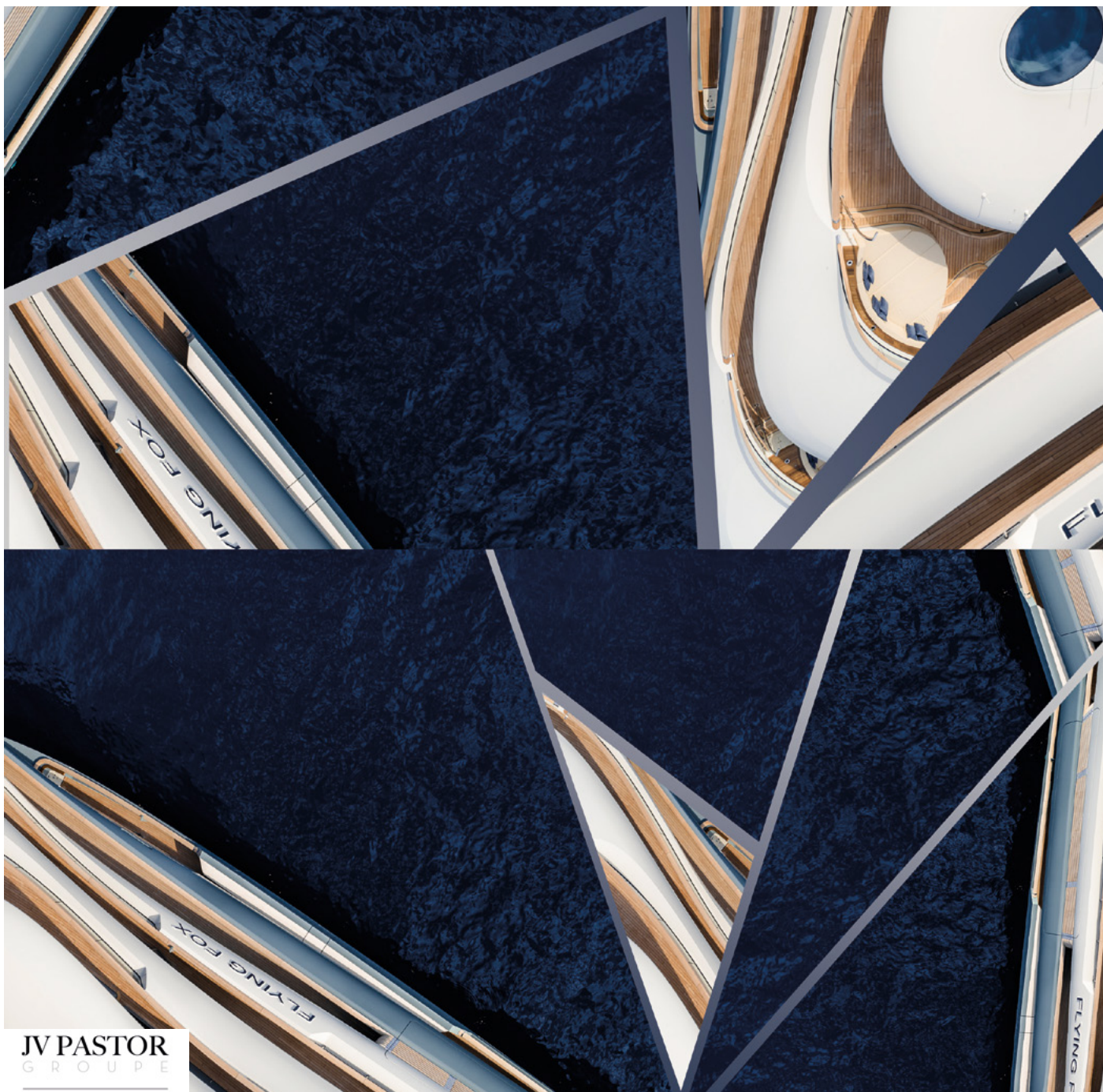


LEWIS HAMILTON • YACHT CHARTERS • FRENCH POLYNESIA

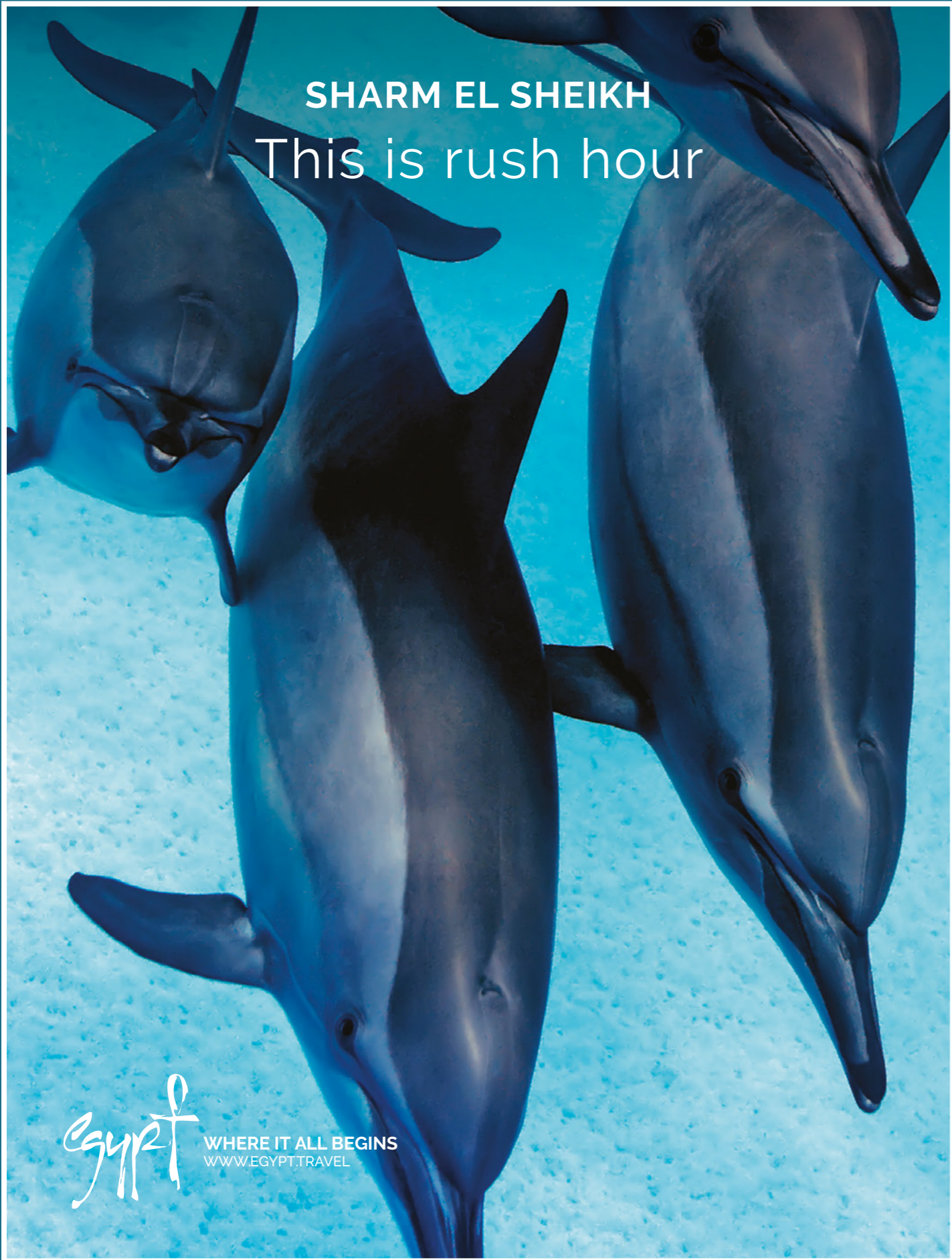
ONLY MAGAZINE

2021/22

TRAVEL, ART AND LIFESTYLE



JV PASTOR
GROUPE



SHARM EL SHEIKH
This is rush hour

egypt
WHERE IT ALL BEGINS
WWW.EGYPT.TRAVEL

ONLY MAGAZINE

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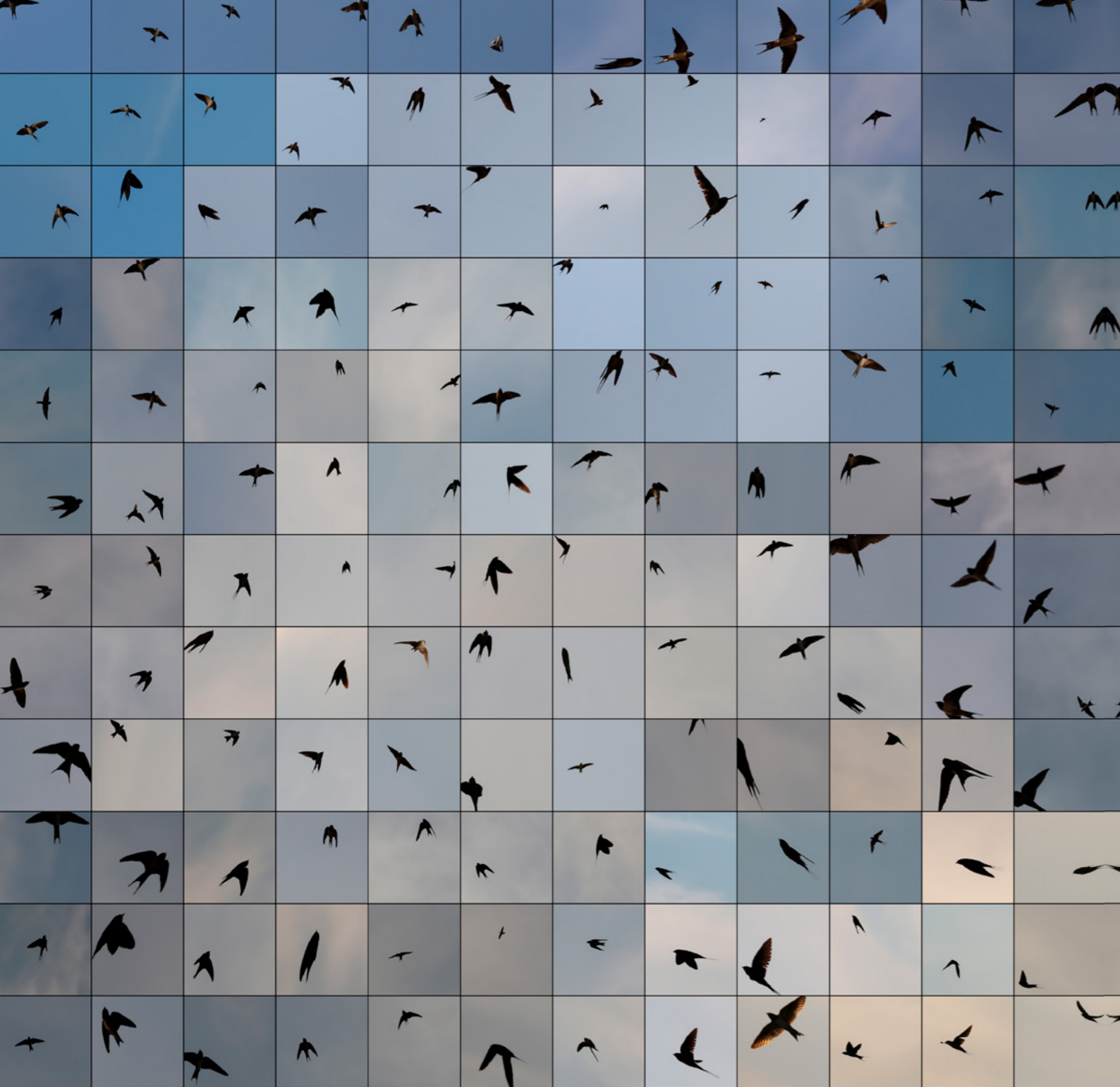
BIENVENUE

Only Magazine, your guide
to all things luxury



Welcome to the 12th issue of Only Magazine, the publication for JV Pastor Group and its brands. Only Magazine is your one-stop guide to travel, high-end fashion, food, culture and sport. It's been a difficult year for those of us with wanderlust – we're desperate to explore the world, to be strangers in far away lands. But, with borders now opening, travel – and all its many, joyous permutations – has returned. In this issue, we celebrate three incredible destinations – French Polynesia (p54), the Balearic Islands (p62) and Croatia (p66). We also speak to Formula One driver Lewis Hamilton (p74), plus bring you all the latest yacht news, fashion and interiors advice. We hope you enjoy reading – and happy sailing.

Jean-Victor Pastor
Chairman of the JVPastor Group



LE BLEU DU CIEL

Edouard Taufenbach et Bastien Pourtout

Lauréats en photographie du Prix Swiss Life à 4 mains

www.taufenbachpourtout.com

Musée La Piscine - Roubaix
Juin - Septembre

Les Rencontres d'Arles
Juillet

Galerie Arrêt sur l'image - Bordeaux
Septembre

Jeu de Paume - Paris
Octobre



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FRENCH POLYNESIA

From turtles to tattoos, the allure of this disparate group of islands in the Pacific is as strong as it ever was, making it a go-to destination for tropical luxury.



62

BALEARIC BLISS

From the nightlife of Ibiza to the natural beauty of Formentera, the history of Mallorca and the gastronomy of Menorca, these Mediterranean Islands have it all.

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RACING LINE

Even the most successful Formula 1 driver of all time has to slow down sometimes, and Lewis Hamilton does so in uncharacteristically understated style on his Sunseeker.



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From turtles to tattoos, the allure of this disparate group of islands in the Pacific is as strong as it ever was, making it a go-to destination for tropical luxury.

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With excellent sailing conditions and four main islands to explore, the Balearic Islands offer classic island hopping, Spanish style.

66 THOUSAND ISLAND DE-STRESSING

Croatia’s calm conditions and balmy climate, coupled with an ever-improving superyacht infrastructure and luxury tourism proposition, are proving increasingly irresistible to the international sailing set.

70 THE GRAND EGYPTIAN MUSEUM

Thanks to Irish architects Heneghan Peng, Egypt will have the museum its numerous treasures deserve.

74 RACING LINE

Lewis Hamilton might be the most successful Formula 1 driver of all time, but even he has to slow down sometimes – which he does on his Sunseeker.

78 DINING WITH THE STARS

Tokyo has more Michelin-starred restaurants than any other city in the world. But how did it get its reputation as the place for food connoisseurs?

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Mountains and Malbec instantly spring to mind when contemplating Mendoza’s vintages. But now Argentina’s most prestigious wine country has cast its net far beyond this favourite grape.

90 THE WORLD IN YOUR EYES

As a major retrospective of her work opens in Madrid, we look at Georgia O’Keeffe, “the mother of American modernism” whose close-up studies of plants, buildings and landscape are spellbinding.

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As galleries around the world reopen, here are the exhibitions to check out.

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THE HEADLINES



ICONIC BRITISH YACHT TO FEATURE IN OLYMPICS

An iconic British-built yacht that fell into neglect will feature in the Tokyo Olympics after a major restoration project. CYNARA is a 29m gaff-rigged ketch, designed by Charles E Nicholson and built by Camper & Nicholsons in 1927. However, unlike other surviving yachts of its age in Europe and the Americas, it had never undergone a serious restoration, having spent 45 of her 90 years in and around Miura, Japan.

To say the yacht has a storied history is an understatement: Tony Curtis and Zsa Zsa Gabor made a film on it, while Winston Churchill is said to have nearly set it on fire with a cigar. Now, it sails again thanks to a six-year restoration project, undertaken by the Riviera Group.

“It’s a rare opportunity for craftsmen from Europe to come to the distant land of Japan and work with local engineers to restore a ship,” said Paul Harvey, master shipwright. “CYNARA will once again gracefully traverse the world’s oceans, and we look forward to sharing with Japan the pride and joy that the vessel’s former craftsmen must have felt.” **0**

WORLD’S FIRST ‘YACHT LINER’ TO LAUNCH IN 2024

SOMNIO is so large it needs new nomenclature. The world’s first “yacht liner”, due to launch in 2024, is a massive 221m in length – 40m longer than **AZZAM**, which currently holds the record for the world’s largest private yacht.

But it’s not just its size that is turning heads. The megayacht will offer 39 apartments for sale on the boat starting at €9.5m each. The project will give buyers “the intimacy of a private yacht alongside the chance to network in a vibrant community of like-minded owners”, investors in the €500m project have said.

It is being led by Carl Le Souef, a US-based Australian millionaire who founded skincare firm Private Formula International and now runs sustainable tech group Somnio Global, the Financial Times reported. The apartments will cost a minimum of €9.5m, with residents

collectively deciding the itinerary for the year. The yacht will boast a 10,000-bottle capacity wine cellar and a beach club and host talks by scientists using onboard equipment to study marine environments.

Construction has already started on **SOMNIO**, with revenue from apartment sales helping to finance the rest of the build, according to reports. Spread across six decks, the 33,500 GT vessel will become the largest superyacht in the world by both length and volume. It will be carried out by Norwegian yard Vard under the eye of Somnio co-founder Captain Erik Bredhe, who previously helmed **THE WORLD**, perhaps the most famous residential vessel. It is also a collaboration between two of the world’s most famous design and architectural studios: Winch Design and Tillberg Design. **0**



SAFE TRAVELS

Imperial's superyachts are havens in the age of Covid-19, and they have implemented new measures to ensure their vessels are safer and cleaner than ever.

Imperial have been ensuring clients a clinically clean vessel for more than 10 years and will continue to implement their rigorous methods to monitor the health of their captain and crew, as well as to confining and sanitising their vessels between each charter. They altered their general strategy to implement new procedures and policies to take immediate effect – something that was made possible by putting a plan in place to minimise risk for guests, procedures for crew changes as well as extra hygiene and PPE. According to the clients' request, a seven-day quarantine can be organised for the crew members before the charter, there is even a clause in the contract for this. The crew will undergo several PCR tests before the charter commences to make sure everyone has peace of mind. PCR tests are also provided for guests upon arrival, during charter if necessary and at the end. The vessel is disinfected regularly, as well as all provisioning goods arriving on board. Masks, gloves and hand sanitisers are available in all areas on board.

What trends have you seen over the past year?

There are a growing number of requests for superyachts over 80m and also from clients who wish to charter for longer or are interested in exploring more remote destinations. The summer season has stretched into the end of October, when the Mediterranean is still warm. New destinations are being requested, rather than simply the generic charter around the Cote d'Azur, Italian Riviera and winters in the Caribbean. Now there is a huge demand for exclusive and extreme routes. With larger vessels, superyachts are now completely autonomous and have everything one might need on board. Winters are now spent at the Maldives and cruise even further to Thailand,

Indonesia and Fiji. Destinations such as Kamchatka, Antarctica and Iceland are also increasingly popular for intrepid travellers.

What do you anticipate changing in future?

An increasing interest in off the beaten track destinations. There are only a handful of superyachts able to get to these regions, such as the novel LA DATCHA (Damen, 77m). As expedition superyachts are rare to find on the charter market, their schedules are booked well in advance. We expect to see more charter vessels built to the standards of an exploratory vessel and more remote destinations being explored.

What does chartering provide that other holiday types don't, especially in the age of Covid)?

Imperial offers a service that can provide a temporary sanctuary for those who wish to stay in isolation. Superyachts are autonomous, meaning they can cruise without reaching

the ground for quite a while. With quarantine, PCR tests and general sterilisation, it means the vessel is absolutely a haven during the age of Covid-19. Imperial's charter team has carefully selected safe destinations where guests can choose how much interaction they want with life on land. Chartering a superyacht is a fully bespoke experience that no hotel can replicate. The team is determined to create an enjoyable itinerary while still keeping a healthy environment for all.

Main concerns of customers:

During this time, Imperial recognises flexibility is more important than ever. The main concerns of our clients are an unexpected lockdown in their charter region with borders closing or an influx of Covid-19 cases. As well as charter postponement for other dates or change of region in case of a lockdown. This results in many questions regarding refunds or credit for a later date. **O**





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MAYA
Collection

SUNREEF ADDS FURTHER ECO YACHT TO CATAMARAN FLEET



Sunreef Yachts has added a new superyacht to its range of exclusive sail catamarans. The Sunreef 100 is an imposing craft made for cruising worldwide in total luxury. The yacht follows the design of previous Sunreef catamarans and, with a 12.8m beam, this seaworthy custom superyacht will boast 433 square metres of living space, including an immense flybridge and bow terrace. The yacht's interiors and al fresco lounging

spaces allow infinite options for customisation. While providing luxurious accommodation for up to 12, the Sunreef 100 offers full freedom for bespoke layouts which can incorporate a spa area, an office, a drinks bar or fitness room.

