

 PENDENNIS

# VOYAGE

ISSUE 12 2014



REFIT REMODEL RESTORE | M5 | THE ART OF ENGINEERING | PENDENNIS CUP



## WELCOME

Welcome to the latest edition of Pendennis' annual publication, Voyage – 2014 has been another milestone year in the company's history. After a busy year celebrating our 25th Anniversary we were proud to announce the completion of two new 90m and one 45m construction halls, which were rapidly filled with a number of refit and restoration projects.

As well as the completion of the major remodelling of M5 (ex *Mirabella V*) this year, it was wonderful to welcome Pendennis-built yachts *Rebecca*, *Christopher* and *Nostramo* back to Falmouth for routine refits and to host regular visitors to the yard *Adix*, *Mariette* and *Velacarina* at the fourth edition of the Pendennis Cup in May. The regatta provided spectacular sailing and shore side entertainment with the climax of the week a breath-taking display of British excellence from the RAF Red Arrows, a celebration we were pleased to share with over 30,000 spectators in the town.

2015 heralds another exciting period for Pendennis with the build of our non-tidal wet basin and numerous events planned both here in the UK and further afield. Key project milestones in the yard will see the completion of the extensive 2-year restoration work on classic motor yacht *Malahne* and the hull build of the new 31.3m Dubois sailing yacht.

To keep up to date with the latest news and developments at Pendennis we invite you to visit our newly updated website, [www.pendennis.com](http://www.pendennis.com). We look forward to seeing Owners, crews and friends of the yard at the many events we have planned for the oncoming year, and to showcasing our new state-of-the-art facilities to you all.



Mike Carr,  
Managing Director.

ISSUE

# 12

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# WELCOME HOME

As usual the winter refit season has been busy at the Falmouth yard, with yachts benefitting from the modern facilities in Pendennis' three new construction halls. Projects have included refit works on MY *Siran*, the completion of the substantial 24 month remodelling and refit of SY *M5*, the ongoing restoration of MY *Malahne* and the commencement of a 31.3m Dubois sailing yacht new build project.



With so many variations in refit work schedules we have rebranded our refit services to categorise the level of work we undertake to clarify the scope of expertise that we offer. This might be a refit focusing on routine maintenance and survey work, substantial structural remodelling or the restoration of a yacht to her original classic design.

It has been a pleasure to welcome back three Pendennis built sailing yachts, *Nostramo*, *Rebecca* and *Christopher*, for refit works. Having created over 30 bespoke yachts since the company began 26 years ago this is the largest number of Pendennis new build projects that have returned simultaneously to the Falmouth facility.

## CHRISTOPHER

*Christopher* is the most recent Pendennis new build amongst the three returning yachts, having set off on her maiden voyage in February 2011 in time to compete in the St Barth's Bucket. Designed by Ron Holland with the capacity for family expedition cruising as well as performance sailing, *Christopher* has travelled all over the globe. Whilst visiting the Pacific islands she was assisted by our yacht support base in Auckland, 'Pendennis Pacific'. The impressive 46m ketch returned to Falmouth to undergo her annual Lloyd's survey and to compete in the 2014 Pendennis Cup where she performed exceptionally against an impressive field of modern and classic yachts, completing the four days of racing in second place overall.

## REBECCA

The 42.4m German Frers-designed *Rebecca* is a regular on the regatta circuit and is always admired on the water with her beautiful lines. After last returning to Pendennis in 2010 this visit was more extensive with a 15 year ABS survey taking place alongside an upgrade to all the hydraulics, alarms and monitoring systems. Engineering work was relatively substantial during her 8-month visit with new generators installed, a full overhaul of the main engines and the addition of a sewage treatment plant. The interiors were upgraded throughout and a new teak deck laid, in itself a substantial part of the project as her original deck was constructed from bespoke 60–80ft lengths of teak rather than the more common shorter lengths. The work list was completed with an overhaul of all deck hardware complemented by a full repaint.



## NOSTROMO

This elegant 30m aluminium yacht was completed at Pendennis in 2009, and was the eighth project to be created in partnership with the renowned designer Ed Dubois. This refit focus was the yacht's 5-year Lloyd's and MCA surveys supported by the installation of a new electronics and entertainment package accompanied by work on the vessel's lighting system. Interior modifications were carried out to the Owner's cabin with a full exterior repaint beautifully finishing works on this high performance sloop.





# M5

*Magnificence reborn*





1

**ELECTRICAL**

Redesign, replacement and rewiring of complete electrical cabling system. Upgrade of the air conditioning system, electrics and entertainment system.

**ENGINE ROOM & MACHINERY SPACE**

Replacement of main engines, generators, switchboards and sewage treatment plant. 10 year DNV survey.



2

**DECK HARDWARE**

34 stays replaced with carbon fibre stays incorporating load bearing sensors reduced the weight of the rig by 18 tons. Added two dedicated captive winches for the UPS. Pool hatches replaced. Refit of Main deck winches.



3

**STRUCTURE**

Stern altered to a counterstern formation, increasing deck area and aft tender garage area. Weight removed from keel to balance structural and rigging changes. Streamlining of port and starboard overhead air vent units. Extension of upper deck aft of bridge area. Creation of an overhead bimini structure above bridge area. Additional moulded composite seating areas on bridge deck. The addition of a port side boarding platform.

**INTERIORS**

Restructuring of central stairwell and crew service area. New full interior main and lower deck restyle by Redman Whiteley Dixon.

**GALLEY**

Full redesign and replacement of all equipment and service areas.



4

5



**EXTERIORS**

Main deck forward and aft cockpits rebuilt. Full repaint.



"WE ARE ALL INCREDIBLY PROUD OF OUR INVOLVEMENT IN AND MANAGEMENT OF THE EXTENSIVE REFIT ON M5. WORKING TOGETHER WITH ALL OF OUR KEY PROJECT PARTNERS, WE HAVE GIVEN M5 A NEW LEASE OF LIFE AND PREPARED HER FOR HER NEXT ADVENTURE ."

