouvia Marina is the place to stay.

**Sport & leisure** If you have time, wander south along Gouvia beach until you come across the remains of the stone arches of a Venetian Shipyard – a pleasant walk with a scenic and historic finale. For sport, head to the acclaimed Corfu Golf Club. The par 72, 18-hole course is one of the most scenic in the Mediterranean. And while you're on the island, take full advantage of the Ionian Sea and the many watersports on offer. Fans of pampering should book a few treatments at the Corfu Palace Hotel's Corfu Spa.

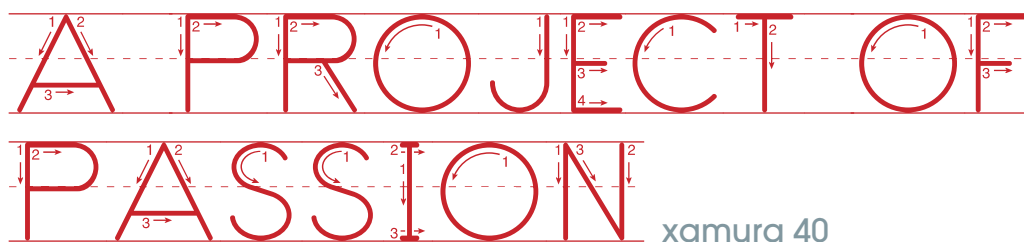
**Dining & nightlife** There are around 30 eating places in Gouvia alone so the best idea is to wander along until you find a taverna you like the look of and ask to be served some traditional dishes and meze. A few kilometres from the marina, the Kontokali Bay Hotel's romantic Candlelight Restaurant has a fine international à la carte menu. And don't miss the five star Corfu Palace Hotel's Scheria Restaurant. As well as food, Corfu is famed for its nightlife and Gouvia is particularly renowned for its bars, nightclubs, cafés and music to suit every taste. Relatively nearby in Kanoni, you may like to visit the Corfu Holiday Palace Hotel which boasts its own casino. ■





Storage.





Following a lifetime's experience in yachting, CNI chairman George Nicholson is delighted to present his latest project – the Xamura. Here he tells **sea&i** about the concept and creation of this 40-meter expedition cruising ketch

**By** Laurent Perignon

**A**fter more than 50 years in the business, CNI chairman George Nicholson has more experience of building yachts that can possibly be gauged. Yet with every new project, he still brings the same passion and enthusiasm he has always been known for. His latest launch, the Xamura 40, is no exception.

