

 PENDENNIS

VOYAGE

THE SUPERYACHT SHOWCASE — ISSUE 09 2011



SY REBECCA 42 metre ketch



SY CHRISTOPHER 46 metre ketch

LEADERS OF
CUSTOM BUILD
30M-100M +

PENDENNIS CUP 2012 | NEW LAUNCHES | REFIT FOCUS | PHANTOM 50 | HEMISPHERE

WELCOME

We have been fortunate enough this year to be able to showcase two of our most prestigious new projects at internationally renowned events, SY *Christopher* at the St. Barth's Bucket in March, and SY *Hemisphere* at the Monaco Yacht Show in September. It has been a pleasure to witness our clients' enthusiasm and delight during the build, delivery and launch of their yachts, and we wish them many years of happiness out on the water. This year, the Pendennis team has enjoyed supporting many of our yachts at international sailing regattas, and next year promises to be even busier here in the UK with an extensive regatta schedule to accompany the Olympic games and celebrations. The team here is excited to be gearing up for the Pendennis Cup which is set to be a fantastic event, with four days of exhilarating superyacht racing and a full schedule of onshore events to match.

Pendennis has had a highly successful year with a record number of yachts in build and undertaking refits. With the opening of our technical refit office in Palma, the developments incorporating our large yacht expertise and our plans for the Olympic year, 2012 promises to be another exciting year.



Henk Wiekens,
Joint Managing Director.



Mike Carr,
Joint Managing Director.

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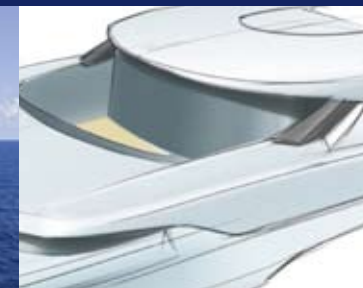
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IN BRIEF



LARGE YACHT EXPERTISE PENDENNIS PLUS

Pendennis is excited to launch 'Pendennis Plus', which represents the next stage in the integration of the DEVONPORT name into the Pendennis family of businesses. 'Pendennis Plus' will focus on the larger end of the market – combining DEVONPORT's knowledge with Pendennis' world renowned facilities in both the refit and new construction arenas.

For the past 18 months these two highly regarded UK superyacht businesses have been working behind the scenes merging back office services, sharing data and knowledge on these two distinctive markets. As this process has come to a close the decision was taken to assimilate the two areas providing ultimate clarity to the market place and the businesses clients. The decision to launch 'Pendennis Plus' is the next step in a logical development process, which in recent months has seen the creation of 'Pendennis Palma', Pendennis' technical refit office based in the Mediterranean.

The Director of Pendennis Plus, Stephen Hills commented "All of our hard work over recent years is finally starting to pay dividends; we have had strong enquiries both in the new build and the refit side of the business with one 70m project currently under refit in Falmouth and a number of other very exciting leads looking likely to convert as well." 📍

LARGE YACHT REFIT DONA AMÉLIA

The first yacht to take advantage of Pendennis' large yacht expertise and knowledge since the acquisition of Devonport Yachts Ltd, has arrived in Falmouth to undertake essential maintenance and minor cosmetic works. The 71m classic motor yacht *Dona Amélia* is located in Pendennis' 150m undercover dry dock facility, and will remain in the UK until November. With a rich history of travel spanning the width and breadth of the globe, the yacht has been in commission now for eight decades and is today one of the oldest and most original grand power yachts in existence.

Built in 1929 by Krupp-Germaniawerft, *Dona Amélia*, or Haida as she was known then, was used extensively on the West coast of America for big game fishing. In 1940 the yacht was purchased by the U.S. Navy for coastal patrol duty until being decommissioned six years later. After the war, the vessel was sent to Egypt, and was later based in Cannes, Greece and Japan. Throughout her impressive journey, *Dona Amélia* has undergone a level of restoration including care of the original Krupp diesel engines and Pendennis will carefully maintain these engines as a museum piece as an essential part of plans for the yacht's future. Her new Owner hopes to restore the yacht to her former glory and elegance with a sympathetic rebuild.



Stephen Hills, who will run Pendennis Plus, has vast experience of projects of this nature from his time at Devonport. Pendennis' impressive resume of classic yacht projects was also a key factor in the choice of refit yard for *Dona Amélia*, along with facilities ideally suited to refitting yachts of this size. 📍

MEDITERRANEAN REFIT PALMA TECHNICAL OFFICE

Earlier this year Pendennis announced the opening of a new technical refit office and workshop in the busy Mediterranean port of Palma. The new facility is based in STP in central Palma and will offer an extension of Pendennis' services, with the focus of the new office to provide support to yachts looking for short works and running repairs. The company already has a strong presence in Palma, with a large number of clients calling the port home, as well as links with several respected sub-contractors. Slots at the new facility will be available all year round for refit work, using skilled UK tradespeople, technical specialists and trusted local subcontractors.

