

 PENDENNIS

VOYAGE

ISSUE 15 2017/18



REFIT EXPERTISE | AQUILA'S DRAMATIC DESIGN | THE BIG CAT ROARS


WELCOME

It is with great pride that Henk and I see the continued growth and success of Pendennis, much of it thanks to the investment made into both our facilities and people, as well as the great skill and dedication of our 380-strong work force. This year we have welcomed more yachts into the yard than ever before, with an even higher percentage of vessels over 50m. The range of projects continues to be diverse, from classic restorations, stern extensions, to class matters, engineering and paint programmes. Naturally, we were delighted when the team's hard work on both *Aquila* and *Constance* was recognised at the World Superyacht Awards in Venice. This year as a company we have also focused on providing a more vibrant and inclusive work environment, so we were just as proud when our training and health initiatives received national acclaim at a number of British business awards.

For many of us the highlight of the year was the America's Cup and J Class yachts in Bermuda. Pendennis-refitted J Class yachts

in action were *Lionheart*, *Ranger* and *Velsheda*, with *Lionheart* winning both the Superyacht and J Class Regattas. Not only have we worked closely with the *Lionheart* crew on a refit programme in Falmouth and Palma over the past couple of years, but one of our employees was part of the winning race crew!

We are very much looking forward to 2018, which marks the 30th anniversary of Pendennis Shipyard. Not only will we be able to celebrate a new build launch, but the occasion will provide a fantastic opportunity to showcase our business and unique brand of Cornish hospitality to our friends in the industry. We look forward to welcoming many of you to Cornwall during the upcoming year.



Mike Carr,
Managing Director.

ISSUE

15

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REFIT ROUNDUP 2017 - FALMOUTH



Odyssey

RESTORATION

ODYSSEY (EX. ADMIRAL BOLITHO)

Specifications

Delivery:	March 2018
LOA:	32.8m
Beam:	6.17m
Draft:	2.3m
Built:	1967, Benetti
Guests:	8-10
Crew:	6

Restoration focus

New galley and crew areas
 Refresh of master suite, lounge and guest cabins
 Full engine room strip out, with new generators and stabilisers
 Extensive corrosion works
 Full hull and topsides repaint
 Teak decking replacement
 Exterior restyle by Pendennis, including remodelling of flybridge and top aft deck social areas



White Star

REFIT

WHITE STAR

Specifications

Delivery:	July 2017
LOA:	49.9m (post refit)
Beam:	8.5m
Draft:	2.2m
Built:	2005, Trinity Yachts
Guests:	10
Crew:	12

Refit focus

Stern extension
 Exterior top deck remodelling
 Full hull repaint
 Systems overhaul and upgrades
 Noise reduction measures



Monaco

MONACO (EX. MATANTHAR)

Specifications

Delivery:	Spring 2017
LOA:	37.9m
Beam:	7m
Draft:	3.1m
Built:	1982, Feadship
Guests:	8
Crew:	7

Refit focus

Repaint
 Engineering systems upgrade including two new generators
 New A/C chiller unit, air handler, clean ducting
 General servicing
 Steel plate replacement on hull
 Aft grey tank replaced

FALMOUTH REFIT PROJECTS

August 2016 – August 2017

6 x 60m+ yachts
 9 x 30m+ yachts
 Total LOA: 798.6m



RESTORATION

BLUE BIRD

OF 1938

Specifications

Delivery:	April 2017
LOA:	31.59m
Beam:	6m
Draft:	3.2m
Built:	1938, Goole Shipyard
Guests:	9
Crew:	6