**How did the project come about?**

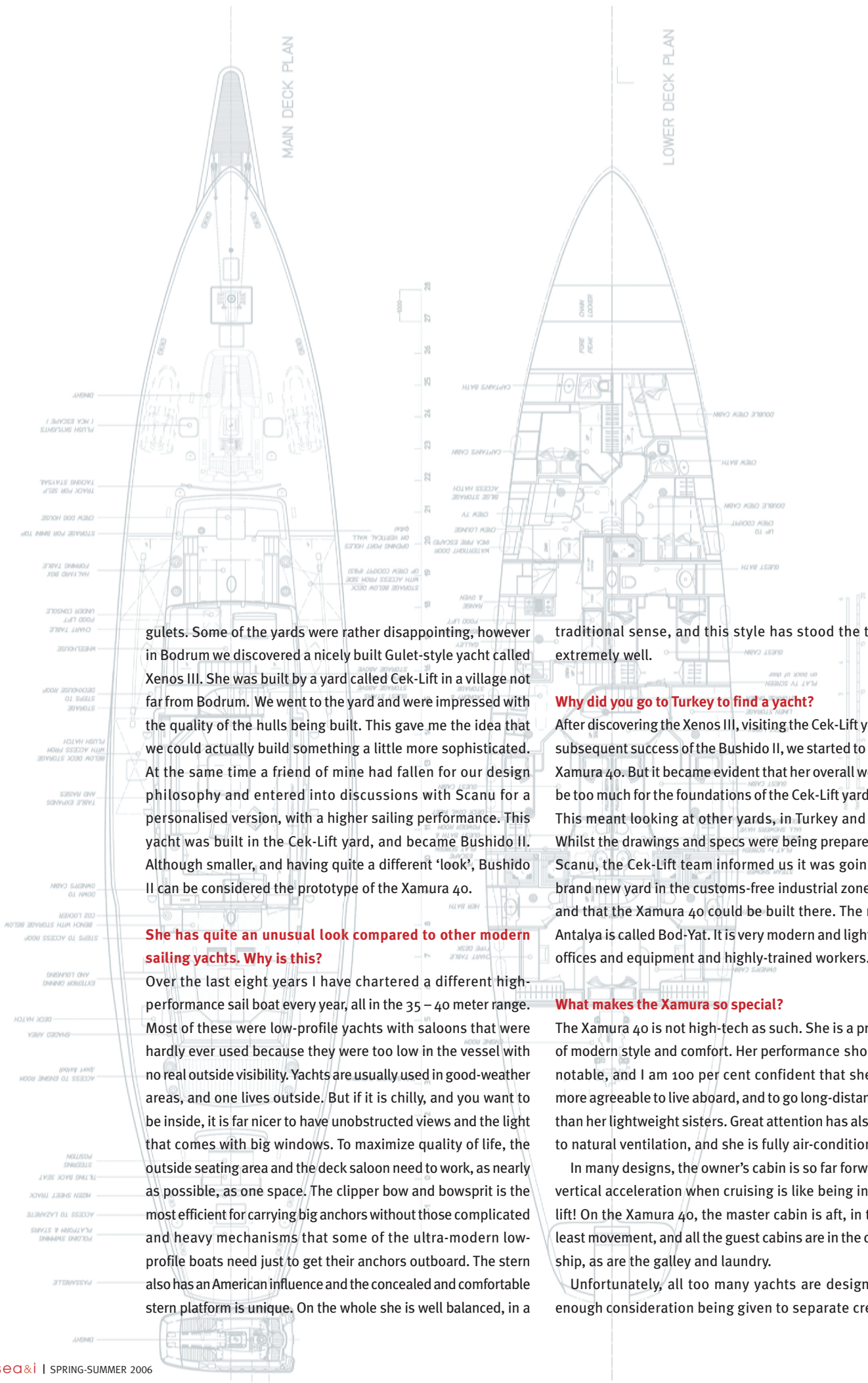
The Xamura has been developed for two highly experienced yachtsmen who, during a lifelong love for the sea and sailing, have cruised all over the world. They were looking for a yacht

that would offer privacy, and preserve the quality of life they enjoy ashore. After many cruises in Turkey I have built up an affection for the Turkish Gulets, which can be a lot of fun and are very cheap to build. However they typically have many shortcomings so, with architect Paolo Scanu, I developed a variation on the theme.

**Did the design evolve as you went along, or did you have a very precise idea of what you wanted from the beginning?**

I had an original design concept, and on my next charter in Turkey we spent time visiting yards that were building →





gulets. Some of the yards were rather disappointing, however in Bodrum we discovered a nicely built Gulet-style yacht called Xenos III. She was built by a yard called Cek-Lift in a village not far from Bodrum. We went to the yard and were impressed with the quality of the hulls being built. This gave me the idea that we could actually build something a little more sophisticated. At the same time a friend of mine had fallen for our design philosophy and entered into discussions with Scanu for a personalised version, with a higher sailing performance. This yacht was built in the Cek-Lift yard, and became Bushido II. Although smaller, and having quite a different 'look', Bushido II can be considered the prototype of the Xamara 40.

### **She has quite an unusual look compared to other modern sailing yachts. Why is this?**

Over the last eight years I have chartered a different high-performance sail boat every year, all in the 35 – 40 meter range. Most of these were low-profile yachts with saloons that were hardly ever used because they were too low in the vessel with no real outside visibility. Yachts are usually used in good-weather areas, and one lives outside. But if it is chilly, and you want to be inside, it is far nicer to have unobstructed views and the light that comes with big windows. To maximize quality of life, the outside seating area and the deck saloon need to work, as nearly as possible, as one space. The clipper bow and bowsprit is the most efficient for carrying big anchors without those complicated and heavy mechanisms that some of the ultra-modern low-profile boats need just to get their anchors outboard. The stern also has an American influence and the concealed and comfortable stern platform is unique. On the whole she is well balanced, in a

traditional sense, and this style has stood the test of time extremely well.