Thanks to an innovative aft garage, the Sunreef 100 will be able to easily carry and launch two large jet-skis among a large variety of water toys on board. The yacht's hydraulic aft platform

will double up as a beach club when lowered, providing plenty of space for relaxation.

Sunreef was founded in 2000 by entrepreneur Francis Lapp when he leased part of the old shipyard in Gdańsk, the Polish city with long traditions in naval construction and a skilled workforce. Three years later, they made history by launching the world's first 22.5m luxury oceangoing catamaran with a flybridge. **0**

VISITORS TO THAILAND CAN NOW SPEND THEIR MANDATORY TWO-WEEK QUARANTINE ON A YACHT

There are worse places to quarantine. Visitors to Thailand are now permitted to spend their mandatory two-week Covid-19 quarantine on a yacht, with the country's government hoping that the innovative new initiative will bring 1.8 billion baht (£42m, \$58m) in revenue.

The country's tourism industry has been hit hard by the pandemic. Earlier in the year, it already announced a scheme to allow visitors to spend their quarantine on a golf course.

The yacht quarantine programme will allow visitors with a negative coronavirus test to spend their time on board a yacht or small cruise ship in Phuket. The programme began accepting



travellers for a trial run back in March, with around 100 yachts now taking part.

Travellers are required to wear a smart wristband that monitors vital signs, including temperature and blood pressure, as well as

tracking the wearer's location via GPS, according to the BBC. The device can transmit information even at sea, within a 10km radius, the government said. Thailand has been gradually reopening its borders since October 2020. **0**

BENETTI DELIVERS NEW
CUSTOM YACHT, TRIUMPH

Benetti has just delivered the 65.4m full custom TRIUMPH to its owner. The streamlined exteriors were designed by Giorgio M Cassetta, notably using large curved windows to balance the yacht's impressive presence. Green & Mingarelli Design arranged the interiors and many furnishing details, closely following the direction of the Benetti Interior Style Department. All of the artwork onboard is created by British photographer David Yarrow.

The Sun Deck sits atop the yacht on the sixth deck, not always present on yachts of this size. The high-perch features an elegant Jacuzzi, comfortable seating and a table for ten.

The sky lounge on the Upper Deck blends with the welcoming aft outdoor spaces, outfitted with custom furniture. The owner's apartment, set over a 130 square metre area, takes full advantage of the deck's spaciousness and stunning views. The aft cockpit on the Main Deck is an outdoor spot. Amidships, the large and bright living area, consisting of a dining and relaxation space,



is complete with every comfort. Also on the Main Deck, the VIP stateroom dedicates an opulent suite to the owner's guests. The beach area of the Lower Deck comprises an area of about 70 square metres with immediate access to the sea. Also on this deck, but in a separate area to guarantee

guest privacy, is the modern galley, and at the bow there are the accommodations for crew members. The engine room hosts a pair of MTU 12V 4000 M53 engines for a maximum speed of 16.5 knots and a cruising speed of 15 knots. The range at 12 knots is 7,500km. **0**



YACHT SALES
ALMOST DOUBLE
AS THE RECOVERY
CONTINUES

Following a dip in sales at the start of 2020, the second half of the year showed a marked recovery, new research as shown. According to SuperYacht Times, 2021 is experiencing an impressive rebound. The publication recorded 381 used yacht sales over 24m since January 2021 – higher than the number in preceding years. It also reported that the new yacht market has been performing well, reaching numbers comparable to 2018, with over 100 new yachts of over 30m sold. It said that, as not all new yacht sales are announced, it expect that the final count over the first six months will exceed 100 sales. It also noted that the strong performance of the 60-80m segment as well as the 40-50m segment.

The publication described the used yacht sales market as having an “extremely strong six months in the market”. Total used yacht sales for yachts over 24m in 2021 now amount to 381 yachts, almost twice the number sold in the first half of 2020. These results even hold their own against 2019, with 261 sales, and 2018 with 269 sales, it said. **0**



ATALANTE

To the company, every yacht is unique, just like its service.

Founded in 1999, Atalante is a leading company within the yachting industry, specialising in the management of both private and commercial vessels and in consultancy services for their owners. Atalante manages a fleet of vessels – ranging from 20 to 80m in length – in Europe, the US, Asia and Oceania. The company benefits from the skills of a team of multilingual professionals, each having more than 15 years of experience in the yachting or shipping industry. It manages 250 professional seafarers working under French and international labour contracts, irrespective of the flag of the vessel.

Atalante has established an unparalleled reputation due to our commitment, rigour and independence – and equally for the complete discretion under which the team manages the interests of ship owners at all times. Recently, the company was delighted to announce its move to Port Canto in the heart of Cannes – the place to be!

SERVICES

- Customised vessel management
- Administrative and operational assistance
- Financial management, accounting and operational budgetary control
- Shore assistance and logistical support as well as port calls logistics
- Technical management of regular maintenance, refits and shipyard projects, with cost optimisation
- Global crew management in compliance with MLC
- Expertise in vessel registration for both private and commercial flags
- French flag specialist (French International Ship Register or RIF – Registre International Français)
- Development and certification of the ISM, mini ISM and ISPS management systems
- Vessel assistance and crisis cell 24/7. Internal DPA and CSO



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Port Canto, Boulevard de la Croisette 06400, Cannes, France

PANTHALASSA

Y.CO

THE YACHT CHARTER

NEED TO KNOW

Length: 56 metres
Year Built: 2010
Builder: Perini Navi
Exterior Designer: Ron Holland
Interior Designer: Foster and Partners
Guests: 12
Cabins: 6
Crew: 10
Cruising Speed: 12 knots
Gross Tonnage: 496
Sailing region:
Summer: Mediterranean
Winter: Caribbean & The Bahamas

[Y.CO/YACHT/PANTHALASSA](https://www.yco.co/yacht/panthalassa)



Designed with all the seas in mind, charter yacht PANTHALASSA holds a special connection with the ocean. A creative synthesis of Perini Navi, Ron Holland design and Foster and Partners worked to create a seamless relationship between the exterior and interior. It was achieved through clean lines, uncluttered style and an open plan interior that is bathed in natural light from dawn 'til dusk, with the sea visible from oversized portholes at every turn. Form marries function in every graceful detail – even the yacht's central staircase that connects the three decks is a beauty to behold.

RATES

Summer: from €200,000 / week • Winter: from \$200,000 / week

ATHOS

Y.CO

ATHOS represents **epic** sailing. Offering unbridled enjoyment to experienced sailors and novices in equal measure, this yacht for charter is in a league of her own. Sailing yacht **ATHOS** sits low in the water, so guests will find themselves in close contact with the ocean at all times.

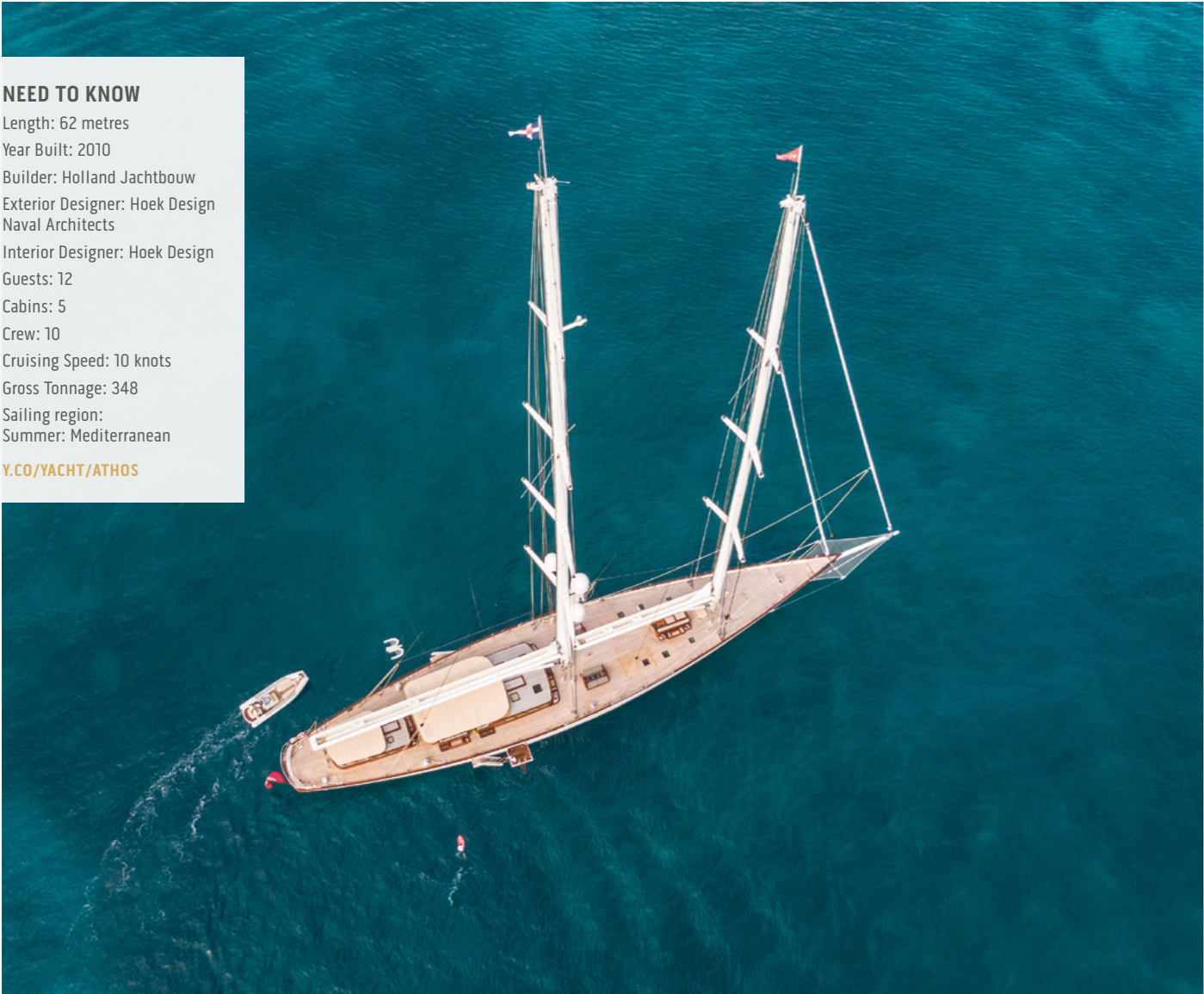
RATES

Summer: from €200,000 / week

NEED TO KNOW

- Length: 62 metres
- Year Built: 2010
- Builder: Holland Jachtbouw
- Exterior Designer: Hoek Design Naval Architects
- Interior Designer: Hoek Design
- Guests: 12
- Cabins: 5
- Crew: 10
- Cruising Speed: 10 knots
- Gross Tonnage: 348
- Sailing region: Summer: Mediterranean

[Y.CO/YACHT/ATHOS](#)





NEED TO KNOW

Length: 55 metres
Year Built: 2020
Builder: Amels
Exterior Designer: Amels
Interior Designer: Laura Sessa
Guests: 12
Cabins: 5
Crew: 13
Cruising Speed: 13.5 knots
Gross Tonnage: 670
Sailing region:
Summer: Mediterranean;
Winter: Caribbean & The Bahamas

[Y.CO/YACHT/GALENE](https://www.yco.co/yacht/galene)



GALENE

Y.CO

Embrace the wild side of yacht charter on board brand new Amels yacht GALENE. Discover a world of excitement beyond the beach and the boutiques, guided by GALENE's adventurous crew.

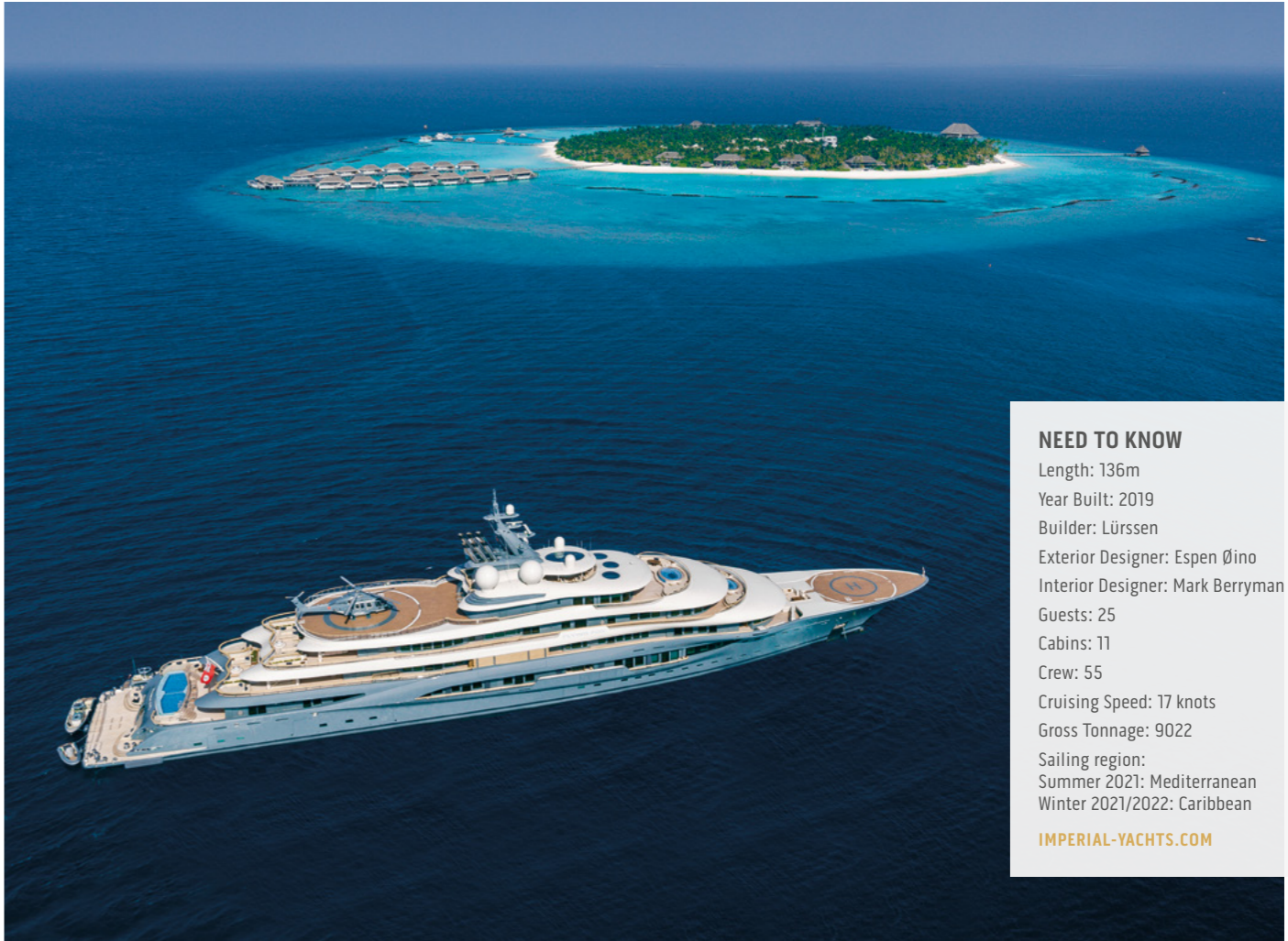
Surf the summer mistral or push yourself to eye-popping speeds on a jetski. With a range of state-of-the-art water toys and the expert crew know-how to help you get the most from them, you'll find something different to do every day.

RATES

Summer: from €275,000 / week • Winter: from \$275,000 / week

FLYING FOX

IMPERIAL



NEED TO KNOW

Length: 136m
Year Built: 2019
Builder: Lürssen
Exterior Designer: Espen Øino
Interior Designer: Mark Berryman
Guests: 25
Cabins: 11
Crew: 55
Cruising Speed: 17 knots
Gross Tonnage: 9022
Sailing region:
Summer 2021: Mediterranean
Winter 2021/2022: Caribbean

[IMPERIAL-YACHTS.COM](https://www.imperial-yachts.com)

FLYING FOX is the largest charter yacht available on the market. Boasting an impressive design from Espen Øino and a calm, warm interior from Mark Berryman, FLYING FOX is redefining the rules in the charter industry. Among her five-star amenities: 400 square metre two-floor spa including cryosauna, professional dive centre, the most impressive exterior galley ever built on a superyacht, cinema, two-storey main saloon and more! She is now exclusively available through Imperial acting as central agent for charter.

RATES

€3,000,000 / week



LANA

IMPERIAL

Lana is one of the three largest superyachts ever delivered by the Italian shipyard Benetti. Her impressive exterior design and versatile layout with 2.7m high ceilings and eight luxurious staterooms are just a part of the incredible assets she has to offer on the charter market.

Delivered with a full inclusive 120m spa with hammam and gym, a 70 square metre cinema room and one of the most enjoyable sun decks with eight-metre pool in her range, **LANA** is absolutely unique in her category!

Exclusively available for luxury charter through Imperial, **LANA** is ready to explore the seven seas. She has been built to discover all corners of the globe and to fulfil her guests' every desires.

RATES

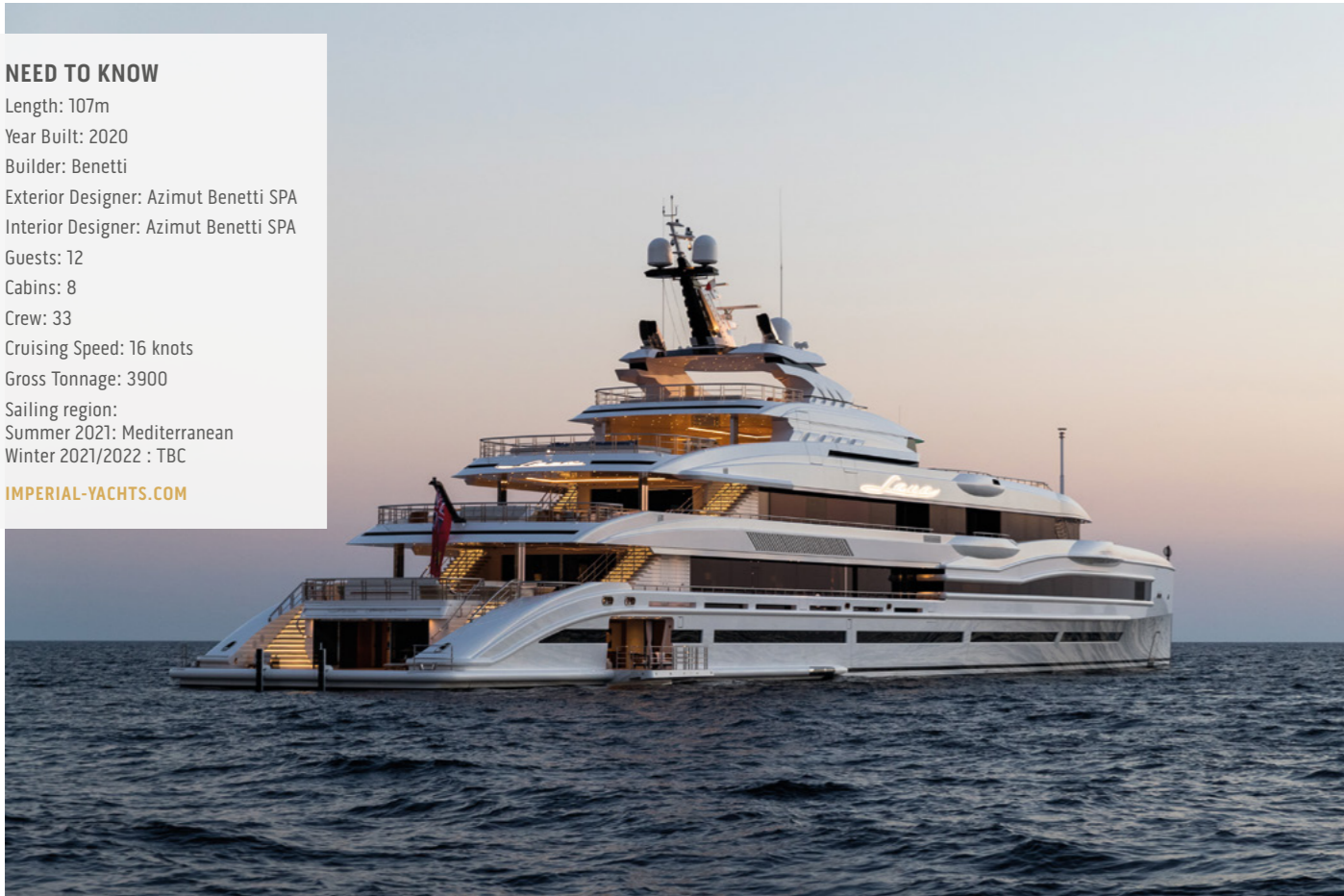
€1,800,000 / week



NEED TO KNOW

Length: 107m
Year Built: 2020
Builder: Benetti
Exterior Designer: Azimut Benetti SPA
Interior Designer: Azimut Benetti SPA
Guests: 12
Cabins: 8
Crew: 33
Cruising Speed: 16 knots
Gross Tonnage: 3900
Sailing region:
Summer 2021: Mediterranean
Winter 2021/2022 : TBC

[IMPERIAL-YACHTS.COM](https://imperial-yachts.com)



NEED TO KNOW

Length: 81.80m
Year Built: 2015/2021
Builder: Abeking & Rasmussen
Exterior Designer: Terence Disdale
Interior Designer: Terence Disdale
Guests: 12
Cabins: 6
Crew: 25
Cruising Speed: 14 knots
Gross Tonnage: 2312
Sailing regions:
Summer 2021: Mediterranean;
Winter 2021/2022:Mediterraneans

[IMPERIAL-YACHTS.COM](https://imperial-yachts.com)



ROMEA

IMPERIAL

With an impressive list of destinations cruised since her launch in 2015, between the Mediterranean sea, the Indian Ocean and the Caribbean, RoMEA is undoubtedly *the* superyacht to charter once in a lifetime. Impressive and extensive interior areas with six luxurious cabins and tasteful decorations make for an unforgettable journey.

