

 PENNENNIS

ISSUE 16 2018/19

# VOYAGE

1988

  
30

2018



30 YEARS OF EXPERTISE | VIJONARA | G2 | HAIDA 1929 | ODYSSEY III

ISSUE

# 16

## WELCOME

As our busiest refit season to date comes to a close, we have plenty of reasons to celebrate as 2018 is proving to be a momentous year. Not only are we celebrating Pendennis' 30th anniversary and the 20th anniversary of our award-winning apprenticeship schemes, earlier this year we were proud to launch the 128ft custom built Hoek sloop *Vijonara*. We are delighted to be able to exhibit our latest build at the Monaco Yacht Show and look forward to showcasing the skill and craftsmanship of our passionate team here in Cornwall. In an exhilarating display of British Excellence, we have also invited the Royal Air Force Red Arrows to perform above the port of Monaco once again – a fitting way to mark our extra special year.

As always, the transformation of the yachts undertaking refits here in Falmouth has presented us with a diverse range of challenges. No two projects are ever the same, but we pride ourselves on maintaining our high level of customer service and a unique client experience for each one. This year has seen more yachts than ever choosing to come either to Pendennis in Falmouth or utilise our technical support facility in Palma and we are pleased to welcome them in to the rapidly expanding Pendennis fleet.

We look forward to seeing you soon, and to celebrating our 30th Anniversary with you throughout this milestone year.



Mike Carr  
Joint Managing Director



Toby Allies  
Joint Managing Director

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# A NEW VINTAGE

CUSTOM BUILD - VIJONARA





Early in 2018 Pendennis' latest custom built yacht, 128' sloop *Vijonara*, was delivered following her 18 month build programme in Falmouth.

Andre Hoek, her Dutch designer, said "This is the second hull in our 'Truly Classic 128' series, and this project in particular has been a wonderful experience from start to finish. The vessel was created for knowledgeable clients with extensive sailing experience. Based on a proven hull specification, the Owners had a distinct vision for her customisation to suit their lifestyle, and she has been optimised extensively for performance. A new addition to the 128' design is a bow sprit that houses the downwind sails such as A-symmetric spinnaker or a Code sail, as well as paying homage to true vintage sailing yachts." The project team at Pendennis, with oversight by the Owners' representatives at MCM, used modern 3D scanning technology to ensure millimetre precision in the yacht's symmetry.

Andre further explained the design specifics of *Vijonara*, having worked closely with the Owners to create their uniquely envisaged yacht: "The deck layout has been reconfigured in line with the Owners' requirements, with a helm station

positioned in front of the aft deckhouse creating a social atmosphere close to the centre cockpit, enabling the helmsman and guests to remain in close contact. In doing so the aft cockpit has become the Owners' cockpit, not only creating privacy but also providing an extension of the aft Owners' cabin and deckhouse. The central steering wheel with two adjacent side consoles are flanked by winches and hydraulics for performance sailing. The stainless steel steering pedestal is piece of art in its own right, with a classic nighthouse housing the compass encircled by a double spoked wheel with an oval shaped rim."

**"...the Owners had a distinct vision for her customisation to suit their lifestyle..."**

The Owners played an intrinsic part in the design of the yacht's interior, and in partnership with Hoek, created a comfortable layout suitable for family cruising.

