

 PENDENNIS

ISSUE 17 2019/20

# VOYAGE

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TRIPLE AWARD WIN | HAIDA 1929 | G2 | VIJONARA | PENDENNIS VILANOVA



# WELCOME

**Following the memorable celebration of Pendennis' 30<sup>th</sup> anniversary at the 2018 Monaco Yacht Show, we've had yet another exceptional year.** In May we were delighted to be awarded not just one, but three World Superyacht Awards at the beautiful gala ceremony in London. The three projects, equally deserving of their respective accolades, demonstrate the broad range of skills and level of expertise that Pendennis can offer across new build, refit and restoration projects and are a fitting reward for the hard work and dedication of our team.

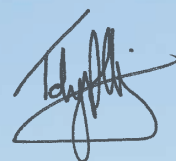
This year, our global 'through life' support to the fleet has been extended through Pendennis' investment in Vilanova Grand Marina, Barcelona,

which will support the continuing successful business operation in Falmouth, UK. Work is already underway to develop the land adjacent to the marina into a superyacht technical service centre that will trade as Pendennis Vilanova from September 2019, and operate using a combination of tradespeople from our home base in Falmouth and local sub-contractors from the region.

We certainly have a lot to look forward to throughout 2020, with the launch of our second Hoek Truly Classic 128' custom sloop, the completion of several large refit projects and the continued expansion of the Pendennis family – and we look forward to sharing the journey with you all.



Mike Carr  
Joint Managing Director



Toby Allies  
Joint Managing Director

ISSUE

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# BUSINESS NEWS

## AWARDS



## TRIPLE WIN AT WORLD SUPERYACHT AWARDS

We are delighted to announce that Pendennis won three prestigious World Superyacht Awards in London in May. Pendennis collected these awards for a diverse range of projects – *Haida 1929* (Rebuilt Yacht), *G2* (Refitted Yacht) and *Vijonara* (Sailing Yacht 30m-59.9m); all featured in this edition of Voyage on pages 8, 22 and 28.

Our award success is a reflection of what experience, knowledge, skills and great teamwork can achieve. These awards demonstrate that our 430-strong team of tradespeople in Falmouth can take on any project. We are immensely proud of the team at the yard and the breadth of projects we have worked on over the last 30 years.

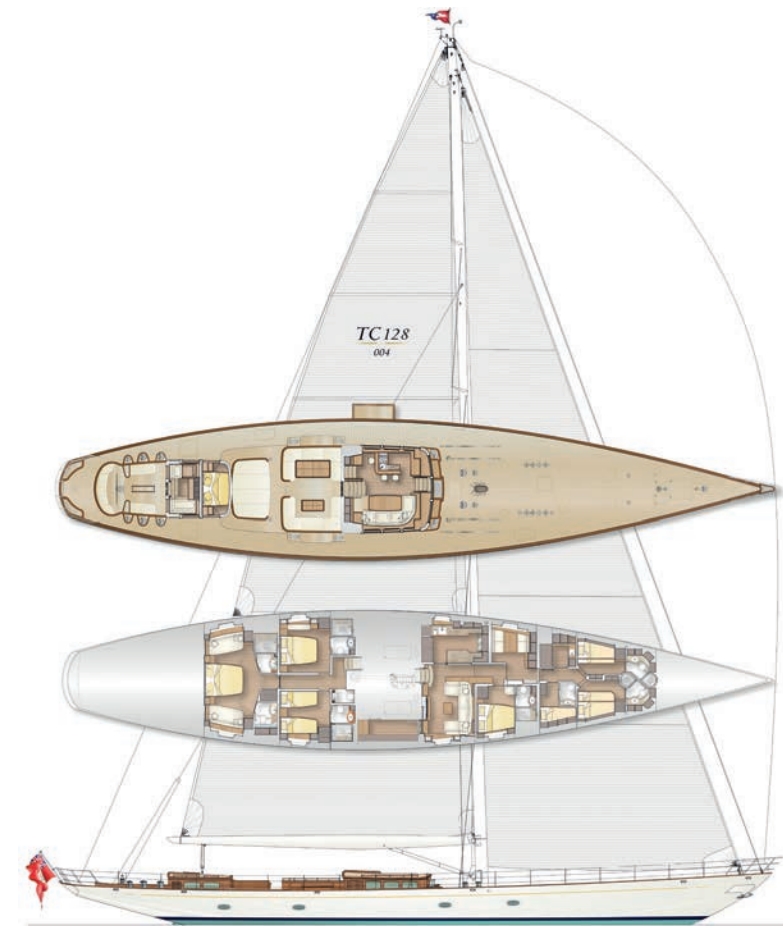
## GLOBAL SUPPORT



## ON LOCATION WITH MY WHITE STAR

Over this winter the Pendennis team has been supporting MY *White Star* both at our Palma facility and on location in Monaco. As well as completing a list of general maintenance and upgrades, the team has also been assisting the crew with the yacht's 15-year ABS survey. The Yacht Support team also installed new Xeamos diesel particulate filters and Ultimate Power fuel economisers and redesigned her generator exhaust system to reduce the yacht's particle emissions and increase generator efficiency.

## BESPOKE BUILD

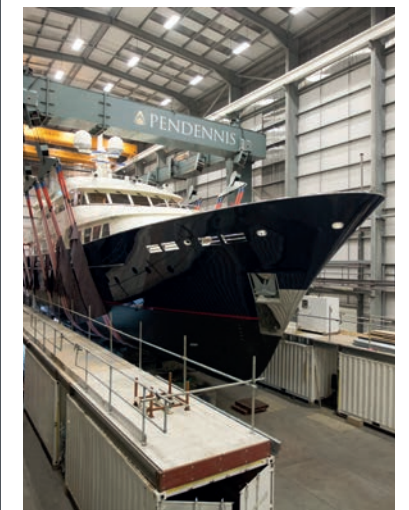


## UNDER CONSTRUCTION AT PENDENNIS

The Truly Classic 128-4 is presently under construction at Pendennis with the hull having been built at Bloemsma in Holland. This is the second project to be completed with Hoek, following the very successful delivery of TC128-2 *Vijonara* in the spring of 2018. This project will benefit from Hoek Design's vast experience in building yachts of this size, as well as the *Vijonara* build team's collective knowledge and expertise.

She is well advanced and due to be delivered to her Owner in the summer of 2020. The yacht is extensively customised but shares the same hull lines, keel and rudder as the first two yachts that were built to this design. Hoek Design is responsible for the interior design with Ken Fulk, New York in charge of the interior decor. We are very pleased to be working with Hoek Design and MCM again on another exciting project.

