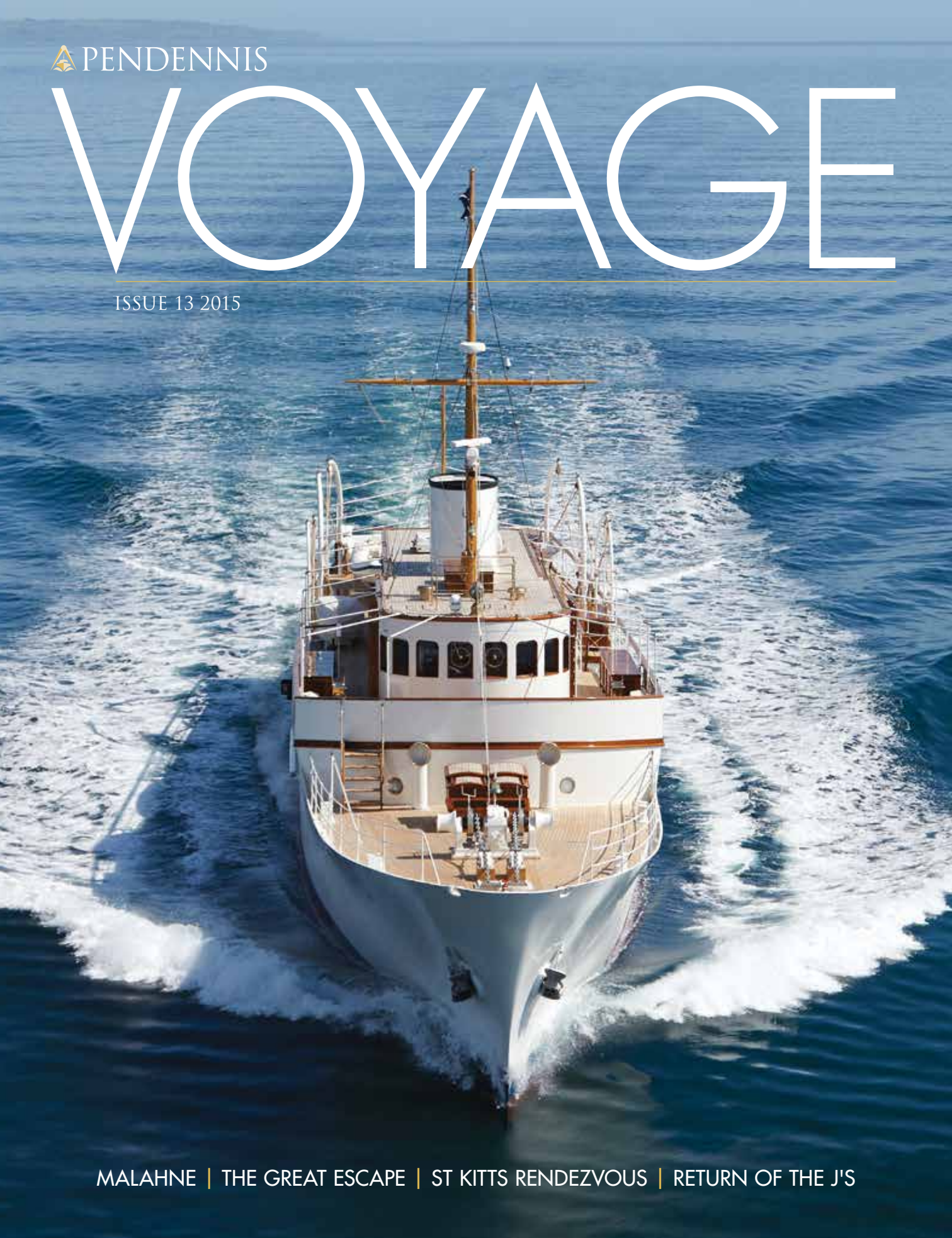


 PENNENNIS

VOYAGE

ISSUE 13 2015



MALAHNE | THE GREAT ESCAPE | ST KITTS RENDEZVOUS | RETURN OF THE J'S

WELCOME

Pendennis' ambitious development programme was completed in May this year, culminating with the launch of the brand new non-tidal wet basin. The £22m investment over the last two and a half years has transformed both the land and in-water facilities, and has improved our efficiency and capacity.

We have already welcomed the largest motor yacht refit to date in to our new world-class facilities and a further six superyachts have entered the wet-basin in the first two months of operation. We have had a phenomenal winter season, everybody has worked incredibly hard and we have completed five major projects – including one Owner returning to us with his schooner for the fourth time in 20 years.

After her meticulous 30 month restoration, our cover star *Malahne* departed Falmouth on a beautifully sunny Cornish day in June. As one of the most detailed, distinctive and beautiful motor yachts to be launched in recent decades, we are all so proud of her extensive transformation and hope that you enjoy reading more about her in this issue.



Mike Carr,
Managing Director.

ISSUE

13

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MALAHINE

THE PHOENIX RISES

Throughout our history Pendennis has established a reputation for sympathetic restoration work, having breathed new life into a number of classic sailing and motor yachts, including the 1903 *Adela* and Camper & Nicholsons designed *Fair Lady* and *Shamrock V*. The team in Falmouth has developed a unique set of skills, and a passion, for regenerating yachts from the 1900s. In recent years our experience in extensive rebuild and remodelling projects such as that of *A2*, has enhanced the team's understanding of structural modifications in order to comply to class standards as well as improve both performance and Owner experience onboard each vessel. This combined renovation and rebuild expertise meant that Pendennis was perfectly placed to undertake the substantial restoration of the 1937 classic motor yacht *Malahne*.



Malahne had an illustrious life throughout the 60s and 70s, welcoming many Hollywood stars including Grace Kelly and Elizabeth Taylor, and featuring in numerous films such as 'The Last of Sheila'. However, when the vessel arrived in Falmouth in the early autumn of 2012, it was hard to imagine the glamour that pre-dated significant

structural changes that were applied in the 1980s. The vision for her restoration, developed between Edmiston, Oliver Laws Ltd, G.L.Watson and the Owner, was unprecedented – not just to restore the vessel to be as near to her Camper & Nicholsons design as possible, but to implement the Art Deco interiors and detailing in a way

to give the impression that she was still the original vessel and had been in constant use since the 1930s. Alongside this, the brief was to integrate modern technology and performance to comply with Lloyd's LC2 standards. This would mean a complete rebuild from the spine upwards of all areas internally and externally.