ROCKA ROMCKE – CAPTAIN OF M5

DIMENSIONS & SPEC	ORIGINAL	AFTER REFIT
LOA	75.2m	77.6m
DWL	61m	61m
Beam (max)	14.8m	14.8m
Draught (loaded)	10m	10.2m
Gross Tonnage	1003 tons	1017 tons
Builder/Shipyard	VT Shipbuilding (2004)	Pendennis Shipyard (2014). Composite stern Green Marine. Structural Engineers High Modulus Europe Ltd. Interior installation SINZ /Pendennis
Naval Architect	Ron Holland Design	Ron Holland Design
Exterior Stylist	Ron Holland Design	Ron Holland Design
Interior designer	Ron Holland Design	Redman Whiteley Dixon
Class and LY2 compliance	Det Norske Veritas (DNV) / Germanischer Lloyd AG	Det Norske Veritas (DNV GM)
Main engines	MTU, 12V 2000 M70 x 2	Caterpillar C32 Acert x 2 1300bhp@2100rpm
Speed (maximum/cruise)	14.8 knots max power	16.3 knots max power/ 20+knots sail
Electricity generation	Northern Lights 240 kw x 2 Northern Lights 80 kw Emergency	Northern Lights M1066 H.11 x 2 (185kw), M1066 A1.11 x 1 (130kw) Emergency/Harbour
Mast height & material	89m with stainless steel stays	89m with carbon fibre stays manufactured by Carbolink and titanium fittings by OYS
Number of Owner/guest cabins	1 Master, 4 Double, 2 Twin cabins (16 guests)	1 Master, 4 Double, 2 Twin cabins (16 guests)
Number of crew	15	17
Tenders	29ft (8.8 m)-long tender. 3 Lasers, jet skis, ski boats, kayaks.	29ft (8.8 m)-long tender. 2 Lasers, jet skis, ski boats, kayaks

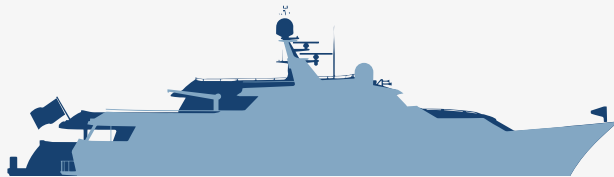




# TRANSFORMING THE FLEET

## A2 EX MASQUERADE OF SOLE

<b>Year of Build:</b>	1983 – Feadship
<b>Remodelling year:</b>	2012
<b>LOA:</b>	42.3m (139ft) pre-remodel / 47m (154ft) post-remodel
<b>Scope of project:</b>	Three-deck 5m extension, complete reconfiguration of interior lay-out full engine room & systems remodel and replacement
<b>Awards:</b>	<p><b>Rebuilt Yacht Award:</b> World Superyacht Awards, 2013</p> <p><b>Best Refit:</b> International Superyacht Society Awards, 2013</p>

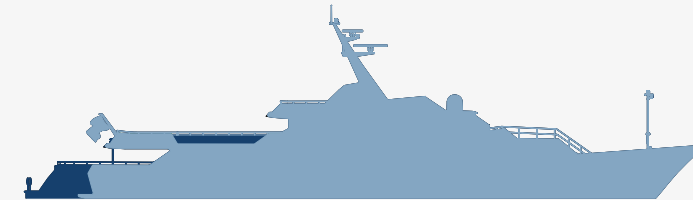


Extensive experience on projects such as *Elisabeth F*, *Illusion*, *A2* and *Adix* has given Pendennis a wealth of knowledge of conducting substantial structural and interior modifications. Breathing new life into vessels has become

a hallmark of ours– whether it’s the remodelling and extension of a yacht’s outdoor entertainment spaces, or the full restyling of a yacht’s interior to a new Owner’s taste and requirements.

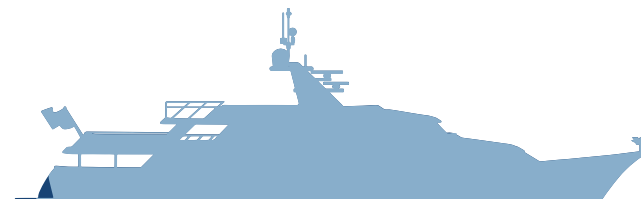
## ELISABETH F (NOW MIRAGE)

<b>Year of Build:</b>	1979 – Feadship
<b>Remodelling year:</b>	2007
<b>LOA:</b>	48m (157.5ft) pre-remodel / 53m (173.8ft) post-remodel
<b>Scope of project:</b>	5m transom extension with exterior restyle, major interior refurbishment
<b>Awards:</b>	<p><b>Best Refit:</b> ShowBoats Magazine, 2008</p> <p><b>Best Refit:</b> World Superyacht Awards, 2008</p>



## AUDACIA

<b>Year of Build:</b>	1987 – Feadship
<b>Remodelling year:</b>	2011
<b>LOA:</b>	46.4m (152.5ft) pre-remodel / 48.5m (159ft) post-remodel
<b>Scope of project:</b>	2m stern extension complemented by interior redesign, engineering works and structural improvements