## REFIT



## SECOND REFIT FOR MY A2

Following MY A2's extensive structural refit at Pendennis six years ago, the 47m Feadship recently completed another refit in Falmouth. Works included re-painting, servicing, minor modifications and repairs as well as remodelling and interior improvements.



# PENDENNIS VILANOVA

*Barcelona's new superyacht  
service centre*

*In the latter part of 2018, Pendennis secured a majority sharehold in Vilanova Grand Marina, a 48-berth facility with adjacent land available for further development. The investment in Vilanova is yet another milestone in Pendennis' international growth and offering to its global client base, supporting the continuing successful business operation in Falmouth, UK.*

Vilanova Grand Marina Barcelona (VGM) continues to operate as a world-class superyacht facility and is fully open for business while Pendennis builds on the existing infrastructure on site ready for the winter season to begin. Work is currently underway to develop the adjacent land into a superyacht technical service centre that will trade as Pendennis Vilanova. Phase one of the development will include 12,000sqm of hard standing and a 620-tonne travel hoist with supporting piers and is on schedule to be operational for the 2019 winter refit season.

A Pendennis Vilanova management team is already in place and is engaged in projects afloat in the adjacent marina. Pendennis Vilanova projects will benefit from a combination of tradespeople from our home base in Falmouth and local sub-contractors from the region. This is one of the key elements of this operation: we want to provide the fleet with consistency across all of our locations. Pendennis expertise is unique in that our people are permanent employees and have a broad skills and knowledge base. Many have been trained through our award-winning apprenticeship and graduate schemes and have built up an impressive résumé of project experience at Pendennis over many years, working on highly complex and diverse refit, restoration and custom build projects. >>





These same people are the tradesmen and women that take great pride in their work on each and every yacht and ensure that you have the very best Pendennis experience, wherever you are in the world.

Conveniently located just 45 minutes away from the heart of Barcelona and 30 minutes from the city's international airport, VGM offers the captains and crew of any superyacht from 25-130m LOA a perfect base in the heart of the Mediterranean for a short break, winter berth or technical service period.

The crew benefit from its proximity to the cultural centre of Barcelona as well as access to the broad range of activities the local area has to offer including wine tasting, go-karting, skiing and crew barbecues

at the marina. The yacht benefits from a discreet location with 24-hour security and surveillance, 3-phase up to 1,000amps electricity supply, waste management services, stores distribution and private parking. The marina was designed specifically for superyachts and benefits from extra wide concrete quays, which means that yachts wishing to carry out maintenance programmes can be accommodated easily by this technical marina – with alongside space for crange, deliveries and container workshop setup. When you add Pendennis service and expertise and the increased hard standing footprint of the developed facility on top of all of this, Vilanova becomes the obvious choice for superyachts in the Mediterranean.

Pendennis Vilanova is currently taking bookings for the upcoming refit season. Whether you have a small amount of in-water work, require a pit stop during the season or are looking for a longer term winter out of the water, we offer a comprehensive menu of options for superyachts in Vilanova.

**To discuss your next Pendennis Vilanova project, please contact Tyrone Harvey, +34 680 903 749, vilanova@pendennis.com**







# HAIDA 1929

*World Superyacht Awards 2019  
Winner: Rebuilt Yacht*



## JUDGES' VERDICT

“Of the yachts entered for the rebuilt yacht class, the standout winner was *Haida 1929*, a motor yacht designed by the American naval architects Cox & Stevens for Max C. Fleischmann.

She was laid up in the Fal river when purchased by her new Owner in 2017 and taken to Pendennis Shipyard. The ethos of the work was of respect for the integrity of this historic yacht, a decision that was admired by the judges. During the 17-month rebuild, 110 tonnes of steel and 90% of the pipework was replaced, the whole interior was tastefully reworked while a Hammam spa, massage room, and hairdressing room were added.

Perhaps most notably, her original engines – built by Krupp in 1928 and probably the oldest marine diesels in their original installation – were rebuilt to their original specification rather than replaced, despite the inconvenience of having to stop them and restart them in reverse to go astern. The judges considered this an eminently worthy rebuild that saved a historic yacht.”



## INTERVIEW

# CAPTAIN DAAN DE WITT

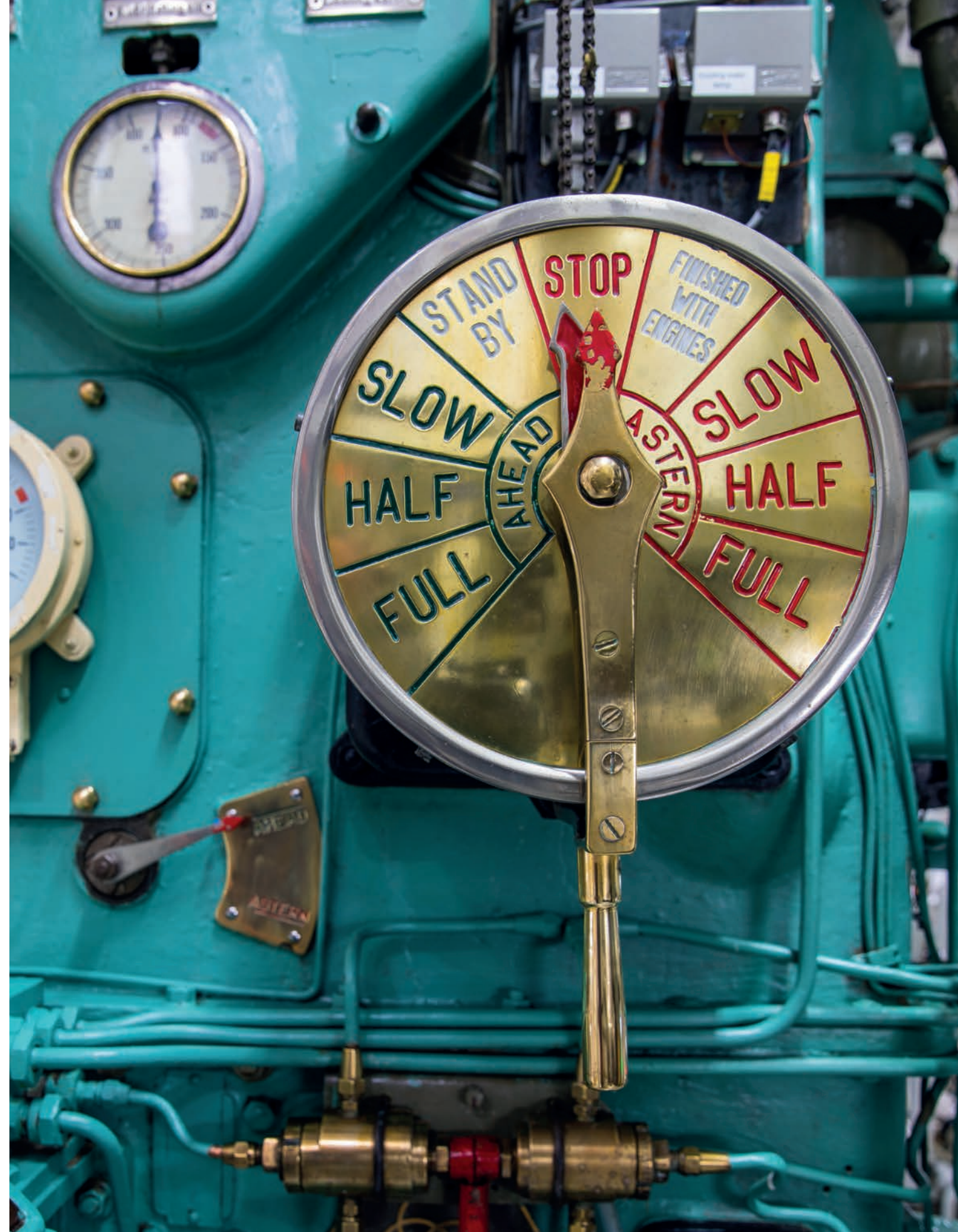
### *Where has Haida been since her refit?*