"Malahne was rebuilt with uncompromising attention to detail which required a level of understanding of her original era."

Artisans and craftspeople that had the necessary skills to recreate the 1930s interiors to the designs of Oliver Laws Ltd worked onsite alongside the Pendennis joiners and technicians to camouflage modern engineering. Shipbuilding fabricators from eight suppliers in the north of England were employed to recreate key elements including the mast, deck telegraphs and hardware, and to recondition the original windows. The funnel in particular is a fascinating feature – made by a company in Rochdale who traditionally make space radomes, the funnel was created from materials specifically designed to allow radar performance to work effectively through its dielectric cores, yet designed to look authentic to the 1930s.

Antique Bakelite Muraphones were wired into modern electrics, over 120 custom-designed light fittings were specified to comply with Lloyd's IP ratings, and behind artistic gems such as hand-painted panelling the most efficient high-performance systems were installed. The attention to detail in the lighting design alone has been unprecedented in any previous project.

After a 6-month process of stripping the yacht back to her steel girders, the original lines of the vessel were refabricated using traditional shipbuilding techniques, maintaining the position of each girder and detailing the exact layout of all structural elements even down to the portholes. During this time the fabrication team learnt a new skill – they added "joggles" into the hull plates below the waterline to help maintain the traditional hull shape. This process adds notches into the joining surface of the steel to prevent slipping, and is used in traditional shipbuilding to obtain a flush surface where other parts cross. Frequent surveying also ensured that the hull lines, half breadths and water lines were accurate – these were constantly checked by the G.L. Watson team against the technical drawings to ensure authenticity.

Over the forthcoming 24 months *Malahne* was rebuilt with uncompromising attention to detail which required a level of understanding of her original era never previously employed in a superyacht restoration.

At Pendennis, experienced tradespeople mentored younger members of the team in traditional techniques for example paint spray guns were abandoned in favour of hand-painting and finishing, and riveting processes were used to replicate the yacht's original form.





The need to include the most efficient systems possible in relatively small technical spaces was challenging, but incredibly *Malahne* contains a similar range of technology to much larger modern yachts such as *M5* and *A2*, housed in a much smaller space. Whilst some systems, such as the generators, are physically smaller they still provide the same power as the systems installed on yachts built just two years ago. The engines however are effectively the same as those installed on *M5*.

Throughout the restoration it has been the experience, pride and knowledge of the people involved that have brought *Malahne* back to life. It was the team's mission to reincarnate this era of glamour and artistic beauty, and through the dedication and attention to detail of all involved the resulting yacht is magnificent. The project manager, Niels Van Dinther, expresses the pride of all involved: "It's a joy to be part of bringing such a beautiful vessel back to life, one that was designed on yachting traditions and true craftsmanship, a 'proper boat' that was part of an era which glamourised the vessels themselves and provided an experience that was unique to any other travel or exploration opportunity of that time."

SPECIFICATIONS: MALAHNE



Original Name	Malahne (also 446 Malahne; Lev III; Narcissus; Adel Al Mojil 12)
Original Builder / Year	Camper & Nicholson's / 1937
Restoration Yard / Year	Pendennis / 2015
Arrival LOA	177ft / 53.95m (following 2000 refit at Campanella)
LOA	165ft / 50.29m
Beam	26ft / 7.89m
Draught	11ft / 3.54m
Displacement	534 tonnes
Gross Tonnage	440 tonnes
Engines	Twin Caterpillar C32 Diesel Engines, 850 BHP (2015)
Speed	15 knots max / 12.5 knots cruising
Current Fuel Capacity	42,060 L / 11,111 USG
Thrusters	OYS E-0500-T r 3 phase 400V 99kW drive
Stabilisers	Quantum QC 1500 "HD" Series Zero Speed™ Stabiliser System
Generators	Twin Northern Lights M1066A2 115kW 400V 50Hz 3 phase
Owner & Guests	10 guests in 5 cabins
Crew	11 crew (including Captain's Cabin)
Construction Materials	Steel Hull / Aluminium Superstructure
Classification	Lloyd's Maltese Cross 100 A1 Yacht SSC Mono G6 (Maltese Cross LMC UMS)
MCA Status	LY2
Naval Architecture/Engineering	Pendennis & BMT Nigel Gee
Exterior Styling	G.L.Watson & Co.
Interior Design (Owner & Guest Areas)	Oliver Laws Ltd.
Interior Design (Crew Areas)	G. L. Watson & Co.
Yacht Management & Charter	Edmiston & Company

MALAHNE: PENDENNIS TEAM FOCUS



TREVOR HAWKEN,
TECHNICAL SALES MANAGER

Trevor was one of the first members of the Pendennis team to see *Malahne*, having visited her for an initial assessment when she was berthed in Spain in August 2012. His day on board provided an invaluable research opportunity to develop the original specification for her restoration back to her 1930s form. The visit was supplemented with access to *Malahne's* original drawings, photos and video of her various forms. As Trevor wrote the specification in association with specialists in the yard, Edmiston's technical team, and G.L. Watson he outlined the two project phases: buying and dismantling *Malahne*, followed by her complete restoration and class approval. Slowly, as they compiled a detailed list of works, the enormity of the project became apparent.



GORDON (GORDY) MARTIN,
YARD TEAM MANAGER

Gordy is another long-serving member of the Pendennis team, having worked at Pendennis for over 20 years. A key player behind-the-scenes, Gordy and his team are responsible for the smooth running of the facilities and infrastructure around the buildings and the projects. *Malahne's* restoration has fittingly taken place during a major development at Pendennis – her move from the old construction shed to the new hall marked a change from old to new, both in the restoration of the vessel as well as the development of the yard. This move was largely the yard team's responsibility. Once both areas had been cleared in preparation for the move and the strops from the travel lift were in place, the team coordinated the transfer which took over a day to complete.