Pendennis is pleased to announce that Charlie Ross has been appointed the Director of the new venture, which will draw on Pendennis' extensive UK knowledge and resource base. With extensive experience in the marine industry, Charlie joined the Pendennis team in 2006 as a Project Manager. After graduating as a Naval Architect from

Southampton University he spent the majority of his time working as a Marine Surveyor for Lloyd's Register both in the UK and abroad. Charlie's first project at Pendennis was the refit of the 127' motor yacht *Alta*, and since then he has worked on numerous projects including the refit of SY *Naos* and SY *Hyperion*, and more recently the build of the 30m Dubois sloop SY *Nostramo* and the iconic 44m catamaran SY *Hemisphere*. Charlie's project management experience, coupled with his background in yacht surveying, make him the ideal candidate to manage the new facility in Palma.

The first work undertaken in Palma by Pendennis has begun, with the contract to provide SY *Gaia* with a new bimini, and the extensive support of SY *Nostramo*. A number of projects have already been signed for the coming season.

For details on availability please contact Charlie Ross via email to Charlie.ross@pendennis.com, or by phone on +34 971 224 981. 📍



A FIERY COMPETITOR

NEW LAUNCH S.Y. CHRISTOPHER

SPECIFICATION

Builder:	Pendennis
Vessel Type:	Ketch
Interior designer:	Ron Holland Design/ Pendennis/Courtney & Co
Naval architect:	Ron Holland Design
Year:	2011
LOA:	46m/150ft
Beam:	9.5m/31.2ft
Draft:	Keel up – 3.8m/12.5ft Keel down – 9.4m/30ft
Hull material:	Aluminium
Fuel Capacity:	26,000 litres
Range:	3000 nm
Speed:	13.5 knots
Engines:	1 x Caterpillar C32 ACERT
Displacement:	285 tonnes
Water capacity:	8,500 litres
Cruising speed:	10 knots



As a vision born on the dockside of the St Barth's Bucket regatta just four years ago, earlier this year 46m ketch *Christopher* came full circle to compete for the very first time in the 25th Anniversary event. *Christopher* played host to over 70 of the Owner's guests, family and friends to celebrate her launch and maiden voyage with up to 15 race guests per day and 25 race crew. For the Pendennis team, racing on board *Christopher* in St Barth's alongside her proud Owner and his guests was the ultimate celebration, giving a wonderful sense of excitement and pride to all on board as her imposing red chilli spinnaker made a bold statement over Gustavia.

With her maiden voyage to the Caribbean just a few weeks prior to the start of the racing, *Christopher's* build schedule was strict, but with efficient planning and a strong relationship between the entire project team, regular meetings, conference calls and multiple visits from the Owners, the project benefited from continuous focus and momentum. From the outset, one of the main challenges was the required completion date focused on the 2011 St Barth's Bucket. Pendennis followed an efficient modular hull build programme which enabled the complete project, from first cutting of aluminium to *Christopher's* maiden voyage to take just over 22 months.

Previous page: Christopher makes her debut at the St Barth's Bucket 2011. **Above:** The study/library located forward of the saloon. **Above left:** The open plan saloon area. **Above right:** The bar area, designed to reflect the Owner's favourite bar in Paris. **Bottom right:** A modern nautical edge with clean white panels in the port guest cabin.



Ron Holland's reputation is for designing high performance ocean yachts that effortlessly balance ease of handling with his signature sleek modern styling. With exceptional sailing performance as well as beautiful contemporary design a key consideration, *Christopher's* required technical features supplied the team at Ron Holland Design the opportunity to demonstrate their engineering expertise. Below the waterline twin rudders and an extraordinarily deep centreboard, which increase draught from 12ft 6in to more than 31ft, dramatically enhance the sailing performance.

The request was for a yacht no more than 47m but one with enough space to comfortably accommodate a family on long cruises, as well as be flexible for chartering. A mixture of tradition and the use of white panelling and dark soles provide a comfortable ambience with a modern nautical edge in the open plan saloon area. Personal touches influence the details of the décor, particularly apparent in the bar area which was commissioned to reflect the design of the Owner's favourite bar in Paris.