Restoration focus

Full shaftline overhaul complete with new bearings

Propeller optimisation

Main engines re-aligned on new mounting system

Full underwater hull blast and application of new paint system

New tender launch system utilising captive winches

Full hull valve overhaul

PALMA REFIT PROJECTS

August 2016 – August 2017

Heavenly Daze

32m motor yacht
Refitted in Falmouth 2012

Velacarina

26m ketch
Refitted in Falmouth 2009, 2010, 2016

Adela

55m schooner
Refitted in Falmouth 1995, 2000, 2006, 2011, 2016

A2

47m motor yacht
Refitted in Falmouth 2012

Lionheart

43.4m J Class
Refitted in Falmouth 2012, 2015

Nostromo

30m sloop
Built by Pendennis in 2009, refitted in Falmouth 2014

Aquila

85.6m motor yacht
Refitted in Falmouth 2016

Constance

46.3m motor yacht
Refitted in Falmouth 2016

Loyalty

50m motor yacht

TOTALS

3 x 50m+ yachts
7 x 30m+ yachts
Total LOA: 442.3m

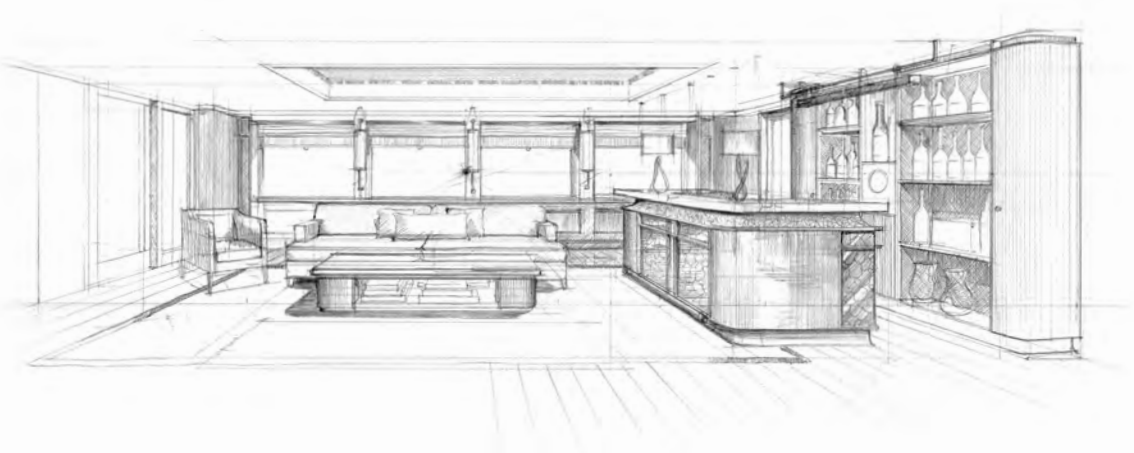
AQUILA



INTERIOR DESIGN FOCUS:

CREATING
CONTEMPORARY
DRAMA

When new Owners acquired *Aquila* through Burgess in 2015, it took only one season for them to develop a strong vision for their future onboard lifestyle.



Their ideas would require a complete interior strip-out, reconfiguration of interior layouts, installation of a main deck cinema, moving the Jacuzzi, the construction of a larger Owner's foredeck and a new beach club access staircase, to name just a few of the changes. To achieve such an extensive transformation, it was essential to assemble an experienced and dynamic design team; USA based interiors specialist Susan Young Design were commissioned to work alongside the British based yacht designers, RWD, to transform the 86m motor yacht from the original traditional styling of dark cherry wood interiors to a remarkable modern panelled interior.

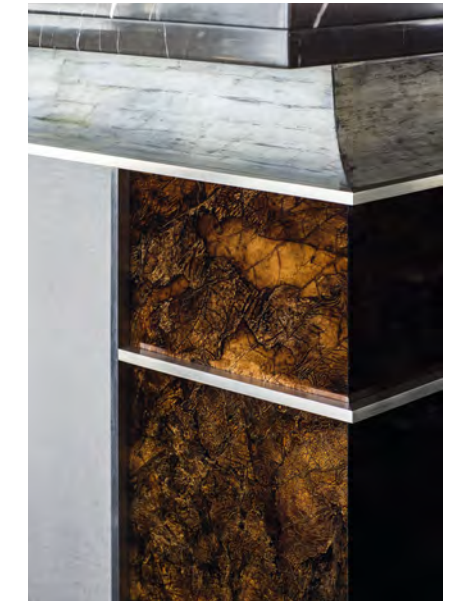
The deadline presented to the team was tight – this extraordinary rebuild at Pendennis Shipyard was to be completed in just over a year. As such, the styling approach was an intense process, as Tony Dixon, Director at RWD, explains: “*Aquila* was the second yacht that RWD had worked on with Susan Young so we already had a good understanding of how to easily communicate ideas. This relationship became a key factor in the project's success, as we had to conceive, design and detail a whole new interior styling in five months. A great achievement for the team!”

“After evaluating the GA to assess how to improve spaces and furniture layouts we met the new Owners and crew onboard the vessel at an early stage so we could walk through, and demonstrate our ideas in situ. Fortunately, the Owners had already spent a season onboard

to discover which areas worked for them, and which areas needed adapting to their specific needs, so had a very clear vision. This level of personal interaction with the Owners continued throughout the rebuild process, and an on-site representative from Burgess facilitated a very responsive decision-making process.”

The results of the team's hard work are striking, and have left *Aquila's* interiors unrecognisable from their previous incarnation. The design concept was to combine a variety of dark wood finishes, with pale leather panels with nickel trim and many unique surface materials, all interplaying together to offer subtle style variations throughout the interior. Distressed mirrors and nickel trim harmonise together to offer interesting style variations throughout the lounges, suites, staircase and corridors. The whole interior is now richly decorated with a myriad of velvet and chenille fabrics primarily in blue and grey tones. Wood panelling is a dark charcoal grey-stained open grain oak whilst highly polished smoked eucalyptus has been installed throughout the Owner's suite, with distressed mirror panels creating an exciting sophisticated ambience. The newly installed cinema uses soft lighting and Silverlining created padded leather panels to add subtle decoration on the walls, with deep browns and blues creating a sumptuous feel. Curved wall panels surrounding the stairwell are wrapped in leather shagreen panels with nickel trim frames between illuminated artisan glass. >>

IMAGES (top left) The London Bar, CGI by RWD, (top right and middle left) Finished design details, (middle right) The completed cinema, (bottom) The finished London Bar.



To complement the modernisation of the interiors specialised mood lighting became a key feature in a number of areas. In total 72 individual lighting designs were conceptualised: bars were illuminated with sculptured glass panels; the sun deck lobby now has four large sea blue bubble glass wall panels, edge lit around the curved wall leading into the staircase; and the aft sun deck features LED panels and rotating disco lamps as part of a professional DJ booth setup.

Highlights from the Susan Young team include conceptualising the grand chandelier and the patterning of the parquet wood floor

that mirrors the ceiling detail in the Owner's salon. "Much of the furniture is one of a kind," Susan Young explains, "and the custom lighting and statement artwork throughout the boat were of the utmost importance, completing the feel of contemporary, minimalist drama throughout."