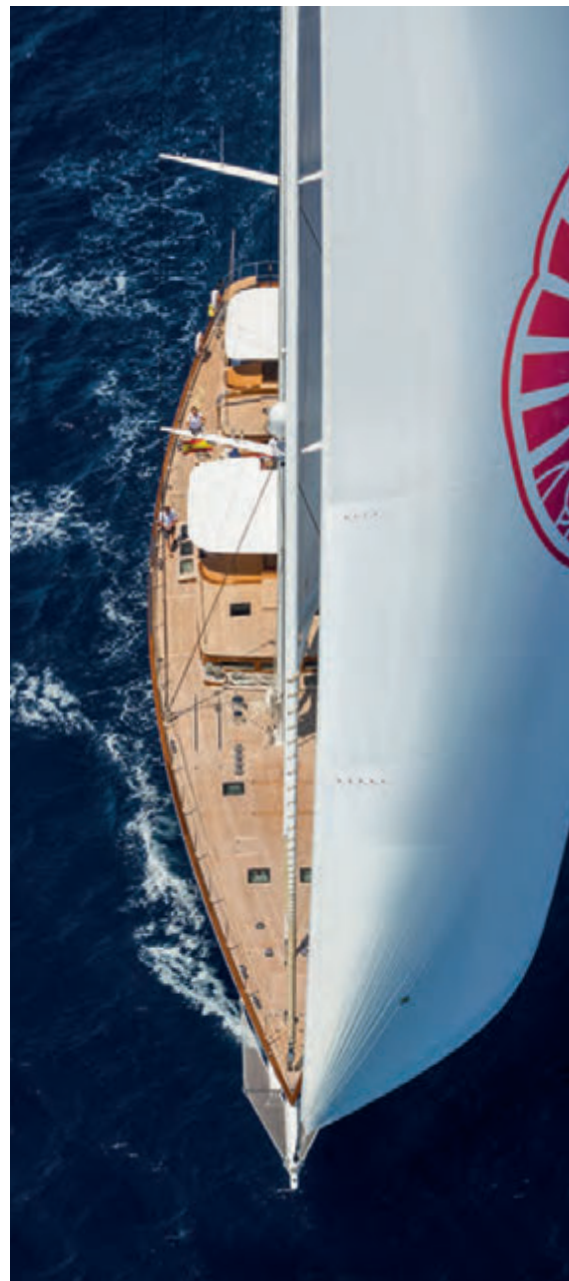
An open plan Owners' suite, designed for relaxation and privacy, includes his and hers bathrooms, a private seating area and a study, and the unique addition of an oculus with its own underwater lighting through which the Owners can view the underwater world by both day and night. Forward of the Owners' cabin on portside is a large main salon with a TV and library, which provides a separate social area to the main dining suite. An important consideration for the clients was to incorporate a gym, which is positioned on the starboard side and can be transformed in to a spare cabin, if needed.





Luxurious styling is highlighted by Sapele Mahogany flat panelling and traditional detailing, and the floors are laid with Italian Walnut with a 6mm Maple margin seam. To complement the high-quality interiors, a unique decision was made by the Owners to collaborate with Hermès and entrust their bespoke teams with interior fittings including the desk area, several sofas, two club seats, the oculus mounted into a leather-clad table, and a world map made of leather marquetry. These exceptional pieces were designed by the bespoke creative team and handmade by the craftsmen of Hermès in their French workshop, using supple leathers coupled with their world-renowned know-how.

This stunningly beautiful classic yacht showcases an extraordinary level of attention to detail in the interior and exterior joinery installed by Ruiter Quality Interiors and Pendennis, making her a very special addition to the fleet of 30 other bespoke-built superyachts launched over the years by Pendennis Shipyard. Mike Carr, Managing Director at Pendennis, proudly announced “*Vijonara* will be a fitting complement to the yard’s 30th anniversary celebrations at the 2018 Monaco Yacht Show in September.”



## SPECIFICATIONS

### Build Shipyard

Pendennis Shipyard, 2018

### Naval Architect/Interior Designer

Hoek Design Naval Architects

### Yacht Management

MCM

### Interior installation

Ruiter Quality Interiors/Pendennis

### Interior Upholstery in Guest/Owners

Hermès

### Hull Builder

Bloemsma

### LOA (with bowsprit)

42.25m

### Length over Deck

39.40m (128ft)

### Waterline Length

27.95m

### Beam

7.75m

### Draft

4.5m

### Rig

Cutter rigged sloop

### Guests

6 Guests in 3 Cabins (including Owner's Suite, 1 double guest and 1 twin guest both ensuite)

### Crew

4/5 in 3 cabins



## REFIT ROUNDUP

# 2018

This past refit season has been the busiest in Pendennis' history – coinciding with the celebration of the yard's 30th anniversary.