ANTHONY (AJ) JOB,
PROJECT FABRICATION MANAGER

Having worked at Pendennis for 22 years, AJ has seen a wide range of projects pass through the company, each presenting their own unique challenges. AJ and his Fabrication team were the first department to be involved with *Malahne's* restoration. From the moment the yacht arrived in Falmouth the focus was on how to maintain the originality of the yacht, remaining sympathetic to the physical structure, whilst restructuring her in line with the original 1930s Camper & Nicholson's design.

MARTIN ENGLISH,
OUTFIT PROJECT ENGINEER

Martin was directly involved with all stages of the project evolution, from original specification to design, global procurement of items, and management of the installation of major exterior outfit items. The challenge was to balance the expectations of refined superyacht finish with the ruggedness delivered by traditional techniques, the practicalities of use, all whilst being sympathetic to the original 1930s appearance. The deck telegraphs for example were made in Bradford, and although they have a traditional exterior, hidden behind the façade are modern electrical systems (rather than the traditional gears, chains and shafts). It took three days of testing to ensure the impression of authenticity as well as accuracy of performance.



JOHN HUNT, FABRICATOR

John has one of the most unique insights into *Malahne's* restoration, having been an apprentice at Camper & Nicholson's from 1969-73. John's first task was to cut the shell plates, leaving the frames exposed. The original frames were shot-blasted for restoration before re-installation. Box section was then wrapped around the vessel to plan and visualise the form and contours of *Malahne*.

During this process John found a number of original rivets hidden inside the keel. "In the 1930s" explains John "all riveting would have been done by hand. Each rivet would have been heated, placed in a metal scoop and thrown to the person responsible for placing the rivets. The rivet would be caught in a similar scoop; the hot rivet would be picked up with tongs and held in place whilst a third team member would knock it in." Often rivets would be dropped, become too cold and so no longer malleable, or get distorted when tapped in and so discarded to be discovered almost 80 years later by John.

MATT ANGOVE, ELECTRICIAN

As part of the Electrical Department, Matt was mainly involved in the installation of the engine systems and the bow thruster technology in the forepeak. Matt is a former apprentice, graduating two years ago when he was awarded Pendennis' Apprentice of the Year, as well as coming second in the "Worshipful Company of Shipwrights Queen's Silver Medal" in 2013, an esteemed national award.

Since he graduated, Matt has continued to work alongside his mentors who provide guidance and support, and he has been given the responsibility to install complex systems on projects such as *M5* and *Malahne*. Based on *Malahne* for a year, one of Matt's key projects was installing the bow thruster into a space no bigger than a mattress! The process took four electricians just over three days to move the 150kilo drive from stores, manoeuvre through the small forepeak hatch down angled scaffolding boards, install into its holding cabinet, and finally connect to the bow thruster.



DESIGN FOCUS

– GUY OLIVER



Guy Oliver joined David Laws as Co-Director of his firm in 1995, assuming ownership in 2002 when the name changed to Oliver Laws Ltd. Guy has worked as an interior designer for 20 years, but his creative curiosity was initiated by his mother at an early age. "During my childhood, my mother collected antiques and was constantly refurbishing old houses and moving one to the next", Guy explains, "I guess it all started there". Given this long design career, his working life didn't

begin as one would imagine – at the age of 16 Guy joined Britannia Royal Naval College in Dartmouth as a cadet, and then served for seven years all over the world. It was during this time that the Royal Navy sent him to Edinburgh University where he read History of Art and History of Architecture, fuelling an interest in period design.

Since that time historically sympathetic designs have become a particular speciality of Oliver Laws Design.

Guy himself takes a personal interest in researching the unique elements of each era, and his understanding of how to create an atmosphere and make a space 'feel like it was ever thus' made him a natural choice for the interiors of *Malahne*. He explains how he became involved in the project: "I met the Owner at Claridge's Hotel in London, where I have worked throughout my career. He liked my work there and my obsessive attention to detail (not dissimilar to his own) and we 'clicked'. The brief was to

"make *Malahne* look like she had been in continuous ownership since she was built" (in 1937). My solution was to re-imagine a period inspired interior with different elements added and layered in an imaginary timeline. The original interior was rather spartan. I wanted this reincarnation of *Malahne* to feel like the Owners' home and they were involved in every decision throughout the project, so the result is an interior that immediately feels like that."

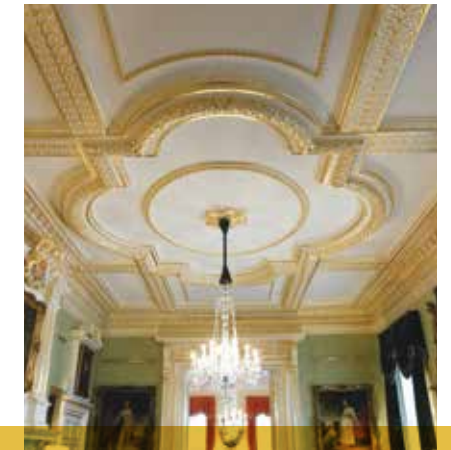
Guy's passion means that he is highly involved throughout all stages of every project. Initially he spends time working out how the room is to be used and what it is for, then develops a furniture layout and continues to be in touch with the concept right through to the detail design. His philosophy is that design shouldn't be noticeable. Even though he is hands-on at every stage, he strives for the results to feel 'right' - comfortable and intuitive. Guy points to this as being the result of a successful dialogue between the designer and the client.

Guy personally designs every element of his interiors (except selected art or antiques), from the fitted panelling and cabinetwork to the loose furniture and carpets, however he credits the strong team at Oliver Laws Design with the success of each project. Over the past 20 years he has built up an address book of artisans and artists who share his philosophy of quality and attention to detail. "Each one of them takes great joy in their work and you can see that in the final product, particularly on-board *Malahne*." The interior feels handmade and that was the objective from the outset especially with some of the specific detailing he envisaged. "I wanted to find wood for the interior that was period-appropriate and a lot of attention was paid to selecting and hand polishing the wood and veneers."

Although Guy has worked on yachts previously, he describes *Malahne* as being "extra special because of her history". He relished the specific challenges with such a project: "To me yachts are homes that happen to float and there are certainly some design challenges as a result. I think the main difference is the integration and coordination of a lot of detail within a limited space, but design is also about problem solving and I enjoy that." And there are certainly other more unconventional projects which he has enjoyed in the past for a similar reason: "One of my most enjoyable projects was the interior of a Boeing 737!" Guy explains.