### **Why did you go to Turkey to find a yacht?**

After discovering the Xenos III, visiting the Cek-Lift yard, and the subsequent success of the Bushido II, we started to develop the Xamara 40. But it became evident that her overall weight would be too much for the foundations of the Cek-Lift yard in Bodrum. This meant looking at other yards, in Turkey and elsewhere. Whilst the drawings and specs were being prepared by Studio Scanu, the Cek-Lift team informed us it was going to build a brand new yard in the customs-free industrial zone in Antalya, and that the Xamara 40 could be built there. The new yard at Antalya is called Bod-Yat. It is very modern and light, with good offices and equipment and highly-trained workers.

### **What makes the Xamara so special?**

The Xamara 40 is not high-tech as such. She is a pragmatic mix of modern style and comfort. Her performance should be very notable, and I am 100 per cent confident that she will be far more agreeable to live aboard, and to go long-distance cruising, than her lightweight sisters. Great attention has also been paid to natural ventilation, and she is fully air-conditioned.

In many designs, the owner's cabin is so far forward that the vertical acceleration when cruising is like being in an express lift! On the Xamara 40, the master cabin is aft, in the place of least movement, and all the guest cabins are in the centre of the ship, as are the galley and laundry.

Unfortunately, all too many yachts are designed without enough consideration being given to separate crew and →





## A PROFILE OF THE XAMURA 40

**Accommodation:** The cabin accommodation is exceptionally comfortable. The master cabin has a king-sized double bed and identical his and hers bathrooms. The desk to port can double as a dressing table, and there is a generous starboard sofa for napping, or if you fancy taking a meal in the cabin. There is also ample clothes storage and an attractive library arrangement. The three spacious double guest cabins have large en suite bathrooms and all are very generous for this size of sailing yacht. Each guest cabin has a Pullman berth for extra guests, or children, bringing the total number of guests beds to 11.

**Crew:** The crew accommodation is comfortable for a total of six in three spacious double cabins. There is never any need for the crew and guests to

bump into each other, even inside the yacht thanks to three ways for the crew to access their own quarters, and to give deck and cabin service. If the stewardess wishes to access the owner's cabin aft, and the guests happen to be occupying the main deck saloon, she can gain access, without being seen, via the port guest cabin and shower room. Cabin service is given in the same discrete manner to all four double cabins. The Xamura 40 is also configured to be a professional charter yacht. The heart of a successful cruising yacht is the galley. On the Xamura 40 it is surprisingly large and professional, with a food lift to the wheelhouse.

**Outdoor space:** The owners have assumed that most of the guests' time will be spent on the upper deck level, either in the deck saloon or in the large, sheltered, outside sitting/dining area. This is covered by a permanent awning. The sides can be dropped down, as required, to protect the guests

from wind and spray. Sunbathing is catered for on the raised area immediately behind the shaded sitting/dining area, where fitted mattresses are laid out for ultimate comfort. There is plenty of other deck space for loose mattresses, even the deck saloon roof. For access to the water and tenders, the Xamura 40 has a unique bathing platform which lowers down from the deck under the transom on the centreline (see rendering opposite).

**Sailing:** The powerful ketch rig has been chosen for ease of handling. The 155m<sup>2</sup> mainsail is set within lazy jacks, and the mizzen rolls into the boom. It is expected that even in a strong wind it will seldom be necessary to take in more than one reef in the mainsail. Another advantage of the ketch rig, together with a strong mast, is that running backstays are not required, reducing the clutter of winches on deck and making tacking that much easier.