The impressive yacht contains three staterooms and a study providing the Owners and their guests with accommodation for up to 12. The flexible interior layout and design allows conversion from a three bedroom family cruising yacht to a five cabin charter yacht. When in charter mode, the owner lounge area can be converted into a private double cabin. In addition, the study/library located forward of the saloon can be modified into a comfortable guest cabin with a spacious en suite. ♥



TECHNICAL SUPREMACY

NEW LAUNCH S.Y. AKALAM

Akalam, the new 32m sloop designed by Barracuda Yacht Design and built by Pendennis was delivered earlier this year. This complex yacht has a vast array of technical features, outlined here.

The most distinctive feature about this design is the expansive use of glass within both pilothouse and hull. This technical achievement, followed by successful implementation by the skilled craftspeople at Pendennis, has to be regarded one of the defining features about this project and could easily set a trend in future yacht designs. Once aboard you notice the coamings have been pushed out to almost the full beam-width, creating the second most interesting aspect, which is an unusually large 60sqm aft-deck area. The hull profile is traditional and extremely attractive, with a gently rising shear-line, traditional bow and raised counter stern.

Once inside *Akalam*, natural light engulfs the lower saloon and accommodation areas; a result of no less than 13 windows on each side of the hull, affording the owner's room, twin guest cabins and lower saloon simply amazing vistas of the outside world. The effect is replicated within the pilothouse, itself benefitting from almost 360° degree views of the outside world from within.

SPECIFICATION

Builder:	Pendennis
Vessel Type:	Sloop
Interior designer:	Javier Muñoz
Naval architect:	Barracuda Yacht Design
Year:	2011
LOA:	32m/105ft
Beam:	7.6m/25.3ft
Draft:	Keel up – 3.6m/11.8ft Keel down – 5.5m/18ft
Hull material:	Aluminium
Fuel Capacity:	9,350 litres
Range:	1200 nm @ 11knots
Speed:	13.5+ knots
Engines:	610hp MAN
Displacement:	120 tonnes
Water capacity:	5,300 litres
Cruising speed:	11 knots



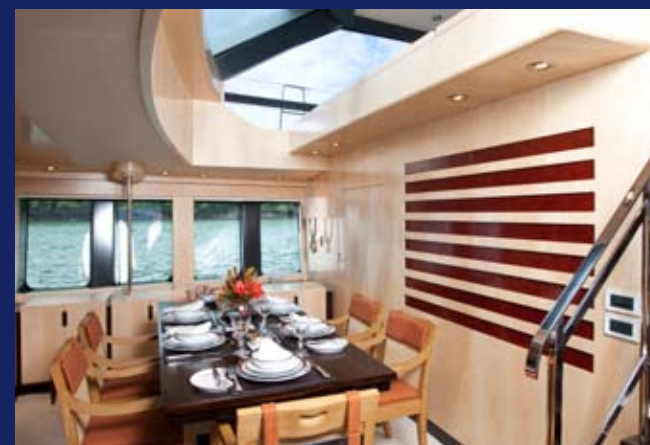
Such is the level of light and sense of spaciousness inside *Akalam* that, in some areas, there is almost no discernible difference in feeling from being outside than in. The amazing sensory experience continues when sailing close upwind; where the leeward side windows become partially immersed beneath the sea and water can be seen rushing past as the yacht makes way.

Barracuda have alleviated any potential concerns about the integrity of the carbon rig, bearing in mind the larger than normal window area in the hull, by ensuring the rig tension is focussed on the double bottom rigid structure, thereby diverting most of the stress away from the hull. Under sail the Barracuda 105 has been designed for ease of handling and will carry a self-tacking jib and no running backstays. A retractable bulb keel of draught range 3.6m to 5.5m will enable a wider range of cruising and anchoring opportunities. The lights are computer controlled throughout, enabling the relaxing atmosphere of the yacht to be sustained easily. As an energy-saving mechanism an auto on-off when guests enter or leave an area has been installed throughout.

The custom-made 'patio-style' curved sliding glass door from the pilothouse to the aft-deck area is very impressive. A sophisticated privacy setting, using LED technology, turns the glass from completely clear to opaque at the flick of a switch and a gas seal, similar to that used on aircraft doors, ensures complete security once inside. ♥



Previous page: *Akalam's* impressive 60sqm aft-deck area. **Above:** Custom made curved sliding glass door. **Above left:** *Akalam* under sail. **Above right:** The spectacular owner's suite utilises the full beam width of the yacht. **Opposite:** The spacious upper saloon area. **Below left:** Huge windows on both sides of the dining area create a feeling of alfresco dining.