With each unique project the same Pendennis care and attention is applied – whether it is a sympathetic restoration of a classic motor yacht, performance-boosting modifications to a modern sailing yacht or a motor yacht undertaking a routine survey and engineering upgrade.



Haida 1929

## HAIDA 1929

### Specifications

<b>Delivery:</b>	Spring 2018
<b>Built:</b>	1929, Krupp Germaniawerft
<b>LOA:</b>	71m
<b>Beam:</b>	9.14m
<b>Draft:</b>	3.99m

### Refit focus

- Extensive hull fabrication works
  - Addition of a splash pool/Jacuzzi
  - Original engine rebuild
  - Hull and superstructure repaint
  - Extensive engineering and electrical works
  - Refurbishment of interiors including a new Hammam spa and massage room
  - Three new fireplaces
- See page 35 for more details*



Mariette of 1915

## MARIETTE OF 1915

### Specifications

<b>Built:</b>	1915, Herreshoff
<b>LOA:</b>	42m
<b>Beam:</b>	7.19m
<b>Draft:</b>	4.8m

### Refit focus

- Metal repairs to the hull and structure
- New deck for the first time in 30 years
- New engine room layout
- New topside paint
- Restoration of interiors
- Rewiring and plumbing



White Star

## WHITE STAR

Specifications	Refit focus	
<b>Built:</b> 2004, Trinity	Interior upgrades (specific client requests following further seasons use)	Bow and stern thruster leg replacements
<b>LOA:</b> 49.9m		High fog system rebuild
<b>Beam:</b> 8.5m	X&S band radar replacement	Air conditioning system full service
<b>Draft:</b> 2.2m	Additional VSAT antenna for uninterrupted coverage	New sewage treatment plant
	MED approved wash down tracks	Quantum zero speed Stabiliser upgrades with bigger fins
	Crew cabin conversion to accommodate additional crew member	Jacuzzi replacement
	Hull valves changed throughout, together with actuated ME and Generator exhaust overboards	Exterior LED styling lights

## CATALINA (EX TIMONEER)

Specifications	Refit focus	
<b>Built:</b> 2001, Vitters	ABS hull intermediate survey	Saloon redesign and build
<b>LOA:</b> 44.75m	Complete teak deck replacement	Complete paint package of superstructure and bottom
<b>Beam:</b> 9.4m	Extensive hydraulics overhaul	Electronics package replacement and update
<b>Draft:</b> 3.96m	Rig removal, painting and rigging renewal	Generator replacement



Catalina



Odyssey III

## ODYSSEY III (EX II ODYSSEY)

Specifications	Refit focus	
<b>Built:</b> 1967, Benetti	New British Owners, who are passionate about restoring her	New generators and stabilisers
<b>LOA:</b> 33m		Exterior restyle by PSY including remodelling of top deck social areas
<b>Beam:</b> 6.26m	New Galley and crew areas, refresh of master suite, lounge and guest cabins	
<b>Draft:</b> 2.29m	Extensive corrosion and paint works, teak decking replacements	See page 29 for more details



## G2 (EX CINDERELLA IV)

### Specifications

**Built:** 2009, Vitters  
**LOA:** 39m  
**Beam:** 8.4m  
**Draft:** 3.8m

### Refit focus

Removal of aft deck house and new cockpit arrangement to create more aft deck space and streamlined profile

Open plan main salon/social areas with glass skylight overhead, letting light flood in

New luxury interior – Contemporary Scandinavian influence minimalist redesign by Nauta