A diverse range of projects will continue to contribute to Guy Oliver's portfolio in the future and the range of upcoming projects illustrates this - he is currently working on the Chateau of a special vineyard in France, a Private Dining Room for Claridge's Hotel and ongoing private house work. And in terms of what's next for Guy personally "a holiday in the Pacific Islands!" Not a bad place to relax and gain inspiration. 🍷



The brief was to "make *Malahne* look like she had been in continuous ownership since she was built."

GUY OLIVER

THE GREAT ESCAPE CLASSIC CAR RALLY

With many of our clients and designers being the proud owners of classic cars, Pendennis organises our classic car rally every two years, to discover and celebrate the best of the British countryside and cuisine.

This year our 360-mile journey began with a fascinating tour of the Aston Martin Factory in Gaydon following which the convoy explored the beautiful country roads across the east of England and into the Brecon Beacons.

Tracked throughout by Tony Castro's helicopter, the stream of 22 cars provided a stunning sight as they wound through the Welsh mountains, then onwards down to the remote setting of Bovey Castle in Dartmoor and Caerhays Castle in Cornwall. A delicious dinner at the Idle Rocks Hotel in St Mawes provided a sumptuous taste of the South West before the tour culminated in a visit to the recently expanded facilities at the Pendennis yard in Falmouth. The event provided the perfect opportunity for clients and yacht designers to enjoy the cars they own, and spend time with friends old and new.



JOHN BONAFoux
BMT NIGEL GEE

"I had owned newer sports cars but had always longed to have a real classic. I ideally wanted to find a car to restore but as is often the case time was too limited. Then about seven years ago I saw a 1960 AC Ace for sale that was in totally original condition and hadn't been on the road in forty years. It was just an opportunity too good to miss so I bought the car and spent the next two years rebuilding her, completing most of the work myself other than the paint job which you can only really have done professionally.

Many of the most sought after classics have less performance than an average modern family car, but they are just so much more engaging to drive – you feel



really connected to the car in a way you just would not experience in a modern car. There is also a wonderful simplicity to these cars that you just

don't find in a modern car. The great classics represent the pinnacle of automotive design for their time and many designers have a naturally affinity for this, not just in classic cars but in other items such as furniture which have become design classics.

It's a love affair and depending on the car certainly takes a certain type of personality to own one – spending several times what a high end modern car costs to drive around in a car without a proper roof and no heater isn't for everyone. Unlike modern cars they need constant fettling to keep them going well so you have to be prepared to roll up your sleeves and get your hands dirty.

I think there are definitely parallels between yacht and car design. Both need to combine form, function and on many of the best classics, performance. As is often the case – if it looks right it is right. Many of classics were also built to very high standards which makes working on them so much more enjoyable."



TONY DIXON
REDMAN WHITELEY
DIXON



"Open road motoring in classic cars is a similar feeling of freedom and excitement that we aim to evoke in our designs. They encourage our freedom of thought, through the elegance of the cars and camaraderie of the guests that helps to inspire us in both design and the reward of having fun in what we do."