AN UNPARALLELED EXISTENCE



NEW LAUNCH S.Y. HEMISPHERE

SPECIFICATION

Builder:	Pendennis
Vessel Type:	Catamaran
Interior designer:	Michael Leach Design
Naval architect:	Van Peteghem Lauriot Prévost
Year:	2011
LOA:	44.2m/145ft
Beam:	16.6m/54.5ft
Draft:	3.2m/10.5ft
Hull material:	Aluminium
Fuel Capacity:	28,000 litres
Speed:	13.5knots under power/ 20 knots under sail
Engines:	Twin CAT C12 490HP marine diesel driving Armatech CPPs via Twin Disk gearboxes
Displacement:	300t
Sail Area:	856sqm
Mast Height:	53m
Guests:	12
Crew:	9

Image to be extended in
production, will appear
as it does here.



Previous page: Hemisphere bids Falmouth farewell with a magnificent firework display. **Above:** The large saloon provides a variety of zones suitable for relaxing and socialising throughout the day. **Top left:** A comfortable seating area in the saloon. **Opposite:** Hemisphere off the coast of Cornwall.

The sailing catamaran *Hemisphere* is one of Pendennis Shipyard's most unique and imposing launches in the company's 23 year history. As the largest privately owned vessel of her type in the world she is sure to turn heads due to her sheer scale, but equally impressive is the level of luxurious detail within her interior spaces and her extensive range of onboard facilities.

The project began back in 2000, when the vessel's Owner decided to enter the yacht market. *Hemisphere's* captain Gavin Bladen has been involved in the project from the very beginning, when after experiencing diving holidays on large catamarans, the Owner asked him to source a large, pre-owned catamaran for purchase. When no suitable yacht was found, the concept for a new build was born. Designers Van Peteghem Lauriot Prévost (VPLP) were selected in 2004 as the project's naval architects and the initial 100ft, all carbon design evolved and grew to 145ft aluminium hulled catamaran. BMT Nigel Gee were tasked with the structural and detailed production engineering design of the project in collaboration with VPLP and along with celebrated superyacht interior designers Michael Leach Design, the entire team behind the build have pooled their respective talents and expertise to accomplish the execution of this groundbreaking design. 🍷

HEMISPHERE IS AVAILABLE FOR CHARTER THROUGH BURGESS, AND WILL BE EXHIBITED AT THE MONACO YACHT SHOW ON BERTH T31.

HEMISPHERE'S TOYS

- 8.2m Scorpion tender with 315hp inboard
- 4.5m Castoldi jet tender
- Comprehensive dive centre & Scuba diving kit for 14 guests
- Nitrox air
- Water skis - variety of sizes for adults and children
- Wake boards
- Kneeboard
- 1m high 2.4m professional diving board
- 16ft Trampoline
- Kayak (Seats 6/Convertible)
- Windsurfing gear
- Fishing gear
- Snorkelling gear
- Water scooters
- 4 x Mountain bikes (foldable)
- 2 x Seabobs
- Inflatable toys and tows
- Outside shower
- 2 x PADI Dive Instructors on board





THE
PENDENNIS
CUP 2012
& THE
OLYMPIC
YEAR

2012 SCHEDULE

7 May – Rum Race (All Yachts)
Falmouth, Antigua, to Falmouth, UK

11–19 June – Westward Cup (Invitation)
Isle of Wight

27–30 June – J-Class Regatta (Invitation)
Falmouth UK

2–7 July – Pendennis Cup (All Yachts)
Falmouth UK

19–20 July – J-Class Regatta (Invitation)
Solent

21 July – J-Class Hundred Guinea Cup (Invitation)
Isle of Wight

22–25 July – Superyacht Cup (All Yachts)
Cowes

UK AS A SUPERYACHT DESTINATION

GREAT BRITISH AMBITION

2012 heralds an exciting time for the UK, not only as the host of the Olympic and Paralympic games, but also as a superyacht destination, with an extensive schedule of events throughout the summer months.

Superyachts will be able to berth in numerous locations around London, including the Royal Docks, which are able to accommodate those up to 150m and are located just minutes away from the Olympic venues, and the West India Docks

opposite the O2 Arena, with berthing for yachts up to 170m. Allowing convenience through their location and non-tidal nature, London's docks are sure to be busy during next year's games and will attract a host of large yachts to the capital.

The UK offers a plethora of cruising opportunities to explore along its south coast, perhaps not as well known as the usual Mediterranean or Caribbean cruising grounds but equally as stunning.



1 In the far west the Isles of Scilly are an archipelago of over 100 islands lying 28 miles off the mainland. Only five of the islands are inhabited, and due to a subtropical climate the islands are famed for spectacular scenery and beautiful wildlife above and below the water, including a large colony of puffins.

2 Travelling eastwards, lie the ports of Penzance and Newlyn and the striking St Michael's Mount. Alongside the dramatic coastline of Land's End, the area boasts quaint fishing harbours and sheltered coves.