After departing from Pendennis, *Haida 1929* headed to the Canary Islands and completed a two-week cruise around the islands with Tenerife as our main base. From Tenerife we went on to Palma, had a quick stop at the Barcelona Boat Show and completed a photoshoot trip in Ibiza – all before heading back to Palma. We then went to Monaco and Genoa where we prepared for the summer season, starting in Sardinia with a charter leading on to Capri and Positano, and we also managed a visit to Venice.

After spending August in Marseille, we were due to be on charter for Les Voiles de Saint-Tropez, which coincided with the inaugural Pendennis Classic Yacht Cruise from Cannes to St. Tropez. This event celebrated the yard's 30<sup>th</sup> anniversary year and gathered together the classic motor and sailing yachts that have had extensive restoration and refit work at Pendennis. Along with *Talitha G*, *Fair Lady*, *Bluebird 1938*, *Mariette of 1915* and modern classic *Vijonara*, it was quite a spectacular sight on the water! Since then we have completed our first Atlantic crossing since the refit and we spent the winter season in the Caribbean, where *Haida* had three charters that kept us busy for just over seven weeks with guests onboard.

### *What's it like at the helm of some of the world's oldest marine diesel engines?*

Out at sea her classic hull shape sails very well and cuts cleanly through the waves. Manoeuvring her in port is a challenge because you don't have a gearbox and therefore there is no 'neutral'. To go from ahead to astern you need to stop the engine, change the direction and start it again in astern. Air is also needed to start the engines and you only have so many starts before you run out of air. The air pressure has to build up again before you can continue. To manoeuvre her you have to plan and think ahead – way ahead! >>





*What makes Haida such a special vessel – and what does it take to keep her running?*

Haida's engines are slow-speed diesel engines that run at 170RPM at full speed ahead. They produce a lovely rhythm instead of the modern engines that run at 1200RPM or more at full ahead. There are no spare parts on the shelf of the manufacturer and any spare parts you might need will have to be manufactured, which tends to be challenging but we do have a great deal of help from the Pendennis Yacht Support team who can source and assist with the manufacture of anything we may need. For the engineers it is a very hands-on job as they can't rely on modern sensors and computers to run and monitor the engines; it has to be human input and awareness. The engineers get a feel for the engines and pick up problems from different noises, temperatures, movement or vibrations. You have to be very alert to run Haida's engine room!

*Why did Haida return to Pendennis?*

Unfortunately Haida was laid-up in the Fal River in 2013 for a period of dormancy – it was well protected, economical and close to the team at Pendennis who were very familiar with the yacht already, having refitted her in 2011. When her new Owner bought the yacht and decided to bring her back to life, we felt that Pendennis' existing knowledge of Haida, combined with their wealth of experience with classic yachts, made them the perfect fit for this work and as a result, the Owner made the final decision to take her there.

*How many crew does Haida operate with?*

It takes a great team to keep Haida running smoothly and she currently has a crew of 18. We have a Captain with six deck crew; Chief Officer, 2<sup>nd</sup> Officer and four deck crew. The engine room crew consists of four people: Chief Engineer, 2<sup>nd</sup> Engineer and two more engineers. The interior crew is five strong, which includes our Chief Stewardess, 2<sup>nd</sup> Stewardess and two more Stewardesses, one of which is also a masseuse. We have a Laundry Man, and in the galley there is a Guest Chef and a Crew Chef.



*How do the crew feel about continuing Haida's legacy?*

Initially I think all of her quirks and the hard work necessary to keeping her in pristine condition is a bit of a shock! However, I believe that in time crew find that working on board Haida becomes a unique way of life and is incredibly rewarding. The bright lights of the modern boats do lure some people away, but I have heard from some of those crew that they miss the hard work and special feeling that only Haida can provide – after all, she is 90 years old. For example, at sea the engine room is manned 24 hours a day and that's not a case of sitting in a control room, but actually being present in the engine room between her engines. It's a big responsibility, but we feel it's important to keep her afloat and in excellent working order – she's a beautiful piece of history.

*What's your advice for Captains or Owners considering a classic yacht restoration?*

Restoring a classic yacht is a labour of love, and you need a strong team around you that understands the complexities of a true restoration and has a passion for bringing these yachts back to life. There will be unknowns that you must be ready to handle and tackle – it would be unrealistic to expect a yacht of nearly 100 years old to be completely straightforward. It is very satisfying though, and to know that as a team we have all contributed to keeping Haida operational on the water for years to come is a wonderful feeling. Owners choose to restore classic yachts for many reasons, but really it comes down to their passion and vision.