## ILLUSION

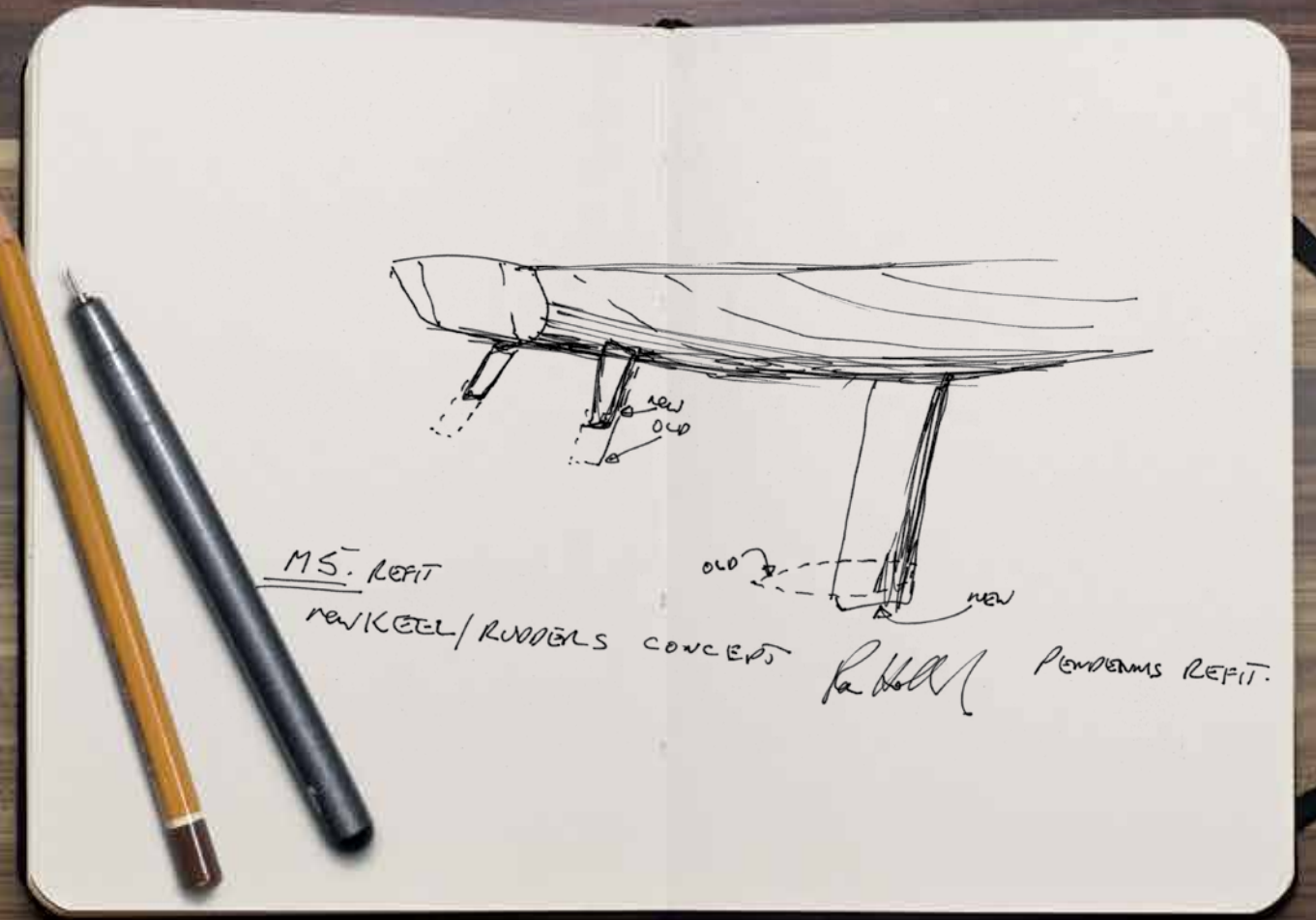
<b>Year of Build:</b>	1983 – Feadship
<b>Remodelling year:</b>	2010
<b>LOA:</b>	50.7m (166.6ft) pre-remodel / 55.7m (182.9ft) post-remodel
<b>Scope of project:</b>	5m hull extension across three decks, interior redesign, deck hardware and equipment upgrades
<b>Awards:</b>	<p><b>Finalist:</b> Best Refitted Yacht – International Superyacht Society Design Awards, 2011</p> <p><b>Finalist:</b> Best Refitted Yacht – World Superyacht Awards, 2011</p>





# THE ART OF ENGINEERING:

 **RON HOLLAND DESIGN**



**P**endennis has worked with the esteemed designer Ron Holland on numerous occasions. His history with the yard started with the design of the SuperMaxi 100 in 1999, followed by *BooToo* in 2002. His most recent new build project with Pendennis was the elegant 150' ketch *Christopher*. Throughout 2012 and 2013 this relationship continued with the substantial refit and remodelling of the impressive 77.6m *M5*. Pendennis interviewed Ron to find out more about balancing creativity and functionality within the design process.

As he explained: "As the original designer for the yacht when she was launched as *Mirabella V* balancing high performance with stability (comfort) was always considered in parallel. Extending the yacht and changing the stern configuration surprisingly didn't have as much influence on this as there was no change to the waterline length – the main influence was to gain more on-deck space and to upgrade the rig, changing to much lighter carbon fibre rigging. This comprehensive refit required a complex development program and essentially required

a team effort between myself as designer, the team at Ron Holland Design, the captain and the crew, and sub-contractors such as Green Marine who built the composite stern. The complete team was led by Pendennis. The ultimate test was seeing *M5* perform for the first time following the refit. Ron described being on board: "For the initial sail trial we were lucky with the weather with great sailing conditions off Falmouth. *M5* achieved 17 knots sailing speed at around 15 degrees heel angle – a very successful result for all involved in the refit."



Over the past two years in Falmouth the yacht has gained an impressive amount of external space due to the 2.4m extension and stern modification to a counter-stern format. We asked Ron how he balances aesthetics and practicality within yacht design, and if there are specific design features that are required for racing versus family cruising. "Yacht Design is the art of balancing compromises" explained Ron. "The perfect design solution can't exist as sailing conditions are changing all the time. One design solution cannot be ideal for such a variety of environmental conditions. For cruising designs aesthetics are a big influence on my design work decisions. For racing yachts, aesthetics takes a back seat in the quest for speed and reliability. *M5* is my biggest design, and is still the largest sailing sloop in the world. This put a great necessity on detailed engineering studies and solutions, requiring as I noted earlier a real team effort between designer and refit yard. A well planned refit can enhance any yacht and give it new life. This especially relates to allowing our clients to develop the yacht for their personal requirements. This was the key to *M5's* refit success."

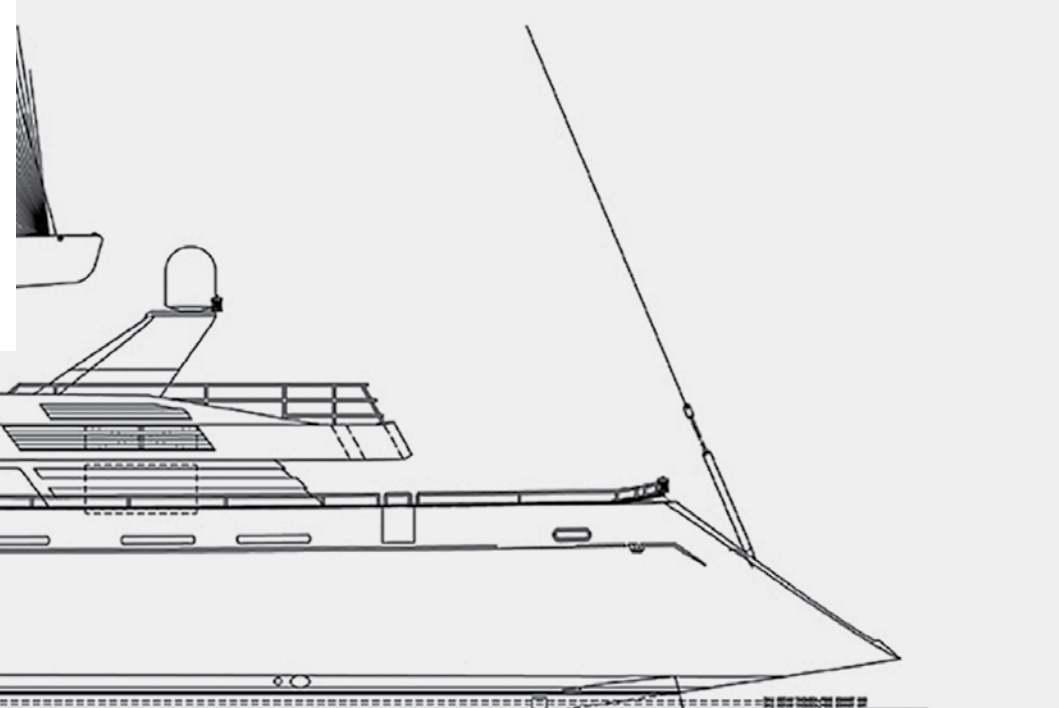
Many of Ron's projects have undertaken extensive world cruises immediately upon completion, with both *Christopher* and *M5* setting out for the Pacific. Due to *M5's* incredible 89m mast height she had to travel south around the challenging Cape Horn rather than the route taken by *Christopher* through the Panama Canal under the 'Bridge of the Americas' since the bridge only has a clearance of 61.3m.