Metallic paint to superstructure and mast/boom

Enlarged port holes in hull to allow more light to flood interior spaces

Upgraded navigational, communications and sailing instruments

Replace rigging

New AV/IT systems

Fire and bilge main pipework renewal

*See page 31 for more details*



G2



Leander G

## LEANDER G

### Specifications

**Built:** 1992, Peene-Werft  
**LOA:** 75m  
**Beam:** 12.9m  
**Draft:** 4.2m

### Refit focus

25-year Lloyd's survey

Hull and house sides paint job

New generators and gen room refit

New main and emergency switchboards

Crew interior works

Hydraulic equipment overhauls

## VISITING YACHTS

### FALMOUTH

75m *MY Leander G*  
 71m *MY Haida 1929*  
 32m *SY G2*  
 45m *SY Catalina*  
 42m *SY Mariette*  
 42m *SY Ranger*  
 33m *MY Odyssey III*  
 50m *MY Lady M II*  
 50m *MY Teleost*  
 50m *MY White Star*  
 55m *MY STEEL*  
 42m *MY A09*  
 47m *MY A2*  
 34m *SY Blue Too*  
 46m *SY Elfje*  
 78m *MY Amaryllis*  
 46m *SY Christopher*  
 34m *SY SPIIP*

### PALMA

32m *MY Heavenly Daze*  
 55m *SY Adela*  
 47m *MY A2*  
 43m *SY Lionheart*  
 48m *MY Va Bene*  
 35m *SY Beagle V*  
 39m *SY Vijonara*

# CELEBRATING 30 YEARS

MONACO 27.09.18 AT 14.30

1988  
**30**  
2018



  
PENDENNIS

  
ROYAL AIR FORCE RED  
ARROWS

  
MONACO YACHT SHOW

To mark Pendennis' 30th anniversary, the Red Arrows will once again perform their aeronautical display above the port of Monaco. First established in 1965, the Red Arrows have flown nearly 4,900 displays in 57 countries.

They act as ambassadors for Great Britain overseas and support UK industry by demonstrating the capabilities of British equipment and expertise.

## 30 YEARS OF SUPERYACHT EXPERTISE

In 1988, Peter de Savary decided Falmouth was the place to build a world class boatyard.

Impressed with the quality of the local labour force, he bought into Falmouth docks and relocated a local yacht building company he had just acquired, Western Yachts, to set out to build the Dubois designed, 125' ketch Taramber.

It was this decision that effectively created Pennennis Shipyard as we know it. The Taramber project was soon followed by a major refit of the 228' three-masted schooner Adix; these two projects established Pennennis Shipyard as a world class yard. Some of the workforce that relocated at the same time would become part of the management team that would ultimately take control of Pennennis, led by Henk Wiekens and Mike Carr, who joined soon after. On May 3rd 1993, the new management team took control of the yard with Terry Vernon as chairman and they

were immediately able to focus on a prestigious new contract; a new Owner had plans to restore Adela, a classic 170' schooner originally built in 1903. The designer's vision was to renovate her to the original 1903 design, whilst making some interior modifications and using modern technologies. This restoration project was another success story for Pennennis; the Duke of Edinburgh came on board to inspect her and she sailed out of Falmouth accompanied by the Royal Yacht Britannia. Showboats Magazine voted her "Best Sailing Yacht over 36 metres" in 1995.

The period between 1995 and 1999 was a very successful one for Pennennis; the shipyard won a multitude of awards and was cruising comfortably through a period of expansion and diversification. In 1998, the apprenticeship scheme was launched when the first ten apprentices were taken on to train to become skilled craftspeople. In 1999 Pennennis launched Ilona (now Ilonka), the first luxury motor yacht to be built by Pennennis.



1988 Pennennis Shipyard's beginnings

1994 The Pennennis team with SY Adela



1990 Adix's first refit at Pennennis

The new millennium saw the arrival of a new chairman: Sir Timothy Sainsbury, the Owner of the 1928 motor yacht *Fair Lady*, which had been restored by Pendennis in 1996. His arrival inspired a new focus on refitting yachts with one or two key new build projects at a time, which created a steady workflow throughout the year. This refit business soon begged for bigger and better facilities which led to the opening of the new "Terry Vernon Refit Complex" in 2005. During October 2006, the second phase of the project was approved allowing Pendennis to purchase a 400 ton travel lift, thus increasing the refit capabilities drastically. After having developed the company and strengthened the position of the yard considerably, Sir Timothy Sainsbury stepped down as a chairman in 2007 and was succeeded by Terence Mordaunt, Chairman of the Bristol Port Company.