*What are the plans for Haida's 90<sup>th</sup> year?*

We plan to cruise the Greek islands during the summer season before the post-season maintenance period. And after that? Continue on with our adventures and look forward to Haida turning 100! ■



# COMMUNITY NEWS

30TH ANNIVERSARY



## RED ARROWS IN MONACO

To celebrate Pendennis' 30<sup>th</sup> anniversary, we invited the RAF Red Arrows to round off their season with a final performance at the Monaco Yacht Show. We hosted a champagne reception for over 250 guests to watch the spectacular display from the breakwater, which provided one of the finest vantage points to see the team in action.

AWARDS

## EMPLOYEES AWARDED



Michael Rusbridge, Project Manager at Pendennis, has been named as the 'Young Project Professional of the Year' at the Association for Project Management Awards in London. Michael completed Pendennis' Graduate Trainee scheme in 2015 and has worked on numerous superyacht projects since then, including managing the build of our Hoek Truly Classic SY *Vijonara*.

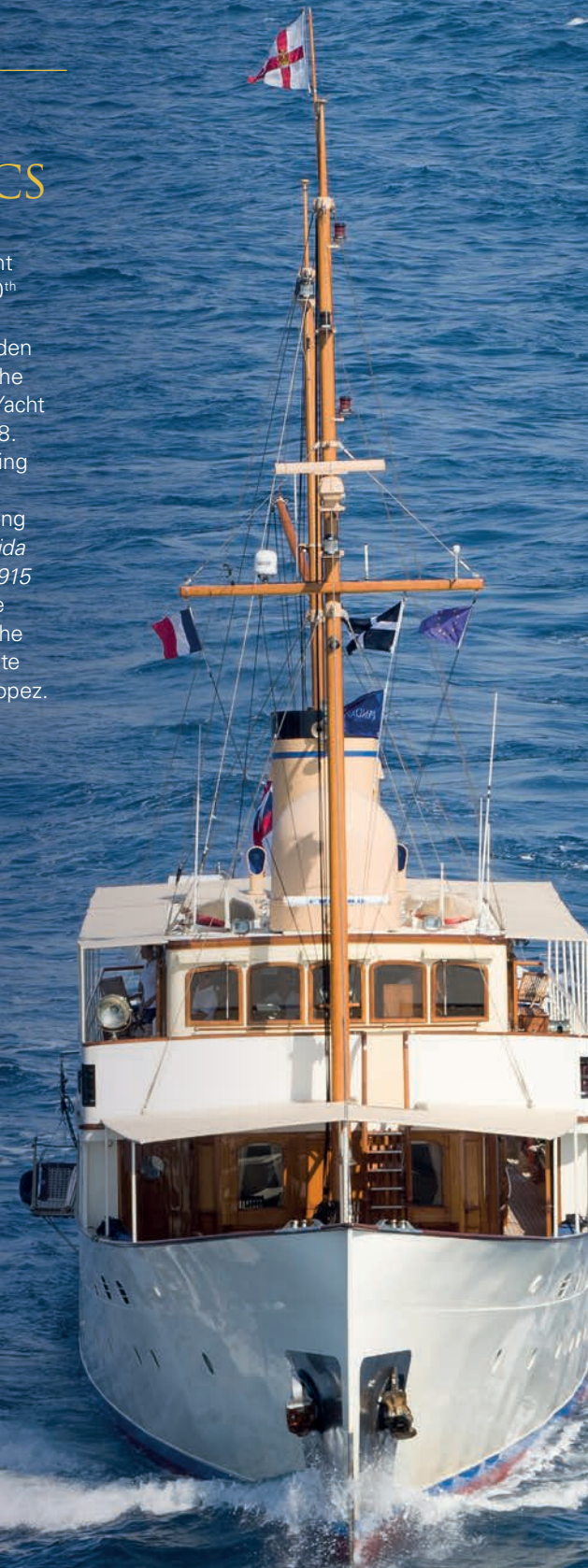


Sam Allbury won the Student Star Award in the 'Celebrating Apprentices' category at the 2019 Cornwall College Student Star Awards. The awards ceremony recognises the hard work, dedication and commitment of students enrolled with Cornwall College – Sam is in the final year of his Surface Finishing apprenticeship here at Pendennis and is a valued and well-respected member of the Paint team.

30TH ANNIVERSARY

## CRUISING THE CLASSICS

In honour of the classic yacht fleet and our own special 30<sup>th</sup> anniversary year, Pendennis took inspiration from the golden era of yachting and hosted the inaugural Pendennis Classic Yacht Cruise in the autumn of 2018. Starting from Cannes following the Monaco Yacht Show in September, the fleet, including yachts such as *Fair Lady*, *Haida 1929*, *Talitha G*, *Mariette of 1915* and *Blue Bird of 1938*, made its way around the coast of the Riviera, culminating in a private celebration on shore in St Tropez.





## SPORT



## MEDIA TEAM WIN SUPERYACHT ASHES 2019

In June, Pendennis hosted the fourth Superyacht Ashes tournament in Falmouth. Four teams comprised of superyacht media, brokers, designers and Pendennis players competed for the prestigious 'Ashes' trophy, which this year was taken home by the media team. It was our pleasure to host so many of our industry colleagues once again in our home town and have the opportunity to welcome them to the shipyard to see the projects underway at Pendennis.

## ROYAL VISIT



## PRINCESS VISITS PENDENNIS

We were pleased to welcome Her Royal Highness The Princess Royal to Pendennis in July. HRH Princess Anne met a number of employees to talk about their roles and the projects that they are currently working on in the shipyard. At the end of the visit, a commemorative plaque was unveiled in front of our whole workforce, which will be proudly displayed on our non-tidal wet basin to mark the occasion.

## APPRENTICES



## APPRENTICES IN ACTION

To coincide with National Apprenticeship Week, Pendennis sent several teams of apprentices out into the community to support local good causes – an event dubbed 'Pendennis Community Week'. The apprentices were tasked with a wide range of activities at various locations in and around Falmouth, including painting the changing rooms at the Dracaena Centre, gardening and general ground maintenance at Barncoose Hospital and marshalling at the St Piran's Day parade through the town. The major project of the week was at Penryn Primary Academy, where a team of apprentices spent the whole week building a pagoda, benches and planters for the children. We received a number of lovely comments from Pendennis' Community Week placements about the volunteer teams. We are incredibly proud of our apprentices, who always rise to any challenge!