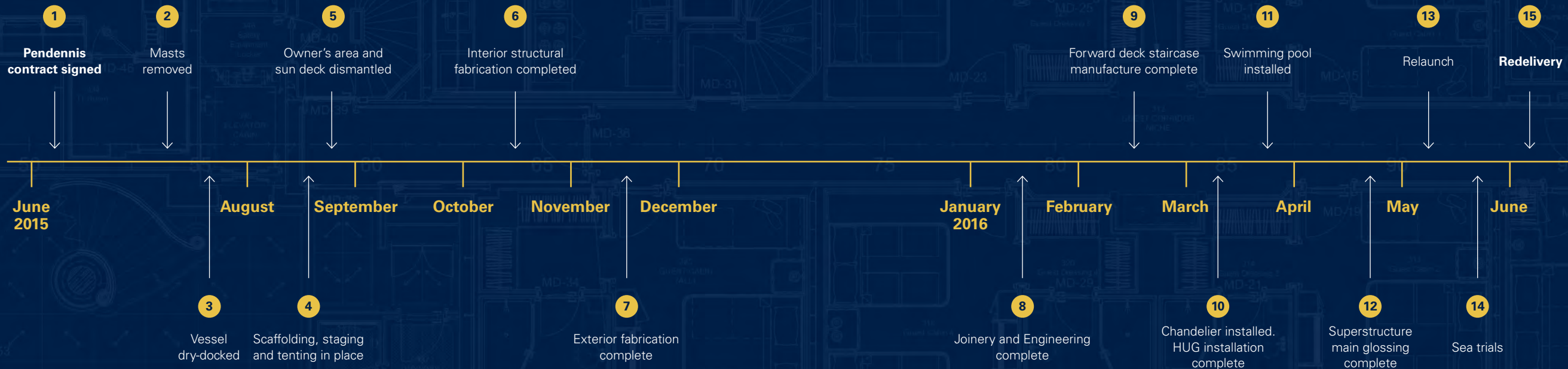
Their combined vision, and the hard work of the team at Pendennis supported by German-based interior specialists Metrica, has breathed new life into this significant motor yacht, and ultimately has been rewarded with the accolade of 'Best Refit' at the 2017 World Superyacht Awards. 🏆



SPECIFICATIONS

LOA	85.6m
Beam (max)	14.3m
Draught (loaded)	4.2m
Exterior Styling	Tim Heywood Design and RWD
Refit Shipyard	Pendennis Shipyard
Refit Interior Design	RWD & Susan Young Interiors
Speed (maximum/cruise)	18knots/15knots
Range at cruising speed	5000nm
Owner/guest cabins	12 Guests (5 x Double, 2 x Twin) Plus Owners' Suite
Yacht Management & Charter	Burgess

PROJECT TIMELINE



HEMISPHERE

THE BIG CAT

ROARS



This is no ordinary catamaran. Not content with being a domestic cat, the vessel has prowled the globe and since her launch from Pendennis in 2011 she has completed an 81,000nm circumnavigation, encompassing 47 countries on 6 continents.





When *Hemisphere* was unveiled it was immediately obvious that she was a very special vessel, not only due to her impressive scale but also because of the luxurious detail in her Polynesian-inspired interiors and wide range of facilities onboard. As the largest sailing catamaran in the world, the yacht certainly created a stir at the Monaco Yacht Show! Since then, in recognition of *Hemisphere*'s individuality, the build team of Pendennis, Van Peteghem Lauriot Prévost (VPLP) and Michael Leach Design have been rewarded with several international design awards.

The *Hemisphere* story started with an incredibly personal vision – the Owner wanted to commission a sailing yacht specifically to combine diving adventures, family cruising and a passion to explore the most remote marine environments on Earth. The performance, stability and storage afforded by VPLP's catamaran design provided the perfect solution. She has a shallow draft of just over 3m and wide twin hulls providing space for extensive watersports facilities, including her own dive centre with NITROX refill capability. The yacht's 16.6m beam houses a magnificent main salon

and aft dining area, as well as a top deck Jacuzzi and impressive en-suite state rooms for up to 12 guests. *Hemisphere* is the perfect charter vessel for exploring remote archipelagos inaccessible by most large superyachts.

When the Pendennis team watched the big Cat's engines purr into action as she departed Falmouth against a backdrop of a stunning firework display, we knew she was heading off on the hunt for global adventure, but perhaps no-one anticipated the full extent of these travels. The story began in Antibes in March 2012 with a relatively tame exploration of the Mediterranean. It wasn't long however before she was stretching her sea-legs, taking on a transatlantic crossing to reach the turquoise waters of the Caribbean and Central Americas. A navigation of the Panama Canal led the yacht to the Cocos Islands where her guests would dive with hammerhead sharks. She then sailed southwest to spend a month in Darwin's footsteps. Guests explored the Galapagos to see the finches which formed the basis of the famous naturalist's theory of evolution, as well as playful seals and resident tortoises. >>

IMAGE (below) Anchored in Raja Ampat, Indonesia.



A Pacific island-hopping adventure formed the next stage of her global exploration, after which *Hemisphere* continued onwards to Australasia and the Southern Seas, where she spent a year extensively cruising French Polynesia, the inspiration for artist Paul Gauguin who settled in the Marquesas. Captain Gavin Bladen enthuses about this stage of the story “One of the highlights had to be visiting Tonga during whale season to swim with humpback whales. Then to explore New Zealand’s rugged and stunning Fiordland whose mountains are capped in glaciers, making an impressive backdrop and such a change from the tropical beaches and palm trees, before cruising further south to Stewart Island to dive with New Zealand’s great whites, was truly an incredible experience.”