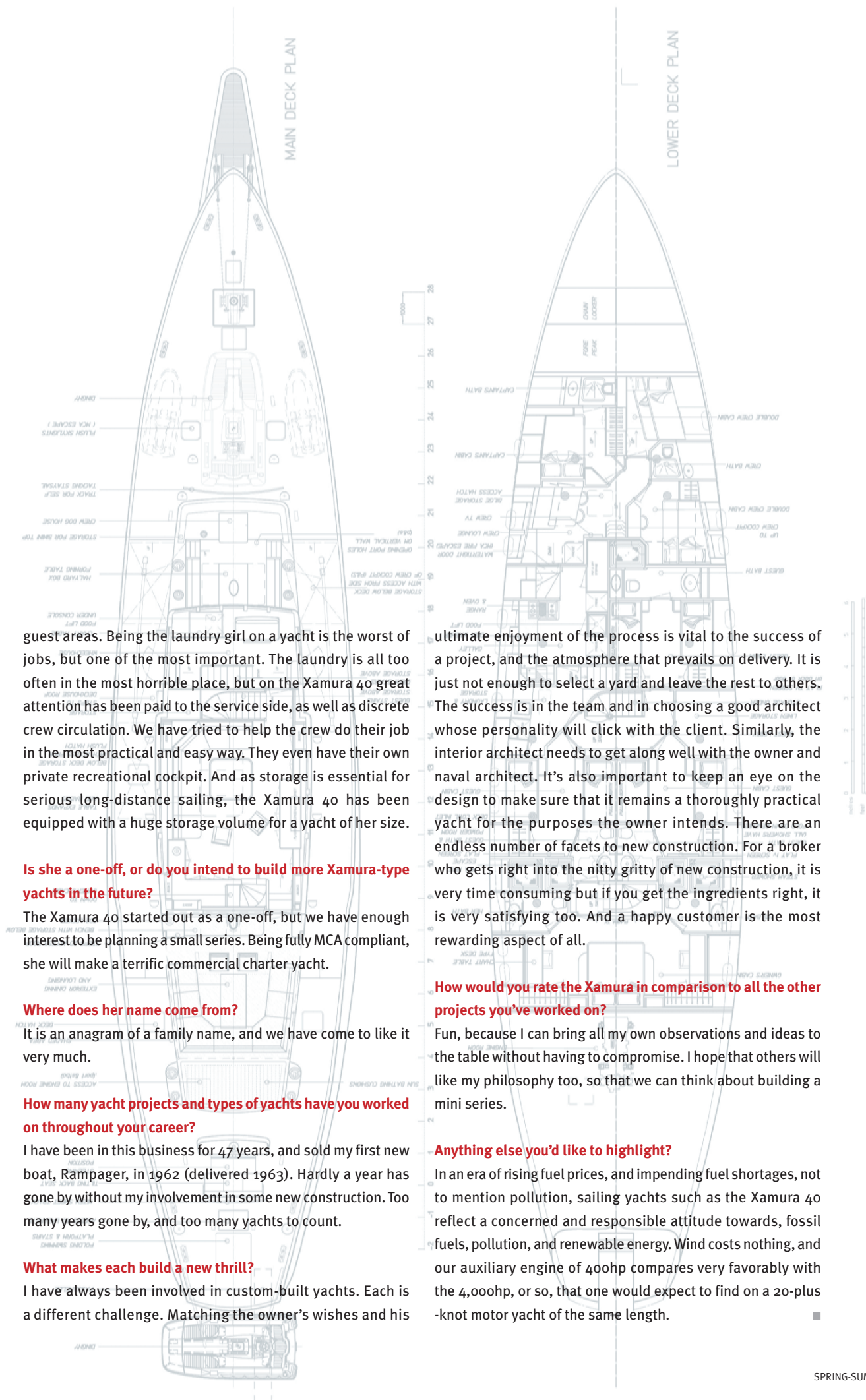


# XAMURA 40: MAIN SPECIFICATIONS

LENGTH OVERALL	.40m
BEAM	.7.45m
DRAFT (FULL LOAD)	.3.55m
SAIL AREA	.540m <sup>2</sup>
FUEL CAPACITY	.16,000 litres
WATER TANKS	.7,700 litres
GREY WATER TANK	.2,500 litres
HULL	.Tensile steel
SUPERSTRUCTURE	.Aluminium
DISPLACEMENT FULL LOAD	.172 tons
MAIN ENGINE	.Caterpillar 3406C/400hp continuous
GENERATORS	.Northern Lights, 33 and 55kW
WATER-MAKERS	.2 x Idromar; total 9,000 litres per day
TENDERS	.2 x Castoldi diesel RIBs
NAVAL ARCHITECTURE AND DESIGN	.Studio Scanu
CLASSIFICATION	.RINA 100 A1 yacht, and full MCA compliance







guest areas. Being the laundry girl on a yacht is the worst of jobs, but one of the most important. The laundry is all too often in the most horrible place, but on the Xamura 40 great attention has been paid to the service side, as well as discrete crew circulation. We have tried to help the crew do their job in the most practical and easy way. They even have their own private recreational cockpit. And as storage is essential for serious long-distance sailing, the Xamura 40 has been equipped with a huge storage volume for a yacht of her size.