RoMEA is also wellness-orientated, with a dedicated beach club including a pebble-floor Jacuzzi, sauna and a spa room. She is fitted with the best equipment in her range, with an impressive selection of water toys and tenders. Exclusively available for charter through Imperial.

RATES

€875,000 / week





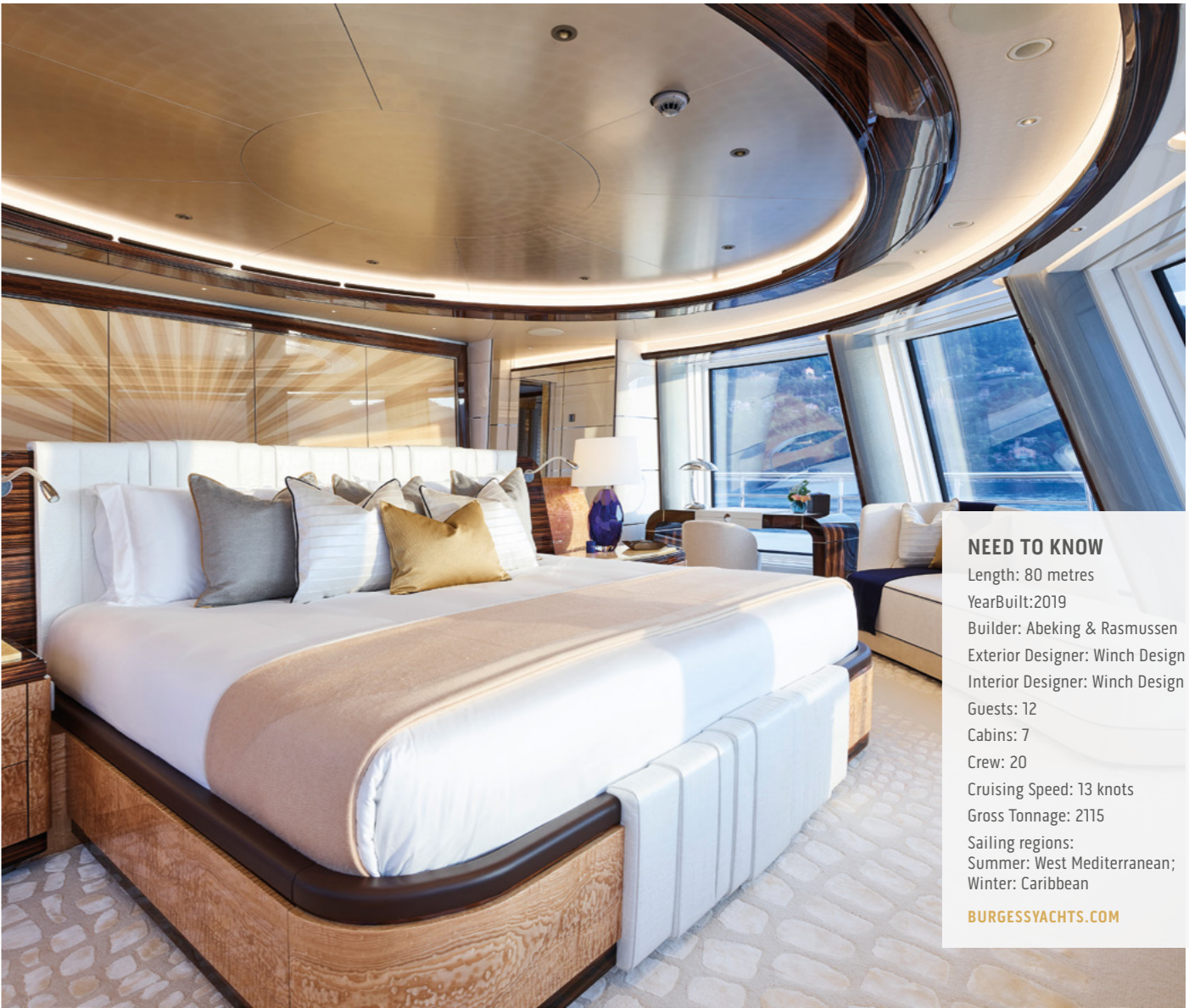
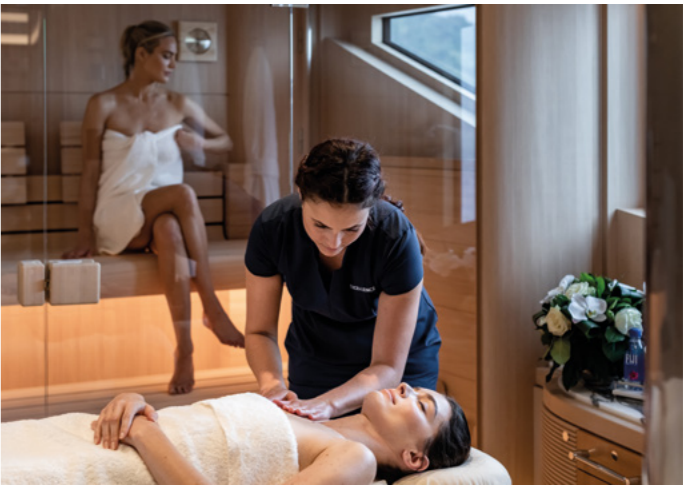
EXCELLENCE

BURGESS

With her heavily reversed bow and acres of glass, the 80m EXCELLENCE is one of the most distinctive yachts built in recent years and, being the sixth yacht to bear her name, also the culmination of all of the owner's previous experience in yacht-building. Working closely with Winch Design and the renowned Abeking & Rasmussen shipyard, in this groundbreaking build the owner's vision, attitude and knowledge is evident throughout every square centimetre, and the result is an award-winning yacht with many unique and radical features.

RATES

Summer: €1,040,000 – €1,085,000 / week (low/high)
Winter: \$1,100,000 – \$1,200,000 / week (low/high)



NEED TO KNOW
Length: 80 metres
YearBuilt:2019
Builder: Abeking & Rasmussen
Exterior Designer: Winch Design
Interior Designer: Winch Design
Guests: 12
Cabins: 7
Crew: 20
Cruising Speed: 13 knots
Gross Tonnage: 2115
Sailing regions:
Summer: West Mediterranean;
Winter: Caribbean
BURGESSYACHTS.COM

RAGNAR

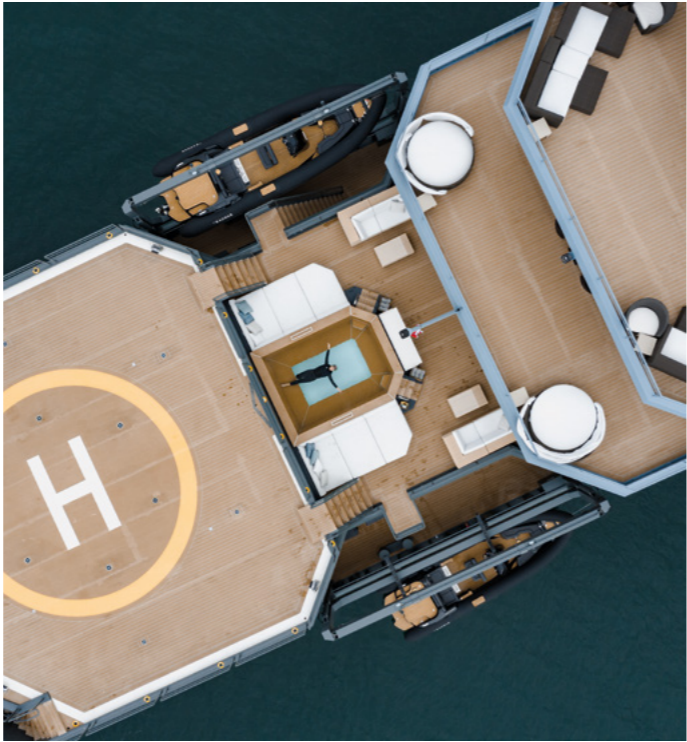
BURGESS

RAGNAR is more than a charter yacht. RAGNAR is a powerful portal into a world of adventure and excitement, a steel vortex that transports the brave and the bold into a different world. From the Arctic to the Mediterranean, the Caribbean to the South Pacific – wherever in the world, RAGNAR grants the willing the ability to fly with eagles, to dive with whales, to carve through the waves with the power of 800 horses.

RAGNAR is a legendary figure in Old Norse history and mythology. King of the Vikings, RAGNAR is the most powerful, the most beautiful, but also the most charming and seductive figure. After days spent experiencing life to the full, guests will be pampered by the spa centre with massage room, sauna, steam room and foot spa.

RATES

Summer: €525,000 / week • Winter: \$650,000 / week



NEED TO KNOW

Length: 68.2 metres
Year Built: 2012 (rebuilt 2020)
Builder: Royal Niestern Sander
Exterior Designer: Icon Yachts
Interior Designer: RWD
Guests: 12
Cabins: 8
Crew: 17
Cruising Speed: 8 knots
Gross Tonnage: 2,272
Sailing regions:
Summer: Northern Europe;
Winter: Antarctica

BURGESSYACHTS.COM



NEED TO KNOW

Length: 40.8 metres
Year Built: 2020
Builder: Benetti
Exterior Designer: Bonetti/
Kozerski Architecture
Interior Designer: RWD
Guests: 10/11
Cabins: 5
Crew: 7
Cruising Speed: 11 knots
Gross Tonnage: 370
Sailing regions:
Summer: West Mediterranean;
Winter: Bahamas

BURGESSYACHTS.COM



REBECA

BURGESS

For REBECA, the first of the innovative Benetti Oasis 40m series, designers RWD erased all their preconceptions, took a clean sheet of paper and, with a more youthful family clientele in mind, started from scratch. The result is a yacht that celebrates both life on the water and time outside in the invigorating ocean air, a blend of Italian elegance and British understatement packed with subtle design features that create a different experience. After yoga on the main deck, the day begins at the sky lounge breakfast bar on the upper deck. You can plan another amazing day with the captain as you sip on smoothies and choose your favourite pastries. After breakfast, the crew have the watertoys ready to go and it's time for some adrenaline on the water.

RATES

Summer: from €196,000 / week • Winter: from \$196,000 / week



FEADSHIP UNIQ

Data and science are being used to build smarter by Netherlands-based superyacht giant **Feadship**.

JANE ARCHER REPORTS FROM ITS FIRST UNIQ EVENT



What is UnIQ?

Well, Feadship's decision to discuss its research and development is pretty unique, but in this case it stands for Understanding Innovation and Quality, the platform by which the company is telling the world how it is designing and building better superyachts and, through that, improving life on board. Part one of UnIQ looked at learning through data collection and automation.

What kind of data?

Specifically technical information. Different parts of the vessel – the engine, the bridge, the air-conditioning units – feed back data on, for instance, temperature or speed. This data is logged every three seconds and stored in a central computer on the yacht that can be accessed from Feadship's offices in the Netherlands.

Why?

Quite simply, it gives Feadship an efficient way of solving problems on board. Its technicians can assist the crew remotely, but if that doesn't work, they will know what the issue is before sending people out from the Netherlands. Moving forward, the data will allow the company to predict, and therefore prevent, issues. By anticipating problems, spare parts can be shipped out and ready to install before anyone knows they are needed, says Pier Posthuma de Boer, Feadship's refit and service director.

So, it's all about problem-solving?

Not just that. Data collection will also help Feadship build better, in terms of yacht design, fuel consumption and environmental impact. The latter might not be at the front of most owners' minds at the moment, but with climate change high on the political agenda, sustainability cannot be ignored.

By using the data to understand how their yachts are used, say fuel consumption for the hotel function (air conditioning, for instance) and when sailing, Feadship can assess ways to reduce their carbon footprint.

Ongoing research and development is using fibre-optic sensors to better understand the way a yacht's superstructure flexes and how that impacts energy consumption. Feadship is also looking into the feasibility – and practicality – of hybrid yachts that operate on battery power and hydrogen, and how technology can be used to inform the crew when the yacht hull or propellers need cleaning, which again improves fuel consumption.

Doesn't data collection raise security issues?

Good point, but Feadship says good crew training and carefully managed IT will protect data against cyber attacks and shield suppliers' information from competitors.

It sounds a bit Big Brother

But remember the data collected relates only to technical stuff – how the ship is handling, temperature, movement, vibration and so on – not private information about the owner or guests. If owners do have concerns, they can switch off the data sharing. It's their yacht; their control button.

Does this mass of data link to automation?

For sure. Feadship is looking at how data collection, satellites and technology already used in cars and iPhones could help yacht operation and open up design opportunities. As an example, as more satellites are launched, yachts can be online all the time, allowing crew to get accurate weather forecasts – not just temperature, but wind and sea swell – enabling Feadship to stay connected to the yachts, not only to collect data but push back with any information diagnostics. Already a new system called Foresight uses the technical data from Feadship yachts to enable the captain to calculate the best course (fastest, most economical or most comfortable), and predict wave heights accurately, which makes tendering operations easier and safer. Moving forward, the company is looking at ways to use sensors to help when 'parking' a yacht and employ technology that 'stitches' camera images together to give a 360-degree view of a harbour when docking.

How does this affect Feadship designs?

"It means you can see without seeing," says Tanno Weeda, Feadship's head of design. He suggests the position of the bridge could be changed, giving the owner's suite and guests' accommodation better views forward. Maybe it could move towards the back of the yacht, or even inside the vessel.

Inside the yacht? Isn't that a bit fanciful?

Probably. As are suggestions that one day yachts will sail themselves. But Feadship's focus on technology could allow more tasks to be done by the ship, so the crew can focus on the owner and their guests. "It's all about trying to make life easier on board," sums up Marc Levadou, Feadship's manager, knowledge and innovation. **O**



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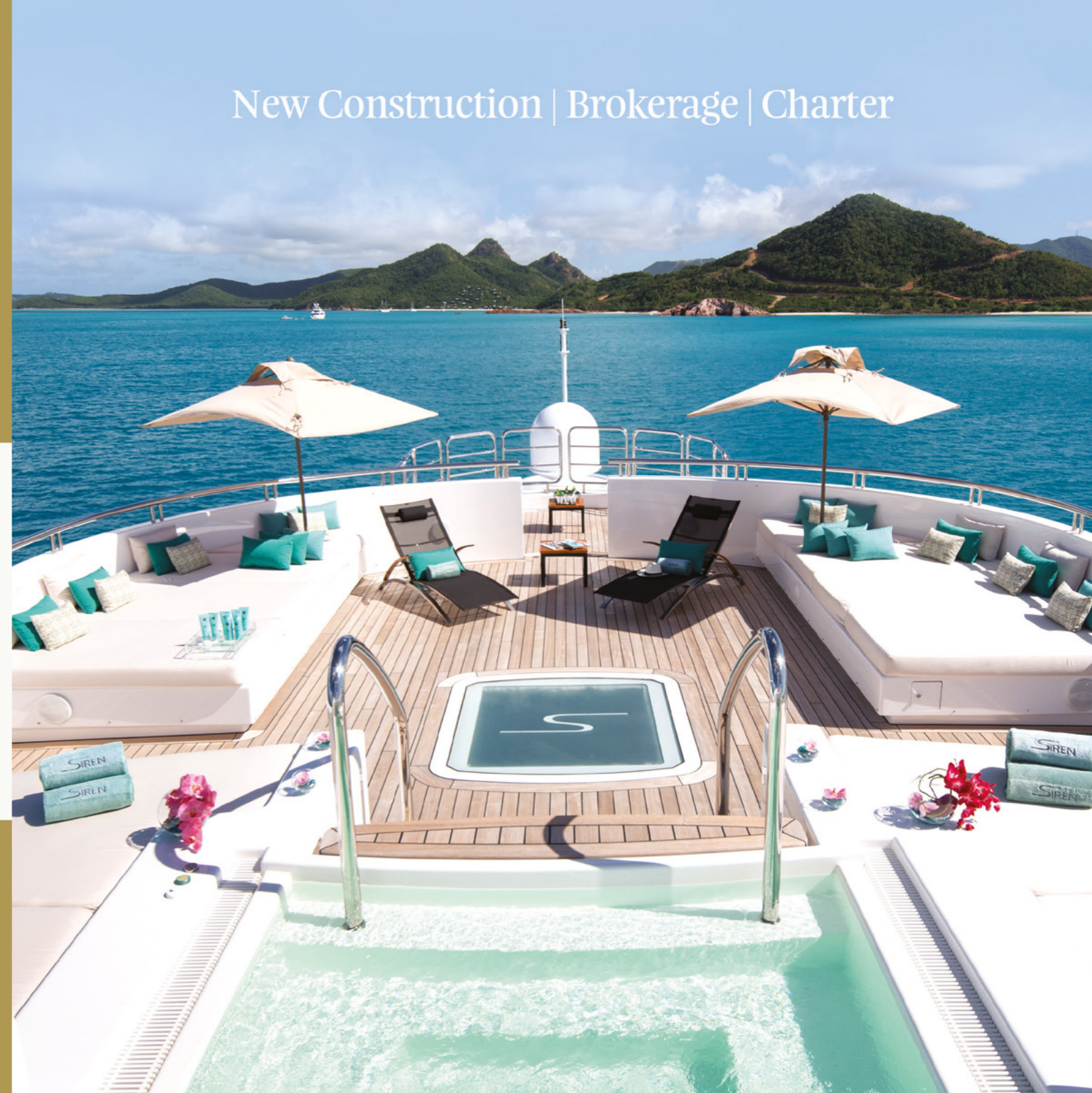
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CECIL WRIGHT

SKIES WITHOUT LIMITS

Flying with passion is a lifestyle choice – one that **Jetfly**’s growing client base is enjoying thanks to the company’s unique ownership model, unrivalled access to Europe and dedication to customer service beyond measure.