All of this preceded leaping back up towards Asia to dive the astounding historical ‘Ghost Fleet’ of Chuuk Lagoon. Traversing the Indian Ocean provided another series of stunning island locations for the guests, before the yacht headed north into Europe once more. Re-anchoring in Antibes on the 24th June 2017, almost six years after her launch in Falmouth, *Hemisphere* celebrated her first full circumnavigation. Over 81,000nm of blue ocean had passed below her keels, taking in the sights of 6 continents (with Antarctica the only exception) and 47 countries, a quarter of all the countries in the world.

Pendennis’ fondness for *Hemisphere* continues through our ongoing relationship: the yacht was supported by our refit team at Pendennis Palma during her Mediterranean season, and further afield our Pacific service centre provided yacht support as well as flying out a maintenance team from England to a remote boatyard while she was cruising Tahiti. Much to our envy, but also pride, Captain Gavin has sent ‘home’ regular tales of their adventures including witnessing breaching whales, diving with whale sharks in the world’s ultimate diving destinations, and emailing images of the catamaran anchored in sparkling waters beside a Polynesian coral reef. *Hemisphere* is obviously providing the crew as well as her guests with the experience of a lifetime, and we await with great anticipation the next chapter in her enviable story as she begins to prowl the globe once more. 📍

Pendennis Yacht Support

- Palma 2011 and 2012
- Tahiti 2014
- Borneo/Malaysia 2016

***Hemisphere* is available for charter through Burgess: www.burgessyachts.com**



“*Hemisphere*’s motto has always been ‘sometimes you have to step off the beaten path for the bigger rewards in life.’ As we start the second circumnavigation we can show our charter guests our favourite places, and venture further from the path for new adventures.”

CAPTAIN GAVIN BLADEN

OUR GLOBAL COMMUNITY

Throughout the year Pendennis hosts and supports numerous events for our industry guests and crews both locally and worldwide. Here are some highlights from the past year.



The crew of *Saudade* were the winners of this year's Pendennis Paddleboard Challenge at the Palma Superyacht Cup.



Pendennis was pleased to be invited to attend the Peters & May charity clay pigeon shoot, raising money for Breast Cancer clinical trials.



The team at Pendennis Palma challenged the crew of *Blue Bird of 1938* to a go-karting competition during their refit period in Mallorca.



At the Pendennis Superyacht Ashes the 'Media Mutineers' cricket team were victorious against the 'Broker Buccaneers', 'Surveyor Swashbucklers' and 'Pendennis Pirates'. A glorious sunny Cornish day was enjoyed by all on the pitch.

Our inaugural staff and crew 5-side football tournament where the Painters were ultimately victorious!



BEHIND THE SCENES

This year's business highlights.



In December Pendennis apprentice Josh McKnight was awarded the prestigious Worshipful Company of Shipwrights Queen's Silver Medal. Four Pendennis apprentices attended the initial selection course in Kielder Water for these annual awards, which are open to all final year apprentices in the UK Marine industry. Following this course Josh McKnight and Bex Avery were shortlisted for the final interviews, with Josh going on to win the Queen's Silver Medal and Bex achieving 4th place.



At the end of January 2017 we attended the Excellence in Business Training Awards, which are hosted by Cornwall College Business to celebrate the most innovative, effective and inspirational initiatives achieved by businesses in the South West. Pendennis won the 'Outstanding Commitment to Training Award (150+ Employees)' against impressive local competition.



In June the apprentices at Pendennis were delighted to host three groups of children for exclusive tours around the shipyard in support of the Royal Cornwall Yacht Club (RCYC) Trust's initiative to introduce a range of young people to the yachting industry.

Fending off stiff competition from across the UK, Pendennis Shipyard and The Cornwall College Group, landed the Apprenticeship Programme of the Year award at the TES FE Awards 2017. Hosted by comedian Rob Beckett, 700 guests flocked to the Grosvenor House Hotel in London to celebrate the successes of the 'best of the best' in the further education sector.



Pendennis' apprentices provided much needed manual labour as part of the shipyard's initiative to support the local community during National Apprenticeship Week (NAW) in March 2017.



As a result of the company's ongoing dedication to improving the health of the workforce we are proud that Pendennis has been awarded GOLD status for the Cornwall & Isles of Scilly Workplace Health Award. This is a county standard of good practice and a quality mark of health and wellbeing in the workplace. Pendennis particularly impressed the assessment team with their Health & Wellbeing initiative which is now on offer to all employees, affordable healthy meals in the new canteen, a work's choir, the successful Health Education Week in October, a SimplyHealth cash plan, and on-going support for staff who are off work coupled with initiatives for getting employees back to work.



International Trade Minister Mark Garnier visited Falmouth marine businesses to continue the successful working relationship between the Government and the marine industry. The Minister took the opportunity to meet Pendennis Shipyard and Rustler Yachts to hear about their future ambitions and trade opportunities.



ADAM LAY STUDIO:

A FAMILY AFFAIR

Adam Lay has been a designer in the superyacht industry for over 20 years, which includes working with Pendennis on the extensive restoration of *Fair Lady* in 1996. He is currently working with Pendennis on a 71m motor yacht restoration project, due to be relaunched in Autumn 2017.