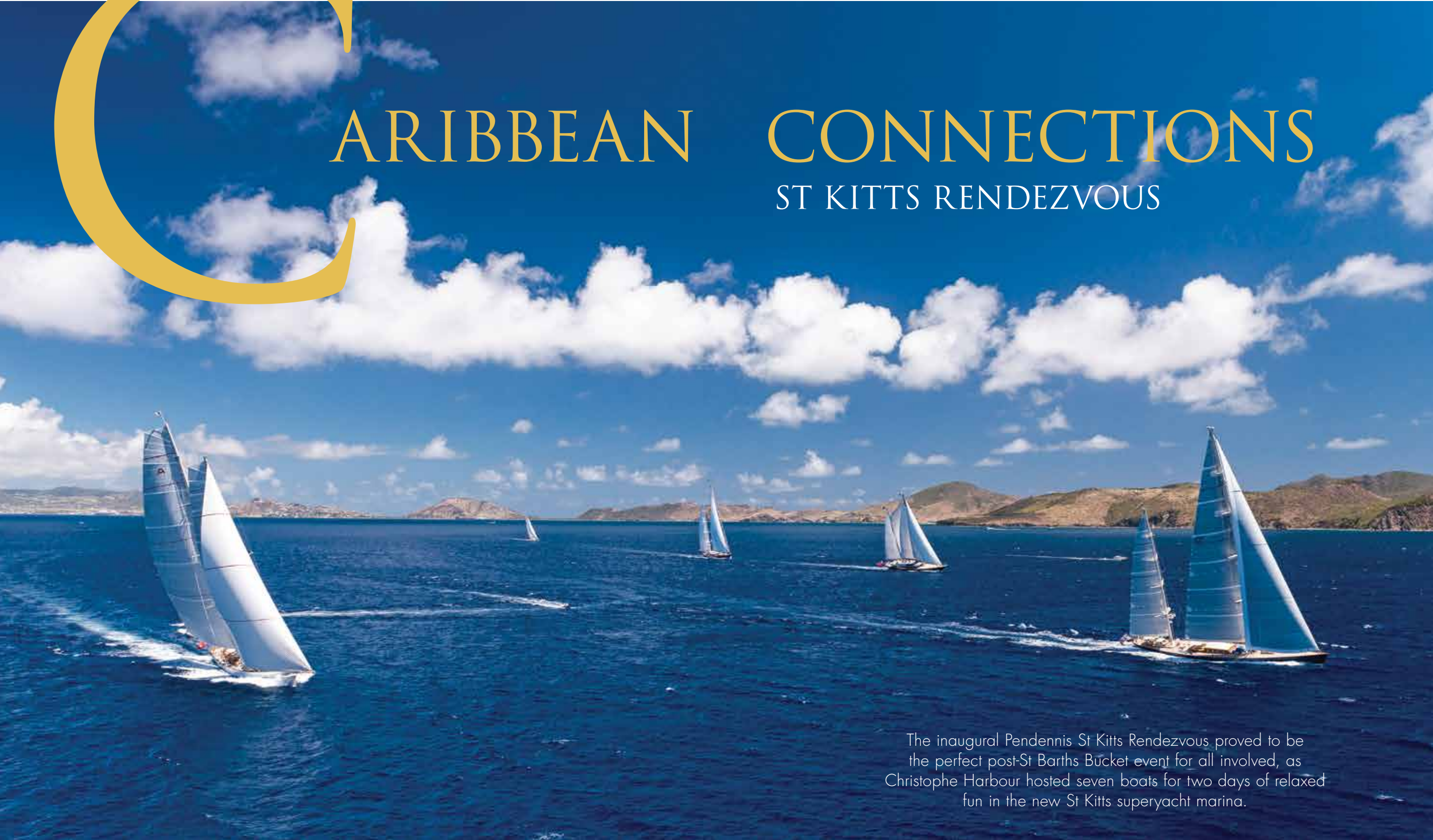
MARK SMITH
MICHAEL LEACH
DESIGN

"Both Mick and I studied car design at Coventry University so we have an insight into the synergy between yacht and car design within the overall aesthetic and deck detail elements – at the end of the day it's all product design. To own and enjoy classic models of transport you need an understanding of what it takes to keep these iconic models 'ship shape', functioning and looking good."



ARIBBEAN CONNECTIONS

ST KITTS RENDEZVOUS



The inaugural Pendennis St Kitts Rendezvous proved to be the perfect post-St Barths Bucket event for all involved, as Christophe Harbour hosted seven boats for two days of relaxed fun in the new St Kitts superyacht marina.



Following the official opening of The Marina earlier this year, the Pendennis St Kitts Rendezvous was the first of its kind to be held at Christophe Harbour. Pendennis welcomed a variety of yachts to experience a blend of Kittitian and Cornish hospitality including a 7's Cricket tournament next to the marina, stand up paddle board relay races and an informal parade of sail.

This in particular was a spectacular sight, especially for local residents, who have worked closely with the Christophe Harbour team to bolster the Federation of St Kitts and Nevis's reputation as a new superyacht destination. A new favourite venue with the crews, St Kitts' SALT Plage proved a big hit on the first night with local cocktails and Caribbean fare in welcoming and relaxed company.

Superyacht Owner and founder of Christophe Harbour Buddy Darby and his team built The Marina at Christophe Harbour from the ground up, with the needs of superyachts and events such as this driving every aspect of development. The event provided a unique opportunity to showcase the Federation's many assets and The Marina at Christophe Harbour as a new cruising destination and homeport. With access to such features as expedited clearance, a custom turning basin, state-of-the-art power pedestals, complimentary high speed in-slip WiFi, and SALT Plage seaside lounge, Owners and crew alike declared the Rendezvous a great success.

Discussions about a collaborative event first began five years ago with Pendennis executives. "We admire Buddy's determination to create a first class superyacht marina and new destination in this region," said Toby Allies, Sales and Marketing Director for Pendennis. "Pendennis is pleased to have solidified a partnership with him and Christophe Harbour at such an early stage in the marina's development. It's the first step in creating a fantastic event which we hope will continue for many years to come."

"We are honoured to have Pendennis put such faith in us and in the Federation of St Kitts and Nevis as to bring their impressive fleet to our shores. While this may be the first of such events, it will certainly not be the last," said Darby, following the success of the event.

The Pendennis St Kitts Rendezvous is sure to build strong links between Pendennis and the Caribbean and hold a clear place in the calendar of sailing yachts in the future. A sentiment reflected by one of the visiting captains this year: "In years to come when Christophe Harbour is firmly fixed on the superyacht radar we will be able to boast that we were among the first to be there."



"The Pendennis St Kitts Rendezvous is sure to build strong links between Pendennis and the Caribbean"



PROFESSIONAL DEVELOPMENT: CULTIVATING CAREERS



Pendennis' award winning apprenticeship scheme is well respected within the industry, but our approach to growing the next generation of superyacht tradespeople and managers extends far beyond this four year course.

Initiatives within the Falmouth-based business include developing potential leaders from both academic and hands-on trade backgrounds, recruiting enthusiastic youngsters at the outset of their career as well as providing the opportunity for committed existing staff to move through the ranks. Our most recognised programme is the General Apprenticeship Scheme. HR Director Jill Carr explained the philosophy behind its development in 1998: "At that time our workforce numbered about 140 permanent staff. As the company expanded it was becoming harder to find new recruits locally that had the appropriate level of skill and training to work in our specialised industry. So I worked with Cornwall College to create a bespoke course to train young people to fit to our expectations."



Clockwise from far left:
The latest intake of General Apprentices; Our new surface finishing Apprentices; Graduation day for our fourth year apprentices.



the apprenticeships have been so successful? "The trainees are encouraged to understand all aspects of the superyacht business in their first year, before choosing a specialist trade. As part of the course they also train in relevant areas such as RYA sailing and powerboat courses, work on local community projects and undertake their Duke of Edinburgh awards. These experiences enable the apprentices to have a greater understanding of all trades (joinery, fabrication, engineering and electrical) and a higher level of respect for everyone's contribution from all aspects of the business."

Pendennis operates two apprenticeship schemes which have been specifically tailored for our industry and our business; the General Apprenticeship and the Surface Finishing Apprenticeship. These initiatives mark the starting point of long-term Pendennis careers for local 16–19 year olds, and the impact on our business has been dramatic. The company now employs over 350 full time staff, with over a third either currently undergoing an apprenticeship, or are apprenticeship alumni. Since the scheme's inception over 170 local young people have completed one of these two courses, with a retention rate of over 80%.

Apprentices from these schemes have received national recognition for their high level of training, having consistently been placed in the top four in the annual "Worshipful Company of Shipwrights Queens Silver Medal". So why does Jill think

Following on from the initial course, the company's Post Apprenticeship Scheme provides the opportunity for a further three years of training, leading to higher level qualifications. This scheme effectively provides a fast track for youngsters into supervisory roles, as it includes management and specialist supplier courses, exchange opportunities (as far afield as New Zealand), involvement in key project stages such as sea trials, or experience in our Palma refit office and workshop. Committing to a total of seven years training may seem excessive for such young people, but the depth of experience and knowledge gained means that these apprentices excel and are soon recruited into supervisory roles aged as young as 23, with the respect of the rest of the workforce already behind them.