3 The Helford River is one of the most idyllic inlets around the south coast and provides extensive visitor moorings with the

opportunity to explore secluded beaches and wooded valleys.

4 As the world's third deepest natural harbour, Falmouth offers all the services of a bustling port combined with secluded deep water anchorages, spectacular castles, gardens, beaches and rivers. Numerous inlets enable navigation up the river towards Truro and the famous Smuggler's Cottage.

5 Designated as an 'Area of Outstanding Natural Beauty', Fowey is a fantastic deep water port that offers a spectacular safe haven in all weathers. Capable of handling small cruise ships, the local town is worth a visit with its winding streets and fantastic eateries.

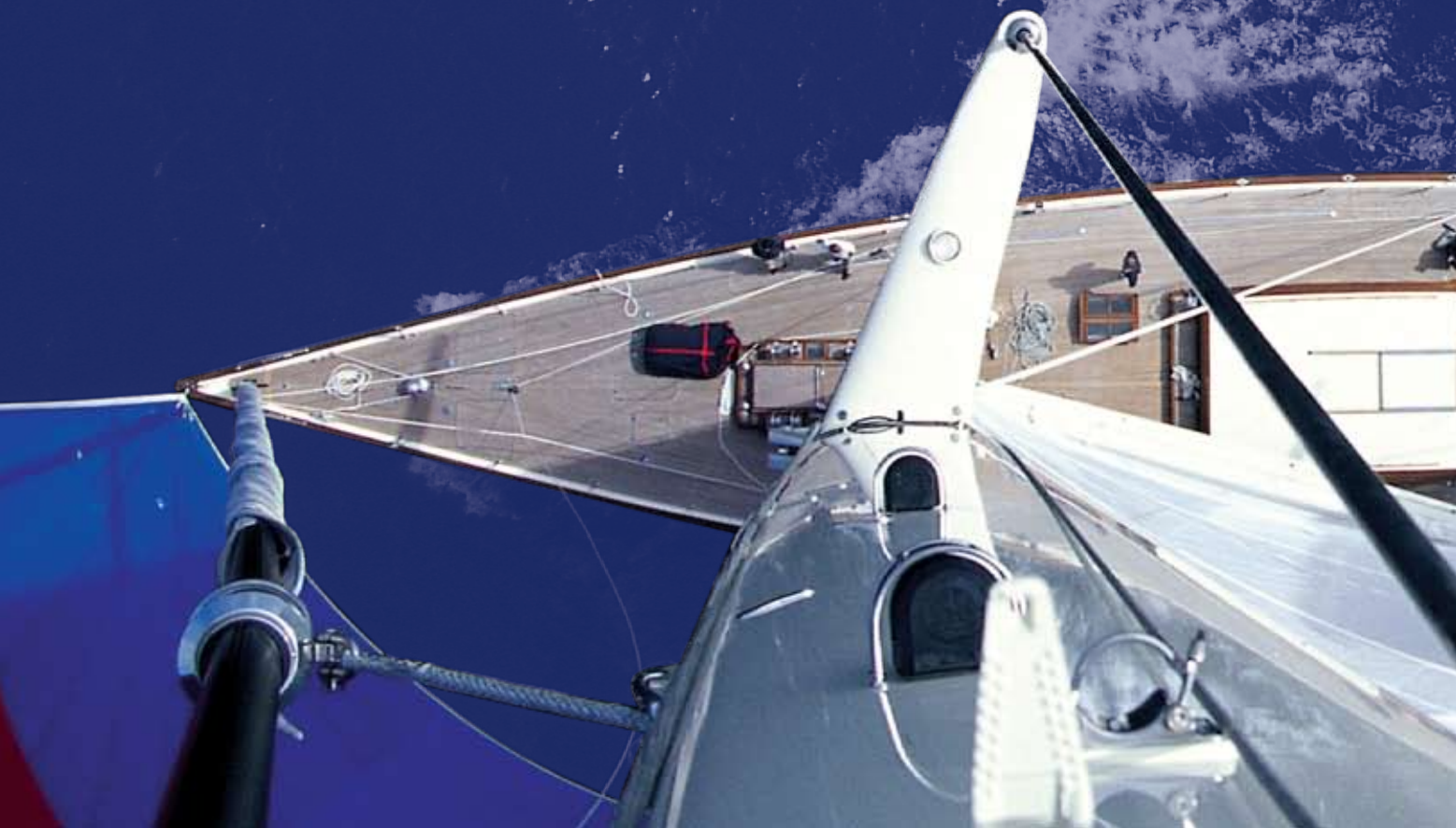
6 With its well documented Naval connections since the 13th century, Plymouth is one of the most important ports throughout history.