Since setting up his family run studio in 2003 with his wife Kelda, Adam has developed a reputation for a hand-crafted approach to design. Adam's background is a familiar one within the industry, as his foray into the world of superyachts began with a Transport Design Degree at Coventry University, a course also attended by several other leading superyacht designers. After completing his studies Adam briefly worked for Marine Projects, who at that time built *Princess* powerboats and *Moody* sailing yachts. This marked his discovery of bespoke rather than production yachts. "From that point, I knew this industry was where I wanted to be" Adam explains, "and following that I secured a position with John Munford in

October 1995. I worked with him for 7 years on some fantastic projects like the J Class *Velsheda* in 1996, which was such a privilege to work on, not only because she is such an iconic vessel, but because it was my first proper hand drafted GA on drafting film (including all the rubbing out that went with it!)"

The Alloy yacht project *Tiara* marked a pivotal moment in Adam's career. Here he developed the self-belief that he could run his own studio although his loyalty to John Munford created some anxiety. There have been many prestigious projects over the last 15 years but winning awards for the 45m *Salperton IV* was a turning point for the studio. >>



Adam believes his family-run operation is key to the intimate relationship he develops with clients. "I think our 'hand-crafted' approach is essential in every project we take on but the outcome is always different. We work with common themes and influences and we pride ourselves on the variety of design styles we are able to provide. I love the classics as much as I do modern yachts – and the challenges both styles present! What I love about designing yachts is that it is truly a multi-disciplinary skill. It is often said that we are in the entertainment business; because boat building should be fun for our clients and the vast majority absolutely love the design and build process."

Adam's training in transport design has evidently provided him with an in-depth understanding of form and functionality, but he stresses that yacht design presents far more challenges than conventional modes of transport, not just due to the scale of the build or refit programmes, but also because of the complexity of systems and the variety of suppliers that need to come together seamlessly throughout the process. "We have to problem-solve throughout the process, meaning we sometimes have to adapt our designs to accommodate unforeseen

technical equipment such as audio visual systems or air conditioning units. Sometimes we need to be able to challenge the experts," although this presents its own challenges as Adam explained, "When we feel there is a better way, we have to be able to demonstrate the 'better way' in an informed fashion. Designers need to be able to work with glazing and structure, varying construction materials from steel and aluminium to hi-tech composites and carbon fibre. We must also be experts at space planning and the economic use of space, on sailboats in particular. The harsh marine environment needs constant consideration too, to ensure decorative items are made from the correct materials and that surface finishes are going to have longevity and are practical to maintain. Above all we have to be good communicators, with a quick hand sketch still an invaluable tool. During refits in particular, the depth of work can vary enormously – sometimes the designer's work is new furniture, fabrics and decoration; sometimes it is much more involved and can escalate due to unforeseen structural work, unexpected findings upon strip-out, or simply through the Owner's excitement at seeing the possibilities and wanting to make the very most of the refit works. Adaptability is key." >>

"Our 'hand crafted' approach is essential in every project we take on but the outcome is always different."





As for the future, he foresees a new set of challenges arising. As within most domestic environments Adam predicts a move away from the more traditional layouts of formal dining spaces separated from main salons into an open plan arrangement with flexible multi-use spaces, especially as a younger generation become the next key Owner demographic. "There is more emphasis on experiences and exploration than material possessions," says Adam, adding "I think we will see the parents and grandparents of these 'Millennials' being influenced by the attitudes of the younger generation, which really has the potential to shake up the way the industry interacts with its clients." The designer also sees the huge surge in environmental responsibility as having

an impact on the use of materials: "There is some fascinating research ongoing into natural fibres that could ultimately replace carbon fibre (which is not easily disposed of or recycled), thus potentially providing a more environmentally conscientious construction material. There are some interesting times ahead."

As for his personal future within the industry, Adam feels unbelievably fortunate to have worked with some wonderful clients on some incredible projects, but speaking with him, the passion he has for an intimate design process is obvious. "If I have an ideal," Adam says, "it is to continue to be challenged and to design yachts that bring families together to create happy memories."

Advice for young designers starting out in the industry:

"It was some years before I met my first client and taking time to do an 'apprenticeship' with an established design firm is the best education available. Don't be too hasty to go it alone – benefit from someone else's experience, gain a history in the industry and get to know some of the players. Getting your first opening is hard work and you will need the support of the wider industry." 

NURTURING YOUNG DESIGNERS

24-year-old Christopher Karam, winner of the 2017 Superyacht UK Young Designer Competition, was awarded a four-week placement at Pendennis Shipyard in Falmouth. We caught up with him about his competition and placement experience:



"I was asked by my university to sign up to the SYUK Young Designers' Competition as they believed I had the right skills and creativity to thrive in the live drawing environment. Although I had never designed a yacht before, I was able to apply my skills from transport design to my sketches, including simple, sweeping lines that tie the whole image together. These are elements that I learned during a secondment to Rolls Royce as part of my degree course. I also have business qualifications, so I knew the importance of listening carefully to a client's requirements, and to not get too carried away with impractical ideas! I really enjoyed the challenge of the live drawing experience."

Having had a love for art and design from a young age, Christopher still aims to perfect his sketching skills during his free time. Although his creative nature has drawn him to the world of design, Christopher believed that his combined knowledge of design and business helped him to achieve first place as he was able to understand the amount of detail his sketch had to show as well as the importance of fulfilling the brief.