**Is she a one-off, or do you intend to build more Xamura-type yachts in the future?**

The Xamura 40 started out as a one-off, but we have enough interest to be planning a small series. Being fully MCA compliant, she will make a terrific commercial charter yacht.

**Where does her name come from?**

It is an anagram of a family name, and we have come to like it very much.

**How many yacht projects and types of yachts have you worked on throughout your career?**

I have been in this business for 47 years, and sold my first new boat, Rampager, in 1962 (delivered 1963). Hardly a year has gone by without my involvement in some new construction. Too many years gone by, and too many yachts to count.

**What makes each build a new thrill?**

I have always been involved in custom-built yachts. Each is a different challenge. Matching the owner's wishes and his

ultimate enjoyment of the process is vital to the success of a project, and the atmosphere that prevails on delivery. It is just not enough to select a yard and leave the rest to others. The success is in the team and in choosing a good architect whose personality will click with the client. Similarly, the interior architect needs to get along well with the owner and naval architect. It's also important to keep an eye on the design to make sure that it remains a thoroughly practical yacht for the purposes the owner intends. There are an endless number of facets to new construction. For a broker who gets right into the nitty gritty of new construction, it is very time consuming but if you get the ingredients right, it is very satisfying too. And a happy customer is the most rewarding aspect of all.

**How would you rate the Xamura in comparison to all the other projects you've worked on?**

Fun, because I can bring all my own observations and ideas to the table without having to compromise. I hope that others will like my philosophy too, so that we can think about building a mini series.

**Anything else you'd like to highlight?**

In an era of rising fuel prices, and impending fuel shortages, not to mention pollution, sailing yachts such as the Xamura 40 reflect a concerned and responsible attitude towards, fossil fuels, pollution, and renewable energy. Wind costs nothing, and our auxiliary engine of 400hp compares very favorably with the 4,000hp, or so, that one would expect to find on a 20-plus -knot motor yacht of the same length.



All set for the last round of this 32nd edition... Will the Cup remain in Europe?

# Catch the fun !

valencia 2006

With America's Cup back in Valencia in May, the tension is rising for the 12 participants of the Louis Vuitton Cup before next year's final battle (Act 14). To make sure you enjoy the show to the fullest, do not hesitate to book a charter early!

By James Shotton

The races in Malmö (Sweden) and Trapani (Italy) did not bring much change to the hierarchy established last spring. The four top teams, Alinghi, BMW Oracle, Team New Zealand and Luna Rossa still occupy top positions, while the remaining eight are battling hard to keep up the pace. The winter break was not much of a leisurely time as it gave teams an opportunity to consider new technical developments, and, in some instances, come up with new boats. Whether that will make a difference in the competition remains to be seen, but it certainly makes it another good reason to join in the fun.

The major change in the America's Cup has nothing to do with the teams, but all to do with the infrastructures. The new canal that bypasses the commercial harbour has now been completed. It allows the competing boats and superyachts to reach the racing waters without passing near the giant cargoes berthed in the commercial harbour – although an interesting spectacle, it was not a convenient journey.

The Superyacht Marina is now fully operational. Based at the heart of the competition, the superyacht pier is surrounded by the team bases and takes centre stage when the competition is not. The programme set up for yachts 30 metres and above includes of course all marina operations and services, as well as 24-hour concierge services, nominated passes to the Foredeck Club (where the racers enjoy breaks), security and accreditation. As the number of berths available is limited, it is becoming even more essential to book as early as possible - especially in view of securing berths for next year's grand finale!

Louis Vuitton Acts 10 (match race) & 11 (fleet race) take place 11-21 May 2006, and Act 12 (match race) between 21 June - 3 July 2006. For more information, to charter or berth a yacht during one of these Acts, do not hesitate to contact your nearest CNI charter broker. ■



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# New onto CNI's yacht listings books

**sea&i** welcomes a new column, dedicated to yachts for sale listed with CNI in the past few months. As these are only a small share of the number of yachts CNI brokers can recommend, do nott hesitate to contact any of them to discuss the latest opportunities on offer.