Finding a private aviation operator with a passionate team, green credentials, the safest fleet in the sky and a unique pay-per-use model that serves its clients 24/7 sounds almost too good to be true, but that’s exactly the kind of service Jetfly is running – and with immense success.

The European operator has been delivering on all elements since its launch in 1999. Since then, it has racked up more than 150,000 flight hours, enabling its loyal customer base to skip the crowds and access more than 3,000 airports and small airfields. To its core base of business and family flyers, Jetfly represents passion alongside unparalleled service.

The company’s proposition is unique. Under its fractional ownership concept, customers become co-owners by purchasing shares in a Pilatus PC-12 or PC-24 aircraft, relative to their flying needs. The model grants co-owners 24/7 access to aircraft – simply call the reservation desk, tell them when and where you want to go, and Jetfly will do the rest.

The company prides itself on its relationship with its 300 co-owners, most of whom have extensive experience of business aviation. Every co-owner has their own point of contact within the reservations team, creating a familiarity of service and close working relationships. Through a Purchase and Management Agreement, co-owners typically sign contracts lasting for two periods of five years.

During that time, Jetfly evaluates your needs and usage. For a co-owner with shares on the smaller PC-12 aircraft whose long-haul needs have increased, the five-year mark is an opportunity to adapt their investment to their evolving flying habits and purchase shares in the larger PC-24. And if your annual need for flying hours exceeds 250 a year, full aircraft management solutions exist.

A GROWING FLEET

This adaptability is possible thanks to Jetfly’s growth model. Since 2018, every year the company adds two PC-12 (the most popular single-engine turboprop on the market) and two PC-24 (Pilatus’ newest super-versatile jet) aircraft

to its current fleet of 50. Many of those interested in the PC-24 are existing co-owners wishing to upgrade, which has seen Jetfly’s PC-24 fleet grow to 10 aircraft within just two years – testament to Jetfly’s service proposition.

It’s a conservative growth model – shares for the aircraft joining the fleet this year are already almost sold out, with demand high in advance of Jetfly taking ownership. It’s clear that Jetfly is a company in growth, and being relatively small and young means it can be flexible. If demand exceeds supply, Jetfly will simply re-evaluate its growth strategy.

Both types of aircraft offer a level of comfort, amenities and service comparable to that found on larger business jets, with cargo doors fitted to board large items such as skis and bikes, spacious cabins accommodating up to eight passengers and luggage, and – although the aircraft are designed and approved for single-pilot operation – two pilots on board. The aircraft are also DEFRA-approved to carry pets into the UK.

Then there’s the added bonus of being able to land at Europe’s smallest airfields and on grass landing strips. This gives PC-24 co-owners unique access to airfields such as Gstaad-Saanen, Elba, Tuscany and Saint-Tropez La Môle, while PC-12 co-owners enjoy easy access to runways including London-Denham, Courchevel – with its short mountain runway – and Lausanne. For the time-pressed business flyer, or a family keen to start their holiday as soon as the wheels touch down, such access is invaluable.

EUROPE... AND BEYOND

Although Jetfly operates solely in Europe, co-owners do benefit from its group status, meaning the company is able to arrange transport wherever you are in the world. It’s an offering that took on even greater value during the past year, when some co-owners found themselves stranded during Covid-19 lockdowns. Despite the skies being ‘closed’, Jetfly was able to repatriate co-owners from places as far-flung and restricted as Peru.

With many co-owners grounded during the European peak of the pandemic, Jetfly pivoted its service to collaborate with governments and international



charities in the fight against Covid-19. Co-owners kindly donated their flying hours to Jetfly’s pandemic efforts, which included flying medical personnel and supplies for the NHS and French and Italian governments, among others. Its ‘free flights to save lives’ campaign saw Jetfly work with NGO Aviation Sans Frontières (Aviation Without Borders) to provide 200 free flight hours to medical professionals in Europe.

BEHIND THE SCENES

Jetfly has long had a strong foundation of sound environmental and social credentials. It operates the greenest fleet in business aviation – the PC-12 emits just 670kg of carbon per flight hour, 10 times less than a large jet on the same trip. For comparison, a Gulfstream G550 emits 7,886kg of carbon per flight hour.

Numerous Jetfly co-owners have opted in to its carbon offsetting programme for a small additional fee, the goal of which is to compensate 100 per cent of Jetfly’s carbon emissions by the end of this year. The company partners with South Pole, which delivers measurable benefits aligned with the aims of the Paris Agreement and the UN Sustainable Development Goals – and has saved more than 170 million tonnes of CO2. **0**

To learn more about becoming a Jetfly co-owner, visit jetfly.com

THE HEADLINES



ENTREPRENEURS LOOK TO REVIVE SUPERSONIC TRAVEL

Supersonic travel ended in 2003 with Concorde’s final flight. Although there has occasionally been talk of a successor to the groundbreaking British-French airliner, those three-hour flights between London or Paris and New York have remained a thing of the past.

Now, however, a new group of entrepreneurs are attempting to revive the dream. Leading the charge is Vik Kachoria, founder, president and CEO of Boston-based Spike Aerospace. The company’s Spike S-512 supersonic business jet will travel at speeds of Mach 1.6, which is 725km/h faster than any other civilian aircraft.

Virgin Galactic is also working on a commercial passenger jet that will carry up to 19 people at Mach 3 – which would mean a flight time from New York to London of less than two hours.

There is also Boom Supersonic’s Overture, which will carry 65 to 88 passengers at a speed of Mach 1.7 and the Japan Aerospace Exploration Agency is exploring a hypersonic jet that could fly at an incredible Mach 5 – meaning a crossing of the Pacific in just two hours. **0**

FARNBOROUGH AIRPORT OFFERS SUSTAINABLE FUEL

Farnborough Airport, one of Europe’s leading private jet airports, will now offer sustainable aviation fuel (SAF). Alongside enjoying the benefits of private travel, customers travelling through the airport now have the option to reduce their carbon footprint. Making SAF available allows the reduction of flying emissions by up to 80 per cent.

Farnborough Airport CEO, Simon Geere, said: “We strive to create an unrivalled service for our customers, and this includes providing more sustainable solutions for travel. We are fully committed to a sustainable future and are delighted to offer our customers the opportunity to make a greener choice and work with us to play an integral part in delivering against the UK Government’s targets for net zero carbon emissions.”

The fuel, Neste MY SAF, is produced from renewable and sustainable waste and residual raw materials such as used cooking oil and animal fat waste. Over its life-cycle, SAF reduces up to 80 per cent of greenhouse gas emissions when compared to fossil fuel. **0**

DEMAND FOR PRIVATE AVIATION TO GROW POST-COVID

The surge in demand for private aviation will continue for the foreseeable future, a new survey of jet users has revealed.

Some 69 per cent of current private aviation users expect to fly more post-Covid than before the pandemic, with 28 per cent saying they expect to fly privately at similar levels. Only three per cent said they would be making fewer private flights in a post-Covid world.

The survey was conducted by Private Jet Card Comparisons. It found that half of private aviation users said they had started or re-started private flying due to Covid, and 100 per cent of these new private flyers say they plan to continue after the pandemic. More than half (53 per cent)

said they would fly privately regularly even after the pandemic, a 29 per cent increase from 41 per cent who said they would continue private flights regularly in a January survey of subscribers.

“If the question is, will new users stick with private aviation even in a post-Covid world, the answer is a unanimous yes, with many saying they will now use private aviation regularly,” said Doug Gollan, Founder, and editor-in-chief of buyer’s guide Private Jet Card Comparisons.

Of the over 225 respondents to the survey, nine per cent are currently private flyers, and another nine per cent said they are now considering private aviation. **0**

TAILORED TO PERFECTION

Patrick Grant, director of Norton & Sons, on keeping the long-standing traditions of Savile Row alive.

ANTHONY PEARCE



The story of how Patrick Grant bought Norton & Sons, the historic tailors on Savile Row, is the stuff of legend. Studying for an MBA at Oxford at the time, Grant found himself perusing the business sales section of the *Financial Times* after a friend cancelled on a lunch date.

“I was just sitting reading it and there in the back of the section was a tiny postage-stamp sized advert that said: ‘For sale – tailors to kings, emperors and presidents. Write to Mr Granger at 16 Savile Row’ and so I did,” Grant tells *Only Magazine*. “I kind of couldn’t believe that this 185-year-old tailoring company was up for sale. To cut a very long story short, I got a little group of investors together and we bought the business.”

“It was very old fashioned,” says Grant, 49, of the fact that a physical letter, not an email, was required to initiate the purchase. “I mean, in many ways Savile Row still is old fashioned. I think that’s what’s so great about it: you’ve got you’ve got these incredible traditions. We still make everything at Norton & Sons completely by hand – in almost the same way that handmade clothes have been made for the entire history of Savile Row, back hundreds of years to birth of tailoring in London.”

Grant, who has in recent years become a bit of a celebrity in the UK thanks to his judging role on the eminently watchable surprise hit *The Great British*

Sewing Bee, is credited with breathing life back into the business. But for him it was about evolution, not revolution: taking the business’s legacy and building on it.

The allure that Savile Row held for Grant, even as a young man with no tailoring experience, was strong – and remains so. He speaks with unsurprising passion about what being part of this particular set means. “All of the houses on Savile Row train their own apprentices – it is all taught from master to apprentice,” he says. “None of it is written down anywhere, it’s all done from person to person.”

There remains an overall body called the Savile Row Bespoke Association, which is responsible for the upholding of a universal standard of excellence among the tailors on Savile Row. That means that an apprentice trained at Norton & Sons will be examined by a panel of tailors from the other houses on the street – ensuring the quality remains at the highest level. “We are all kind of jointly responsible for maintaining the exceptional standard that happens on the street. But then each individual house has its own individual style – it has its own individual take on its service and its offering.”

Originally named Savile Street, the road was built between 1731 and 1735 as part of the development of the Burlington Estate. Tailors first start doing »





business in the area in the late 18th century, first in Cork Street in about 1790, then on Savile Row. Henry Poole & Co, which invented the dinner jacket, became the first tailors on the street, whereas Norton & Sons moved from the City of London in the mid-19th century. The impact of Savile Row on tailoring can't be overstated; look no further than the fact that the word "bespoke", as applied to suits, is thought to have originated there. Innovation has been necessary, through Nutters of Savile Row in the 1970s, the New Bespoke Movement – with the designers Richard James, Oswald Boateng, and Timothy Everest – in the 1990s, and, more recently, Grant's Norton & Sons.

The latter remains, proudly, a small house – producing only a few hundred garments a year. "You know, we don't need to be any bigger, we're happy to be able to offer a level of service that [allows that]. Sometimes customers will want to sit and spend a couple of hours with us poring over the fabrics and that's absolutely what we enjoy doing."

"We're constantly trying to ensure that what we offer our customers, feels contemporary, feels modern, feels like it fits in with the lifestyle that they live, and also the service that we offer [remains exceptional]. If you want to helicopter us down to the south of France for a fitting, we will do

that; if you want to fly us to the Hamptons, we will do that. If you want us to go to your house, we will do that. You know, you pay for it," he says. "We understand that our customers, in many cases, are very time poor. Most of them are incredibly successful people who have lots of money, but not an awful lot of time. So we always base our service around what our customers want."

Grant is also owner of E Tautz, which, given it was founded on Oxford Street in 1867 has a similarly historic background to Norton & Sons but is an altogether proposition. Grant has said it combines Savile Row tailoring with the traditions of sport and military wear. "I think it has always been about interesting silhouettes and interesting fabrics. We've always focused on beautiful English fabrics," he says. It is a little bit more progressive than Norton & Sons, he says, meaning its output is more influenced by current trends. "I think the big thing that we're seeing is that clothes are getting looser, jackets are getting longer, we're returning to a silhouette that looks and feels a bit more like the way tailored clothes looked in the 1980s."

The coronavirus pandemic is accelerating the trend for remote working and more informal wear; Grant says the last 10 to 15 years has seen many move towards a more casual style. The suit is not the everyday uniform of our standard customer anymore," he says. "I think most of our customers will have half a dozen suits in their wardrobe now, a couple of summer suits, a couple of winter suits and a couple for autumn and spring. You know, a couple of good overcoats, but a lot of what we're making for our customers now are bespoke standalone jackets."

Wearing suits is easy compared to pairing an interesting jacket with jeans. "It's little bit trickier," says Grant. "You've got to get the right trousers, have the right shirt. We're there to give good advice. You know, we spend all day every day looking at fabrics, and we can understand how these things are going to work when they're made up. I think that's what our customers come to us for: they want to us to help them build a wardrobe of beautiful looking clothes that will work in every situation." Or to put it more simply: "We make everyone look good." **0**

MEN’S FASHION MUST-HAVES



Loro Piana’s wide-lapelled double-breasted linen suit jacket is treated with the brand’s signature Rain System technology giving it a water-repellent finish. Pair it with the matching trousers.

Jacket £2,700; trousers £790
mrporter.com



In collaboration with Globe-Trotter, Gucci’s beige suitcase is handcrafted in Hertfordshire, England by local artisans using machinery and techniques that date to the Victorian era.

£2,660
matchesfashion.com



Crafted in LA, this 18kt white gold bracelet is typical of Shay’s merging of opulent jewellery and industrial design.

£4,375
matchesfashion.com



This Tom Ford jacket has been crafted in Italy from suede with a soft handle so luxurious the brand likens it to cashmere.

£6,290
mrporter.com



Bottega Veneta creative director Daniel Lee brings an innovative edge to the label’s storied craftsmanship with this black tote bag.

£3,035
matchesfashion.com

This mélange wool, cashmere and silk-blend zip-up sweater by Brunello Cucinelli is the perfect on-deck item to slip on after the sun goes down.

£1,970
mrporter.com



Anthony Vaccarello looks to the shores of Hawaii to create this black and white shirt, which is printed with leafy palms.

£715
matchesfashion.com



WOMEN'S FASHION MUST-HAVES



This double-breasted belted cotton-twill trench coat by Spanish luxury fashion house Loewe is an essential for a sophisticated autumnal look. Pair it with this hammock leather and suede tote bag.

Coat £2,400; bag £2,200
[matchesfashion.com](https://www.matchesfashion.com)



Ferian's 9kt gold ring incorporates a vintage cameo made by Wedgwood. It's crafted in Hatton Garden with a bezel setting and is accented by a white galleon – perfect for seafarers.

£845
[matchesfashion.com](https://www.matchesfashion.com)



Valentino Garavani reimagines its Roman Stud sandals, which are characterised by chunky gold hardware. Pair them with this Zimmermann white Mae dress – crafted from a ramie blend with a high neckline and balloon sleeves balanced by a fitted bodice, then flares from a dropped waist to a midi hem.

Sandals £750; dress £995
[matchesfashion.com](https://www.matchesfashion.com)



The broderie anglaise detailing on Valentino's midi dress is intricately cut to resemble different swatches of floral lace.

£2,800
[net-a-porter.com](https://www.net-a-porter.com)



This striking twill dress by Nina Ricci has a slim silhouette with a swatch of floaty tomato-red chiffon at one side.

£1,150
[net-a-porter.com](https://www.net-a-porter.com)



Andrew Gn's beautiful gown has been crafted in Italy from forest-green crepe in a slightly loose, languid silhouette.

£1,843
[net-a-porter.com](https://www.net-a-porter.com)

Contemporary and elegant, Elie Saab's jumpsuit is cut from languid white crepe with a lovely drape.

£3,600
[net-a-porter.com](https://www.net-a-porter.com)



INTERIORS MUST-HAVES

The Sibast No 9 chair was designed by furniture architect Helge Sibast in 1953. A light dining chair with an embracing back and a hovering seat, it features a number of dynamic, sculptural design elements. You can't argue with Sibast when they call it "unrivalled artisanal quality".

6,295 DKK–7,495 DKK
sibast-furniture.com



An Anglo-Italian design inspired by soap bubbles, the Bolle Soffio Table Lamp encases a Soft Spot LED bulb inside glass hand-blown in Italy, using a traditional technique from the Veneto region.

Enquire for pricing
viaduct.co.uk



This Meisterstück Solitaire Calligraphy Leaf rollerball pen by Montblanc is a work of art in itself. It is crafted from smooth lacquer decorated with a hand-applied gold-leaf pattern over the barrel and cap.

£1,245
selfridges.com



Designed exclusively for The Conran Shop, the Chiltern Slim Corner Sofa is a compact and contemporary piece that offers superior comfort – and can be designed to fit your space. The arm chair, unsurprisingly, is just as elegant.

Sofa from £4,275; arm chair from £1,757
conranshop.co.uk



These EL Range TA 10x42 range-finding binoculars from Swarovski combine state-of-the-art optics with precise measuring functions.

£2,890
selfridges.com



The first and only pizza oven to be 'recommended for domestic use' by the Associazione Verace Pizza Napoletana, the international authority on true Neapolitan pizza, this Ooni multi-fuel oven is a must for any pizza lover.

£699
ooni.com



A Larusi rug has become the eponym for high quality Berber Beni Ouarain rugs – this stunning vintage Azilal pile rug one fine example.

Enquire online
[Larusi.com](https://larusi.com)

IN THE FAST LANE

MCLAREN VICTORIOUS AT GOODWOOD FESTIVAL

McLaren Automotive enjoyed a fine victory for the 720S GT3X in the Timed Shootout Final at the 2021 Goodwood Festival of Speed.

As crowds returned to the summer event in the grounds of Goodwood House in West Sussex, UK, the new McLaren Artura made its public debut on the iconic Goodwood Hill. It was joined by a GT, a 765LT and a 620R – the latter two with Bruno Senna at the wheel – and an Elva, which was driven in typically exuberant style by McLaren chief test driver, Kenny Bräck.

“Winning the Timed Shootout Final was the perfect end to an excellent 2021 Festival of Speed for McLaren,” said Mike Flewitt, CEO, McLaren Automotive. “Rob Bell drove magnificently, showcasing the outstanding capabilities of the 720S GT3X to great effect in mastering the challenging Goodwood Hill. And with so many of our cars on display and in action – including the all-new Artura making its public dynamic debut and the remarkable Elva – this was a



wonderful opportunity to meet customers and fans face-to-face once again and celebrate all things McLaren.”

Designed and developed in-house by the motorsport arm of McLaren Automotive, McLaren Customer Racing, the 720S GT3X

is for track use only. Weighing just 1,210kg and powered by a hand-built 4.0-litre twin-turbocharged engine producing 720PS – with an extra 30PS available via a ‘push-to-pass’ system – it is not restricted by racing regulations and has a power-to-weight ratio of 620PS-per-tonne. **0**

AUDI'S ELECTRIC DREAMS



Audi has finalised the design of the Project Artemis electric car, which is set to arrive in 2024 as the firm's new flagship. The motor giant will preview a concept at the Munich Motor Show in September.

The Grand Sphere will succeed the A8 saloon as Audi's luxury flagship. It will be one of three show cars that the German manufacturer will produce to demonstrate its approach to level-four autonomous driving systems. It is due to go on sale in early 2025.

Audi design chief Marc Lichte told *Autocar* that the Grand Sphere will be “a very concrete teaser of the Artemis project”. He said: “I asked our design teams not for their vision of an A8 successor, but for something completely new. [Sales] volumes for three-box saloons such as the A8, BMW 7 Series and Mercedes-Benz S-Class are going down and there are new, more attractive body-styles.” **0**

SPORT MUST-HAVES



This Mercedes-Benz beauty is the ultimate eBike, delivering an effortless 504 Wh of power and producing a 32 km/h top speed.

£4,142

selfridges.com

Printed with Andy Warhol's Campbell's soup cans, this set of eight decks by The Skateroom are made to be displayed in your home – but how good would they look on a half-pipe?

£1,650

selfridges.com



A staple in any home gym, the original series ash Natural Rowing Machine by WaterRower forms part of the company's beautiful wood-based exercise equipment. Its bike and dumbbell set, also pictured, complete the set.

Rowing machine £1,049; bike £2,249; dumbbell set £5,749

conranshop.com

With a retro twin-fin monogram-print, this PU foam, resin and fibreglass surfboard from Casablanca is positively beautiful.

£3,250

selfridges.com



THE WORLD’S BEST GOLF COURSES

From Scotland to the cliffs of New Zealand, here are six unforgettable places to tee off in style.