Left: Dean May presents the Adam Ignaczak memorial trophy to Adam's father, which will become a perpetual trophy for the Stock Rods in March each year.

familiarise themselves with the complexities of the business. Following on from this they are assigned small refit projects, whilst mentored by experienced project managers. Traditionally they leave the scheme to become junior project managers or project engineers, managing individual smaller refits (such as recent short works on *SY Ghost* and *SY Velacarina*) with the aim to progress into senior management positions.

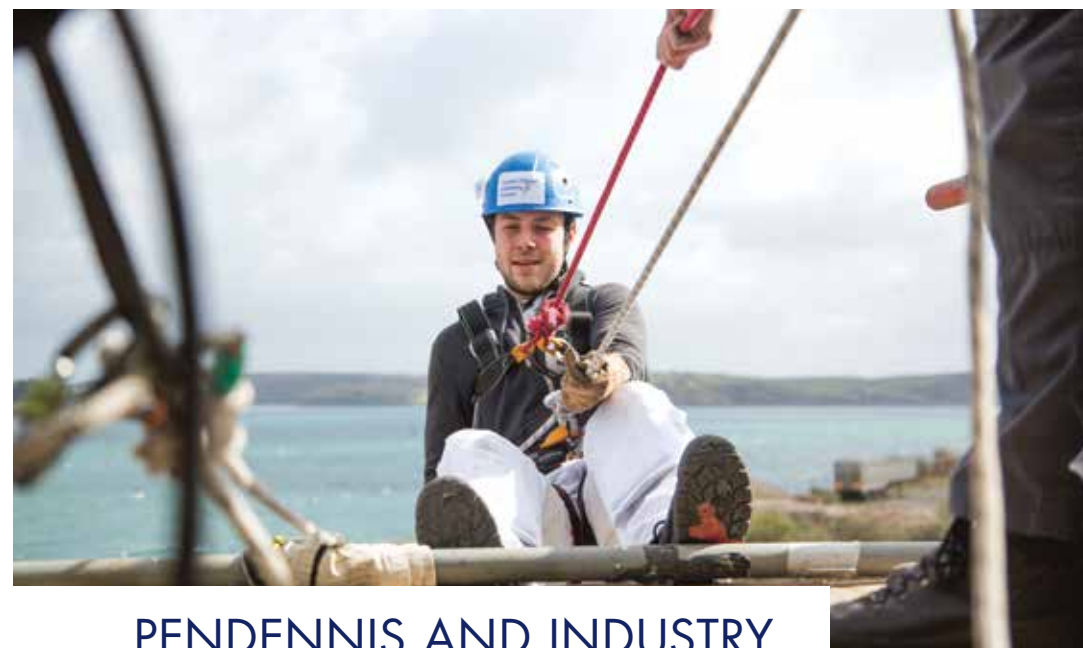
Alongside opportunities for new recruits, the yard runs a Management Development Forum (MDF) which enables existing employees to gain advanced leadership skills. Annually about 20 staff commence the tailored course which brings together people from all areas of the company to partake in team building activities, management qualifications, attend business forums

and undertake assignments resulting in ILM Level 3-5 qualifications. Jill Carr outlined the importance of this initiative to the business; "As a voluntary scheme undertaken in their own time, the MDF gives the Directors the opportunity to see the staff that are committed to their individual future and to that of the business. Over the past two years 80% of internal promotions have come from within this group."

Jill goes on to explain her enthusiasm for the schemes which she has worked so hard to progress, and has been duly recognised for in the form of an MBE last year: "When we see the progression of the apprentices into supervisory positions who then in turn become mentors for a new generations of employees we know the scheme is working. It's very rewarding to see the more dynamic apprentices working their way through all of our career development opportunities in conjunction with existing experienced staff. It is their enthusiasm and fresh ideas which continue to drive the business forward. As much as Pendennis employs traditional craftsmanship and skills, by providing opportunities at all levels of the business and in departments for personal growth we are encouraging ownership of the business model by all."

However, the apprenticeship scheme is not the only career development opportunity available at Pendennis. It is a part of the ethos of the company to nurture a balance between the hands-on trades and the academic influences, as the successful partnership of the MDs, Mike Carr (who studied Naval Architecture) and Henk Wiekens (a fabricator by trade), is testament to. With the apprenticeships providing a good source of employees and managers from the hands-on side, Pendennis instigated a Graduate Training Scheme in 2009 which aimed to provide an influx of academic recruits into the business. In-depth experience within all trades and business management practices is provided through placements of up to six weeks in each area, enabling graduates to immerse themselves into small projects, and

"It is a part of the ethos of the company to nurture a balance between the hands-on trades and the academic influences"



Pendennis staff and industry partners tackle the charity abseil from the fourth floor of our new building.



PENDENNIS AND INDUSTRY PARTNERS RAISE £32,000 FOR CANCER RESEARCH

National Apprenticeship Week has become a key focus in Pendennis' calendar, during which we strive to promote the benefits of our training schemes by undertaking activities to demonstrate our apprentices' collaborative relationship with the whole yard. This year, in conjunction with local company Granite Planet, Pendennis

organised a charity abseil during which 30 current apprentices and a further 60 Pendennis staff and visiting crews lowered themselves from our fourth floor hospitality suite to raise funds for Cancer Research UK. This charity was selected in memory of our colleague, Adam Ignaczak, who we sadly lost suddenly to the disease earlier this year. Mike Carr,

Managing Director, commented on the incredible success of the day; "We were extremely grateful for donations from visiting project crews, especially *Malahne*, and to our major sponsors Edmiston and G.L. Watson, whose contributions alongside that of fellow staff members, families, suppliers, yachting media and industry partners raised an incredible £32,000. Their support is an important step in tackling this disease and their generosity deeply touched the staff at Pendennis."