**THUNDER GULCH** 50m/163', Amels, 1999  
Thunder Gulch is a breed apart offering a world of extravagant luxury and maintained to the highest levels. Stunning interior by Terence Disdale Design.



**NETANYA 7** 49.2m/161'3, Oceanco/CMN, 2001  
Totally updated in 2004/2005 NETANYA 7 proudly sports a light, airy, Andrew Winch interior, "as new" cosmetics, and one of the strictest classifications.\*



**FLYING EAGLE** 48m/157'3, Bloemsa - Claassen, 2005  
A Masterpiece in steel and aluminum. Raymond Langton styling and interior design. Five voluminous staterooms, expansive living and deck areas.



**AZZURRA II** 47.8m/156'7, CRN, 1988/2004  
From the day she was launched, Azzurra II has turned heads. Her lines are ageless and her layout is a statement of ingenuity in design.\*



**CONFIDANTE** 46.25m/151'7, Feadship, 1987  
Built for a real estate developer who demanded the highest engineering specification, CONFIDANTE is one of the best-loved Feadships on the circuit.



**TANIT** 45.56m/149'3, Camper & Nicholson, 1967  
Built by Camper & Nicholson LTD, Tanit has always been maintained in pristine condition. A true Classic with great sea keeping abilities.



**CURT C** 44.2m/144'9, N.Q.E.A Shipyard, 1989  
Top credentials. Just passed Lloyd's big survey. New engines and stabilizers. Totally upgraded with on deck VIP, full width Master and 3 guest cabins.



**LADY JOY** 44m/145', Heesen, 1990/2005  
Recipient of Super Yacht Award for high quality build, performance & timeless Gilgenast design. Well maintained & refitted 2005, including new Sundeck, galley and pantry areas.



**MAGNIFICA** 43m/141', CRN, 2001  
Currently undergoing a winter refit and a full paint job in Pireaus, this highly desirable, fully MCA-classed yacht will be pristine by the end of March, ready to go.



**ELISABETH F** 39.7m/130'1, CRN, 1979/1999  
Completely rebuilt in 1999 and upgraded in 2004. Up to 12 guests in 5 ensuite cabins. Fully MCA compliant and Lloyd's 100 A1 classification.



**MANA** 35.8m/117'3, Akdeniz Shipyard, 1997/2005  
Extensive refit during 2005, including new galley and sundeck. MANA offers luxurious accommodation for 8/9 guests.



**ELALDREA** 35m/114'7 Benetti, 2002  
New to the market, this Benetti Classic features 5 luxurious staterooms, fully equipped; beautiful interior designed by François Zuretti. →





### OVER THE RAINBOW

35m/115', Dickie and Son's, 1930/2004

Totally rebuilt, she could be considered as new, while keeping her original classic style.



### ALESIA 32m/104'9", CN di Pisa, 1989/2002

Typically impressive Akhir, combining high performance with spacious interior and deck areas. Comprehensively equipped, in class with Lloyd's.



### ARIANA 101 30.78m/100'9", Tuzla Istanbul, 2006

This exceptional brand new, tri-deck yacht, boasts 5 superb cabins for 10 guests and a vast amount of exterior deck space.



### DEEP BLUE OF TORTOLA

29.9m/98'1", Sunseeker, Predator 100', 2003

Original owner, less than 300 hours, Triple MTU 2000's giving speeds of up to 50 Knots.



### FREE SPIRIT 29.8m/97'7", Azimut Jumbo 100, 2003

Four luxurious guest cabins on the lower deck and in addition the 'Multi-purpose' cabin on the main deck.



### CANELI 29.10m/95'4", Sanlorenzo, 2002

A fine vessel. Well built offering owner's on the main deck. Stabilisers and much more. MCA compliant.



### SEALION 27m/88'5", Leopard 27 Open, 2005

Just delivered, with zero hours on the 16V2000 series MTU engines and the guest cabins have never been slept in. Jump the queue!



### CARRARA 26.2m/85'9", Amer, 2005

MCA compliant and ready for immediate cruising. Carrara is in pristine condition and is the finest yacht of her size on the market.



### ABRA ISA 26.25m/86', Overmarine, 1998

Equally comfortable cruising at 25 knots or lying quietly at anchor, "Abra Isa" offers the perfect combination of performance and relaxation.