7 Dartmouth offers another spectacular deep water anchorage accessible in all weathers and tides. With quaint medieval streets, the local town is one of the most hospitable you can visit.

8 Often known as 'The English Riviera' on account of its stunning beaches and mild climate, Torbay lies on the Jurassic coast of England. Now a UNESCO Geopark, the 400 million year history of the world is laid bare for all to see as dramatic cliffs and rock strata filled with fossils reflect the transition of time.

9 From Lyme Regis around the coast there are many spectacular bays and harbours, including the breathtaking Lulworth Cove. Weymouth has a long maritime history and is home to cross channel ferries, pleasure boats and private yachts. It will play host to all of the 2012 Olympic Sailing events.

10 Poole, further round the coast, is home to great beaches and the Sandbanks Peninsula, which has per sqm the fourth highest land value in the world.



FOR GRACE & GLORY

THE PENDENNIS CUP

Pendennis celebrated its 20th anniversary in 2008, and in recognition of this milestone and upon requests from numerous yachts seeking an exhilarating challenge, The Pendennis Cup was born. As a biennial regatta, the second took place last year – and now the Cup team are working to make the 2012 event truly exceptional.

The Pendennis Cup has a packed onshore entertainments schedule for all involved and promises to be a spectacular sailing event, with four days of exciting superyacht racing for modern and classic yachts around our beautiful coastline. The chance for yachts to “cruise in company” from the Caribbean over to the UK is being offered in the Falmouth - Falmouth Rum Race, which kicks off with a lunch party start on the 6th May hosted by the Antigua Yacht Club. Competitors can celebrate the world’s finest rums in two of the world’s finest ports, culminating with a welcome party in Falmouth, Cornwall.

2012 will also see a return of the J Class yachts to Falmouth waters as the town has been chosen to host the first J Class regatta in UK waters since 1937. Only ten of these extremely prestigious yachts were constructed during the 1930’s era, four of which were built in England. Three J’s have visited Falmouth in recent years, with *Shamrock V*, *Velsheda* and *Ranger* all undergoing refits at Pendennis.

Opposite: Mariette cuts through the water in the inaugural Pendennis Cup in 2008.





CHARLIE WROE CAPTAIN OF SY MARIETTE

We were first attracted to the Pendennis Cup in 2008, as *Mariette* had been planning a season of summer cruising and racing in the UK and we raced in the BCYA cup in Cowes, and also the Fife regatta in the Clyde. These two regattas were a perfect warm up for the Pendennis Cup. Many of our long serving race crew come from Falmouth so for us Falmouth and Cornwall is home from home. During our visits to the West Country the crew always have an enjoyable time and we all enjoy the good sailing conditions afforded by Falmouth Bay.

The Pendennis Cup is a good event – especially as the breeze is much more consistent than is usually found in the Med in the summer. We have competed in both previous regattas and the race office has always been efficient and well run. One of the great attractions for guests and crew are the numerous sights on shore. On one non-sailing day friends of the owner of *Mariette* really enjoyed a tour, organised by Pendennis Shipyard, of the beautiful landscaped gardens around the Helford estuary.

The racing in 2012 will be rated under IRC which I think is a good thing because the rule is more transparent than some others. I think moving the event forward in the year to the month of July and not during Falmouth sailing week is a good idea because it will free up even more available water to race within the bay and even the Carrick Roads itself. I'd urge the race committee that if conditions are suitable there is no reason why it's not possible to complete more than one race per day.

Because of the Olympics and the Superyacht Cup, Big Class Association / Westward Cup and J Class Association racing planned for that summer, 2012 will be a busy year for superyachting in the UK. Falmouth is at the natural crossroads of the north Atlantic and is one of the reasons why the Pendennis Cup continues to mature into an established large yacht regatta. As for our plans for 2012, *Mariette* will also be attending the third Westward Cup held in Cowes in June.

GREG PERKINS CAPTAIN OF SY ADELA

We always return to Falmouth for work to be carried out by Pendennis and almost regard Falmouth as a home port. A few of the crew are Cornish and the racing is always competitive and enjoyable, so entering the Pendennis Cup is an obvious choice!

Compared to other regattas that we have competed in, the racing is good as generally there is plenty of wind and the tidal waters make it tactically challenging. The shore side is great fun, with plenty of social events making for an exciting atmosphere. There is a lot for the crew to do as well as the owners.

The new four day race schedule sounds good, and after the Pendennis Cup in 2012 we plan to go up to Cowes to partake in the Superyacht Cup.



Opposite: Opposite: The crew of *Marietta* “spooning” on deck.
Above top: *Adela*'s crew fighting the weather and 30 knots plus breeze on Race Day 1. **Above:** *Adela* cruising to victory in the 2010 Pendennis Cup.