2 X 90M AND 1 X 45M
CONSTRUCTION BAYS

1,400M² REFIT
COMPLEX
(HOUSING PAINT, JOINERY
AND ENGINEERING
WORKSHOPS AND PROJECT
MANAGEMENT OFFICES)

DEDICATED CREW
OFFICES AND
RECREATIONAL SPACE

1,200M²
MEZZANINE
YACHT
STORAGE

200 M²
FINISHING
WORKSHOP

640 TONNE
TRAVEL HOIST

250M² DEDICATED
3RD FLOOR
SECURED STORAGE

2 X 75M (1 X 150M)
ENVIRONMENTALLY
CONTROLLED
COVERED DOCK

7,500M²
ENCLOSED
WET BASIN

INTELLIGENT EVOLUTION: TAILORED SUPERYACHT FACILITIES

Over the past two years Pendennis has been undertaking a major development of its Falmouth-based yard. During this time the previous shore side facility has been almost completely rebuilt, replaced by larger modernised construction halls, workshops and office space. This includes two 90m halls and one 45m double bay hall, rated to Building Research Establishment Environmental Assessment Methodology (BREEAM) "Excellence" standards. Despite major infrastructure disruption, through careful planning there was minimum impact on turnover, productivity or client satisfaction.



Not only have the developments improved our facilities but they are projected to create a further 60 jobs in the next two years.

Clockwise from left: The Falmouth site prior to development; 80m mast booth; non-tidal wet basin; *Adix* inside one of the two new 90m construction halls; Part way through the latest development; *Constance* in Pendennis' 640t travel hoist.

At the end of May 2015 the completion of the 7,500m² non-tidal wet basin marked the culmination of this significant investment programme, which was partially funded by the European Regional Development Fund (ERDF) and Cornwall & Isles of Scilly Local Enterprise Partnership's Growing Places Fund. The wet basin accommodates superyachts for alongside berthing and refit work as well as supporting yacht commissioning before and after time out of the water.

her 7-month refit. However this record has already been superseded with the arrival of an 85.6m motor yacht, and as the new wet basin and the pre-existing dry dock can cater to vessels up to 110m this record is sure to be surpassed in the future.

The new basin was christened as the 65m schooner *Adix* moved in following the completion of her 8-month refit programme. It was fitting that *Adix* be the first yacht in the wet basin as she has a 24-year history with the company, experiencing three previous refits in Falmouth. Within days of her launch *Adix* was joined by *MY Northern Star*, the J-Class *Lionheart* and classic motor yacht *Malahne*. In the first month of operation 6 vessels ranging from 24m to 85.6m docked in the new basin, making the most of the improved access to Pendennis' refit and new build facility. The yard in Falmouth can now boast some of the largest and most accessible superyacht new build and refit facilities in the world.

The yard in Falmouth can now boast some of the largest and most accessible superyacht new build and refit facilities in the world.

These extensive improvements have been in response to the changes in the superyacht industry since the company was founded 27 years ago. Whilst in 1988 a yacht of over 50m was perceived to be large this is now the average LOA (length overall) of vessels visiting Pendennis. In 2014 the largest volume yacht to date, *Northern Star* at 76.5m commenced

Not only have the developments improved our facilities but they are projected to create a further 60 jobs in the next two years. Pendennis has already started its recruitment drive, with the apprenticeship scheme set to welcome a further group of young people this August. 📍



REFIT ROUND UP 2014/15



LIONHEART

Delivery: May 2015
LOA: 43.4m
Beam: 6.55m
Draft: 4.57m
Built: 2010, Claassen Jachtbouw

Refit focus:

- Full exterior paint work
- Survey works and engineering.

MALAHNE

Delivery: June 2015
LOA: 50.29m
Beam: 7.89m
Draft: 3.28m
Built: 1937, Camper Nicholson

Restoration focus:

- Strip back to original steel hull and restore to a design reflective of her original 1937 design
- Modernisation to LY2 standards.



ADIX

Delivery: May 2015
LOA: 64.85m
Beam: 8.88m
Draft: 4.09m
Built: 1982, Astilleros de Mallorca

Refit focus:

- Routine engineering works and full repaint
- Deckhouse enlarged and remodelled to provide a better social interaction between deck and Owner's area.



NORTHERN STAR

Delivery: May 2015
LOA: 75.4m
Beam: 13.5m
Draft: 3.8m
Built: 2009 Lürssen Yacht Builders

Refit focus:

- Full exterior paint work
- Survey works and engineering.



CONSTANCE (EX: JANA) – CONSTRUCTION HALL 1

Delivery due: Winter 2015
LOA: 46m motor yacht
Beam: 8.51m
Draft: 3m
Built: 1986, Feadship

Refit focus:

- Full exterior paint work and new teak on all decks
- Replacement of deck cranes and tenders
- Remodeled engine room including new engines, gearboxes and generators and stabilisers
- Replacing all interior systems including water-making plant and air-conditioning
- Interior modifications including galley, pantry and laundry; crew areas; Owner and Guest areas refurbishment
- Rebuild of the bridge area including all new navigation/ comms/electronics.



RETURN OF THE J'S

The J Class fleet have a heritage leading back to one of the oldest sailing races in the world; The America's Cup.

Falmouth has become renowned for having some of the most challenging and exciting sailing conditions in the UK, and this year's J-Class regatta from the 23rd-27th June was no exception with a dramatic week of racing played out between the three competing yachts: *Lionheart*, *Ranger* and *Velsheda*. By the final race all three yachts were separated by a single point, providing a tense spectacle for the large spectator fleet. Despite close sailing throughout, a spinnaker incident between *Ranger* and *Velsheda* helped *Lionheart* extend her lead to win not only the final race, but also take honours overall.

43.4m *Lionheart* completed her winter refit at Pendennis Shipyard in May 2015, with works including her five-year survey programme and exterior paint. The team at Pendennis watched the five days of racing unfold with great interest, having previously welcomed each of the yachts into the yard for refit works - *Lionheart* this year and 2012, *Ranger* in 2006, and *Velsheda* also in 2012.

RETURN OF THE J'S

THE **J CLASS ASSOCIATION** (JCA) WAS FOUNDED IN 2000 TO PROTECT THE INTERESTS OF THE CLASS, PRESENT AND FUTURE. WE SPOKE WITH THE SECRETARY OF THE ASSOCIATION, **LOUISE MORTON**, ABOUT THE YACHTS AND THEIR RETURN TO FALMOUTH EARLIER THIS YEAR.



Can you explain the philosophy of the J-Class association?