## 20TH ANNIVERSARY



## ENGINEERING EXCELLENCE

Not only does Pendennis have an impressive portfolio of custom motor and sailing yachts to its name, but did you know that the Lord's Media Centre was also built by the shipyard in 1999? 2019 marked the 20<sup>th</sup> anniversary of the build, which has risen to become one of the ground's most prominent pieces of architecture. Commissioned by Marylebone Cricket Club to be built in time for the ICC Cricket World Cup of that year, the structure was designed by Future Systems Architects and was styled to be similar to an aluminium boat hull turned upon its side. The concept involved a 'pod' made up of 32 sections individually constructed at Pendennis, resting on two reinforced concrete supports.

The building was widely acclaimed and won no fewer than eight architectural awards, including the RIBA's most prestigious Sterling Prize for Architecture, as well as receiving favourable press from cricket reporters and architectural correspondents.





# REBECCA

*Celebrating 20 years*

The Germán Frers-designed *Rebecca* is one of the largest ketches to be built at Pendennis to date, and is without doubt one of the finest modern sailing yachts in the world.

Her Owner wished to combine all of the best elements of yachts from the mid-19<sup>th</sup> century to the modern day, in a stylish, eye-catching yacht which would give high performance under sail. Germán Frers produced drawings for a 42-metre yacht with fine lines and a graceful shear, which is both extremely attractive and performance-minded. The interior by Robin Black is light and elegant, consisting largely of off-white fielded panelling. Unusually, the sole is made from antique heart pine salvaged from a North American mill built in 1711.

In September 1996, Trevor Hawken was starting to prepare the quote to build Frers' 42-metre design. Having worked as the Electrical Manager at Pendennis and then as Project Manager for the restoration of classic motor yacht *Fair Lady*, he had built up a wealth of knowledge and experience of custom yacht build and refit. By February of the next year, Trevor had become the full-time Project Manager for *Rebecca*, and was dedicating all of his time to completing the build. That year, Pendennis also had 45m MY *Ilona* in build, J Class *Shamrock V* under refit, and was constructing the aluminium structure for the Lord's Cricket Ground Media Centre. Trevor has fond memories of the *Rebecca* build and still works at Pendennis to this day. >>



INTERVIEW

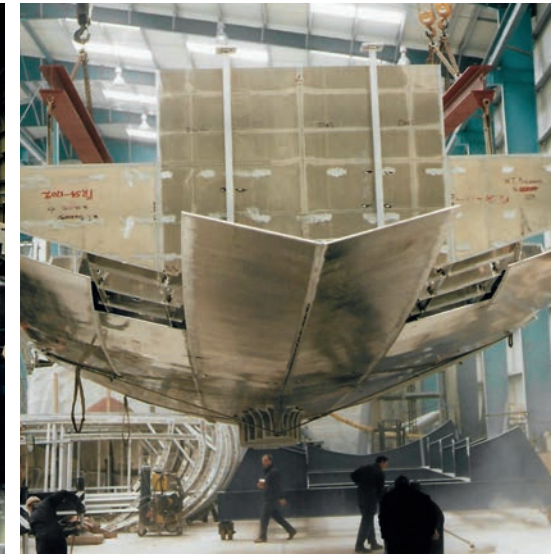
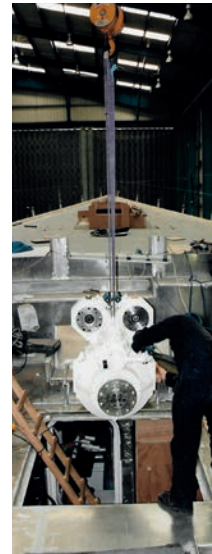
## PROJECT MANAGER TREVOR HAWKEN



“I’d just finished managing the restoration of *Fair Lady* in 1996 and moved straight on to the build of *Rebecca*. Pendennis at that time had around 200 permanent employees, and we started building the hull in the shipyard in 1997 from a cut package. We built numerous mock-ups to help the Owner decide on the final profile, deckhouse shape, sheer and stern details, including a 1:1 scale model of the transom to stern in timber. We also modelled three different bow profiles – raked, plumb and a more conventional style. *Rebecca’s* library was also mocked up in full scale in the US – complete with bookshelves full of books, paintings, working gas fire and a dining table and chairs – at which the Owner, owner’s representative Jon Barrett and Henk even ate dinner in a true test of her design and layout! The Owner knew that he wanted to get her just right – and I think he did. She’s a beautiful yacht and the very fact that she is in such great shape today is due to her thoughtful design and meticulous planning, and careful maintenance over the past 20 years.

We had a great team building *Rebecca* – some of whom are still working at Pendennis now. That just proves the continuity that the shipyard is able to provide: when *Rebecca* came back to Pendennis in 2013 for a refit, we were able to utilise the knowledge and expertise of the tradespeople that originally built her. So much has changed at Pendennis since *Rebecca* was launched 20 years ago, but one thing that remains exactly the same is the “Pendennis spirit”. Our people are passionate, highly skilled, and have broad experience across a range of yachts, and that’s always been the case.

Something that stands out to me is how technology has changed. We take for granted now that we can communicate almost effortlessly with anyone, anywhere in the world, at any time. When we built *Rebecca*, few had access to email communication and in fact the Owner used to write comments on Post-it notes and fax them through to us at the shipyard! That seems archaic now but at the time, it worked. Of course computer technology has also advanced so that 3D models and photo-realistic renderings are the norm now, however we do still build mock-ups which are often invaluable.



Our facilities at Pendennis are probably the biggest difference now – the evolution of the shipyard over 30 years has been continuous and has catalysed the growth of the company. When we launched *Rebecca* we didn’t have a travel hoist – she was lowered carefully into the water down a slipway. Today, we can launch and haul out much larger yachts in just a few hours using our 800-tonne travel hoist and the addition of our non-tidal wet basin has been revolutionary to our operation. Yachts can use the basin for both pre and post works; it also provides us with a purpose-built bay for hauling out and means that we are not dependent on tides, as well as giving us a protected environment for yachts up to 90m.

Even after *Rebecca* was launched and she had crossed the Atlantic, I followed her around the world to support her Owner and crew, and we actually still do that now under the umbrella of our Pendennis Yacht Support service. What’s lovely is that even now, when we sit with the project team and crew, you see some of those same faces that were involved in the build in 1999. She’s a beautifully maintained yacht and quite a spectacle out on the water – I feel very fortunate to have been a part of her story.” ■





# G2

*Winner: Refitted Yacht  
World Superyacht Awards 2019*

## JUDGES' VERDICT

“Of the yachts in the highly competitive Refit category, the 38.2-metre sloop G2 was selected by the judges as the winner. Her new Owners had a clear vision of their needs which, with a circumnavigation in mind, were similar in scope to the original but their personal interior taste called for enhanced interior light and clean, modern design.