Ron explained some of the considerations within the design process for this type of sailing yacht exploration: "It is impossible to outline all processes and considerations – I would need to write a book to cover all aspects! Briefly, for ocean cruising designs, sailing capability in diverse conditions, especially rough conditions, causes a big influence on my designs. I approach each project from my ocean sailing experience, which is extensive; I design from a practical view point not academic."

Ron started sailing in New Zealand at a young age, and by the age of 15 had already gained a reputation as a reliable and experienced crew member, with a journey of over 1,000 miles from Auckland to Sydney across the Tasman Sea under his belt. "My sailing yacht designs are capable of crossing the ocean fast and comfortably. My hull design experience combines with my sailing knowledge and my clients' experience, with each design greatly influenced by my clients' wishes." The Owners of *Christopher* for example required a yacht with a flexible interior space that could be adapted for more family friendly cruising, but with advanced sailing technology that enabled her to be pushed hard at regattas such as the St Barth's Bucket and Pendennis Cup. She has a unique keel formation, with twin rudders and an extraordinarily deep adjustable depth centreboard, which increases draught from 12ft 6in to more than 31ft, dramatically enhancing the sailing performance.



M5 profile



Mirabella V profile



Ron Holland's experience in the marine industry is extensive, receiving his first commission at the age of 18. It would be difficult to encapsulate all the developments in design and technology over that time, with the influences in computer technology possibly expected to be the most obvious change. Surprisingly Ron cited something entirely different: "Another book would be required to talk about this! In my mind the biggest influence on design over the last 20 years relates to materials development. Designers and builders now have lighter and stronger materials to take advantage of. *M5* changing from steel to carbon rigging is a great example. This weight saving allowed a new keel design saving 50 tonnes of weight without reducing stability. *M5* is now faster due to reduced keel drag."

In 2014 Ron celebrates 40 years as Ron Holland Design. Over that time he has seen over 300 of his designs built, and been able to sail on most of them. Were there any special moments that encapsulated his love for design and sailing? "I was born in New Zealand and started sailing there when I was just 7. Last year my birthday fell on Auckland's Regatta Day, and I was lucky enough to be able to sail on-board *Christopher*. That was a very special experience for me!"



# NURTURING A LEGACY

Pendennis has an impressive resumé of projects including many classic yacht restorations. Pendennis' sympathetic yet passionate approach to the restoration process ensures that the yacht retains its original aura, character and pedigree, whilst still incorporating modern systems and technology.



## FAIR LADY

PREVIOUS NAMES: *Fair Maid*  
YEAR OF BUILD: 1928 – Camper & Nicholson's  
YEAR OF RESTORATION: 1996  
LOA: 42m

*Fair Lady* first visited our yard in 1996 when we completed extensive structural and engineering works following John Winterbotham's survey of the hull and systems. At the same time we faithfully preserved – to interior designer John Munford's drawings – the 1920's style, with the original custom made furniture, fine wooden inlay and art nouveau fittings. During this initial refit the hull was found to be in need of a great deal of work and some 30 tonnes of steel was replaced. The interior and all systems were removed and the major work of bringing the hull and integral tanks back to A1 standard was started. At the end of the ten month refit the yacht still retained all the character of a period vessel whilst featuring all the comforts of a contemporary motor yacht. She has remained a loyal visitor to the yard with subsequent visits in 2000 and 2006.

## ADELA



PREVIOUS NAMES: *Heartsease*  
YEAR OF BUILD: 1903 – J.G. Fay & Co., Southampton  
YEAR OF RESTORATION: 1996  
LOA: 55.5m

## SHAMROCK V



YEAR OF BUILD: 1930 – Camper & Nicholson's  
YEAR OF RESTORATION: 1999  
LOA: 36.6m