In celebration of the shipyard's 20th anniversary in 2008 and in partnership with several UK based companies, Pendennis hosted the first Royal Air Force Red Arrows display at the Monaco Yacht Show in an exhilarating display of British Excellence.

Having secured a place on the global superyacht stage it was time to enhance Pendennis' service offering. As part of that, the company acquired Devonport Yachts (now rebranded Pendennis Plus) in February 2010, giving Pendennis the experience and skills to undertake 60m+ custom build and refit projects. One year later, the Palma Refit Office opened as part of a desire to offer extended support to yachts whilst in the Mediterranean, closely followed by Pendennis Pacific based in Auckland.

**2013** Pendennis undergoes a dramatic facilities transformation



**2013** Malahne moves to newly built 90m construction hall



**1998** The first apprentice intake with mentors



**2005** Sir Timothy Sainsbury opening the Terry Vernon Refit Complex with Linda Vernon and Henk Wiekens



**2008** Pendennis' 20th anniversary celebrations at Monaco Yacht Show



**1999** *Ilona*, the first custom built motor yacht to be launched at Pendennis

The growing demand for Pendennis' expertise required a reciprocal level of facilities investment, leading Pendennis to embark upon another expansion project. In February 2013 work began on the creation of three new sea-facing construction halls and workshops, as well as increased office

and crew facilities. The addition of a non-tidal wet basin, opened in the spring of 2015, revolutionised Pendennis' offering – providing a controlled environment for yachts pre- and post-refit and a dedicated commissioning space for newly launched custom build projects.



**2015** *Malahne* launches and wins World Superyacht Award for Rebuilt Yacht

**2016** *Aquila* becomes the largest yacht to be refitted at Pendennis and is awarded multiple industry accolades



**2017** Pendennis' enhanced facilities and non tidal basin



**2018** 128ft custom built Hoek sloop *Vijonara* is delivered



**2016** *Aquila* departs Falmouth

In the following years Pendennis launched numerous milestone refit and restoration projects, recognised internationally at prestigious awards ceremonies. MY *Malahne*, the 1938 Camper & Nicholsons classic motor yacht, undertook an extensive restoration and was named "Best Rebuild" at the 2015 World Superyacht Awards (WSAs). In 2015 MY *Aquila*, the 2005 American-built 86m motor yacht, became the largest yacht yet to be refitted at Pendennis. Her new Owners embarked upon an ambitious redesign and were rewarded with "Best Refit" at the 2016 WSAs and "Refitted Yacht" at the International Superyacht Society Awards in 2017. As well as continuing to complete these large-scale transformations,

a custom build project was underway. Delivered earlier this year, Truly Classic 128ft SY *Vijonara* was the first Hoek Design and Pendennis collaboration and takes the Pendennis story up to the present, and the yard's 30th anniversary.

And as for the future? Earlier this year the signing of a second custom Hoek Truly Classic 128' sailing yacht was announced. The signing represents the fourth new build in this Truly Classic series direct from the drawing boards of the world-renowned Hoek design office in Holland and, rather fittingly, will be the 30th new build to be launched from Pendennis. 🍷



## CORNISH COMMUNITY SPIRIT

**It's clear that at Pendennis** we are incredibly proud of our team of craftsmen and women who apply their enthusiasm, passion and skill to our superyacht projects and our passion extends to the local community where we are always looking to provide support and give back to local charities, groups and organisations.