PETER ELLEGARD

There’s something magical about playing the world’s top golf courses – from the spine-tingling anticipation while teeing up your drive on the opening hole, to the feeling of elation when your final putt drops, however you play.

It may be the beauty and quality of the course, its location, history, reputation, or the knowledge that you are treading in the spike marks of champions past and present – if not a combination of them all.

Ranking courses is always subjective but, whether you agree with my global top six selection or not, a round on any of them will live long in the memory.

1. PEBBLE BEACH GOLF LINKS, CALIFORNIA, USA

At \$575 for a round, plus \$45 golf buggy fee per person, \$95 caddie fee excluding tip and \$95 golf clubs rental fee if you don’t bring your own, Pebble Beach is astronomically expensive – although not the world’s priciest. That honour belongs to Shadow Creek, near Las Vegas, with a \$600 green fee. However, as a bucket-list experience, with its stretch of cliff-edge holes that include some playing right down to the crashing Pacific waves and a finishing hole dripping with the drama of US Open Championships won and lost, it is simply priceless.

pebblebeach.com

2. CHAMPIONSHIP LINKS, ROYAL COUNTY DOWN GOLF CLUB, COUNTY DOWN, NORTHERN IRELAND

Golf royalty Old Tom Morris, Harry Colt and Harry Vardon all helped shape this old master with its domed greens and bearded bunkers, so it’s no surprise that it is held in such high esteem. Zigzagging through dunes along Dundrum Bay below the brooding Mountains of Mourne, it opened as a nine-hole layout in 1889 before four-time Open Championship winner Old Tom extended it to 18 holes over the following year. Eight-time major winner Tom Watson is a huge fan, describing it as “a tremendous test of golf and the outward nine is as fine a nine holes as I have ever played”.

royalcountydown.org

3. OLD COURSE, ST ANDREWS LINKS, SCOTLAND

Known as the Home of Golf, the game has been played at St Andrews Links for 600 years, with the Old Course, one of seven public courses run by the St Andrews Links Trust, the world’s oldest golf course. It hosts the Open Championship every five years, having done so 29 times since the inaugural one in 1873. Every golfer is announced on the first tee directly in front of the headquarters of golf’s co-governing body, the R&A, just as for participants in The Open. With its huge double greens, notorious Hell Bunker and famous Swilcan Bridge on the 18th hole, where even the greats pose for photos, the Old Lady remains as beguiling as ever.

standrews.com

4. THE OCEAN COURSE, KIAWAH ISLAND, SOUTH CAROLINA, USA

Exposed to relentless ocean breezes and defended by salt marshes, grassy dunes, lakes and vast waste bunkers, this Pete Dye creation on a windswept, coastal barrier island is a divine yet brutal course – as the recent PGA Championship won by Phil Mickelson underlined. The longest course on the PGA Tour, it also ranks as one of the world’s toughest whichever tee you play from and whatever your handicap. It was on the final hole of The Ocean Course that Bernhard Langer missed a six-foot putt in the infamous ‘War on the Shore’ Ryder Cup match in 1991, surrendering the half point America needed to reclaim the trophy.

kiawahresort.com

5. KAURI CLIFFS, MATAURI BAY, NEW ZEALAND

Set on towering sea cliffs in New Zealand’s Northland, Kauri Cliffs looks out over the Cavalli Islands, where local Maoris gave Greenpeace ship *Rainbow Warrior* a chieftan’s burial at sea after it had been blown up and sunk by French secret service agents in Auckland harbour. Fifteen holes offer jaw-dropping Pacific vistas, six playing along the cliff edge, while inland holes wind through marshes, forest and farmland. A nine-night Tiger Tour incorporating golf at Kauri Cliffs features private plane and helicopter travel to experience equally-stunning sister courses Cape Kidnappers in Hawke’s Bay and Jack’s Point, in South Island adventure capital Queenstown, all with stays at their on-course luxury lodges.

robertsonlodges.com

6. TEETH OF THE DOG, CASA DE CAMPO, LA ROMANA, DOMINICAN REPUBLIC

Golfers who relish a challenge will enjoy trying to muzzle the snarling Teeth of the Dog, one of four Pete Dye designs at the upmarket Casa de Campo Resort & Villas in the Dominican Republic. Its name derives from the jagged rock outcrops jutting into the Caribbean that the tees and greens of seven holes are set on, prompting Dye to proclaim: “I created 11 holes and God created seven!” It may be turning 50 years old this year, but the course still retains both its bite and its alluring appeal.

casadecampo.com.do

1.



2.



3.



4.





All golf courses images by Peter Elegend



COMING SOON

NEW HIGH-ALTITUDE RESTAURANT



IN DECEMBER 2021, MAYA COLLECTION WILL LAUNCH ITS BRAND-NEW RESTAURANT ON THE SLOPES OF THE 3 VALLEYS FINEST SKI DOMAIN.

MAYA ALTITUDE boasts a 360° panoramic view of Mont Blanc and the Alpes from its spectacular terraces, worth the trip on its own.

This delightful mountain chalet restaurant will have a capacity of 400 covers with a warm and comforting interior for guests to cocoon into on bitterly cold winter days.

Designed by Hong Kong-based architect Sylvestre Murigneux who oversaw the interior refurbishment of Refuge de La Traye, the restaurant is adorned with a vibrant coloured décor to suit the exhilarating atmosphere and electric vibes created by the live DJ.

The Michelin star chef 'Akrame' and executive chef of the Maya Collection Christophe Dupuy have combined their culinary flavours to create a sublime menu offering top of the range brasserie-style cuisine, featuring traditional mountain specialties cooked over an opened charcoal oven for authentic flavours.

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FRENCH POLYNESIA

From turtles to tattoos, the allure of this disparate group of islands in the Pacific is as strong as it ever was, making it a go-to destination for tropical luxury.

STUART FORSTER

Scattered across 4,000 square kilometres in the South Pacific, French Polynesia has long been regarded an exotic destination by Europeans. Instagram images of thatched overwater villas below Mount Otemanu’s jungle-clad slopes help reinforce Bora Bora’s reputation as a luxury option for tropical holidays. Meanwhile, sailing and cruising present visitors with ways of experiencing at least some of the country’s 118 islands and atolls.

Artist Paul Gauguin’s stylised depictions of long-haired Polynesian women socialising amid lush landscapes with mountainous backdrops are familiar to fans of Post-Impressionism. His paintings convey the bold, vibrant hues that many people perceive under the sunshine of what is today a French overseas collectivity. Gauguin spent a decade living in the region, first on Tahiti – the country’s largest island – then on Hiva Oa, where he was buried in 1903 in the Calvary Cemetery overlooking Atuona Bay.

A reconstruction of the artist’s traditional, thatch-roofed home, the Maison du Jouis (House of Pleasure), can be seen at Atuona’s Paul Gauguin Cultural Centre, which also displays reproductions of paintings created in Polynesia. Nearby Taha Uku is widely regarded one of best anchorages in the Marquesas Islands, one of the five archipelagos forming French Polynesia.

Its complicated geography means effective planning is essential to making the most out of a visit to French Polynesia. The country’s landmass measures just 3,500 square kilometres across a vast swathe of ocean, similar in size to Europe, in the Tropic of Capricorn.

The Austral Islands, sometimes known as the Tubuai Islands, are the southern-most grouping. The sparsely populated Gambier Islands tack onto the Tuamotu Archipelago’s southeast fringe. Approximately seven out of

every 10 French Polynesians live in the Society Islands, the westernmost of the archipelagos, which is subdivided into the westerly Leeward and easterly Windward Islands. Ninety-nine per cent of French Polynesia is ocean, making it ideal to explore aboard a yacht.

Most international travellers touch down initially at Faa’a International Airport, alternatively referred to as Tahiti International Airport, a 15-minute drive from the heart of Papeete, French Polynesia’s capital city. Airlines offering flights from Europe to Tahiti include Air France, Air Tahiti Nui and French Bee – a low-cost airline with services from Paris Orly Airport. No direct services operate from the United Kingdom.

Air Tahiti and its subsidiary, Air Archipels, operate domestic services connecting Papeete to destinations across French Polynesia. Flying with them is a means of rapidly reaching luxury resorts or boarding charter vessels docked in distant ports – many set out from Utorea on Raiatea, 45 minutes away. Selecting one of the airline’s multi-islands passes may be a way of securing the best fare to destinations in the Marquesas, almost 1,500 kilometres northeast of Tahiti, and the Austral Islands. By contrast, boat transfers and ferry services from Nanuu Bay connect Papeete on Tahiti with Vai’are on neighbouring Moorea, less than 20 kilometres away. Island hopping is common among visitors to French Polynesia.

Administered by France since 1842, a basic grasp of the French language proves useful for communicating. Around three-quarters of inhabitants speak French at home. Polynesian languages are also used and Tahitian is spoken by one in five people. »



Air Tahiti aircraft seat up to 72 passengers, although the capacity is more limited on certain routes. That rewards timely planning, particularly between June and August when tourism typically peaks. At that time of the year daytime temperatures tend to hover in the high 20s. That's several degrees cooler than during the humid rainy season, from November to April. Typically, the May to October dry season is blessed with winds, making it the optimal time of year for ocean sailing.

Seeking an alternative? Cruises aboard *Aranui 5*, a hybrid freighter-passenger ship berthing up to 230 passengers in 103 cabins, provide an insightful way of visiting remote communities while supplies are delivered. The ship has more than 20 sailings to the six inhabited Marquesas Islands in both 2021 and 2022, plus a voyage to the Austral Islands in January 2022.

The *Yacht Club de Tahiti* near Papeete is a traditional marina with finger piers. Docking there and taking a Jeep safari provides a means of exploring the rugged landscape and tropical moist forest around Tahiti's Mount Orohena. The extinct volcano is French Polynesia's highest point, 2,241 metres above sea-level.

Prior to exploring elsewhere, it makes sense to stroll around the key attractions of French Polynesia's capital. Bold yellow exterior walls, white balustrades and broad verandas make Papeete Town Hall one of the most

eye-catching buildings in French Polynesia. An octagonal clock tower juts from the red roof of the mansion, which stands amid a neatly tended garden on the site of a 19th century royal palace. From Monday to Friday visitors are welcome to stride up the broad exterior staircase of the colonial style building to view the town hall's grand interiors.

The *Robert Wan Pearl Museum* explains how black pearls are cultured in the waters of French Polynesia. Jewellery incorporating them is sold across the city, including at Papeete's municipal market, an airy, covered structure.

Stalls are set out over two levels. They offer souvenirs such as shell necklaces, handcrafted wooden figures and musical instruments. Patterned fabrics and monoi oil, pressed from coconut and scented with the essence of tiare flowers are also sold. For travellers who appreciate sampling local flavours, freshly pressed sugarcane juice presents an alternative refreshment to the bottles of branded pop chilling in stallholders' fridges.

Everyday French Polynesian fruits sold at the market tend to strike international visitors as exotic. They include warty looking noni, a Polynesian staple that has come to be regarded a superfood with antioxidizing qualities. Known alternatively as breadfruit, potted noni plants were infamously thrown overboard by the mutineers of *HMS Bounty*. Some of the sailors aboard the Royal Navy's armed vessel resented sailing away from Tahiti after cherishing the companionship of local women and acquiring tattoos. »







Photo by Florentino



Photo by Javel Renoye

Polynesian tattoos are known as *tatau*. Missionaries looked down upon the markings as an expression of paganism, resulting in their suppression. Yet interest in the underlying symbolism and self-expression of this traditional artform has seen an upsurge in recent years. Simultaneously, tattoos have been accepted as part of mainstream culture in Western society. The Mana’o Tattoo Studio at 43 Rue Albert Leboucher welcomes appointments by visitors to Tahiti. Meanwhile, Mate Tattoo is handily placed by the InterContinental Resort and Spa Moorea in Papetouia.

The name of Cook’s Bay, which along with Oponohu Bay is scooped out of the northern shore of Moorea, is a reminder that some of the world’s great navigators have sailed in the waters of French Polynesia. Polynesia’s early settlers are believed to have used the stars to navigate between islands. Thor Heyerdahl’s Kon-Tiki expedition of 1947 utilised the Humboldt and South Equatorial currents to sail a rudimentary balsawood raft from Peru, ultimately running aground on Raroia Atoll.

The popularity of kitesurfing along the coastlines of Tahiti and Moorea are indicative of the islands’ favourable sailing winds. So too is Maupiti,

a lush island whose dogleg-shaped lagoon entrance proves tricky for yachts to navigate in winds above 20 knots.

Powerful reef break waves that could easily endanger leisure craft make Teahupo’o, on Tahiti’s southwest coast, a renowned draw for professional surfers. Already an established World Surf League fixture, Teahupo’o is set to host surfing during the Paris 2024 Summer Olympics.

Since 2002 French Polynesia’s waters have been designated a Marine Mammal Sanctuary – the largest in the world. Sightings of more than 20 species of whales and dolphins are reported frequently. From July to October humpback whales are commonly seen in the waters of the Society and Austral Islands. Calves are born and adults mate in the warmth of the French Polynesian waters, before migrating back towards the Antarctic. Dolphins can be seen throughout the year, notably in the shallow lagoon at Rangiroa, one of the world’s largest coral atolls.

Handily placed for visiting Vaitape, Bora Bora’s most populous settlement, the *Bora Bora Yacht Club* was established back in 1972 and features a thatched waterfront restaurant. Reef islets known as motus surround several of French Polynesia’s islands. The anchorage off Motu Piti Aau offers fine views of rising over Mount Otemanu.

Still something of an insider tip, the island of Taha’a is renowned for its fragrant vanilla farms and pace of life, which is relaxed even by French Polynesian standards. The deep, open anchorage of Apu Bay presents views of Taha’a’s Mount Ohiri and is handily located for visiting Champon Pearl Farm on its southern tip.

More than 200 years since Tahiti’s tropical vistas, heartfelt hospitality and white sand beaches first enchanted British sailors, French Polynesia remains a joy to explore aboard a boat. **0**

BALEARIC BLISS

With excellent sailing conditions and four main islands to explore, the **Balearic Islands** offer classic island hopping, Spanish style.

KARL CUSHING

Blessed with an enviable Med climate, epic natural backdrops and a wealth of upscale product, Mallorca, Menorca, Ibiza and Formentera, the four main Balearic Islands, each enjoy a richly distinct character and culture, shaped through the ages. Small wonder then that the Spanish archipelago is such a year-round hit with the international sailing fraternity.

Mallorca, the largest island, is the first port of call for many, its historic capital Palma served by an international airport and a well-serviced marina. Sat in the shade of the city’s famous Gothic cathedral, it’s one of the Med’s principal international yachting hubs and supports a strong calendar of events, from races and regattas to the Palma Superyacht Show.

Palma’s offering has never been hotter, a recent boutique hotel and fine dining boom having fleshed out the options. DINS Santi Taura is a recent addition to Mallorca’s 10 Michelin-starred restaurants, while Martin Berasategui’s new multi-space venue, Hit Mallorca, effortlessly draws diners into the local nightlife.

Heading inland, having secured a hire car or chauffeured service, reveals sleepy medieval stone villages and towns such as Alcúdia, Sóller and Valldemossa. The latter sits amid the Serra de Tramuntana range where scenic trails such as Ruta de la Piedra en Seco captivate hikers and cyclists.

Summer sailing suggests an anticlockwise approach to harness the winds. Cruising east from Palma, Porto Cristo and Cala Ratjada’s yacht clubs offer welcome respite, while Port Adriano, to the west, features an exclusive marina designed by Philippe Starck. To the north, rocky coves such as Deià, make pleasant temporary anchorages, while mooring in Port d’Alcúdia lays open the local beaches, Alcúdia’s old quarter and the Club de Golf Alcanada, while its marina serves as a logical departure point for nearby Menorca.

Menorca oozes refined, family-friendly charm, deftly balancing a laudable focus on sustainability with new developments. One prime example is Hauser & Wirth Menorca. Opening in July, the sprawling new art space spills over Isla del Rey, off Mahón, the main city and port.

Agrotourism ventures and rural hotels such as Hotel Rural Alcaufar Vell offer one way to unlock Menorca’s bucolic charms, another is to journey along the Camí de Cavalls. The trail skirts the island’s dramatic cliff and gorge scarred coastline, home to more than 100 unspoilt, sun-soaked beaches, their bone-white sands lapped by picture-perfect turquoise waters.

A rich history of habitation underpins Menorca’s timeless appeal, from megalithic Talayotic settlements to the grand Baroque structures of the port cities of Ciutadella and Mahón. Legacies of the British occupation, such as Mahón’s gin distillery, further muddle the mix, while the city’s food market, secreted in a former Baroque cloister, helps visitors decode Menorca’s celebrated cuisine.

Due south of Mallorca, Ibiza is perhaps the most diverse of the islands, with potential bases including Santa Eulalia’s marina. Other candidates include Ibiza Town, less than 20km away, where options such as Marina Botafoch and Ibiza Magna offer easy access to the attractive old town, replete with fine dining, boutique retail and nightlife options.

Ibiza is a place to be seen, or unseen. Catering to the former its world-famous clubs cluster around centres such as Santa Eulalia and Playa d’en Bossa. Venues such as Ibiza Rocks and Ushuaïa also offer rooms, competing with beguiling boutiques such as Pure House Ibiza and branded outposts from the likes of Nikki Beach and Nobu. By contrast, the luxury villas secreted among Ibiza’s inland hills attract an international crowd »



Photo by Chris Curry

in search of privacy and exclusivity, with the impressive Las Salinas National Park serving up pleasing backdrops to many a plunge pool.

A short sail from Ibiza Town lies La Savina, one of Formentera’s principal gateways. Here the Marina de Formentera’s 64 moorings, up to 38m, promise a ‘refuge in the last paradise’.

Formentera may be the smallest of the main islands, but its coastline is awash with dreamy sheltered coves within which to linger awhile. Be aware, anchoring over the protected seagrass meadows reaching out towards Ibiza is prohibited, but the Marina authorities can advise on responsible anchoring, or provide reservations for anchoring with buoys in Caló de S’Oli, S’Espalmador and Ses Salines.

Enchanting as Ses Salines Natural Park is, it’s the deep sandy beaches and laidback vibe espoused by beach clubs such as ChezzGerdi that most come for. Principal beaches include Cala Saona and Migjorn, home to the new Casa Pacha Formentera, although Ses Illetes, the sandy spit reaching invitingly out towards Ibiza, remains peerless.

All of which is to offer a mere taste of the Balearics’ broad appeal. And with Menorca having been named European Region of Gastronomy for 2022, there’s never been a better time to come and savour them for yourself. **0**



THOUSAND ISLAND DE-STRESSING

Croatia's calm conditions and balmy climate, coupled with an ever-improving superyacht infrastructure and luxury tourism proposition, are proving increasingly irresistible to the international sailing set.

KARL CUSHING

Sobriquets such as 'Land of 1,000 Islands' offer one hint to Croatia's burgeoning appeal for superyacht owners. Come summer the crystal clear waters off the main islands throng with mariners who come to drink in the natural beauty rising out of the Adriatic.

Memorable sailing is assured amid archipelagos such as the protected Kornati Islands, while Croatia's mainland coastline stretches almost 1,800km. On land, vineyard tastings, beach clubs and beguiling, stone-hewn towns and villages are but some of the tempting diversions, while the cuisine owes much to fresh local produce, from seafood and olives to Istria's revered 'tartuf' truffles.

Among Croatia's most emblematic sights, Dubrovnik, the historic jewel to the south of the mainland, needs little introduction. Served by Gruž port, ACI Marina and the resort of Cavtat, its terracotta-topped buildings, corralled by defensive walls, hover teasingly above the sparkling Adriatic waters below.

Anchoring off nearby Lopud, one of the Elaphiti Islands, offers welcome respite from Dubrovnik's summer crowds. The car free, carefree isle is known for its opulent mansions, built by local merchants in the 1600s, and sandy beaches such as Šunj. And so the island hopping begins.

Further offshore, the sheltered bay of Luka Polače lures sailors to Mljet, and its scenic island trails, or onwards north to Vis and Korčula, reputedly the birthplace of explorer Marco Polo. Visitors to picture-perfect Korčula Town, meanwhile, with its majestic St Mark's Cathedral, may experience some déjà vu, the town's similar appearance having earned it the tag 'Little Dubrovnik'.

