

LONDON ON-WATER

Big screen for America's Cup action

Catch America's Cup action live at the London On-Water show, which takes place at St Katharine Docks from Thursday 8 June to Sunday 11 June.

The four-day festival will have a big-screen showing some of the Louis Vuitton America's Cup Qualifiers, on Great Sound in Bermuda.

The London On-Water show, which has become an annual fixture on the capital's boating scene, will showcase a vast range of goods from supercars to canal boats.

For lovers of powerboats with a traditional twist, American manufacturer Chris Craft will be exhibiting its latest runabouts.

Classic Boat is media partner for the event and there is free show entry for Classic Boat readers. Register online at the show website and use SGI code CLASSICBOAT.



GREENWICH, LONDON

Death in the ice

A major exhibition exploring the mysterious fate of Sir John Franklin and his crew on their final Arctic 1845 expedition, starts on 14 July at the National Maritime Museum. With more than 200 objects including finds from HMS *Erebus* – whose resting place was only discovered in 2014 – will be on display for the first time in Europe. The show runs until 7 January, 2018. See rmg.co.uk for more details.

WORD OF THE MONTH

Fag-end

"Fag-end" is the end of any rope. The term is also applied to the end of a rope when it has become untwisted. It is one of hundreds of terms now in everyday use: "To pick up fag-ends" is to join a conversation based on a single comment with a resulting unawareness of the context.

Q&A



Yacht broker Bernard Gallay

We live in strange times. How have current political events like Brexit affected business?

Brexit, with the fall in GBP against the Euro, has moved some British buyers away from Euro-priced yachts; but the strengthening Dollar has drawn American buyers to European brokers.

You played professional rugby in the 1980s – is there any comparison with competitive sailing?

Probably a certain level of modesty, as in both sports you may sometimes feel like a little boy, like when facing a big gale or just before entering the field before a tough game.

You served an apprenticeship as crew for Sir Robin Knox-Johnston. What was the most valuable thing he taught you?

One of the many valuable things I learned from him is always to consider the seaworthiness of a boat and to have seamanship at sea. Even with large yachts, I always keep this in mind when it comes to assisting a client to find a boat.

Your sailing career ranged from the Mini Transat to the America's Cup – was there a favourite moment?

Definitely the arrivals of both Vendée Globe races I entered, especially the latter one in 2001, with my wife and two young children coming on board after three months at sea. Another great one was crossing the line at sunset in front of Battery Park with Robin, on board *British Airways 1*, at the end of the Monaco-New York Race in 1985.

Has offshore record-breaking gone too far, putting speed above acceptable levels of safety?

I would not say so. Most around-the-world racing boats now are almost unsinkable, with numerous watertight compartments. The composite structures have become much more reliable than 20 years ago. AIS is a great help. Also communication systems are now incredibly fast and energy efficient. Even on a liferaft, a crew can communicate with shore via an EPIRB or Iridium handset phone.

Who make better sailors, the British or French? My mentor is definitely English and this is Robin. The French have the best record in single-handed sailing at the moment, but the English have better team organisation when it comes to crewed races.

Who will you be supporting in this summer's America's Cup?

I will actually be in Bermuda in June to race the America's Cup Superyacht Regatta and I will be supporting Groupama Team France.

How buoyant is the big classic yacht market? It is a small market for passionate sailors. The passion is still there but the finance less so.

How well do old yachts serve as charter boats in 2017? There is a limited demand for chartering classic yachts, but as there is an even more limited number of them available for charter, when they are well-kept and crewed, they can do well.