On deck, the aft cuddy was surplus to their needs and was removed to create a flush open deck, to which sunbathing cushions were added, while 40% of the old teak was replaced, the caulking changed to grey, and the main cockpit extended to permit a larger guest dining area. To lighten the interior, two large new skylights were cut into the deckhead of the main saloon, while 11 larger portlights were fitted to the guest cabins, where the original honey-toned wood was replaced by a lighter, contemporary style created by Nauta Design.

At the same time, the Owners' cabin was increased in size and its layout modified, a complex task that necessitated moving some structural bulkheads. Additionally, the yacht was made as maintenance-free as possible for her upcoming circumnavigation by servicing, upgrading or replacing all machinery and systems. The judges considered that the extent, quality and outcome of the 11-month refit at Pendennis was exemplary – and well worthy of a Neptune.”



## INTERVIEW

# OWNERS' LOG



*Congratulations on your recent award win. Could you talk us through your decision to refit an existing yacht, rather than building from scratch?*

We briefly considered a new build and the specification was very close to what we were able to achieve by the transformation of G2. Ultimately, we were able to create our own boat in a time frame and budget that was far more attractive than would have been the case with a new build.

*How are you finding your first time owning a yacht instead of chartering?*

It's still early days but the freedom that owning your own boat gives you is fabulous. Chartering is perfect for sailing a few weeks per year, but our plan is to sail around the world and being able to do this in our own boat with a crew that we know well would be hard to achieve in a chartered boat.

*G2 has undergone a complete transformation – light, airy and almost completely unrecognisable from her original interior and deck layout. Did you have a vision when you bought her as Cinderella IV?*

Yes, a clear concept and feasibility study seemed necessary for the comprehensive rebuild that we wanted to embark upon and we therefore had discussions with both Tripp Design and Nauta before we bought *Cinderella IV*. We looked closely at another yacht designed by Bill Tripp and knew and liked the trademark styling of Nauta, which we first saw in a yacht that we chartered. Nauta also visited *Cinderella IV* before the purchase was completed and the boat was brought to Pendennis. This provided a good base to work from and everybody came together nicely as a team once the project got underway – supported also by Cornelsen & Partners acting as Owners' representative.



*G2 is a yacht with world-cruising capability – where has she taken you since her launch?*

We have had one season in the Caribbean, which was very special. The Grenadines were our favourite, but also cruising around Antigua, Barbuda and St Barth's – many special moments with family and quite a few of our friends. New Year in Mustique was one of the most memorable moments.

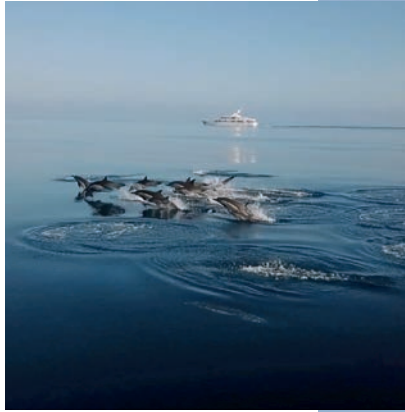
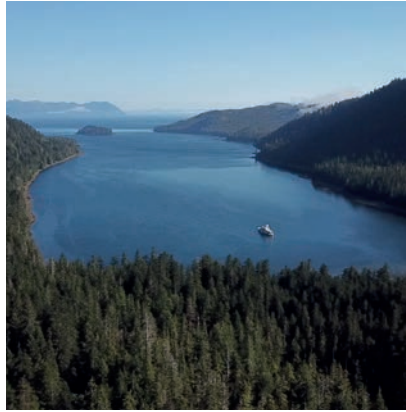
*What are your future plans for cruising?*

Following a season in the Mediterranean and a return to the Caribbean we plan to commence our world cruise in the spring of 2020. We are very much looking forward to spending the best part of nine months in the South Pacific and arriving in New Zealand, which is one of our main destinations, by the end of 2020.

*Will we see G2 on the superyacht race circuit in 2020?*

Time and itinerary permitting, we would like to take part in a couple of regattas in 2020: hopefully the Antigua Superyacht Challenge and St Barth's Bucket. After all, as a carbon boat, G2 was built with performance in mind and has very much lived up to expectations so far. ■





# CONSTANCE

## *Life after refit*

**The most rewarding part of the refit process for us is seeing our Owners get back out on the water in their newly renovated yachts. We caught up with refitted motor yacht *Constance* to hear about their latest adventures.**

Pendennis completed an extensive 18-month refit on the 30-year-old 46.3m motor yacht *Constance* in July 2016. Having been delivered to the shipyard on the back of a cargo ship in December 2014, and subsequently undertaken a transformative programme of works, she departed Pendennis fully rejuvenated, modernised and ready for her next adventure.

*Constance's* journey to date has taken her to many far-flung locations including the Galápagos Islands, French Polynesia, British Columbia and Alaska and she has, since departing the shipyard, travelled over 40,000nm globally. Breathing new life in to the superyacht fleet is a speciality of ours, and as a much-loved member of the Pendennis family we were delighted to see her underway on her amazing global adventure.







# VIJONARA

*Winner: Sailing Yachts 30m-59.9m  
World Superyacht Awards 2019*

## JUDGES' VERDICT

“*Vijonara*, designed by Andre Hoek and built by Pendennis, was considered by the judges to be a near-perfect example of a modern classic. Not only was she built to the very highest standards, with the quality of her craftsmanship being rated as outstanding by the judges who visited her, but her polar diagrams also revealed that she possesses extremely good performance under sail. The judges considered that the twin-cockpit deck layout worked extremely well by providing privacy for the owner and a sense of safety while being at the heart of the sailing action for the guests. But perhaps the most important factor in choosing her as the winner was found inside, where her welcoming accommodation areas are all beautifully panelled in wood and trimmed with fine leather supplied and crafted by Hermès. As such, *Vijonara* exuded the charm and character – as well as a sense of luxurious comfort that one might expect in a great classic yacht.”