Rocky islets such as Vela Stupa dot the waters between Korčula and the Pelješac peninsula, inviting sailors to drop anchor and explore, while »





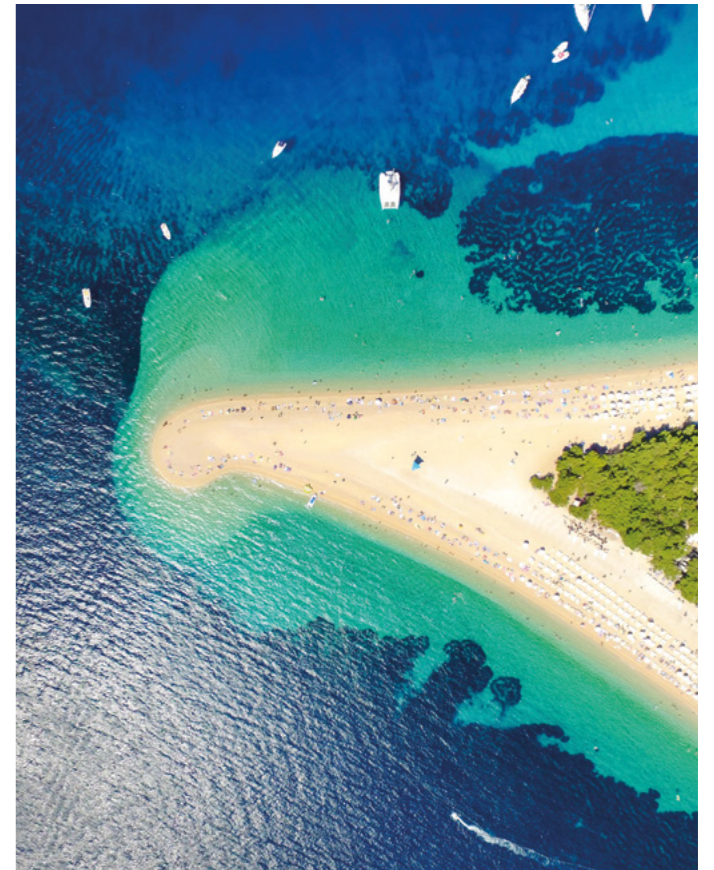
Hvar and Brač beckon north. The former is party central during summer, with hip hangouts such as Beach Club Hvar attracting a lively international crowd. Hvar's rolling hills, lush vineyards and enviable beaches paint a different picture. Visitors also savour the well-preserved medieval streets of Stari Grad, Jelsa and Hvar Town, from where water taxis serve up the southern coast's quieter attractions, from dramatic cliffs to vineyards such as Zlatan Otok. Nearby Sveti Klement, largest of the pint-sized Pakleni Islands, has some great trails to discover if you make it beyond Palmižana, with its two restaurants and delightful botanical gardens.

Over on Brač, the coastline around Bol features *that* beach, Zlatni Rat, and lesser gems such as Murvica, while pebbly Borak beach's gusty waters offer excellent windsurfing and kitesurfing. For a fresh take, consider driving or hiking up nearby Vidova Gora for the epic panoramic views.

On the central Croatian mainland, well-connected Split is a popular entry point and base. A better choice for superyacht owners, however, is Sibenik's D-Marin Mandalina. Located between Split and Zadar, to the north, this well-serviced superyacht marina has 440 berths, catering to vessels up to 70m.

Central Croatia's major draw card is its rich natural attractions, exemplified by Krka National Park and Biokovo Nature Park, while the 65km long Makarska Riviera entices visitors with its secluded coves and fine-pebble beaches such as Punta Rata. Nuggets among the islands off Zadar include the largely undeveloped Dugi Otok. Here sailors anchoring in the bay off the island's northern point can appreciate Saharun, a sand-edged bay with idyllic turquoise waters.

Continuing northwards, sailors will discover a number of relatively quiet islands such as Cres, and its smaller neighbour Lošinj. One option is to berth in Cres Town, with its marina or yacht jetty, another is to anchor off the coast, off the village of Valun, for example. This lays opens local



attractions such as the medieval hilltop village of Lubenice. When hiking down to the coast to swim into the Blue Cave, in Žanje Bay, keep an eye out for the island's resident griffon vultures.

Lošinj may enjoy a road connection with Cres but it remains refreshingly crowd-free. Dubbed 'the island of vitality' on account of its attractive microclimate and abundant herbs, visitors can lose themselves amid the fragrant pine forests in spots such as Čikat Bay, where Lošinj Hotels & Villas' Luxury Collection has the accommodation angle covered for those looking to hole up on land.

Another island brimming with nature is nearby Rab, home to densely wooded Komrčar Park and sandy stretches such as Sahara and Paradise, while pebbly Kandarola can count skinny-dipping British Royals among its devotees. Rab, Cres and Lošinj lie east of Istria, a picturesque peninsula considered one of Croatia's most charming regions. Rustic hilltop towns, olive groves and rolling vineyards lie inland, while fine-pebble beaches such as Mulini and tourism-friendly towns such as Rabac, in Kvarner Bay, grace its coastline. Cape Kamenjak's dramatic sea-lashed, wind-worn cliffs and rockscapes, as at Mala Kolombarica, offer another big tick, while the ancient harbour town of Rovinj, with its unmistakable technicolour buildings, makes an undeniably attractive base.

With Croatia's waters offering so many potential sailing routes and diversions, this leads to the inevitable conclusion that one trip will never be enough. In other words, be prepared to return. **0**

THE GRAND EGYPTIAN MUSEUM

Thanks to Irish architects **Heneghan Peng**, Egypt will have the museum its numerous treasures deserve.

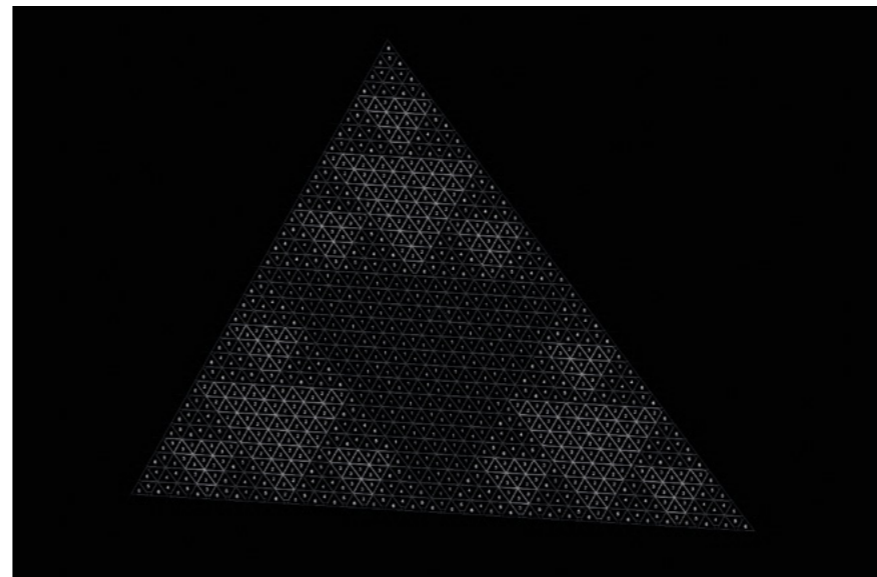
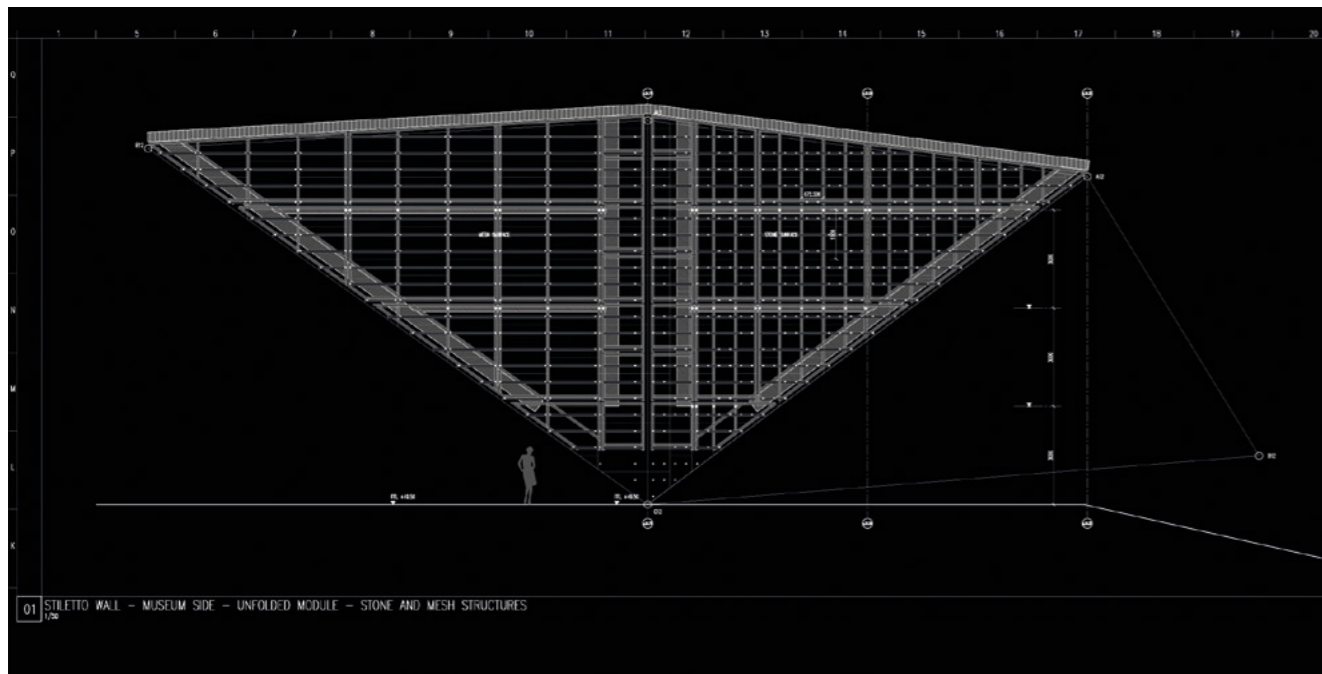
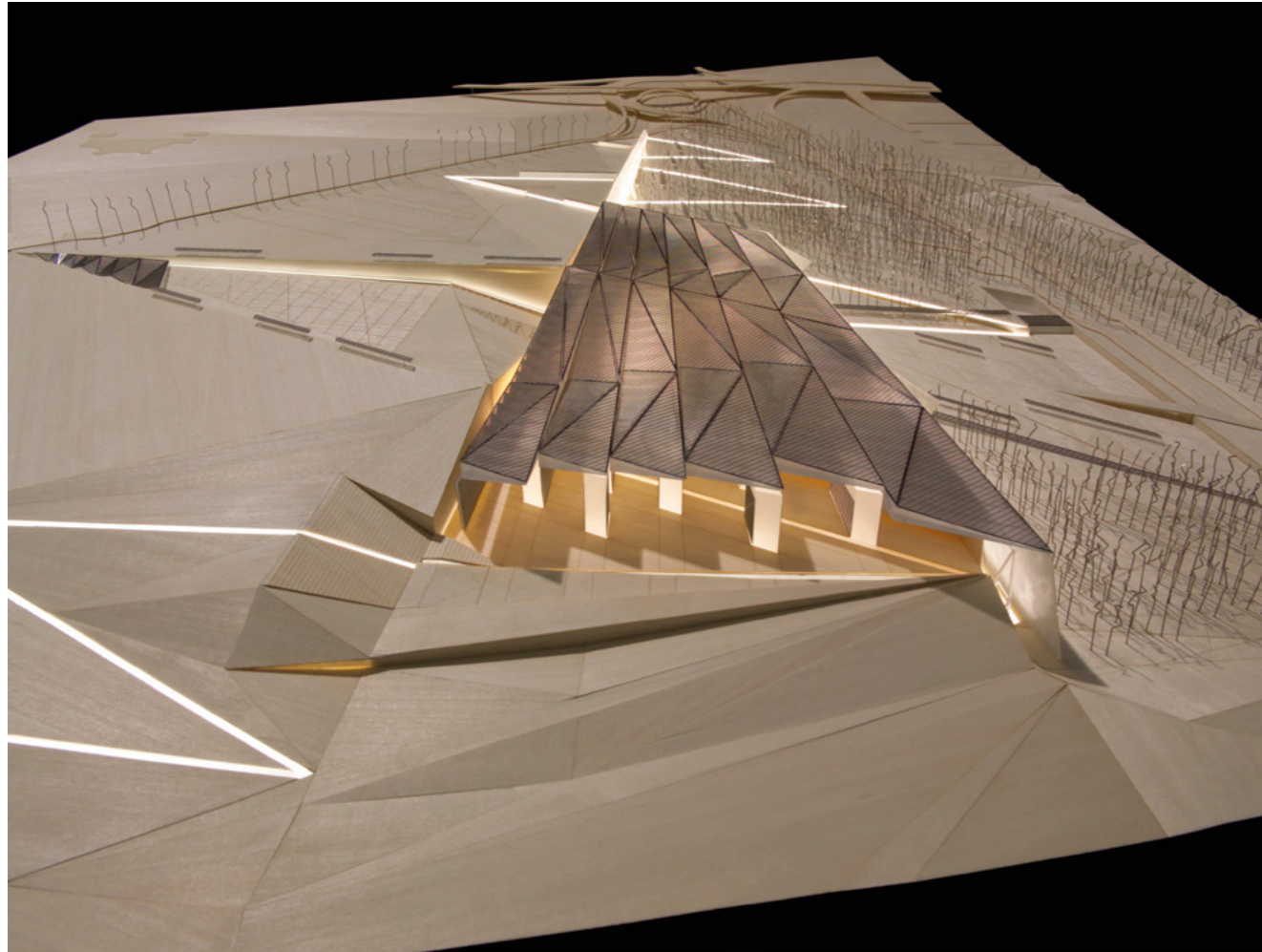
SAM BALLARD

If you were to name the world's greatest cultural institutions, you would rattle off such lofty names as the British Museum, the Louvre or the Museum of Modern Art. Few would think to name Cairo's Egyptian Museum, despite the mountains of treasures and history that it contains within its walls.

Those who have visited the museum, which was opened in 1902, can probably succinctly explain why it doesn't rank among those previously mentioned institutions: for decades it has been in need of investment, renovation and, in all truth, a new premises.

The problems could be said to have begun in 1922. The discovery of the tomb of Tutankhamun by the English archaeologist Howard Carter was one of the most famous discoveries in Egyptology. But, the intact tomb of the boy king – and its dazzling array of 5,400 priceless items – have mostly never been on show. In fact, the Egyptian Museum only has space to show about 1,400 of them. And it's not just Carter's discoveries that have made the walls of the museum bulge. When it opened in 1902 the museum housed about 35,000 artefacts – now there are more than 140,000.

So, you could say that Egypt has been crying out for a new museum for a century – and that dream is finally about to become a reality. »



First announced in 1992 and still not open to the public, plans for the Grand Egyptian Museum have been a long time in the making. The building was designed by Irish architects Heneghan Peng and the sheer scale of the project relays the government's lofty ambitions: set across a vast 480,000 square metres – the new museum fills a plot the size of an airport. To put it into context the current Egyptian Museum is just 15,000 square metres. For Róisín Heneghan, co-founder of Heneghan Peng, however, the design wasn't so much informed by the size as its location close to the Great Pyramids of Giza.

"We looked carefully at the site, at the contents, instinctively we chose to keep the building below the level of the plateau on which the Pyramids are set and this drove much of the design," she explains. "The site is located at the point where the Nile Valley meets the desert, a defining point in Egyptian geography. By keeping the Museum below the level of the desert, the profile of the Pyramids along the skyline is maintained. The Permanent exhibition galleries are located at the upper level to create a relationship from the galleries to the Pyramids."

Constructed from glass, steel and concrete – and reportedly coming in at \$1 billion – the Grand Egyptian Museum looks every inch an institution capable of housing some of the world's greatest treasures.

The entire visitor experience has also been far better thought out. Guests enter into the main atrium with a nine-metre high statue of Ramses II. From there, visitors will traverse the Grand Staircase: 85m wide at the bottom and 17m wide at the top, it will be lined with statues tracing the chronology of Ancient Egypt.

No longer will artefacts be crammed into rooms with no discernible narrative, either. Now, visitors are taken through areas split by period: Pre-dynastic, Old Kingdom, Middle Kingdom and New Kingdom. Each area then focuses on Beliefs and Eternity, Kingship and Power, and Society. In the case of Tutankhamun, visitors will discover exhibits in the same order that Carter found them, while accompanying information will suggest diet and clothing to help bring the long dead to life.

At the end, visitors will finish at a vast glass window that looks out towards the Great Pyramids of Giza to help drive the point home. The dramatic vista helps capture the majesty of one of the most fascinating periods of human history. Finally, Egypt will have a venue that befits its incredible treasures. **0**

RACING LINE

Lewis Hamilton might be the most successful Formula 1 driver of all time, but even he has to slow down sometimes – which he does on his Sunseeker.

FRANK GRICE

In a **Formula 1** season that offered more confusion and commotion than any other, there was at least some clarity emerging from the chaos – namely that Lewis Hamilton was unveiled as the greatest driver in Formula 1 history. But is the racer’s attention beginning to wander to rather more serene pursuits, notably those at sea?

Through the flashbulbs, the designer labels, the fast cars (obviously) and the millions of column inches, the trappings of Stevenage-born speedster Lewis Hamilton are well-earned and well deserved. Yes, this is someone who polarises opinion, but many successful people do. Sometimes it is only through decorating themselves with a layer of poise and self-assuredness that competitors can elevate themselves to the position where they have the confidence to challenge for honours.

On claiming his latest F1 driver’s championship success, 36-year-old Hamilton noted: “To all the kids out there, dream the impossible! Seven F1 titles is just unimaginable but when you work with such a great group of people and you really trust each other, there is just no end to what you can do together, now and in future.”

The future is significant, since Hamilton clearly has time in front of him – the great Luigi Fagioli raced on well into his 50s. You do, however, have to question when a bountiful lifestyle away from the track will eventually lure him elsewhere. Take his love of yachts, for instance. The style, comfort and serenity of the seas could not be any more different to the bumpy, gritty, oily realities of taking a car around a track at 350kmh, but that’s probably why Hamilton’s Sunseeker is so appealing. “I must admit when I was a young kid growing up I would never have thought there would be much appeal in just kicking back, chilling, and relaxing on a yacht,” he says. “In those days that just seemed like something older film stars or

businessmen did; all I really wanted to concentrate on was speed. Obviously things change as you get older, and I’m glad because I can fully appreciate what these incredible pieces of machinery and architecture can do.”

Perhaps it’s notable that in an industry where going one better than your peers is pivotal, Hamilton’s yacht would perhaps not rate as the grandest in the harbour. Sure, his 27.5m Sunseeker boasts a luxury interior, elegantly decorated living rooms and bedrooms, a full-size chef’s kitchen, staff quarters, incredible entertainment systems and multiple areas in which he, friends and colleagues can relax. And yet for someone who, feasibly, can afford any vessel he likes, there is a sense that his choice remains respectfully understated. Put another way, the purchase price of \$4m represents just less than a tenth of the star’s annual salary.

“I do my talking on the track,” he laughs. “Away from it, quite genuinely, I don’t like a lot of the noise or the fuss. I have a great escapism when I’m on the yacht and I really value that, so I’m not going to be one of those people that anchors off the coast with the biggest or boldest or loudest boat out there – that’s just not me.”

In that sense there does seem to be a renewed maturity to the sport’s ‘Marmite man’, who has only ever polarised opinion with his choices off the track. After all, on it, he is a champion of little dispute. From his record-breaking first season in 2007 to a debut F1 championship success a year later; from switching to Mercedes in 2013 to then claiming a succession of titles across the years that followed. Perhaps the world’s press will appreciate Hamilton’s legacy when he’s retired more than they do now.