## DONA AMÉLIA



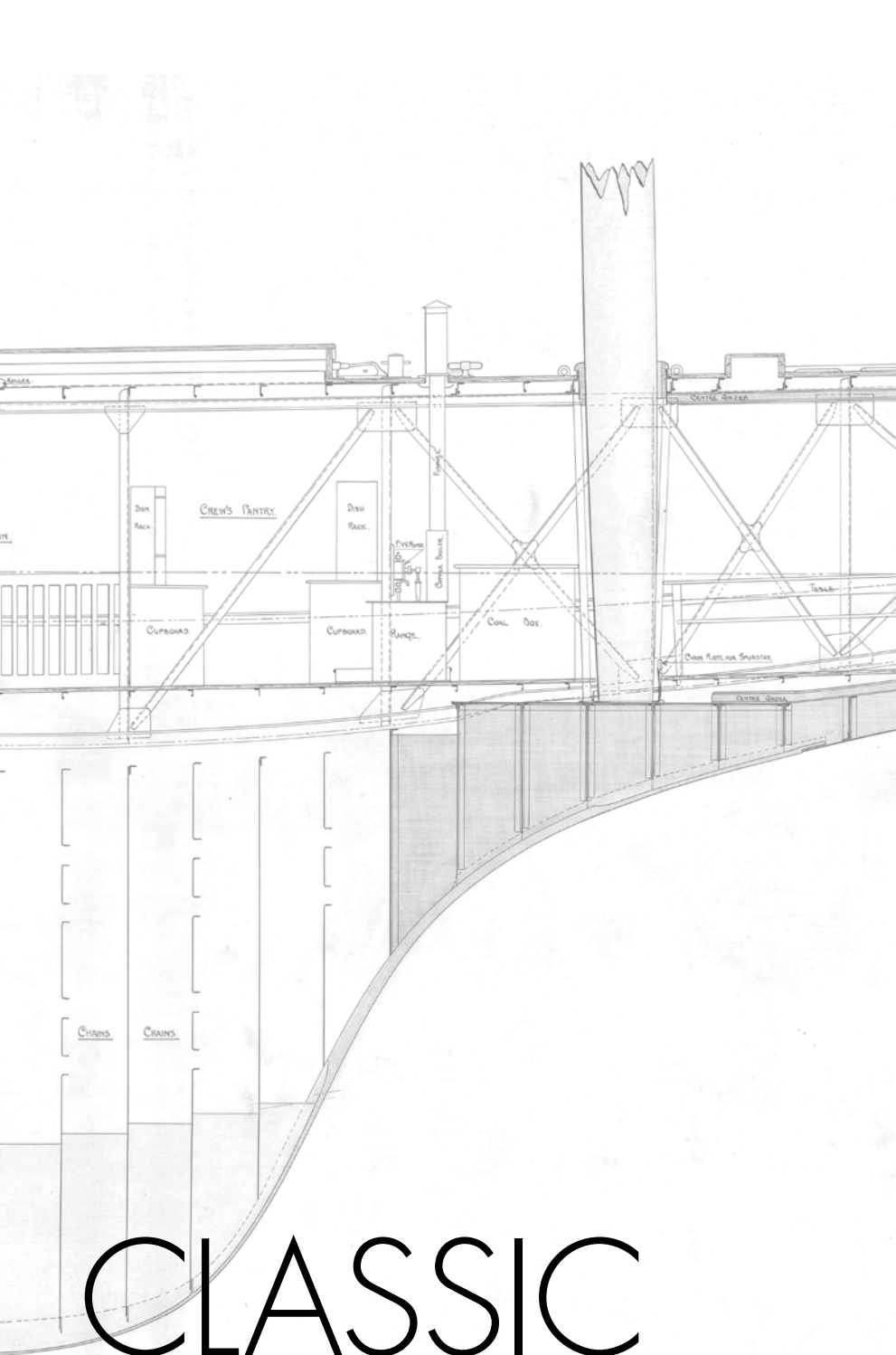
PREVIOUS NAMES: *Haida, Argus, Sarina, Rosenkavalier, Haida G*  
YEAR OF BUILD: 1929 – Krupp Germaniawerft  
YEAR OF RESTORATION: 2011  
LOA: 71.1m

## HEAVENLY DAZE



YEAR OF BUILD: 1972 – Feadship  
YEAR OF RESTORATION: 2012  
LOA: 32.2m





# CLASSIC EXCELLENCE



G.L. WATSON  
YACHTS SINCE 1873

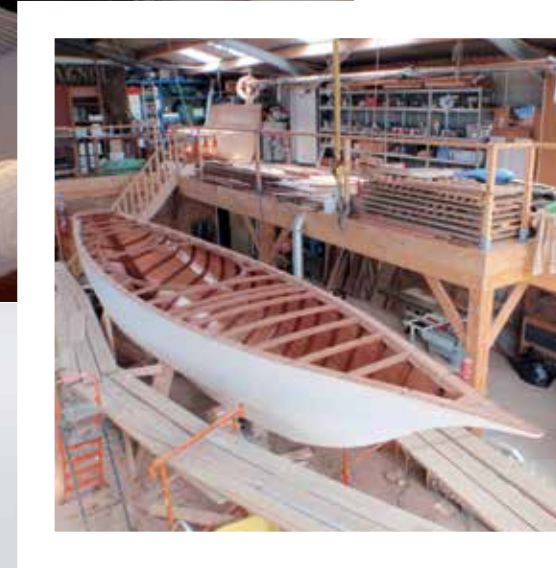
Since Autumn 2012 Pendennis has been working alongside G.L. Watson, who specialise in the restoration of classic yachts, recreating the authenticity of original designs without compromising to modern requirements.

G.L. Watson's knowledge of classic designs is supported by the largest privately held archive in the world, and as such their expertise is in strong demand. Pendennis also has a reputation for applying their high level of craftsmanship to the sympathetic restoration of a range of historic motor and sailing yachts.



**Previous page:** *Blue Bird of 1938* was originally designed by G.L. Watson & Co. and restored to their designs in 2007; Sir Thomas Lipton's 1901 Watson-designed America's Cup challenger *Shamrock II*.

**This page clockwise from right:** Classic motor yachts offer enviable deck areas as shown here on *Blue Bird of 1938*; A replica of a G. L. Watson designed gaff cutter originally launched in 1893 currently in build; The profile of a proposed replica in the style of Camper & Nicholsons yachts of the 1930s; The 1930 G. L. Watson & Co. designed *Nahlin* was recovered from Romania in 1999.



After 140 years at the forefront of yacht design, G.L. Watson & Co. have an enviable portfolio which includes some of the most iconic yacht designs of all time. Founded in 1873, the company initially specialised in sailing yachts, achieving international acclaim with the America's Cup challengers *Thistle*, *Valkyrie II*, *Valkyrie III* and *Shamrock II*.

Famous racing yachts were soon joined by elegant steam yachts and in the years either side of World War I the classic Watson clipper bow and counter stern steam yacht became a design icon. The client list for the period reads like a who's who of European and American aristocracy.

In recent years, many of the company's projects have started with complex recovery projects. However, as the stock of classics to restore is declining clients are increasingly interested in capturing the essence of a traditional design in a new build which may either be a replica of a long-lost yacht or an entirely new design. As William Collier, Director of G.L. Watson & Co, explains, "This trend is now well established and has exciting potential. At present the company has three new designs in build, two are sailing yacht replicas drawn from the company's archive and

one is a 39m motor yacht heavily inspired by a 1929 company design." Over the past decade the company has played key roles in the restorations of yachts such as the 32m *Blue Bird* and the 96m *Nahlin*, taking on the exterior design, the design of crew and service areas as well as acting as Owner's representatives.

Detailed knowledge of period design features is the tool box the company draws on but invariably the Watson team have a strong on-site presence. With a project office at Pendennis Shipyard since the autumn of 2012, the company is bringing its classic yacht expertise to bear on the total restoration of a 50m classic motor yacht originally designed by Camper & Nicholsons in 1937.

From the minutia of accurate fittings and traditional joinery through the complex issues of accommodating modern super yacht requirements and compliance with current class and flag state regulations, G.L. Watson & Co are contributing their expertise. Detailed designs and specifications are matched with an equal enthusiasm for material selection, regular on board inspections and strong contract management. At Pendennis this has led to a tightly integrated, highly collaborative project team achieving extremely high standards. 📍



THE FIRM'S KNOWLEDGE OF CLASSIC DESIGNS SUPPORTED BY THE LARGEST PRIVATELY HELD YACHT DESIGN ARCHIVE IN THE WORLD IS IN STRONG DEMAND.