Whilst at Pendennis, Christopher worked alongside the in-house interior designer to create the new entrance and main salon of a yacht currently undergoing a substantial restoration programme. Christopher compiled sketches of his design ideas for the joinery team, working with them directly to help make his designs become a reality. He believes that his internship at Pendennis Shipyard will improve his drawing and design techniques, as well as provide a greater understanding of how much time and dedication goes into the production of a superyacht.

CORNISH HOSPITALITY: THE PERSONAL TOUCH



Every two years, Pendennis organises a Classic Car Tour providing an opportunity for our clients and industry friends to gather for a very British adventure.

Past routes have explored the New Forest, the Jurassic Coast, and the Welsh Mountains, but for 2017 we decided to focus on our home county of Cornwall, rediscovering hidden flower-filled lanes, winding past dramatic coastal landscapes, with luxury hotels and the county's best eateries complementing the exhilarating drive experience. We are exceptionally proud of the region, and the Car Tour provides a fantastic opportunity to showcase our very unique brand of Cornish hospitality. >>

ROUTE DAY 1

- 1 Bovey Castle
- 2 Pendennis Shipyard
- 3 Carbis Bay Hotel

ROUTE DAY 2

- 4 Cape Cornwall
- 5 Ben Tunncliffe
- 6 St Michael's Mount
- 7 King Harry Ferry
- 8 Carlyon Bay Hotel



"I just wanted to say a BIG thank you for a fantastic weekend. I'm now back onboard and smiling at the thought of changing gear and rumbling along the Cornish countryside. You've got a great team at Pendennis, and it was very nice to get to meet them all!"
Giles Sangster — Talitha Captain

"HUGE thanks for inviting us on the Tour. Brilliant as ever and a real laugh, my sides are still hurting from joking over the old days."
Mark & Mick — Michael Leach Design

"I took full advantage of seeing as much as I could while driving, but it was really the camaraderie and stage that you all set, for some good friendly interaction. I met new friends, and renewed acquaintances with old friends. Thank you for a special few days!"
Buddy Darby — Christophe Harbour

"Thank you all again for the wonderful car tour. The organisation was exceptional, and the whole event was simply superb! We met some lovely people and saw parts of Cornwall we certainly wouldn't otherwise have done."
Jonny Horsfield — H2 Yacht Design

"A fantastic event with some 'interesting' roads that I hadn't discovered in all my 48 years exploring Cornish B-roads on both 2 and 4 wheels! Even Saturday's less than ideal weather failed to dampen spirits, where Sennen certainly did us proud."
Bruce Robertson





During this year's Car Tour our guests enjoyed a delicious lunch at Ben Tunncliffe, Sennen Cove, nestled beside a sweeping white sand beach on the very southwest tip of England. Spirits were high as guests were treated to an amazing showcase of local produce – freshly caught mackerel and a stunning array of seasonal salads were finished off with mouth-watering desserts, including a decadent cappuccino chocolate mousse!

We are truly spoiled for choice with the range of delicious restaurants and pop-up feast venues in Cornwall, so we asked Michelin-starred chef Ben what makes Cornwall such a special culinary area.

One of the reasons Pendennis selected Ben Tunncliffe at Sennen to host our guests was your ethos of using local produce. Why is this so important to you?

With its microclimate, we are blessed in Cornwall with fantastic produce and I attribute that to my success. We are proud to support small local suppliers – this way we cut the food miles of our produce. Sourcing good food is a real challenge if you want to be sustainably conscious, but it's one that we are most definitely up for. I buy local fish from Newlyn, seasonal vegetables from Boscawen Community Farm, and herbs from community growers Heather Lane Nursery. Other local companies such as Origin Coffee also share our ethos of sustainability and supporting community projects.



What drew you to Sennen Cove as a new venture, and do you have any special plans for the restaurant in the future?

Sennen is a fantastic location and has the best sunsets ever! I started to think about the Sennen opportunity in mid-2014 and before I knew it we were opening in March 2015. With regard to future plans – the important elements in my life are food and family and so my aim for Sennen is to create family friendly eating in laid back, happy surroundings; it's about good, honest, simple food.

As a chef, which other restaurants would you recommend in Cornwall?

I like a great many local restaurants and pubs; The Mexico Inn, The Square, The Old Coastguard, The Gurnard's Head, The Hidden Hut – to name a few! There are so many talented chefs here in Cornwall and combined with the quality of produce in the area, Cornwall offers a remarkable amount of fantastic eateries. 🍷





IMAGE (left) *Lionheart* and *Velsheda* in the 2015 Falmouth J Class Regatta

THE Js

A TALE OF TWO PORTS

IN FALMOUTH— Governed by strict build as well as race rules, the J Class fleet is separated by over 80 years of nautical history. The oldest in the existing fleet is *Shamrock V*, built in the 1930s in wood and steel, and restored by Pendennis in 2001, whereas the most recent, *Svea*, was launched earlier in 2017, in time for the America's Cup. Despite this discrepancy of age, it is not a class where the older yachts are necessarily the underdogs, and competition is always fierce.

With many of the crews having homes in the county or having been brought up in Cornwall there is a natural affinity with the region. Aside from *Shamrock V*, Pendennis has worked on several of the J Class yachts, including *Ranger*, *Velsheda* and *Lionheart*, who to date has undergone three refits either in Falmouth or the Pendennis Palma refit centre. The reason for commissioning Pendennis is clear to *Lionheart's* captain, Toby Brand, "The people who work at the yard are interested in what they do. They have passion."