INTERVIEW

## OWNERS' LOG

*Vijonara's introduction to the industry was an incredibly memorable occasion – exhibiting at the Monaco Yacht Show as one of only a handful of custom sailing yachts completed in 2018, coinciding with Pendennis' 30<sup>th</sup> anniversary, and with a Royal Air Force Red Arrows display overhead! After such an exciting debut, where else in the world have you visited on board and what have been your most memorable moments?*

This year we have visited Malta, sailed the Naples – Capri – Amalfi triangle, sailed around southern France and the Balearic Islands as well as visiting Corsica, Elba and Sardinia. We found each place to be wonderful and quite charming! We call it "sight-sailing" – we visit the famous sights during the day, like the impressive ruins of Pompeii, and then retire to our yacht, escaping from the crowds to a place of privacy and tranquillity.

*What makes Vijonara so special to you and your family?*

We have always been active sailors and have owned five sailing yachts over the last 30 years. Building *Vijonara* was a dream that we had had for a very long time. She gives us the flexibility, freedom and range to discover parts of the world that we had never been able to sail to. For us, the excitement and fun of sailing has remained consistent, but our reach and level of comfort has been massively increased.

*Why did you choose Pendennis to complete the build?*

When visiting Pendennis for the first time and meeting with Henk, Mike and Toby we knew deep down that they are individuals one can trust and rely upon. The yard made an excellent impression and the balance sheet was in good shape, however what it comes down to is the people; that's what makes the difference. In my 30-year career bringing people and companies together and expanding their business with partners in Asia, I have learned how to read people very well. >>





*How would you describe the process of tweaking the proven Hoek Truly Classic platform to create your ideal yacht, and would you recommend this approach to others?*

We knew exactly what we wanted – we had been dreaming of her for a long time. Our vision was a Truly Classic, with wood everywhere hiding the state-of-the-art technology, and a layout to suit our lifestyle. We feel lucky that we met the right designer and Owners' representatives to explore and fine tune our expectations for what is technically feasible and achievable. We would definitely recommend the approach that we took to future Owners. We would say however, that it does need the right combination of parties who know what they want and are still able and willing to listen and consider – it's give and take, and we were fortunate to assemble our winning team.

*At the World Superyacht Awards in London in May, Vijonara was announced as the winner in the 'Sailing Yachts 30m to 59.9m' category. How did that make you feel?*

It felt just wonderful. We are grateful and happy to show the industry and the sailing world at large what a well-managed team, built on trust and understanding, can achieve. We brought Pendennis, Hoek Design, MCM, RQI and Hermès together as a partnership for the first time and we are proud of the success for all involved in the build.

*What's next for Vijonara?*

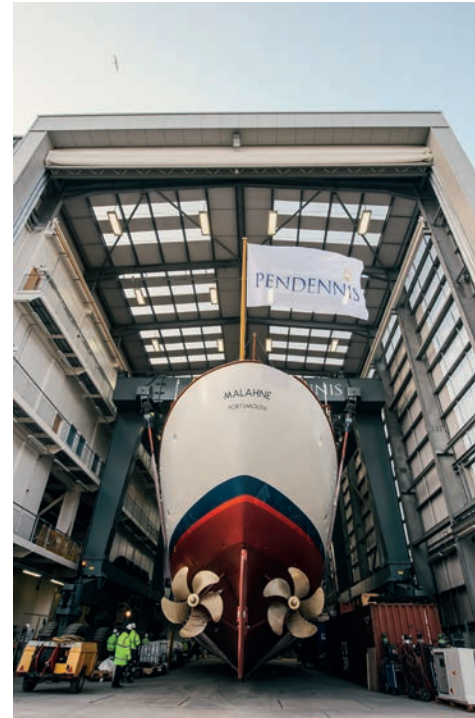
We're presently sailing around Rhode Island and Maine. Martha's Vineyard has been exceptional and we have very much enjoyed our time in the US. Visiting Newport for the first time and meeting with other yachting enthusiasts at the Boat International Owners' Club reception was a particularly special occasion for us. As for the future, we're making the most of meeting friends, seeing the world and – perhaps most importantly – relishing living and sailing aboard the yacht that we have dreamed of for so long.





# CLASSICS RESTORED

*How we bring historic yachts back to life*



*Pendennis has an impressive résumé of refits including many classic yacht projects, in particular the painstaking restoration of yachts such as Malahne, Haida 1929, Fair Lady, Shamrock V and Sylvia. Our sympathetic yet passionate approach to the refit and restoration process ensures that the yacht retains its original aura, character and pedigree, whilst still incorporating modern systems and technology. Our latest restoration project is the 58.8m motor yacht Marala, who arrived at Pendennis over the summer.*

## ONE TO WATCH

**Marala (ex. Gaviota IV, Zapala, Evadne, No. 388) 58.8m.** Built in steel by British yard Camper & Nicholsons, "No. 388" was launched in 1931. Over the course of her history, numerous modifications have been made to her original design, not least when she was converted for naval service during World War II, subsequently had these changes reversed, and was then updated and redecorated in the 1950s. While these changes are not uncommon for a yacht of her era, one of her more unusual features may be that throughout her life she has had very few Owners, and when she came on to the market as *Marala* in 2016, it was for the first time in over 50 years.

*Marala* is one of the few surviving yachts from the 1930s to have maintained her character and basic layout over the years, as well as her original engines. Her new Owner recognised this rare opportunity to own a Camper & Nicholsons classic motor yacht, but understood that her essential engineering requirements would impact her interior. With a determination to remain sympathetic to her heritage and original design, the decision was made to bring the yacht to Pendennis to complete a restoration and preserve her spirit for many years to come. In fact, the redecoration of her interior will respect the 1930s spirit of the vessel, while structural changes will actually bring *Marala* closer to her original profile.

Her Captain said of the choice to bring *Marala* to Pendennis, "We felt that Pendennis offered the 'complete package' for all the skills and trades that we require for such a bespoke project. The recent work on *Haida 1929* highlighted the team's capability for sympathetically restoring large classic yachts, so it was an easy decision to follow in their footsteps. The service we have received from the team so far has been above and beyond the normal levels expected and we are really looking forward to working together to bring *Marala* back to life over the next 18 months."