“I am always changing – always looking to prove people wrong,” he says. “From a very young age all I wanted to do was get in a go-kart and go as fast »





as I could, and I loved that thrill; but I think as you get older your focus is as much about sitting back and enjoying success. And, yes, it's a lifestyle that people will look at and want to dissect. I mean, it's not normal is it... racing cars, being on boats, private jets. This can't really be a job – it's more like a computer game. The truth is, the time spent on the track is so short, so quick and so stressful, that there is a lot of downtime, and that's actually really important for clearing the mind and refocusing."

While Hamilton has won more races than anyone else, he still needs one more World Championship win to move ahead of Michael Schumacher, who also won seven times during his career. "You can never say never, but he is a true icon and in a way I think he should stay where he is as the best ever." Hamilton's respect for those above him doesn't stop there; he retains a strong religious faith, while closer to home his father Anthony is clearly

someone the star will always be indebted to – at one point his father had to hold down three jobs in order to fund his son's go-karting development.

"I know I am lucky to be successful in being able to celebrate a passion that thrills millions of people around the world. The acceleration, the pursuit, the admiration of what a motorcar is and the maintenance of that. It's like a puzzle that all comes together and, no matter how fast we go, I think every driver across the whole world will share a bit of that emotion.

"I see the same level of admiration in people when I talk about yachts and sailing," he continues. "From those of us just chilling out, to people who dedicate their lives to making incredible journeys across oceans in the name of sport and competition, there's a whole world out there and I'm looking forward to discovering more of it when the time is right." **0**





Photo by Paul Long

DINING WITH THE STARS

Tokyo has more Michelin-starred restaurants than any other city in the world. But how did it get its reputation as the place for food connoisseurs?

ROB GOSS

Any time a list of the world's best food cities comes out, Tokyo is invariably on it. *Travel + Leisure's* 2020 and *National Geographic's* 2019 lists are just two that spring to mind. "You could probably eat at a new restaurant in Tokyo every hour for the rest of your life and not hit every great one," is how *Travel + Leisure* put it.

Michelin agrees. With 212 starred restaurants – 12 of which have three-star status – Tokyo is by far the guide's most decorated city, a title it has now held for more than a decade and doesn't look like relinquishing any time soon. Not with Paris in second place lagging almost 100 stars behind.

But why? Cynics might say that Michelin has a Japanese bias, what with Kyoto and Osaka following Paris in third and fourth place on the most starred list. Or you could look at it a different way – these stars reflect the collective skill of Japan's chefs and the importance the country gives to its culinary culture.

If you look closely, there are certainly unifying culinary traits weaving their way through many types of Japanese cuisine. Beyond the quality of the fish they source, for example, sushi chefs will spend years perfecting minutiae like the serving temperature and consistency of their rice, while the best ramen chefs will do likewise for the balance of their broth and texture of their noodles. The little details all add up. And it's not overlooked by diners – just like traditional artisans, chefs from all culinary walks of life are afforded respect in Japan for their single-minded dedication to their craft. »



Photo by Jesse Ballantyne

That goes some way to explaining why Tokyo doesn't just have a long list of Michelin-starred sushi restaurants, it now has a pair of one-star ramen places, too: Nakiryu in Minami-Otsuka and Konjiki Hototogisu in Shinjuku, the latter of which cooks up a ramen with a salt-based broth employing red sea bream and clam, and that is accented with truffle sauce and fragrant porcini oil. Not your typical ramen.

Another common trait is seasonality, or even micro-seasonality, something that's especially prevalent at the high-end of the culinary scale. At exclusive Michelin three-star sushi restaurants like Sushi Yoshitake and Sukiyabashi Jiro in Ginza, you'll see that with the *omakase* courses, where you leave all the decisions to the chef on the other side of the counter. You could go weekly and have a varying meal each time depending on what seafood is in peak season.

It's also true of traditional kaiseki, like that served at two-star Kikunoi in Akihabara and Kaiseki Komuro in Shinjuku. The ultimate expression of Japan's culinary arts, kaiseki typically features eight to 12 small, yet artistically arranged courses, starting with a selection of single-bite appetisers and then going on a journey through Japan's epicurean

traditions – taking in the grilled, the steamed, the vinegared and more. Going uber-exclusive, it's also possible to have that kind of dinner complete with traditional entertainment at an ordinarily invitation-only Geisha teahouse – the Aman Tokyo is one luxury property that can arrange that for guests.

Of course, if you wanted a more practical reason behind the quality of Tokyo's restaurants, there's competition. There are close to 150,000 licensed restaurants in Japan's capital, and to thrive with so many competitors around, they have to do something special in whichever price bracket they occupy, whether that's establishing themselves as a friendly local hangout, serving up consistent quality food that's affordable, or creating Michelin-level culinary works of art. Tokyoites don't put up with substandard restaurants.

From simple noodles to sublime sushi and everything else that's received Michelin stars – tempura, sukiyaki, meat-free shojin ryori, wagyu, Chinese, French and Italian included – the end result is that there is nowhere else in the world to eat like Japan's capital. No wonder the late Anthony Bourdain once said that if he had to eat only in one city for the rest of his life, Tokyo would be it. **O**



Photo by Anthony Bourdain

OCEAN'S CUISINE

Why a simple backstreet in Marseille represents a world of food finesse for three Michelin-star chef **Alexandre Mazzia**.

SIMONE LEE



Look no further than a desire to revive and reinvent modern cuisine than Alexandre Mazzia. The Frenchman is a three Michelin star chef who possesses a prime cut of humility so well-cooked and impeccably seasoned that, in the depths of the recent pandemic, he took his fine dining experience into a ramshackle food truck.

Sure, there was champagne on offer, and the croque monsieurs being served up were laced, embossed, garnished and enriched with the all the precision and skill from within his Marseille restaurant *AM* (his initials), but his mobile food dining dalliance was proof, as if needed, that the only thing that should be locked down in these unusual times is flavour.

“Our truck, *Michel*, enabled us to keep making food, to keep my kitchen going,” begins Mazzia. “When someone says you cannot cook inside, what choice do you have but to begin cooking outside? It was really that simple, but it did bring a new audience, and a new appreciation for takeaway food, I think... I hope.”

This widely revered chef’s willingness to strip away the stuffy kudos the industry often carries by re-presenting his brand out of the hatch of a diesel truck is reflective of a respect for food that goes right through to the interior design of his restaurant. “It has to be the total experience,” he says. “It has to be an invitation to let the food take centre stage, wherever that may be.”

Beyond the doors on Rue François Rocca, that means an interior palette that’s comprised of concrete, simple woods, thin steel and ‘tube-and-cord’ chairs that would perhaps only score half marks on the comfort scale. On the outside, the restaurant is unbranded. A residential street with flats and apartments towers above, and there is a swell of traffic congestion. Yet, to describe this location and these fixtures as unwelcoming is, ultimately, to miss the point. “The idea is to have no distraction,” the chef offers. “The premise is you have a relationship with the food that is laid there in front of you.”

By extension of that point, then, would the chef prefer it if we ate alone? “Maybe that is a step too far,” he smiles. “Food is about companionship, but not distraction, and that is where the line is drawn.”

At *AM*, Mazzia is on his own journey – an education in food that he believes will continue right up until the day he retires. “It is impossible that a chef will always have the answers. A chef is always learning, always perfecting, always looking for new ways to do that; and we should be glad of that, as it is only the reinvention that makes for a happy kitchen.”

While that’s true, the pleasure his diners take from what’s plated up is a rich combination of styles and influences. French and Mediterranean cuisine are key facets, as is local produce, but Mazzia, who grew up in the Congo, where his parents work, embeds African blends and even Asian spices into his work. “We were there, in Pointe-Noire, Congo, for almost 15 years. I feel very privileged to have sampled simple, ancestral, important flavours from all around. Of course, that means now I am influenced by the ingredients – because they are so different to our own – but also the style of cooking and the role food plays in the community.



“When I moved to France it took me many years to acclimatise to a different interpretation of cuisine, and even now I don’t think I have fully.”

It’s probably just as well the 45-year-old hasn’t. He almost certainly wouldn’t have achieved his three Michelin stars had his foundation in food been just on the French Riviera, where he has gone on to forge a name for himself. “As chefs we must travel to bring back flavour and experience – it is our job... to decorate the tables back home with wonderful food and to show our friends and families the bounty that we have discovered in other parts of the world.

“It is a traditional and simplistic way of looking at things, but I think that’s very important when you consider how the world is today. Not everyone has the ability to travel – in fact, virtually no-one over the past year or so – therefore it becomes important for us to take on that role, to take diners on that journey.”

And such is the role of the chef that menus are stark in *AM*, intentionally so. There is no roll call of attending ingredients, merely prices and a stated number of courses – the exact constituents are left to the chef, to his imagination and to his emotion, on that day, on that sitting.

“It is travel, it is a voyage – and sometimes you need to let someone else do the steering, you know?” Mazzia laughs. “Sometimes we all need to loosen the control and put our faith in others, and that is what I try to do.”

It works; and should surprise, spontaneity, reinvention and living for now become the buzzwords or by-products for the post-Covid era, then surely many more chefs will follow Alexandre Mazzia’s lead. **O**

THE WORLD OF WINE



CHÂTEAUX CHEVAL-BLANC AND AUSONE PULL OUT OF 2022 SAINT-EMILION CLASSIFICATION

Châteaux Cheval-Blanc and Ausone are set to pull out of the 2022 Saint-Emilion classification. The prestigious estates, both original Saint-Emilion Grand Cru Classé, said that the process has moved too far from “fundamental” issues.

“We planned to submit the documents,” Pierre Lurton, head of Cheval-Blanc, and Pierre-Olivier Clouet, technical director, told French wine publication *Terre de Vins*. “But the areas for evaluation went too far beyond what we considered fundamental: the terroir; the wine; the history.”

The estates have also removed their stablemates in the area, according to a report on wine-searcher.com. Château Quinault l’Enclos, which like Cheval-Blanc, is owned by Bernard Arnault of LVMH and the Frère family, while the Vauthier family, which runs Ausone, also removed Château La Clotte from the classification.

“It’s not that we feel that we are above the classification at all, or that we don’t need it, that would be awfully pretentious,” Pauline Vauthier, who runs Château Ausone, told *Terre de Vins*. “It’s just that we don’t see ourselves in the criteria.” **0**

ARE FINE WINES GETTING STRONGER? NEW STUDY CASTS LIGHT ON ABV

Red wines from Bordeaux, Tuscany, Piedmont and California all had higher alcohol levels on average in the decade between 2010 and 2019 than they did in the 1990s, a new survey has revealed.

Liv-ex, a global marketplace for wine, began recording reported ABV levels in 2020. It has reached 35,000 wines, with 20,000 of those verified by its warehouse team.

“This is a remarkable snapshot of significant changes taking place in some of the world’s most important fine wine regions,” said Justin Gibbs, Liv-ex co-founder and director. “These wines analysed represent wines traded on Liv-ex, a broad range of mostly fine wines.”

While relatively little change was recorded in Burgundy, California showed a sharp rise between 2000 and 2009, but then a dip in average ABV levels following that.

Alcohol levels in wine have generally been linked to sugar content in the grapes, as noted by a 2011 paper published by the American Association of Wine Economists (AAWE), according to *Decanter* magazine. **0**



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MENDOZA WINE GUIDE

Mountains and Malbec instantly spring to mind when contemplating **Mendoza's** vintages. But now Argentina's most prestigious wine country has cast its net far beyond this favourite grape.

SORREL MOSELEY-WILLIAMS



While Jesuit priests planted Moscatel vines in this Andean province in the mid-16th century, Argentina's initial wine boom was down to French agricultural engineer Michel Aimé Pouget bringing traditional Bordeaux varieties Sémillon, Merlot, Cabernet Sauvignon and Malbec to the region in 1852. Fast forward to the 1990s when the brains behind wineries such as Catena Zapata and Familia Zuccardi, namely third-generation winemakers Nicolás Catena Zapata and second-generation José Alberto Zuccardi, began studying and understanding *terruño*. As they started deciphering the elevated terroirs – which start at 430m above sea level and soar to 2,000 – of Luján de Cuyo, Maipú, San Rafael, the Uco Valley and their numerous sub-regions, it was then Mendoza earned its place on the world stage.

While Argentina is the world's fifth-largest wine producer, the Andean province of Mendoza – an elevated desert where growers astutely channel snowmelt for irrigation – is home to three-quarters of all the country's vineyards, many sporting fabulously scenic backdrops of the magnificent mountain range and five-star lodges with all the trimmings.

While Malbec remains Mendoza's cash cow, this juicy red isn't just a one-trick pony, continually proving its versatility and ability to express diverse terroirs in world-class vintages. Elegant silky tannins dominate in Agrelo and Las Compuertas vintages, expect floral notes from Vista Flores, herbaceous ones from Gualtallary, and unadulterated fruit and chalky mouthfeel from Paraje Altamira, all Mendoza Geographical Indications.

And beyond Malbec, aficionados can enjoy other bold fruit-forward reds such as Bonarda and Cabernets Franc and Sauvignon; exhilarating whites include Semillón, Torrontés and Chenin Blanc; well-thought-out rosés made from Syrah and Pinot Noir; plus there's a buoyant bubbles segment. Many sparkling wines adhere to the champenoise method (when Chandon expanded outside of France for the first time in 1960, it chose Mendoza as its base), while the current bubbles trend is pét-nat single fermentation.

There's also a move towards creating food-friendly wines. Skin-contact whites known as *vino naranja* (orange wine) produced from Malvasía, Torrontés and Pedro Ximenez are increasingly chosen by Argentine consumers, while Criolla, Pinot Noir, Trousseau and Garnacha lead the pack when it comes to reds with lighter tannins and body.

Throw into the mix low-intervention styles sticking to natural yeasts, an increase in certified organic and biodynamic estates plus a movement to revitalise abandoned vineyards and long-forgotten grapes, and suddenly selecting a Mendoza vintage presents a world of delicious opportunities. **0**



**Zaha Marsanne, Bodega TeHo,
Los Chacayes**

While this white grape is a relative newcomer in Argentina, risk-taking viticulturist and terroir specialist Alejandro Sejanovich makes a crisp fresh Marsanne with delicious green apple notes from Uco Valley.



**Signature Rosé, Susana Balbo Wines,
Los Chacayes**

Known as the queen of Torrontés, groundbreaking winemaker Susana Balbo sets a new standard for stylish rosés, floral notes and juicy acidity leading her Malbec/Pinot Noir blend sourced from Uco Valley.



**Rocamadre Criolla 2020, Rocamadre,
Paraje Altamira**

A low-intervention light-bodied red made from Criolla Chica and Criolla Grande, these underappreciated grapes are going through a well-deserved renaissance. Honest expression from fourth-generation vintner Juanfa Suarez that's highly drinkable.



**Proyecto Hermanas Malbec/Cabernet
Sauvignon, Bodega Lagarde, Gualtallary**

A Malbec-forward blend, this vintage created by third-generation sibling vintners Sofia and Lucila Pescarmona, who lead the 125-year-old Lagarde winery, proffers intense red fruit, herbs and spices backed by grippy tannins.



**Adrianna Vineyard White Bones,
Bodega Catena Zapata, Gualtallary**

This 100 pointer is Argentina's most iconic white – a breathtaking Chardonnay made by winemaker Alejandro Vigil. Floral and mineral with vertiginous acidity, the 2018 vintage is intoxicating and highly drinkable.



**Blanco de la Casa, Riccitelli Wines,
Uco Valley**

An energetic low-intervention white blend sporting vibrant equal parts of Semillón and Sauvignon Blanc, plus some Chardonnay from young gun winemaker Matías Riccitelli. Complex and refreshing with plenty of texture.



**Malbec DOC, Bodega Luigi Bosca,
Luján de Cuyo**

This single-vineyard vintage from fourth-generation-led Luigi Bosca winery is sourced from Malbec heartland Luján de Cuyo, its fresh red fruit and sweet tannins ensuring a great introduction to Argentina's favourite red.



**Finca Piedra Infinita Gravascal,
Zuccardi Valle de Uco, Paraje Altamira**

The 2018 vintage of this single-parcel Malbec picked up 100 Parker Points and is the result of relentless terroir investigation by third-generation viticulturist Sebastián Zuccardi, fully expressing this 1,100m limestone-forward corner of the Andes.



THE WORLD IN YOUR EYES

As a major retrospective of her work opens in Madrid, we look at **Georgia O'Keeffe**, “the mother of American modernism” whose close-up studies of plants, buildings and landscape are spellbinding.

ALICE SNAPE

“**When you take** a flower in your hand and really look at it, it’s your world for the moment,” Georgia O’Keeffe once said. “I want to give that world to someone else.” Painted in 1932, ‘Jimson Weed/White Flower No. 1’ exhibits O’Keeffe’s enduring motif: a flower so huge that it looks like it’s being viewed through a magnifying glass. A white blossom of a weed, measuring over a metre each side, is surrounded by swirling emerald leaves, an inflated bud at its centre. O’Keeffe believed a flower’s beauty was easily overlooked; she painted them large so that “even busy New Yorkers” would be forced to pause. “Most people in the city rush around so they have no time to look at a flower. I want them to see it whether they want to or not,” she said.

The work of art sold for more than \$44 million at a Sotheby’s auction in New York in 2014, more than tripling the previous auction record for a female artist. Having once belonged to her sister, Anita O’Keeffe Young, for six years it hung in the White House during the George W. Bush administration. Now it’s on the move again; housed, temporarily, inside the walls of the Museo Nacional Thyssen-Bornemisza in Madrid, where the first retrospective of her work in Spain is on display – 90 works spanning the six decades of her career.

The central gallery is devoted to floral pieces, but her canvases also have the power to transport you to other worlds, from her early abstractions in charcoal to the industrialism of the 1920s New York skyline and the dryness of the New Mexico desert, where she lived from 1949.

Born in November 1887, the second of seven children, O’Keeffe grew up on a farm in Wisconsin. She went on to become one of the most important artists of the 20th century, renowned for her contribution to modern art, yet it’s one question that plagues her work: flower or vagina? The theory that her swollen forms in paint were close studies of the vulva was argued by photographer Alfred Stieglitz in 1919 – he later became her husband, and she moved to New York to be with him. A member of the National Woman’s Party, a radical feminist group, O’Keeffe vigorously denied sexual readings of her work, believing they were the product of people’s own erotic obsessions. And so she cultivated a serious public image, immaculately dressed in a voluminous black dress, hair pulled back in a knot, sensible flat shoes. She began painting skyscrapers, ‘The Shelton with Sunspots’, a dark grey building in the glaring sun, perhaps less open to unintended interpretations. »



Her detailed, precise brushstrokes are so visceral that they take on an almost tactile quality. ‘Ram’s Head, White Hollyhock-Hills’ is one such work, the bones of a ram’s skull float surreally against the dramatic New Mexico skies, a white hollyhock hovers beside it, the hills of the Rio Grande Valley below. Painted when she was 47, the years leading up to it had been tough. Her marriage to Stieglitz was tumultuous, and after abandoning a commission, she almost gave up painting entirely. She ended up in hospital with psychoneurosis after a breakdown; this painting of a skull – an image associated with death – was to be her rebirth. New Mexico and its ethereal landscapes proved to be a tonic.

Following a year of pandemic living, when our worlds have grown smaller, our lives on pause, a daily walk punctuating our day, it feels poignant that one of the threads running through the exhibition is walking. O’Keeffe’s daily routine consisted of a walk. She’d walk for hours, gathering objects along her way: flowers, leaves, bones, any natural ephemera that caught her eye. Moving was a fundamental part of her creative process. “I have never had a more beautiful walk,” she said. “I seem to be hunting for something of myself out here.”