Launched in 2010, *Lionheart* created a stir in her first year after winning the King's 100 Guinea Cup in Cowes that same year, which is when Toby and his wife Emily joined the boat. Three years later *Lionheart* battled against *Velsheda* and *Ranger* in the 2015 Falmouth J Class regatta, with all three yachts tight for the lead until the last race of the week. *Ranger* and *Velsheda* were close throughout the course but a spinnaker incident between these two helped *Lionheart* extend her lead to win not only the final race,

but also take the series victory. With the work that Pendennis had completed on *Lionheart* shortly before the event, a win in Falmouth was a thrilling result for the refit team in the yard. "I hope we can manage to bring the whole J Class fleet to Falmouth again soon" expressed Toby.

Velsheda, one of the original Js, was launched in 1933 in England by Camper & Nicholsons and was based at Pendennis Falmouth for four months in 2016 to prepare her for the following regatta season. Built for Mr. W.L. Stephenson, owner of the Woolworth chain of shops, her name originated from Stephenson's three daughters, Velma, Sheila and Daphne. At the time of her build Stephenson owned a Camper & Nicholsons classic motor yacht, *Malahne* (a combination of the remaining letters of his daughters' names) which coincidentally completed a significant award-winning restoration programme at Pendennis during the previous refit season.

Velsheda's captain, Barnaby Henshaw-Depledge, or Barney as he is more commonly known, explained the reason behind their choice to use Pendennis for a refit: "Due to the time constraint involved with *Velsheda's* 20-year survey, I knew we needed a yard with excellent facilities and expertise, also strong communications with Lloyd's Register were a must. Pendennis ticked all of the boxes and Falmouth is also where I have bought an apartment as I have many friends from there. It's a fantastic place to be based with many more exciting activities outside of the shipyard." >>



“Falmouth’s a fantastic place to be based with many more exciting activities outside of the shipyard.”

CAPTAIN BARNABY
HENSHAW-DEPLEDGE
VELSHEDA



IN BERMUDA — In June 2017, all eyes from the yachting world (and enthusiasts globally) were focused on Bermuda, a tiny island nestled in the Atlantic 1,000 miles off the Carolina coast. Of course the giants of the sailing scene, the America’s Cup catamarans, would take centre stage but as the stunning J Class fleet arrived there was certainly a buzz at Hamilton Princess Marina. With the Js the forefathers of the current America’s Cup fleet, their Owners and crew traditionally have huge enthusiasm for sailing and the sea, and for pushing a traditional craft to its limit. To watch them in action, especially in the sparkling waters of Bermuda where a fleet of 7 Js were gathered for the first time, was breathtaking.

With Pendennis’ close links with several of the yachts it was with great anticipation that the team in Falmouth watched the racing in Bermuda – we knew it would be close. Aside from physical improvements to the vessels themselves, crews often change for high profile regattas. As with the America’s Cup teams, the J crews regularly compete and train together, with experts drawn from all over the world. In the lead-up to Bermuda teams have worked tirelessly to hone their skills and communication on board. Toby Brand, the captain of *Lionheart*, provided an insight into their crew preparations, “We have all been together, learning as a team, and optimising the boat and our skills for years now. Our team is a tight one, and we all know what the other one is going to do, even before they do – it is extremely quiet on the boat during racing, which is a really big advantage. What is also special for us is that the Owner drives the boat all the time, even during racing. It’s really cool that he is able to compete with other Owners alongside the pro-drivers who are World champions, Volvo Ocean Race veterans or Olympic medallists.”



Although the pressured race environment of Bermuda might also have altered the crew experience on board, the race crew forms a tight-knit community and is more than able to cope with regatta demands. “Each person is drawn to the ‘spirit of the yacht’, said Barney. “The intensity level is certainly increased during regattas. Perhaps it’s not as exciting as the America’s Cup catamarans in terms of boat speed, but the stakes are very high especially with the newer Js sailing so well.” Barney further outlined the pressure on the crew and on himself; “Each system is required to operate at its potential for days on end, and we have to be very safety conscious with each manoeuvre. >>

IMAGES (top left and left) *Lionheart*’s 2015 refit in Falmouth, (top right) *Lionheart* in Bermuda, (right) *Velsheda* leads the fleet in Bermuda.

This puts a lot of stress on the crew and ultimately myself, but we share it out well. I don't like to micro-manage areas and I have to trust each permanent crew member to do their job. They are often up into the early hours to ensure the machinery is operating as it should for the next morning. Thankfully we have a great race crew who keep returning, as well as a very good network of support from the many companies involved with the yacht. When we need assistance it is often offered very swiftly. Something that I'm very grateful for when we're up against it in a remote location."

Although racing the vessel in tight quarters in venues such as Bermuda provides a challenge for the crews, it's obviously a highlight for them. "It's wonderful to arrive into port in 'show mode'. I think all the crew, past, present, and certainly myself get a good kick out of showing her off!" explains Barney. "Bermuda was so welcoming to the class and the locals were very supportive – we really appreciated that. A highlight for me was the exhibition race. To parade these yachts on the America's Cup course prior to the Cup match was great fun. Close quarters and shallow in places, but a real chance to showcase the yachts up close."