The J's are considered by many to be the most magnificent yachts ever built. Interest in the renaissance of the J's resumed with the initial renovation of Velsheda and Endeavour in the 80s and has accelerated since rules were established to enable all J Class yachts - the

remaining three originals from the 1930's, and those built since 2000 to original designs but in modern materials - to race fairly against each other regardless of size, sail area or hull construction. As has been seen, most recently at Falmouth, the JCA handicap system allows close, competitive fleet racing with many races decided by mere seconds.

How have rating rules changed since being established in 2000, to accommodate the oldest original yachts competing against the modern replicas?

The rating system and the yachts' handicap is regularly reviewed, particularly after any refit, new sails etc or when a new yacht joins the fleet.

This is the second time the regatta has been in Falmouth. What does the area offer that makes it such a good venue for this event?

Falmouth is ideally located on the UK's South Coast with superb racing waters close to shore. The town is steeped in sailing tradition and is therefore genuinely very welcoming.

What were the highlights of the Falmouth Regatta?

- Thousands of spectators watching
- Exciting, close racing
- Going into the last day with Velsheda and Lionheart on equal points with two short races as a decider, was a clear demonstration how close racing J's can be.

It is very exciting to hear that the J's will be participating in the 2017 Americas Cup in Bermuda. What is the importance of this to the association and to the fleet?

The J Class were delighted to be invited to race during AC35. Yachts that compete for the America's Cup have always pushed the boundaries of sailing. In their day, the J's were at the leading edge of technology and sail design, much as the foiling cats are today. Seeing the J's race again alongside AC35 will blend the old and the new and no doubt deliver an amazing spectacle for spectators and followers.

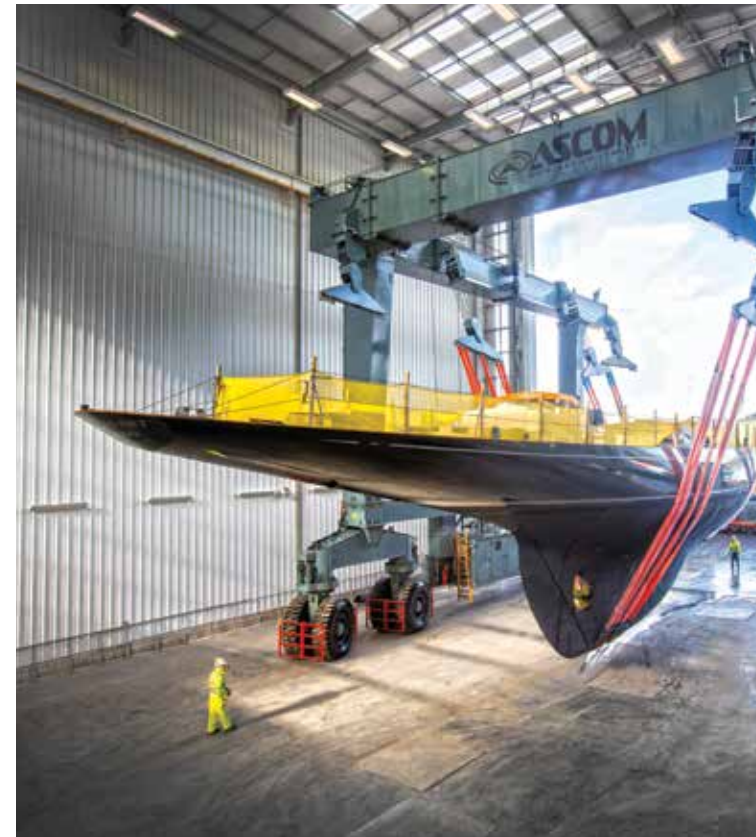
Do you have any news regarding the events planned for Autumn 2015 or 2016 and will the new J8 be participating?

Lionheart, Ranger and Velsheda will compete at the RYS Bicentenary International Regatta in Cowes in July and then will be at Les Voiles de St Tropez in September. The programme for 2016 looks to involve the Caribbean and then the Mediterranean but will be announced later this year.

What does it mean to you personally to be involved with these spectacular yachts and what are you looking forward to in your role over the next year?

I feel privileged to be J Class Secretary and enjoy my job enormously. It is wonderful to see the class continue to evolve and new J class yachts join the fleet. There are now 8 J's afloat, the first time this has happened since 1934. My role is very busy, very varied, but always hugely rewarding.

Clockwise from right: Lionheart and Ranger racing in Falmouth; Velsheda and Lionheart compete for the title; Lionheart in refit at Pendennis prior to her J-Class regatta success.



"Falmouth is ideally located on the UK's South Coast with superb racing waters close to shore."

At Pendennis we are very proud of our heritage and experience, which includes over 30 new builds and 200+ refit projects to date. 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 support network.

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.

The yard's recent 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 has also constructed a non-tidal wet basin to accommodate superyachts before and after their time in the yard, increasing efficiency and bringing the full service offering to one convenient site.

IN-HOUSE EXPERTISE

FALMOUTH

- // 640T TRAVEL HOIST
- // 200M² 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
- // 7500M² NON-TIDAL WET BASIN CAPACITY FOR YACHTS UP TO 100M
- // 1400M² REFIT COMPLEX (HOUSING PAINT, JOINERY AND ENGINEERING WORKSHOPS)
- // FABRICATION WORKSHOPS
- // ELECTRICAL WORKSHOPS
- // DECK OUTFIT WORKSHOPS
- // PIPE SHOPS
- // DEDICATED PAINT FACILITIES
- // 1200M² CREW AND GENERAL STORAGE FACILITY
- // 360+ HIGHLY SKILLED TRADESPEOPLE
- // FULLY EQUIPPED CREW OFFICES AND GYM



// 640T TRAVEL HOIST



// 90M CONSTRUCTION HALLS



// 150M DRY DOCK



// PAINT FACILITY



// 80M MAST BOOTH



// 360+ HIGHLY SKILLED TRADESPEOPLE



// DEDICATED TRADE WORKSHOPS



// ONSITE CREW OFFICES AND GYM



// NON-TIDAL WET BASIN





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PACIFIC AND CARIBBEAN SUPPORT

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Photography: Nick Bailey, Andrew Wright, Cory Silken, Daniel Annett, Breed Media/Boat International, Edmund Sumner, Stephen Smith.

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