# LEGENDS OF AIR & SEA

The fourth edition of the **Pendennis Cup** encouraged delighted spectators to Falmouth, tempted by the sunny conditions and the promise of a unique spectacle on the water.





The skies remained blue throughout the first day with the light conditions resulting in a difficult first race for the competing yachts, especially the large schooners. Tacticians struggled to predict the effects of the mix of prevailing and off-shore breezes that provide such a challenge in Falmouth waters, with yachts changing tack regularly to catch the wind.

The breeze built up for the following days, allowing the yachts to stretch themselves. Despite tough competition from local yacht *Breakaway* after the first two races *Velacarina* and *Christopher* were both emerging as potential winners. *Christopher's* slick crew were of huge benefit on the start gun, with an impressive average of crossing the line just seven seconds after her allotted starting time. At the end of the week she was awarded the Ward Williams prize for Starting Prowess.



"It was a great pleasure to compete in the 2014 Pendennis Cup; *Kelpie of Falmouth's* first event after a long and painstaking restoration in Gweek, Cornwall.

As usual the bay of Falmouth served as a wonderful amphitheatre for a yacht race. We had hoped for kind sailing conditions to ease *Kelpie* gently into her new role as a racing yacht and we were lucky in respect of the weather. The softer conditions this year enabled *Kelpie* to compete more equally with her bigger sisters and of course we were delighted to have won the schooner division!

Many thanks to the yard for organising an excellent regatta that we all enjoy returning to."

*Charlie Wroe*

KELPIE OF FALMOUTH



After the third race, *Velacarina* had a two point advantage overall; the class remained wide open with only 3 points separating the leading yachts of *Velacarina*, *Christopher* and *Breakaway*. On race day four crews held their breath as the yachts were becalmed on a mirror-like sea. Just as it seemed as if the final race would be cancelled, winds dramatically gusted off-shore during the final minutes before the start. The schooners, *Adix*, *Mariette of 1915* and *Kelpie of Falmouth*, relished their chance to shine in a more consistent breeze providing a beautiful sight as they raced close to the beaches of Falmouth. The beautiful 25m schooner *Kelpie of Falmouth*, with her Owner on the helm, battled the larger yachts to complete the race in second place on corrected time, earning the Spencer Rigging Schooner award after an excellent last day of racing. However it was to be *Velacarina's* year as she stormed over the finish line to take the honours in the Pendennis Cup class.





"The Pendennis Cup for *Adix* was, to coin a Cornish phrase "Right on"!! Competing in the inaugural Pendennis Cup in August 2008 and the most recent one in May this year, has shown us that there is a really exciting future for this regatta, as it can be held at both ends of the summer. It means that yachts and Owners' cruising plans are not interrupted, in turn making the Pendennis Cup a more attractive regatta. This alone I am sure will attract more yachts to compete in the next addition.

Big Class racing in Falmouth Bay during the late 20's and well into the 30's was always an impressive sight. Knowing that we are sailing in these waters as the greats did all those years ago, makes us all feel humbled to be bringing back the Big Class heritage once again for all to enjoy.

*Adix* has been a regular visitor to Pendennis over the years; the regatta made it a perfect opportunity to enable some of the Pendennis team and local friends to enjoy the sailing with us. Thanks to all the organisers for such a great event, it was as the Cornish say " 'an'some"!!"

Sean Whitney  
ADIX

The Little Dennis Class was no less of a spectacle throughout the week, with four incredibly closely matched yachts competing. Ed Dubois' yacht *Firebrand* returned to defend her title, battling with local yacht *Cerinth* during each race. Despite sharing line honours throughout the week it was *Cerinth* who crossed the line first on the last race, thereby securing overall first place on the race count back system. As winners of the Little Dennis Class the crew were awarded a beautiful half model, crafted by Cockwells Modern and Classic Boatbuilding.

A party atmosphere prevailed over the last day of the Pendennis Cup 2014, with water bombs flying between the competing yachts even before the start of the final battle! The fleet completed the fourth race sailing into the bay met by an extensive spectator fleet of boats of all shapes and sizes, and watched by crowds lining the water front in anticipation of the Red Arrows display. As the Reds performed their first display of their 50th anniversary year they coloured the sky with red, white and blue above tens of thousands of spectators. In a dramatic finale the Pendennis Cup fleet and hundreds of spectator vessels sounded their horns in support.



*Pendennis Cup Class*

ADIX	THREE MASTED SCHOONER	64.9m
BREAKAWAY	SANTA CRUZ SLOOP	21.3m
CHRISTOPHER	KETCH	46m
KELPIE OF FALMOUTH	SCHOONER	25m
MARIETTE OF 1915	SCHOONER	42m
VELACARINA	KETCH	26m

*Little Dennis Class*

CERINTHE	SLOOP	13.1m
CUILAUN	KETCH	16.6m
FIREBRAND	SLOOP	13.1m
ZARIK	KETCH	14.5m



The final awards party at the Princess Pavilion completed the week's celebrations, leaving all competing crews, visiting yacht Owners and guests with exciting stories to tell, spectacular photographs to share and fond memories of the exhilarating events on and off the water. 🍷



"For us, this year's Pendennis Cup was the best so far. It was our third time competing in the regatta and we've always enjoyed coming to Falmouth to take part. This year's event was slightly earlier than previous years which enabled us to swap our wet weather gear for t-shirts and shorts! We sailed all the way from Palma de Mallorca to get to the event and we were hoping to do well, but we were not expecting our win! I'd like to thank all of the race crew for their expertise, help and enthusiasm.

The event is always very well organised by Pendennis Shipyard and well supported by the sponsors, race committee and local community. The highlight of the week was definitely the last race which finished with a fantastic display from the Red Arrows over Gyllyngvase Beach.

We look forward to returning to the fifth Pendennis Cup in 2016. I'd like to encourage other yachts to come and join in the fun!"

