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that a wholesale weeding out of brokers is on the cards over the coming months, which is no bad thing. Missy would love to see a worldwide licensing system for the good clients, owners and brokers alike. 'Owners don't realise what's going on', she claims. At a time when more and more of them are turning to charter to help defray the escalating costs of running a boat, this again would be a welcome development. Many owners are beginning to appreciate that yachts need to be kept busy. Port fever is as rife in the 1990s as it was in 1790s. Crews need to be kept busy. Good crews make or break a charter.

Missy had seen her baby grow steadily. In the first year 27 yachts turned up. Last year the figure was 47. 'This is as big as we want to go', she says. 'Quality not quantity is the keyword'. She acknowledges the trend over the last few years towards faster and faster yachts, but is not alone in recognising a return to more sedate chartering. Most of her New England clients would not be seen dead in a jetboat. 'High pressure businessmen want privacy and relaxation', she says. 'They have no interest in speed, crashing about doing a lot of kidney damage. Newport was appalled by *Never Say Never*. Boats weren't meant to go 100mph. Speed is a passing fad.'

Albacora is her kind of yacht and it was something of a treat to be shown around by her captain Colin Baskerville. She was also considerably taken by the GL Watson-designed *Henry Morgan* and *Classique*, both superb examples of old-timers enjoying an Indian summer. The busiest yachts seem to be those which have established good reputations over the years.

Captain Felix Blunt's *Legend of Tintagel* is another case in point. This 42m (138ft) Picchiotti may not be the newest, nor the fastest, but the combination of experienced crew, superb accommodation and reliability is unbeatable. Blunt is one of those highly knowledgeable captains who has been in the business for years and to whom other captains turn for advice. His wealth of experience and warm sense of humour and



LADY JANET

The 32.7m (108ft 3in) *Lady Janet* is one of those classic '70s-style Feadships that will always command a loyal following. In immaculate condition throughout, she is handled by Bob Saxon Associates. With her twin Caterpillar diesels she makes 11 knots and sleeps six guests plus six crew



SEA CREST

Right and below: *Sea Crest*, built by Hall Russell in Aberdeen, is a 36.4m (120ft) ocean-going motoryacht with a range of over 4000 miles. Castlemain are the agents for this eight-berth classic





BELLISSIMA

Above and right: this magnificent, independently managed 48.4m (159ft) motoryacht has had US\$5 million spent on her recently at Diana Yachts. Her

interior is orientally inspired, with walls in silk and suede and artefacts from China and Thailand. British registered, she is classed Lloyds 100 A1 and carries a crew of 12 for as many guests

those of his colleagues John Nobbs and Jeff Pearlman, were to the fore during their succinct morning lectures on cruising itineraries, covering Italy, Turkey, the Riviera and further afield. These talks are undoubtedly one of the most valuable aspects of the whole show.

Ben LeBow's 54m (177ft) *Stefaren* and the Bannenberg/Winch/Holland 34m (112ft) *Acbarne*, skippered by Mike Frank, are notable exceptions to this rule. Both are fast and flashy, in their way. This will be their first charter season. *Stefaren* is certainly a superb vehicle for charter - a real head-turner wherever she is destined to sail. And it was on board her that the recently formed Association of British Yacht Builders chose to announce their plans. Three yards are involved, Brooke Yachts, Campers and Pendennis - a sort of British Feadship, if you will.

Stefaren's crew under Captain Robert Peel are both disciplined

and charming. There was no appreciable sign of wear. She was in pristine condition throughout, but charterers willing to pay the considerable asking price would no doubt expect that.

It was revealing to see just what charter brokers look for in a yacht. I accompanied Alev Karagulle and Andrew Routledge of the Crestar team on their daily rounds. The questions are deceptively simple, but in a brief visit it is possible to find out an enormous amount about a crew and their attitude. Assessing crew in



MASA YUME

Varnished mahogany hull and teak decks give this 27m (89ft 2in) Sangermani sloop the looks of a piece of seagoing furniture, but her skipper, Gil Frei, will be happy to show off her paces. Traditional French cooking is her chef's speciality. Sleeping ten in five cabins she is handled by agents Yachting Partners International