THE SPEED OF LIGHT



REFIT MY AUDACIA

SPECIFICATION

Original Builder:	Feadship
Year:	1987
Length Overall:	46.5m/152.5ft
Beam:	8.2m/26.9ft
Draft:	3.05m/10ft
Original Naval Architect:	De Voogt Naval Architects
Refit Naval Architect:	Pendennis
Interior Designer:	Joanne De Guardiola Design & Pendennis
Hull Material:	Steel
Superstructure:	Aluminium
Guests:	12
Crew:	9

"THE FACT THAT AUDACIA LEFT THE YARD WITHIN 24 HOURS OF ITS ORIGINALLY SCHEDULED DEPARTURE WITH A JOB COMPLETED ON BUDGET AND EVERY TASK DONE ACCORDING TO VERY SPECIFIC AND DEMANDING CRITERIA SPEAKS LOUDLY TO OUR COMPLETE SATISFACTION."

OWNER OF AUDACIA.



Audacia was set to spend just nine weeks at Pendennis during which the primary objectives were to completely re-style the stern and install a new set of zero-speed active stabilisers alongside further stylistic improvements to the vessel. Allowing two weeks at the end to fair and paint the new works, and a further week for setting up and removing scaffolding and tenting etc, this left Pendennis with only six weeks in which to complete the project.

In order to facilitate this short build schedule Pendennis undertook extensive measuring and design work in Gibraltar before her journey to the UK. The design brief was provided by Joanne De Guardiola Design who styled the modernised sweeping curves on the rear staircases to the aft swim deck and requested the forward fashion plate removal.

Audacia arrived in Falmouth on 26th January, at which point work commenced at a fantastic pace as the yacht's structure was stripped away, cutting the existing swim platform back to the original hull.

To facilitate the short build schedule the project team devised a programme to allow trades to work alongside each other on different elements of the project. For example whilst the fabricators were taking the stern back

to its original lines, the engineers were simultaneously dismantling the stabiliser system. Work commenced on preparing for the new double sweeping stairways to be fitted whilst another team worked in parallel forming the shell plating to precisely match the curves of the existing hull. At the same time the forward fashion plates on the main deck were cut out.

On Monday the 4th of April, *Audacia* left the dry dock under her own power, just nine weeks after her arrival, with an impressive list of works completed with a very pleased Owner: "I have been extremely impressed by the professionalism shown by everyone at Pendennis during this project. The fact that *Audacia* left the yard within 24 hours of its originally scheduled departure with a job completed on budget and every task done according to very specific and demanding criteria speaks loudly to our complete satisfaction".

The Owner's designer, Joanne de Guardiola Design was also delighted with the partnership with the Pendennis team: "The outstanding finished product says it all. *Audacia's* refit implemented a handsome design that updated her exterior and fitted seamlessly into her Feadship profile; it was done to the highest quality standards, on time and on budget. It was wonderful to work with Pendennis' Naval Architects on all aspects of the new stern swim platform, stairs, fashion plates etc. Complicated design ideas were exchanged quickly and effortlessly over the internet supplemented by two in-person meetings whilst measurements, design details and a budget were completed before the yacht entered the yard. The entire Pendennis team delivered top quality professionalism. AND, *Audacia* looks fabulous!" 🍷

Opposite inset: *Audacia* following her stern modification. **Opposite:** Modern sweeping curves on the rear staircases. **Right:** It took just nine weeks to create a new profile for *Audacia*





REFIT
ILLUSION

SPECIFICATION

Original Builder:	Feadship
Year:	1983
LOA:	55.7m/182.7ft
Beam:	9.15m/30ft
Draft:	2.89m/9.5ft
Original Naval Architect:	De Voogt Naval Architects
Refit Naval Architect:	De Voogt Naval Architects
Interior Designer:	Bannenberg & Rowell Design
Hull Material:	Steel
Superstructure:	Aluminium

TRANSFORMING ILLUSION



Pendennis welcomed MY *Illusion* into the yard in September 2009 for an extensive set of engineering and interior works, including a 3-level 5m stern extension, enabling the addition of a new dual purpose beach club and tender garage.

The main objective for *Illusion's* refit at Pendennis was to transform the profile of the vessel without impacting upon the original timeless design and classic features. By extending the yacht by just over 5m the aim was to significantly enlarge the social spaces on board, providing flexible options for both dining, relaxing and socialising over three decks. This extension would also provide more opportunities for stowage of watersports equipment which the Owner felt was necessary to enhance the onboard experience. ♡

Previous page: *Illusion's* profile was transformed without impacting upon the original timeless design and classic features. **Above and inset:** *Illusion* undergoes her three-level 5m stern extension in Pendennis' undercover dry dock. **Right:** *Illusion* was refreshed without the need for a full scale removal of the existing interior.