*Steve Blews*  
VELACARINA



# A GLOBAL VISION

Following the success of our 25<sup>th</sup> anniversary book, celebrating the best of British superyacht design and build, we have moved further afield and asked renowned international design houses to share with us a taster of their conceptual designs for the future. A brief selection of these designs is featured below, for further information on these concepts and more, visit [www.pendennis.com/concepts](http://www.pendennis.com/concepts)

## WETZELS BROWN PARTNERS

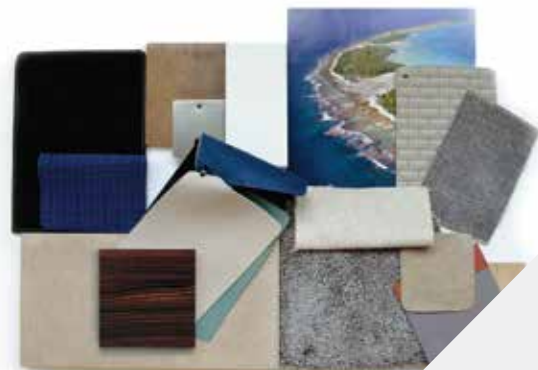


Clockwise from above: Saga visual; Saga moodboard; Rob Wetzels & Gillian Brown

IN A WORLD OF INFINITE CHOICE  
WE YEARN FOR AN ENVIRONMENT  
THAT IS RELAXED – A “FEEL  
COMFORTABLE” WAY OF LIVING.

Wetzels Brown Partners are dedicated in all projects to combine an appreciation of yachting heritage with a fresh modern image to create the timeless yachts of the future.

wetzels brown partners



## VPLP DESIGN



THIS 52 METRE CATAMARAN  
PUSHES PERFORMANCE FURTHER  
BY SIMPLIFYING STRUCTURE  
AND REDUCING WEIGHT.

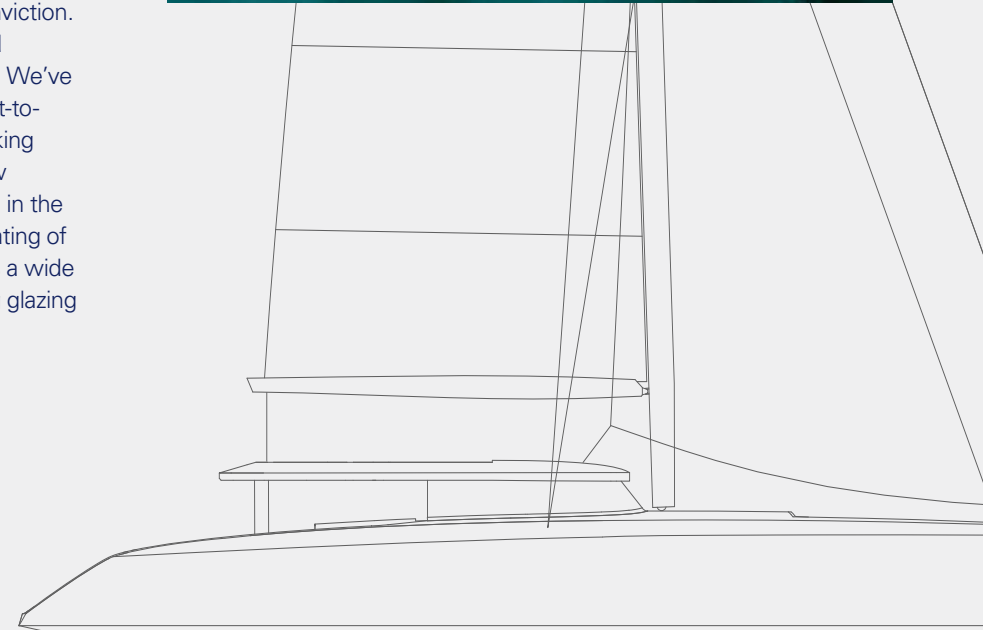
A direct-to-crew-area hull door improves crew efficiency and a full deck span Owner's private terrace creates a new-generation Owner's cabin area.

Compared with their mono-hull cousins, we believe catamarans benefit from better performance, better stability, more comfortable proportions in the common areas and a significantly lower build cost (/m2 of floor space).

This project is a further evolution of our conviction. We simplify structure to reduce weight and thereby improve performance even further. We've introduced new points of entry with a direct-to-crew-area through-hull door to reduce working footfall in the guest areas and improve crew efficiency. There is more natural light falling in the interiors but without the accompanying heating of the sun. Across the main deck span there's a wide private Owner's terrace with sole-to-ceiling glazing making for a stunning Owner's cabin area.

VPLP  
design

Clockwise from above: Marc van Peteghem; 52 metre catamaran visual



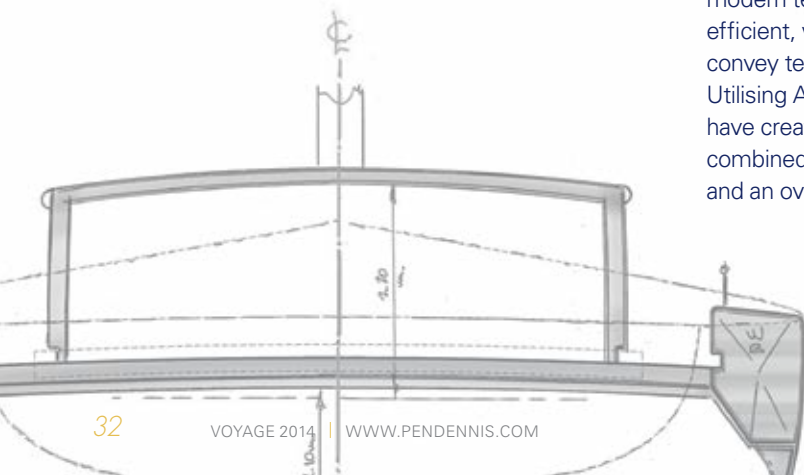




INSPIRED BY THE GRACE AND STATURE OF CLASSIC YACHTS FROM THE FIRST HALF OF THE 20TH CENTURY, OUR 42M KETCH DESIGN PERFECTLY CAPTURES THE ROMANTICISM OF THE PERIOD YET DISPENSES WITH EXCESS BAROQUE IN FAVOUR OF PAINTED SURFACES AND SHARP, MODERN DETAILS.

Clockwise from above: Iñigo Toledo; B-138 external profile

From a design perspective, the challenge is to combine modern technology with classic appeal such that an efficient, water-ballast hull with lifting centreboard will convey ten guests in comfort at low angles of heel. Utilising America's Cup and racing yacht experience we have created soft, flat lines underneath for efficiency, combined with a wide transom for additional stability and an overall compliant ride.



THIS 110' IS A PERFORMANCE SLOOP, ONE OF THE MOST RECENT DESIGN PROJECTS OF PHILIPPE BRIAND LTD, LONDON, DESIGNED FOR PENDENNIS SHIPYARD.



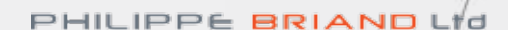
She has been designed for an avid yachtsman, an ocean going performance cruiser solidly engineered to be built in aluminium.