The pieces she collected became a part of her, of course, when she turned them into the subject of her work. One should imagine her in her studio, studying each object, building layers of paint on canvas, turning a found object into something extraordinary: “When I get an idea for a picture, I think, How ordinary [...]” O’Keeffe said. “But then I realise that to someone else it may not seem ordinary.” With a slow, aware gaze, akin to O’Keeffe’s, let her work become your world for a moment. **0**



Page 90: Cabeza de carnero, malva real blanca. Colinas (Cabeza de carnero y malva real blanca, Nuevo México) / Ram’s Head © Georgia O’Keeffe Museum

Page 91: Paisaje de Black Mesa, Nuevo México / Desde la casa de Marie II, 1930 (Black Mesa Landscape, New Mexico / Out Back of Marie’s II); © Georgia O’Keeffe Museum; Photo: Courtesy of the Georgia O’Keeffe Museum

Above: Abstracción temprana, 1915, (Early Abstraction); © Milwaukee Art Museum; Photographer credit: Malcolm Varon

Left: Lucero de la tarde n.º VI, 1917; © Georgia O’Keeffe Museum; Photo: Courtesy of the Georgia O’Keeffe Museum

BEST NEW ART SHOWS

As galleries around the world reopen, here are the exhibitions to check out.

**SOPHIE TAEUBER-ARP:
LIVING ABSTRACTION**

Where: Museum of Modern Art, New York, US
When: November 21, 2021 – March 12, 2022

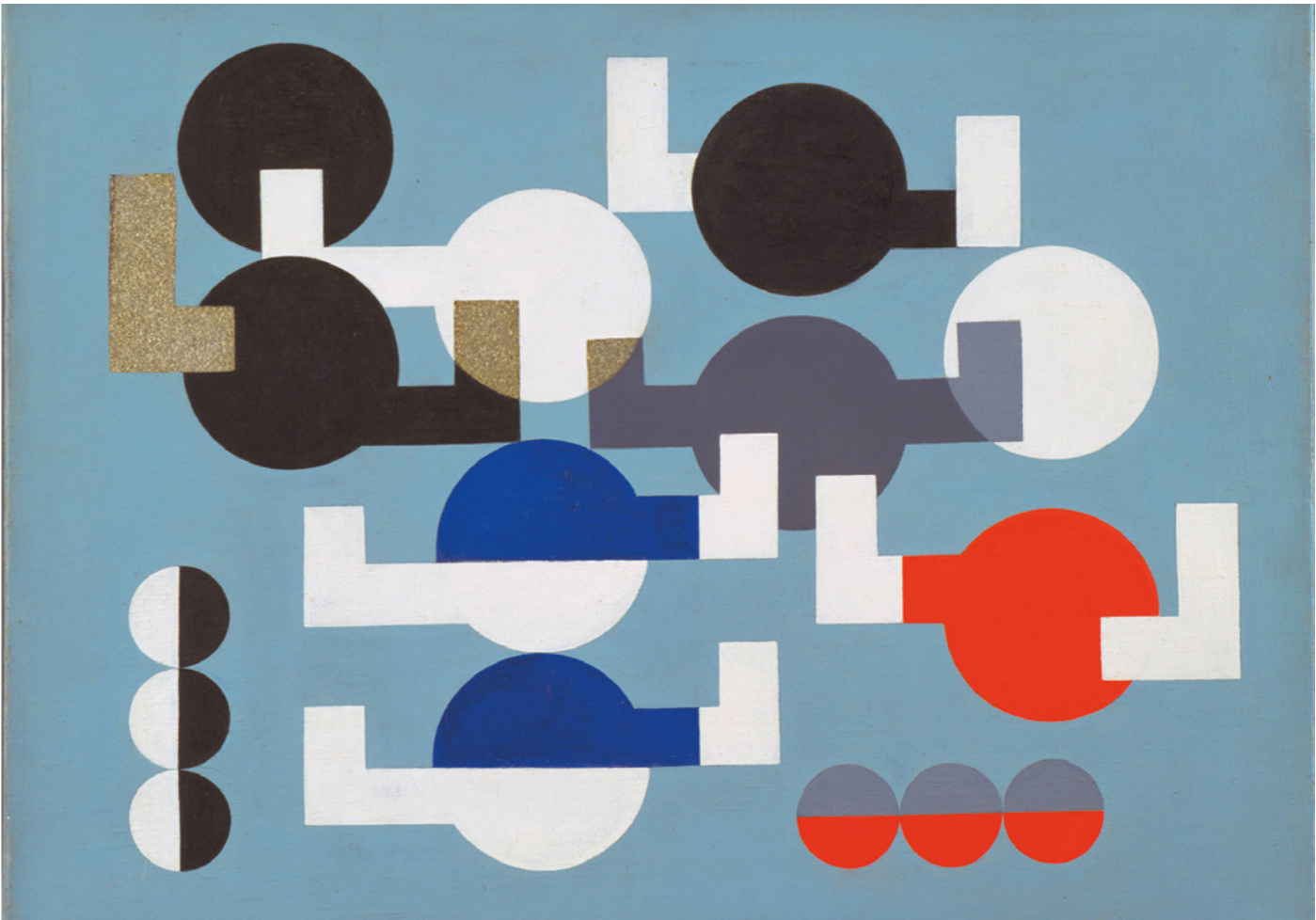
Sophie is best known for her geometric abstractions and work with her husband and sculptor Jean Arp. This exhibition will be travelling to some of the biggest

art institutions in the world (including the Kunstmuseum in Basel and the Tate Modern in London) and sets out to showcase Sophie’s contribution towards the history of abstract art. Containing around 400 works, the exhibition will start with early architectural and interior design pieces before moving towards abstract line drawings produced towards the end of the artist’s life in 1943.

BOTTICELLI

Where: Musée Jacquemart-André, Paris, France
When: September 10, 2021 – January 24, 2022

Sandro Botticelli was a major Italian Renaissance artist, painting from mid-1400s to early 1500s. Some of his most famous pieces from US and European collections will be going on show at the Musée Jacquemart-André in Paris this autumn, **»**



including *Madonna and Child*, *The Return of Judith to Bethulia* and *Portrait of Giuliano de' Medici*. As well as paintings, the exhibition will feature drawings for embroideries and prints, drawing light on how the artist vacillated between producing one-off works and larger series. There will also be other works from 15th century artists, including Fra' Filippo Lippi and Verrocchio.

YAYOI KUSAMA: A RETROSPECTIVE

Where: Tel Aviv Museum of Art, Israel
When: November 2, 2021 – April 23, 2022

Yayoi's work now spans some 70 years and eight of her most important exhibitions (showcased between 1952 and 1983) will be recreated in Berlin this year before being exhibited in that autumn at Tel Aviv's Museum of Art. Yayoi has used a multitude of mediums throughout her career, changing her use of space. There will also be a new exhibition, *Infinity Mirror Room*, which the artist has created for the occasion. As well as more well-known pieces, there will be earlier works from her long career in the exhibition.

TRACEY ROSE: SHOOTING DOWN BABYLON

Where: Zeitz MOCAA, Cape Town, South Africa
When: December 15, 2021 – July 3, 2022

A revolutionary and radical performance artist, Tracey Rose is known for producing some controversial pieces that shine a light on issues within society, from gender equality to rising tensions between Palestine and Israel. The Zeitz MOCAA in Cape Town will be showcasing the artist's largest retrospective to date later this year, with works from 1996 to 2019. There will be a mix of film, photography, sculpture, performance, paint and print. The exhibition is titled after her 2016 installation *Shooting Down Babylon*, which looks into exorcisms and cleansing rituals in non-Western communities and post-colonial entanglements.

ALICE: CURIUSER AND CURIUSER

Where: Victoria & Albert Museum, London, UK
When: May 22 – December 31, 2021



A major new show at London's V&A will chart the evolution of Lewis Carroll's kaleidoscopic story of Wonderland, from manuscript to it becoming a global phenomenon with the likes of Walt Disney and Tim Walker adapting the tale. The exhibition is a theatrical, immersive journey with over 300 objects gathered from the story's 158-year history. Original drawings, set designs, costumes from the Royal Ballet's production and original models from film adaptations will all be on display, as well as album artwork.

BARBARA KRUGER: THINKING OF YOU. I MEAN ME. I MEAN YOU

Where: Art Institute of Chicago, US
When: September 19, 2021 – January 24, 2022

The American conceptual artist is best known for her political messages and collages, mixing text with image. Her career now spans four decades, with a range of her work going on show at the Art Institute of Chicago in autumn, before being

shown at a later date at Los Angeles County Museum of Art. The exhibition will include collages, installations, videos and rare works from the 1980s that shine a light on the artist's messages in feminist cultural critique. However, the exhibition is not merely a retrospective, the works having been rethought, remade and replayed – with some even going beyond the walls of the Art Institute of Chicago, branching into the streets, on billboards, buses and public transport tickets. **O**



Page 93: Sophie Taeuber-Arp
The Museum of Modern Art, Department of Imaging and Visual Resources.
© 2019 Artists Rights Society (ARS), New York / VG Bild-Kunst, Bonn.

Left: Tracey Rose
Die Wit Man, 2015, Single channel HD projection, stereo surround sound,
42' 40". Courtesy the artist and Dan Gunn, London.

Above: Illustrations detailing the creative process behind Heston Blumenthal's
Mock-Turtle Soup, part of the V&A's Alice Curiouser and Curiouser exhibition.
(c) Drawings by Dave McKean. Image courtesy of Heston Blumenthal.

THE ALBUMS OF 2021 (SO FAR)



FLOATING POINTS, PHAROAH SANDERS & THE LONDON SYMPHONY ORCHESTRA Promises

Pharoah Sanders has had the most remarkable career. Having played with both John and Alice Coltrane, his solo work shifted effortlessly between genres – from experimental to modal jazz; R&B to ‘world fusion’ – ushering in new eras with his innovation. At 80, you’d forgive him for phoning it in a little – playing a few of his trademark overblown notes the saxophone. This, a collaborative album with British electronic musician Sam Shepherd – better known as Floating Points – and the London Symphony Orchestra, is nothing of the sort. He’s star of the show on an instant masterpiece on which he and Shepherd head out of their comfort zone.



SONS OF KEMET Black to the Future

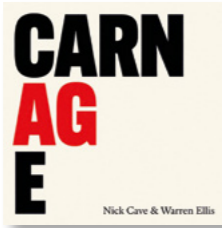
We’ve featured Shabaka Hutchings’ output before. The British saxophonist has, more than anyone else, put the London (and wider British) jazz scene on the map – becoming a godfather of the genre in the process. Sons of Kemet is perhaps where he creates his best work. Made up of two horns (Hutchings and Theon Cross) and two percussionists (Edward Wakili-Hick and Tom Skinner), the band create rhythmic,

urgent jazz that pulsates to the best of the carnival but remains righteously angry and political. The band alone make a supremely enjoyable noise but, with guest spots from UK rapper Kojey Radical, singer Lianne La Havas and Chicago-based pianist Angel Bat Dawid, there’s even more to enjoy that before.



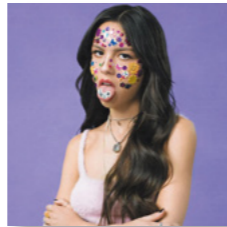
TYLER, THE CREATOR Call Me if you Get Lost

A some point along the way, Tyler Okonma – who emerged from the Odd Future collective that also counted Frank Ocean as a member – went from enfant terrible and shock-jock rapper to accomplished musician. Of course, the talent was obvious since Yonkers brought him fame, but few anticipated his career enduring or his music maturing the way it has. Shifting through genres including pop, soul, reggae and hip-hop and with references to French poet Charles Baudelaire, this is perhaps Okonma’s most accomplished album to date. Kaleidoscopic, irreverent, iconoclastic, but above all – as is always the case with Okonma – Call Me if you Get Lost is so much fun.



NICK CAVE & WARREN ELLIS Carnage

Collaborators in Nick Cave & The Bad Seeds and Grinderman, Carnage is Warren Ellis and Nick Cave’s first full-length studio album as a duo. Recorded during lockdown, it was released to critical acclaim. Those familiar with Cave’s work will also be familiar with his brooding sound and dark subject matter – isolation, grief and nostalgia. On the title track he sings: “I always seem to be saying goodbye / And rolling through the mountains like a train / My uncle’s at the chopping block / Turning chickens into fountains / ’Cause I’m a barefoot child watching in the rain / That stepped into this song / Taken a bow and stepped right out again”. It’s no surprise that this is being called Cave’s best album since Push the Sky Away, and it’s not a bad place to start on his imposing back catalogue.



OLIVIA RODRIGO Sour

It would be remiss not to mention Sour, the debut studio album by American singer-songwriter and actress Olivia Rodrigo. The album had 385 million streams in its first week on global Spotify – the biggest opening week for an album by a female artist on the platform, beating Ariana Grande’s Thank U, Next. You will have heard one, if not all, of the trio of singles that preceded the album’s release: Drivers License, Deja Vu and Good 4 U all entered the top three of the US Billboard charts, making her not so much a pop sensation and more the subject of a cultural moment. As someone previously known as a star of the Disney+ show High School Musical: The Musical: The Series you may expect sugary pop and not much else. That’s not the case – with folk, grunge and soul influences all on display.

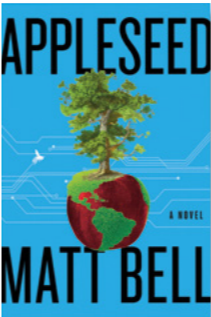
READERS’ CORNER



If you haven’t already, you’ll be hearing a lot about Matt Bell’s **Appleseed**. It spans three timelines: 18th century Ohio, where two brothers travel into the wooded frontier, planting apple orchards from which they plan to profit in the years to come; picking up the story 50 years on; then travelling 1,000 years in the future, where eco-disaster awaits. Timely and epic, it’s sure to appear on end-of-year lists.

Described by the Guardian as “a soaring epic of female adventure and wanderlust”, **Great Circle** by Maggie Shipstead was an instant New York Times bestseller. The books tells the story of Marian Graves, from the night she is rescued as a baby out of the flames of a sinking ship, through the Second World War and to her great circle flight, circumnavigating the globe. Fifty years on, Hadley Baxter, a troubled Hollywood starlet, is drawn to playing Graves...

APPLESEED Matt Bell



GREAT CIRCLE Maggie Shipstead



DOG FLOWERS Danielle Geller



A SWIM IN A POND IN THE RAIN George Saunders



KLARA AND THE SUN Kazuo Ishiguro



Dog Flowers is an arresting “photo-lingual” memoir that weaves together images and text to examine mothers and mothering, sisters and caretaking. In it, author Danielle Geller pays homage to our pasts, traditions, and heritage, to the families we are given and the families we choose.

George Saunders, author of the wildly inventive and Booker prize-winning novel Lincoln in the Bardo, is as interested in challenging himself as he is the reader, making each book a remarkable experience. **A Swim in a Pond in the Rain** is a condensation of Saunders’ course on 19th century Russian short stories at Syracuse University and tackles the big guns – Tolstoy, Chekhov, Gogol and Turgenev – with wit, humour, observations and philosophy. Truly, only Saunders could have written this.

Any novel by Kazuo Ishiguro is an event, but this eighth **Klara and the Sun** – his first since being awarded the Nobel Prize for Literature in 2017 – is another masterpiece, worthy of its place in his back catalogue. The book is narrated by Klara, an Artificial Friend with remarkable, human-like observational qualities, who watches the world from her place in the window of a shop. She remains hopeful that a customer will soon choose her – learning about the world through the glass, and living vicariously until she’s bought.

TOP FIVE: UK CYCLE ROUTES

The best biking trails around the country for all abilities.

CAMEL TRAIL, CORNWALL

27km / easy

A flat trail, following the path of a disused railway line. The route winds its way through the stunning Cornish countryside, taking in views of the Camel estuary, with part of the region designated an Area of Outstanding Natural Beauty.



BOX HILL OLYMPIC CIRCUIT, SURREY HILLS

18km / medium

A popular challenge for cyclists, the circuit goes along country roads and was used during the 2012 Olympic Games. It's no easy feat to reach the top of Box Hill, but the views overlooking the River Mole when you get there are rewarding.

CROMER RIDGE, NORFOLK

23km / medium

Taking in the highest point in Norfolk at Beacon Hill, which is an impressive 103m above sea level. This circular trail follows a Sustrans' cycle route, with some parts going off-road.



MERTHYR TYDFIL TO BRECON, WALES

40km / hard

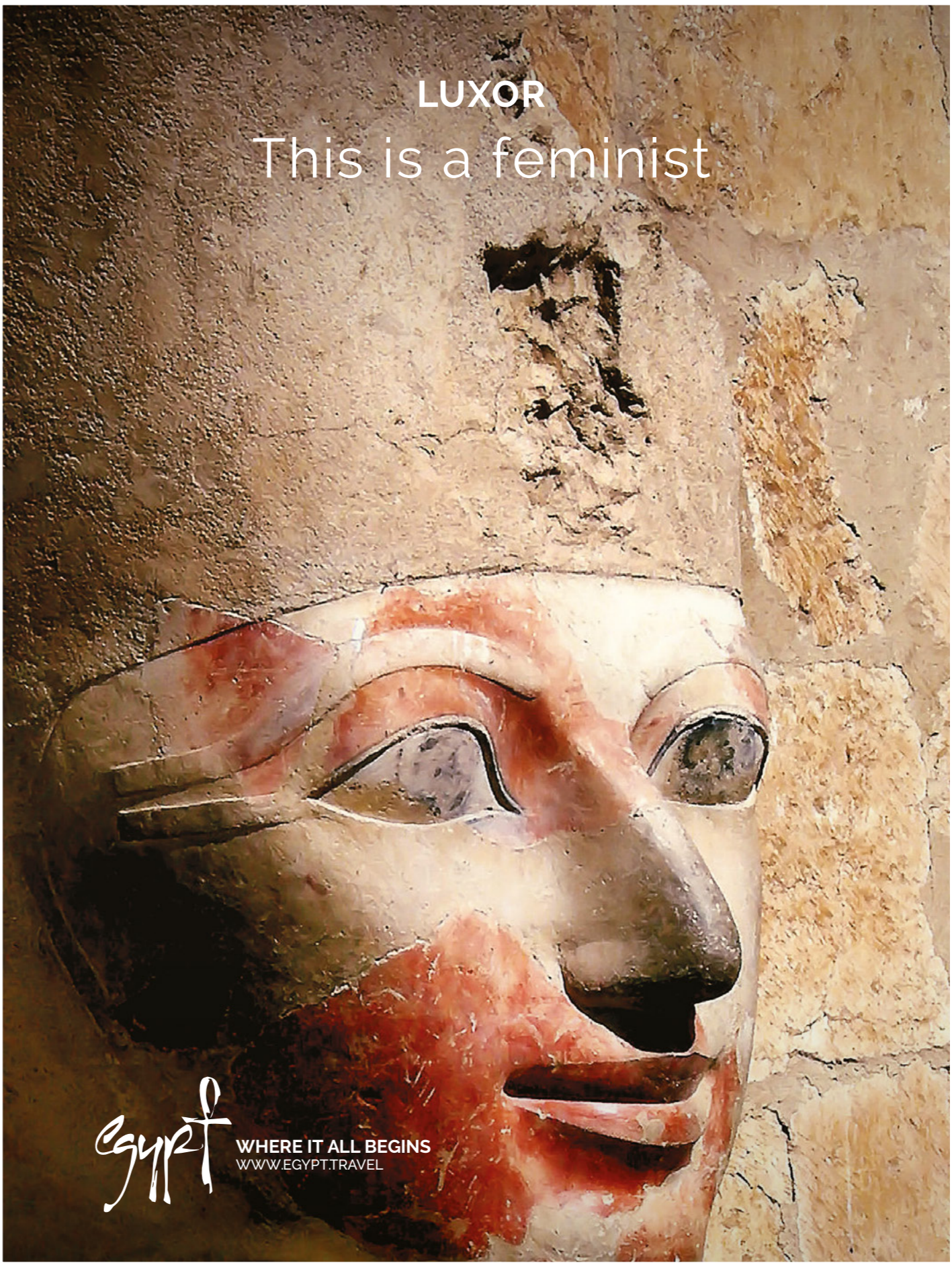
This route starts in an unassuming industrial landscape before unwinding into one of the most beautiful trails, crossing over viaducts and passing reservoirs, waterfalls and the mountain landscapes of Monmouthshire and along the Brecon Canal.



APPLECROSS PENINSULA, SCOTLAND

71km / medium

A single-track mountain pass through Bealach na Bà is how this route winds through the northwest Scottish Highlands. It's one of the longest climbs in Britain, going up to 626m above sea level, with the shortest loop starting from Shildaig.



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