BANNENBERG & ROWELL DESCRIBE ILLUSION'S INTERIOR TRANSFORMATION



Illusion's period spent under refit at Pendennis' facility in Falmouth marked the final stage of an interior refit first started in 2004, with a second phase in 2005. Her original 1983 interior was looking its age and the Owner wanted to implement a thorough refresh, but without involving a wholesale removal of the existing joinery. We developed an approach based on recladding the base structure with new panelling and staining down existing joinery where it made more sense to leave it in place. The Owner's stateroom and bathroom was completely new in white lacquer and marble. With a keen knowledge of 20th century design, the Owner encouraged the selection of pieces of significant contemporary furniture by Jean Michel Frank, Rietveld and others. These complemented the Owner's collection of pop art by Warhol and Lichtenstein.

The refit at Pendennis saw the transformation of the skylounge from a rather woody and beige space into a fresh room, optimized for the Owner's work as well as relaxation in front of the two large TVs now fitted. Existing joinery was lacquered in two shades of off-white while the main door changed from burl veneer to Post Office red. Bannenberg & Rowell specified signature pieces for the Owner's desk and easy chairs and custom-designed a coffee table for the seating area as well as a striated multi-coloured circular rug for the room. A large L-shaped sofa by Minotti, upholstered in a wheat linen, provides relaxed seating on the starboard side.



MYTHICAL PRINCESS



This 47m performance ketch arrived at Pendennis in November 2010 for a series of engineering and paint works to be completed in time for her 2011 charter season. *Andromeda La Dea* was the first Perini to circumnavigate the globe, and has visited both the Antarctic and the Arctic.

With a busy summer season planned for the yacht it was essential that a rigorous schedule was adhered to. Works included replacement of some portions of the teak deck, a full exterior repaint, general overhaul and preventative maintenance, alongside engineering service in preparation for ABS 20 year survey (tanks, props and shafts, structural survey etc.).

The yacht successfully left Pendennis ahead of her Mediterranean charter season.

REFIT ANDROMEDA LA DEA

SPECIFICATION

Original Builder:	Perini Navi
Year:	1990
LOA:	47m/154.2ft
Beam:	9.2m/30.2ft
Draft:	6.9m/22.6ft
Naval Architect:	Perini Navi
Interior Designer:	Perini Navi
Hull Material:	Steel
Superstructure:	Aluminium
Guests:	10
Crew:	8



HAUNTING PROFILE



CONCEPT PHANTOM 50 EVOLUTION



The *Phantom* project evolved from the longstanding British tradition of combining bespoke luxury and high quality engineering, with modern, cutting edge style. The exterior concept represents a fusion of old and new ideas – the plumb bow and long, sleek profile hint at classic powerboats from the early 20th century, whilst forms and details inspired by modern automotive and aeronautical styling and bold use of graphics and colour are integrated into a dramatic, assertive design that is sure to turn heads.

The slender form also offers a practical benefit; the low resistance hull gives efficient cruising performance, as well as extending exterior deck spaces for relaxation and entertainment.

The contemporary essence of the design is carried through the interior, with light, spacious accommodation, including the main salon where the modern architecture of the room is accentuated with full height windows and open-plan layout interspersed with signature pieces of furniture and artwork, extending seamlessly onto a comfortable seating area on the aft deck to give a relaxed, informal atmosphere. The separate owner's suite including a generous full beam cabin, en-suite bathroom, his and hers walk-in wardrobes and study, along with the well appointed en-suite guest state rooms decorated with a warm, inviting palette of materials and textures continue the welcoming ambience that is sure to make anyone onboard feel at home.



DESIGNERS:
REYMOND LANGTON

PRESENCE & ELEGANCE



CONCEPT ONE TEN



Designing the 96m Project 55 with DEVONPORT led to Redman Whiteley Dixon developing the concept project *One Ten*. This incredible 108m project is designed with a Middle Eastern Owner in mind and we have drawn on our experience with such clients to develop the General Arrangement. The sleek exterior houses an entire family deck with a hammam bathroom, swimming and plunge pools and facilities for banqueting and meetings as well as distinct areas for male and female staff. We have designed Project One Ten to command great presence but with an understated elegance.



JUSTIN REDMAN:
REDMAN WHITELEY DIXON



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Photography: Nick Bailey, Cory Silken, Mark Lloyd,
Ian Badley, Marc Paris

 PENDENNIS

T +44 (0)1326 211344

WWW.PENDENNIS.COM