We are fortunate to be able to donate all proceeds from a new on-site parking scheme to local causes, totalling over £12,000 per year, which is channelled through Pendennis' in-house charity committee. The committee is composed of volunteers from a range of trades and offices, who meet regularly to decide how to allocate these funds, as our committee chairwoman Diana Dawson explains:

"The committee meet monthly to discuss which charities we should donate to - at Pendennis we like to focus on the local aspect, helping those in our communities or helping those with a personal connection to any of our employees. We are proud to count charities such as Children's Hospice South West, the Flicka Foundation and Falmouth and Penryn Foodbank among the recipients of our donations."

Throughout the year we also raise money through various initiatives for a chosen "charity of the year". This year the charity committee have nominated the Cornwall Air Ambulance to receive dedicated support – our focused fundraising for this cause includes raffles, sponsored activities and events such as our summer staff regatta where staff and families are invited to come to the shipyard for a day of entertainment.




**This year at the** launch of our latest 128' custom sloop *Vijonara*, the Owner announced that throughout the build project they had developed a deep affection for Cornwall and its people, and as part of their christening celebrations, kindly donated £4,410 to Pendennis' Charity of the Year, the Cornwall Air Ambulance. A representative from the charity stated:

*"It was a real pleasure to visit the yacht *Vijonara* and to meet the very generous Owners. As a charity we rely on donations in order to carry out our life-saving work. We were blown away by the amount being donated - it will make such a difference to our cause."*

It's not all about the money that we donate, but also how much of a difference our people can make. This is why our apprentices spend a week volunteering each year as part of National Apprenticeship Week to help the local community, whether that be through helping local schools with gardening projects or creating drain covers for the local cricket club. Their hard work not only provides much needed support but raises awareness of our apprenticeship programme throughout the Falmouth area and encourages community engagement at all levels of the company.

**Boot Up! Outdoor Learning** provides a place of nurture and support through outdoor education for vulnerable children ages 11-16 years across Cornwall and was one of the local ventures supported by Pendennis apprentices this year. Operations Manager Jane Atkinson explained why the Pendennis Community Help scheme was so valuable to them:

"The staff at Boot Up! have long dreamed of having the manpower to re-purpose a derelict 60ft x 40ft greenhouse that sits in the centre of their site, making it into a multi-use indoor space for both classroom and creative activities, and to provide a much needed safe and familiar meeting room for carers, families and professionals. After explaining our vision, Pendennis Shipyard sent along five skilled apprentices for two days.

Manpower of 10 is something we could only dream of! In just two days they cleared the greenhouse of brambles, rubbish and glass and removed parts of the dangerous structure. They have been truly wonderful, so polite and willing. It has been one of the best things that has ever happened as it has encouraged one of our school leavers to consider applying for an apprenticeship, something he would never have had the confidence to do without meeting the apprentices from Pendennis. We can't thank them all enough." 



# REFIT FOCUS - ODYSSEY III

## A NEW LEASE OF LIFE



*Odyssey III* arrived at Pendennis during the winter of 2016. The 33-metre motor yacht has had an extensive refit, with all engineering aspects on board having been overhauled or replaced.

Work included a remodelling of the sun and boat deck with an emphasis on the redesign of the seating area as more of a social space. The port side of the boat has been completely transformed with the addition of a 4-metre boarding platform. Formerly the well-known Mediterranean based charter vessel *Admiral Bolitho*, *Odyssey III* had previously completed an extensive interior and structural refit at Pendennis as *Odyssey* in the spring of 2005.

Now under new ownership, her experienced British owners have painstakingly overseen the technical refit which has increased the classic yacht's charter potential and has given her a new lease of life. 🏆





# MASSIMO GINO

NAUTA YACHTS

A major project for the yard in 2018 has been the transformation of the *Tripp* designed sloop *G2* (Ex *Cinderella IV*). Her new Owners' brief to the team was to enhance the yacht's modern lines with a cleaner, sleeker exterior look combined with a light contemporary new interior. Milan based Nauta Design was given the task of achieving this brief with the yacht's interior. Here founder and Partner at Nauta Massimo Gino talks to us about the studio and their experiences working with Pendennis on *G2*.