### SANTA CRUZ 26m/85'2", C.N. Lavagna, 1989

Aluminium construction and powered by twin MTU's. Tasteful and comfortable decoration throughout, accommodation in 4 guest cabins.



### LADY K OF MONACO

24.2m/79'3", Falcon 80', 1993

Accommodation for 8/10 guests and 3 crew. Two x MAN 1100's, cruising 20knots+. VAT paid.



### LIBERTY OF LONDON

22.4m/73'4", Kompas, 1991

An extensively refitted De Vries Lentsch yacht offering 10 knots cruising speed.





**HAPPY DAYS** 19.7m/65' Viking, 2000/2005  
Euro-styled Sport Yacht. Best value in its class. Interior completely redone. 4 staterooms plus crew. All trades considered.



**SANTA MARIA** 56m/183', Perini Navi, 2004  
Ron Holland hull in aluminum. Latest sailing technology and great performance. Six cabins, exceptional crew quarters. Loaded with the best gear.\*



**ATMOSPHERE** 53m/173'7", Perini Navi, 2000  
Spectacular Sailing Yacht maintained in top condition. The spacious accommodation offers 6 double suites. ABS & MCA Compliant.



**SURAMA** 40.64m/133', Royal Huisman, 1997/2004  
Accommodating up to 8 guests & 6 crew. Ideal cruising configuration. Continually upgraded & beautifully maintained.



**XAMURA 40** 40m/131'1", Antalya Shipyard, 2006  
A stylish cruising ketch under construction and available for sale. MCA compliant and built from a wealth of experience.



**VAINQUEUR** 37.3m/122'3", Thackwray, 1987/1995  
Dubois design, high performance yacht. 1st of her kind in large sailing yacht technology. Great saloon & pilothouse, carbon mast & boom-1995.



**QS ATLANTIC** 36m/118', Cihan Marine, 1997  
Steel built, Tuzla, with full keel & twin diesels. Exceptionally spacious & superb interior. Unique opportunity.



**CHRISTOFFEL'S LIGHTHOUSE** 32.4m/106'2", Holland Jachtbouw, 2003  
The classic lines of a pilot cutter with all the classic elegance. Great performance.\*



**ROSALIND** 32m/105', Stow & Sons Ltd, 1904/1997  
Entirely restored in 1997 to original 1904 design. Very comfortable cruiser. Participated in Trofeo Almirante Conde de Barcelona & other Regattas.



**LEOPARD OF LONDON** 29.5m/96'7", Green Marine, 2000  
Combines scorching performance with poise and elegance - a true Jekyll and Hyde yacht.



**SORCERER II** 28.95m/94'9", Cookson, 1998  
Quick acceleration, responsive and fast, Frers design and light weight composite hull, carbon (Southern Spars) rig and furling boom.



**CATALYST OF FAL** 28m/91'9", Alloy Yachts, 1995  
In excellent condition and a superb example of the pedigree of Alloy Yachts.



# Taylor-made solutions yacht finance

The superyacht market has grown rapidly over recent years, resulting in an ever-increasing demand for yacht financing solutions among wealthy private banking clients.

By Michel Buffat

A few private banks such as Credit Suisse, are building on their experience in the financing of commercial vessels, and are now able to offer a range of attractive products that are tailored specifically to its clients' yacht financing requirements.

Having worked closely with their clients who are yacht owners for many years, relationship managers have a precise understanding of their needs. To date, many yachting clients have displayed a particular interest in financing products for the

45m+ segment, where alternative funding options are in demand due to the significant level of cost involved. In view of the low interest rate environment at present, Credit Suisse can - for example - offer clients the opportunity to invest their assets at a higher rate of return than the rate of interest they pay for financing. Depending on the investment strategy selected, the spread may be significant and could potentially cover a considerable proportion of the yacht's operating costs.

Another common scenario in which clients seek financing is when they order a larger model to replace their current yacht. Up to 80% or 90% of the cost of the new vessel has to be paid while it is still under construction – but the client's liquidity is often tied up in the existing yacht. It therefore makes sense for the client to seek a financing option rather than exiting a profitable investment in order to generate the requisite funds.

Because no two clients' financing requirements are the same, banks such as Credit Suisse focus on providing individual solutions that offer maximum flexibility and can be combined effectively with other key offerings from our innovative global range of products. ■



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