# OUR FACILITIES

## FALMOUTH

To discuss your next Falmouth project, please contact:  
+44 (0)1326 211344 or  
info@pendennis.com

Pendennis Shipyard Ltd, The Docks,  
Falmouth, Cornwall TR11 4NR

Pendennis Falmouth is a full-service facility capable of building fully custom yachts, as well as undertaking substantial restoration and remodelling projects or routine class and flag refit works. Occupying a 14-acre prime waterfront location in Falmouth, UK, the yard's modern facilities include three bespoke-built construction halls (2x90m and 1x45m) alongside a 150m dry dock, with the capacity for both new build and refit contracts for 30-100m superyachts. The 800-tonne travel hoist enables efficient launching into the 7,500m<sup>2</sup> non-tidal wet basin, which is purpose-built to accommodate superyachts of up to 100m. >>



## BARCELONA

To discuss your next Pendennis Vilanova project, please contact:  
+34 680 903 749 or  
vilanova@pendennis.com

Pendennis Vilanova, Moll de Ponent, SN,  
08800 Vilanova I La Geltru (Barcelona)

Pendennis recently announced a major investment into Vilanova Grand Marina Barcelona, enhancing the yard's long-term yacht support offering to the superyacht fleet in the Mediterranean region. Pendennis Vilanova is Pendennis' main base in the Mediterranean and concentrates on providing technical service support to both existing clients and the wider fleet. The development of the technical service centre, which includes 12,000sqm of hard standing and a 620-tonne travel hoist with supporting piers is the first phase in Pendennis' plan to provide a full-service destination for the superyacht fleet. >>







## FALMOUTH

- 2 x 75m fully enclosed dry docks (or one 150m x 24m)
- 2 x 90m construction halls (1,800m<sup>2</sup>)
- 1 x 45m construction hall (1,200m<sup>2</sup>)
- 7,564m<sup>2</sup> of enclosed non-tidal wet basin
- 800-tonne travel hoist
- 1400m<sup>2</sup> refit complex (housing paint, joinery and engineering workshops, and project management offices)
- Bespoke 80m mast hall
- 200m<sup>2</sup> finishing workshop



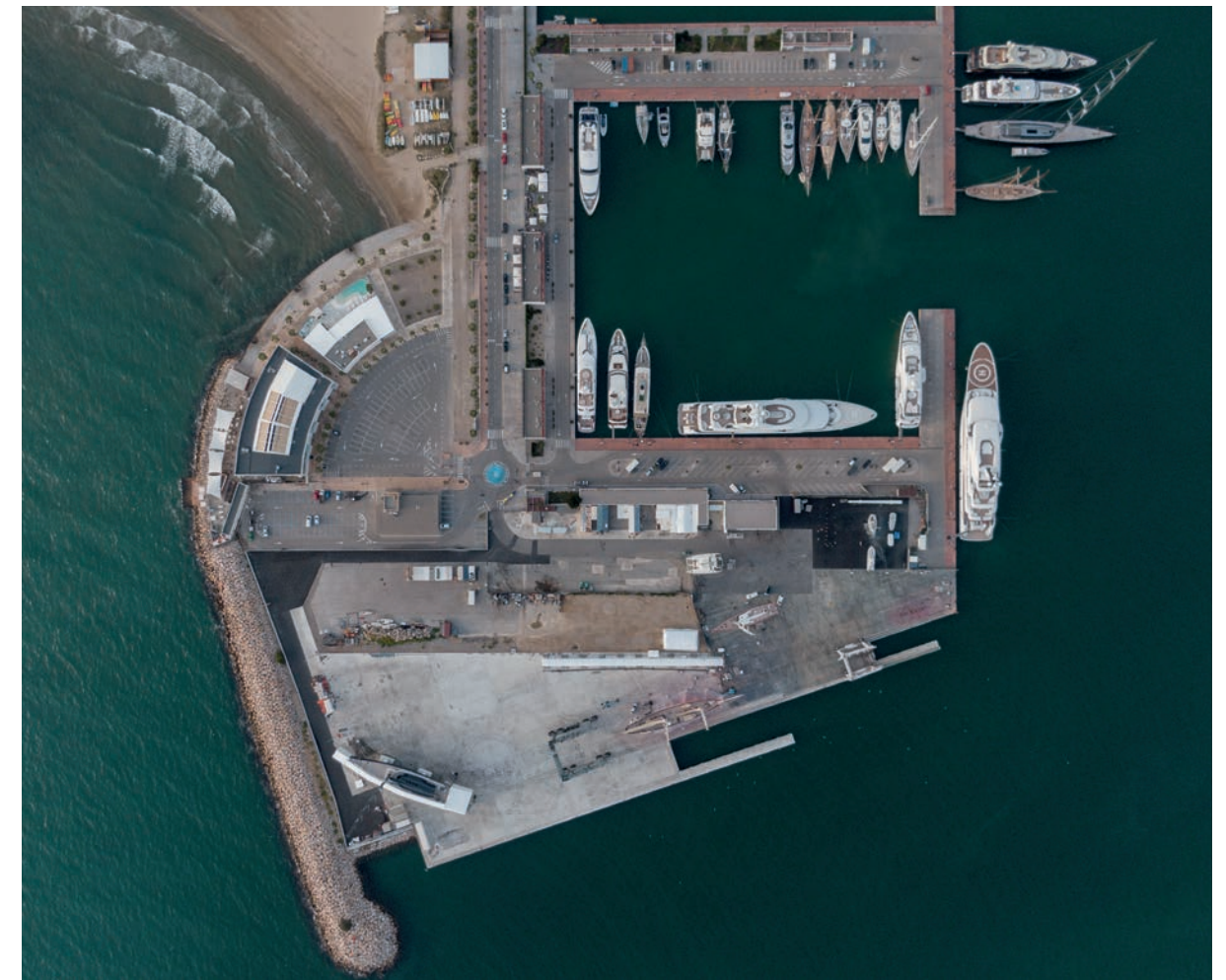
- 1200m<sup>2</sup> general stores and crew storage
- Crew facilities: training centre, gym and offices
- 420m<sup>2</sup> hospitality suite
- Private onsite helicopter pad

## BARCELONA

- 620-tonne travel hoist
- 12,000m<sup>2</sup> haul out and hard standing area
- 48 superyacht berths for yachts between 25m and 130m
- Technical trade support
- ISPS compliant
- 24h dockmaster service
- Dedicated customer service team
- WiFi connection
- Waste and wastewater collection
- 24-hour security and surveillance
- Private parking in front of moorings
- Stores distribution throughout the marina
- Helistop
- Free gym for crews
- Waste management areas for special residues



**Global Yacht Support**  
Pendennis can offer global support to any superyacht. For all enquiries, please contact +44 (0)1326 211344 or [info@pendennis.com](mailto:info@pendennis.com).







PENDENNIS

[WWW.PENDENNIS.COM](http://WWW.PENDENNIS.COM)

**Cover:** *Haida 1929* during the Pendennis  
Classic Yacht Cruise © Claire Matches

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