This project has been developed with a young family in mind, looking to cruise around the world. The performance is always key because first of all the yacht needs to be able to outrun the weather, but more importantly the Owner needs to enjoy

the responsiveness of the yacht. Briand designed a roomy hull that can easily accommodate a large Owner cabin, 3 guest cabins and a spare room usable as an office or rec room. The engine room is full beam and is located at midship to reduce the pitching of the yacht. The living area is raised to provide the best outer panoramic view. The Owner will find great pleasure looking out towards the horizon from the comfort of the main salon.



Top to bottom: Philippe Briand; 110' side profile and deck view





# YARD NEWS



## APPRENTICE NEWS

The Pendennis Apprentice scheme is now in its 16th year with over 110 young people having progressed through the General Apprenticeship course and a further 40 in the Surface Finishing Scheme during that time. Over 20 apprentices graduated from the General Apprenticeship and Surface Finishing schemes combined in September 2013. Each year the course and its participants achieve recognition at a local and national level for their achievements.

In the Cornwall College Technology Awards Adam Fenton was presented with 'Best Level 2 Joinery' whilst Bex Avery was presented with 'Most Improved Engineering Student'. Adam Hall, second year joinery apprentice, was a finalist in the Cabinet Making category of the National Skills Awards, being one of only 10 in the UK selected to compete in this final. He was also named as one of six apprentices who have the chance to represent the UK at the World Skills Awards in Rio.

Two apprentices were shortlisted for the final round of the Worshipful Company of Shipwrights Queen's Silver Medal 2013. The competition is run annually for apprentices from all shipbuilding companies in the UK. After a tough week of assessment and interviews in London two apprentices, Matt Angove and Sam Jones, were impressively awarded Runner up and Third positions overall respectively.

As part of our 25th anniversary celebrations two teams of apprentices were matched in a gig rowing race against teams from local company Blue Flame, who were also celebrating their silver anniversary year, with Pendennis apprentices claiming the honours. Pendennis is also very proud of the four apprentices that were presented with their Duke of Edinburgh Gold Award at Buckingham Palace this year.



The Pendennis Apprenticeship scheme provides a broad mix of vocational training and skills development related to the marine industry. The effectiveness of the course in training local young people, and thereby supplying a high calibre of future employees for the company, has clearly gained a reputation as one of the best of its kind. Pendennis was extremely proud when Jill Carr, who established the course in 1998, was awarded an MBE earlier this year. In recognition of her ongoing management of the scheme.

The scheme continues to thrive and this Autumn Pendennis looks forward to welcoming a further 16 new apprentices into the yard.

**Images clockwise from left:** Gig rowing challenge; Apprentice of the year awards; DofE awards

## CREW ALUMNI

### CREW ALUMNI PROGRAMME

In January 2014 Pendennis launched their 'Crew Alumni' programme which is aimed at maintaining relationships with visiting crews both during their stay in Falmouth and after they have left following a new build or refit project. Coordinated via Facebook and an eNewsletter, crews are kept up to date with events organised both in Falmouth and abroad.



### ACTIVITIES

Over the past year crews have enjoyed the hospitality of Pendennis through numerous activities including a pamper evening at a local boutique hotel, extreme go-karting, a pub quiz and cricket match against teams from the yard, and a pumpkin carving competition to raise money for Children's Hospice South West.

CREW MEMBERS ARE INVITED TO BECOME PART OF THIS EVENT NETWORK AND CAN REQUEST TO JOIN THE GROUP "PENDENNIS CREW ALUMNI" ON FACEBOOK



### MONACO YACHT SHOW

Last year crews attending the Monaco Yacht Show were invited to a rendezvous with the Red Arrows, organised in conjunction with Superyacht UK. Many familiar faces returned to Falmouth to participate in the 2014 Pendennis Cup during which we hosted a crew curry night and a 'Meet the Pilots' event with the Red Arrows.



# IN-HOUSE EXPERTISE

At Pendennis we are very proud of our heritage and experience. Our unique offering and strength in the build of superyacht projects includes over 30 new builds to date and 200+ refit projects.

The quality of our work stands the test of time, and we see yachts return year after year to take advantage of our highly skilled trades people, knowledge and global network to carry out routine maintenance and surveys to refurbishments and structural alterations.

In 2011 the company expanded into Europe with the addition of the Pendennis Palma Refit office and workshop. Our support team in the Pacific also provides a world class service throughout the life of any superyacht.

FABRICATION // JOINERY // ELECTRICAL // EXTERIOR OUTFIT // INTERIOR FINISHING  
EXTERIOR FAIRING AND PAINTING // INTERIOR DESIGN // MECHANICAL AND DOMESTIC ENGINEERING

Our services are backed up by over 350 skilled trades people and support staff. From CAD teams to exterior outfitters, we make sure of maximum control and accountability at every stage of the project.

"THE YARD HAS A GREAT DEPTH OF SKILLS AND RESOURCES WHICH ENABLED US TO COMPLETE THE REFIT ON THE ORIGINAL DELIVERY DATE."

GRAHAM NEWTON, CAPTAIN OF SY MOONBIRD

## FALMOUTH

The yard's current development plans have seen the available undercover space increased to provide three water-facing main sheds including two 90m and one 45m construction halls. This brings additional flexible undercover space for Pendennis to increase capacity for both new build and refit contracts for 30-100m superyachts. Alongside this, Pendennis is also developing a depth-controlled wet basin to accommodate superyachts before and after their time in the yard.

- // 640T TRAVEL HOIST
- // 200SQM FINISHING WORKSHOP
- // TWO 90M X 21M AND ONE 45M X 28M CONSTRUCTION HALLS WITH OVERHEAD CRANAGE
- // 2 X 75M (OR ONE 150M X 24M) ENVIRONMENTALLY CONTROLLED DRY DOCKS
- // 80M MAST HALL
- // NON-TIDAL WET BASIN (COMPLETION 2015)
- // 1400SQM REFIT COMPLEX (HOUSING PAINT, JOINERY AND ENGINEERING WORKSHOPS)
- // FABRICATION WORKSHOPS
- // ELECTRICAL WORKSHOPS
- // DECK OUTFIT WORKSHOPS
- // PIPE SHOPS
- // DEDICATED PAINT FACILITIES
- // 1200SQM CREW AND GENERAL STORAGE FACILITY
- // 420SQM HOSPITALITY SUITE
- // FULLY EQUIPPED CREW OFFICES AND GYM







**Photography:** Nick Bailey, Andrew Wright, Cory Silken, Richard Langdon, Carlo Borlenghi, G.L. Watson, Marc Paris, Jainie Cowham, Barrie Downie, John Horton

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