Founders of Nauta Yachts,  
Mario Pedol and Massimo Gino

### Describe a typical day in the Nauta Design office?

I arrive at the Nauta Design office at around 8am. I use the first hour to draw and design because that's the quietest time. As the rest of our staff arrive I go and see what our Designers are up to and how the projects we're working on are progressing. Every day has different priorities. All of our designers work on more than one project at once and each one has his or her own speciality: 3D, 2D, exteriors, interiors, systems, and also materials, furnishings and loose furniture, what we call the 'mood and touch' part – the aesthetics.

The rest of the day might be spent in meetings with clients or suppliers, then there are phone calls and conference calls with Owners, shipyards, Project Managers, subcontractors and more. It's a busy day.

### Other than G2, what memorable projects have you worked on?

There are so many that it's difficult to choose. Just as an example we currently have 25 yacht projects under construction and are working on another 15 on spec. Every year we work on several projects ranging from 90m to 30 feet, from big custom superyachts to smaller production series yachts. I have to say that probably our most striking design is the exterior of *MY Azzam* - which at 180m is currently the largest yacht in the world.

### What was the Owner's brief to you for the refit of G2?

*Cinderella IV's* interior design was a bit heavy, with lots of different woods in different colours and finishes. The effect was very classic but went beyond cosy to be a bit overblown. The Owner wanted to calm things down and make the yacht's interiors less overpowering and more welcoming - clean lines and fewer strong accents, but no cold minimalism.

We worked mostly on materials, colours, finishes and lighting design and incorporated a major bulkhead modification in the forward area to give the correct volumes to the Owner's and kids' cabins. This would also make the VIP and guest cabins more comfortable, with proper storage areas. Now the VIP is close to an Owner's cabin standard for volume, storage space and comfort.

The work we did on the interior lighting design is very visible, but we also worked on bringing natural light inside. The size of all the hull windows was increased, some were partially repositioned, and in the saloon a big skylight was added in the centre to let natural light flood in. The views through the windows are now correct: when seated in the studio, guests have a much better view.

The saloon has two levels with dining and lounging areas on the upper level and a studio and TV area on the lower level. The upper and lower parts were very separate so we completely opened one area on to the other creating a continuity of sightlines by opening the studio on to the dining area with a transparent balustrade. The TV area features a very relaxing U-shaped sofa whose side elements are perfect for lounging. All the main functions of the two levels have been maintained and there's a nice, fully equipped bar in the starboard part of the upper saloon.



### Describe to us Nauta Design's approach to a project like G2, where do you start?

We started from the client's brief to open up the spaces and sightlines. For example, in the hallway the mast was closed in a kind of closet which made the hallway seem very long. We opened it up and left part of the mast visible and that gives a new proportion to the hall and breaks up the monotony of this space that was much too long and narrow. Part of the hall space was switched over to the Owner's cabin so that it's a bit bigger and the hall is a bit shorter. The whole layout has been modified, especially in the en suite bathrooms. For example, we put two basins in the owner's en suite – where there had previously only been one.

### What was the biggest technical challenge for the team on G2?

The biggest challenge was moving the bulkheads. We couldn't eliminate them completely because the yacht has a carbon hull. So we left some scantlings where there had been bulkheads and we had to work these into our design. The old bulkheads were cut away, but only to a certain point. The portion that was left we had to work in to the kids' en suite, the owners cabin and the guest cabin. To sum it up, the biggest challenge was in working around a composite structure that you cannot change too much in a refit but, the result is excellent and very well done.



### Is there one particular space or item on board G2 that you are particularly proud of?

I'd say that the TV area and the studio came out really well. I also really like the couch in the Owner's cabin which we custom designed. It's good looking, comfortable and it's also easy to walk around. 🍷



# THE HEART OF THE VESSEL BEATS AGAIN



The impressive 71m classic motor yacht *Haida 1929* was originally built by Krupp Germaniawerft for millionaire Max C. Fleischmann (1877-1952) following plans drafted by the New York naval architects Cox and Stevens. The ship was constructed to be exceptionally strong in order to serve for long scientific, fishing, and pleasure cruises in the Pacific waters off the Californian coast.