There were two events in which the Js competed. The first, the America's Cup Superyacht Regatta (ACSYR), included a fleet of 20 superyachts, 6 of which were Js. For many of the class this was seen as a dress rehearsal for the main event, the J Class Regatta, although of course the participation was no less serious! "During the Superyacht Cup, we had some really exciting downwind starts – that's always good to get the old heart rate up" said Toby of *Lionheart's* performance in the ACSYR. Not only did the yacht secure a class victory by a 3-point margin, she was also presented with the trophy as overall winner of the Superyacht Regatta.

With scoring tight between the fleet, the gloves were off for the J Class Regatta the following week, which welcomed a seventh J, *Shamrock V*, into the mix. Despite relatively calm weather, the courses and competition were nonetheless demanding for each crew. "The ACSYR had some interesting courses outside the reef and the J Regatta windward-leeward course in Murray's Anchorage was really great fun to be involved with." *Velsheda's* captain informed us. "The starts were very exciting and provided a good display of the high-level racing that our class is currently observing."

Toby from *Lionheart*, described his experience, "We didn't always get very good starts, but we just got on with it. The Afterguard put the boat in the right place, doing a really nice job, often from very difficult positions. The crew work was close to perfect, which does not always happen on a J Class yacht, and all our prep and training really paid off. It was close, but we just seemed to manage to keep our heads above water throughout the whole event. The Owner drove the boat beautifully."

Despite the battle for the top spot changing throughout the week, on the final race *Lionheart* was able to secure a second victory. The last race was extremely exciting as Toby describes, "We were sitting mid-fleet on the second and last beat, but *Hanuman* were ahead of us, and equal with *Topaz*. If *Hanuman* won this race they would have won the event. Just before the top mark, they came bow-to-bow with *Topaz*. *Hanuman* were on port tack, and infringed *Topaz*, so had to make a 360° penalty turn (which was compounded as they were on the lay line). Then we knew we were in with a good chance of a win! Plus, we had managed to get a bit of leverage on the left side of the course. We were in fourth around the top mark, then second over the line, giving us quite a big lead in the end. The J Class Regatta was the event we have been looking forward to for over two years so it was super nice to win, especially as we really had to dig in and fight hard as a team."

So, what is it about running a J that is so unique? "I enjoy the challenge of running a yacht of this age." Barney enthused. "There are so many aspects to taking care of her, from deck maintenance, winch upgrades, hydraulic and engineering solutions to sails and rigging, aesthetics, amazing racing, and varied cruising locations. Through rough weather and smooth, *Velsheda* is a pleasure to sail and be involved with. I often let go of the wheel when she's well balanced – she will sail herself!"

The excitement and variety that managing a J provides clearly unifies the two captains. "I just grew up sailing, and always loved messing around on boats, and now it's a privilege to be part of a big racing team." said Toby enthusiastically. "Ultimately the thrill of a race is what holds my attention. I always have a lump in my throat when we do a start, or a mark-rounding – it's super exciting." >>



"During the Superyacht Cup we had some really exciting downwind starts – that's always good to get the old heart rate up."

CAPTAIN TOBY BRAND
LIONHEART

IMAGE (right) *Hanuman* and *Lionheart* battle for the lead in Bermuda.





IMAGE (above) *Lionheart's* crew fly the Cornish flag in Bermuda.



CREW INSIGHT

Name: Wayne Barnicoat
Day Job: Exterior Outfit Supervisor, Pendennis
Crew Role: Boom Vang Operator, J Class *Lionheart*

I have worked at Pendennis for 16 years, where I initially started my career on the General Apprentice scheme specialising in fabrication and welding. Upon graduation, I became part of the Exterior Outfit team, where I'm now a Supervisor.

I have been sailing since I was around six years old, starting off in Mirror dinghies here in Cornwall. I competed in my first national title when I was 13 in the Sigma 33. From this class, I moved onto J24s, which is probably the world's most popular sailboat class. My team won two Nationals as well as competing in European and World championships. I now spend most of my time sailing dinghies – I have a 4.55m Musto skiff and crew a double-handed International 14.

I've been crewing onboard *Lionheart* for around six years. It all started with a Facebook message from Toby the captain of *Lionheart*, who I met during the 2012 refit at Pendennis, asking me if I would like to race – of course I said yes!

On board *Lionheart* I'm in the pit with around six other guys – my main job is to operate the boom vang, which means I'm working with the main trimmer downwind.

Winning the Superyacht Regatta and the J Class Regatta during the America's Cup 2017 was an amazing moment as the crew have been working towards that goal for the last few years. Despite this, my most memorable moment onboard *Lionheart* has to be winning the J class regatta in Falmouth in 2014 – it doesn't get much better than winning in your home port. 🏆

A **boom vang** (US) or **kicking strap** (UK) is a line or piston system on a sailboat used to exert downward force on the boom and thus control the shape of the sail.

AMERICA'S CUP J CLASS REGATTA

OVERALL RESULTS

Position	Yacht	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	<i>Lionheart</i>	1	3	4	1	2	11
2	<i>Velsheda</i>	5	1	5	2	1	14
3	<i>Hanuman</i>	2	4	1	3	4	14
4	<i>Ranger</i>	3	2	2	5	6	18
5	<i>Topaz</i>	6	5	3	4	3	21
6	<i>Shamrock V</i>	7	6	6	6	5	30
7	<i>Svea</i>	4	8 (DNF)	8 (DNS)	8 (DNS)	8 (DNS)	36

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