*Haida 1929* has twice visited the Pendennis yard in Falmouth for refit works. She first arrived in the summer of 2011 as *Dona Amélia* for a short four-month refit programme, which mainly consisted of an engineering survey and an overhaul of 15 tanks, revitalising the teak decks, and upgrading the AV systems and galley equipment.

Since that time, the vessel sadly went through a period of limited use, spending several years moored in the River Fal whilst up for sale. Thankfully in 2016 this beautiful ship fell under the guardianship of a new Owner passionate about restoring the yacht to her former glory, aiming to protect as many of her original features as possible. In homage to her heritage the Owner renamed her as *Haida 1929*.

A specialist team with relevant uncompromising classic yacht experience was chosen for the project. Working closely with Edmiston Yacht Management and interior designer Adam Lay, the Pendennis team applied their expertise in yacht restoration to undertake a painstakingly detailed 18-month refit programme. A considered approach was taken from the outset to restore her former glory whilst improving her for the new Owner's use.

A review of the hull revealed extensive fabrication work was required to rebuild the structural integrity of the vessel, with over 100 tons replaced in total. Further structural changes included extending the Sun Deck to provide a much larger alfresco dining area and strengthening works down through three deck levels to cater for the larger bathing pool which replaced the small dip pool. The davits were also moved and reinstated to their original midships position.



The biggest change to the interior was the addition of a Hammam spa, massage room and hairdressing parlour, replacing a storage area. The interior joinery, lighting and portholes were upgraded and refurbished with three new fireplaces installed to create a romantic ambiance. Interiors were refreshed using cool Italian marbles in the bathrooms and complemented by elegant soft furnishings in a more modern yet sympathetic palette.



**The Pendennis engineering team painstakingly deconstructed the engines, hoisting cumbersome parts and huge pistons individually up through the central funnel to be serviced on site.**



When built the yacht was equipped with mammoth twin diesel engines that still propel her to this day. It is thought that these may be the oldest working engines of their type still in their original position. However, with no records or manuals from their construction, servicing these was perhaps the most challenging task in the refit. Despite these engines being slow to respond and therefore making Haida complex to manoeuvre, it was a key requirement that these engines were maintained as the 'heart' of the vessel. The Pendennis engineering team painstakingly deconstructed the engines, hoisting cumbersome parts and huge pistons individually up through the central funnel to be serviced on site. Once reinstated the engines were painted in the same hue as the hull, creating a dramatic statement.



The refit was completed by a full hull repaint, with a unique shade of turquoise chosen for below the waterline. Following extensive sea trials *Haida 1929* left Falmouth on route to the Mediterranean, which will be her home base. She is now available for charter through Edmiston. 📍



# OUR FACILITIES

## FALMOUTH

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### Global Yacht Support

Pendennis can offer global support to any superyacht.

For all enquiries please contact:  
T +44 (0)1326 211344  
E info@pendennis.com



- 640t Travel hoist
- Two 90m x 21m and one 45m x 28m Construction halls with overhead craneage
- 2 x 75m (or one 150m x 24m) Environmentally controlled dry docks
- 7500m<sup>2</sup> Non-tidal wet basin capacity for yachts up to 100m
- 1400m<sup>2</sup> Refit complex (housing paint, joinery and engineering workshops)
- 80m Mast hall
- 200m<sup>2</sup> Finishing workshop
- Fabrication workshops
- Electrical workshops
- Deck outfit workshops
- Pipe shops
- Dedicated paint facilities
- 1200m<sup>2</sup> Crew and general storage facility
- 420+ Highly skilled tradespeople
- Fully equipped crew offices and gym
- Onsite helipad



  
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