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 Nostromo 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. 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.
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, Nostromo, 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 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 Barths 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.

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.

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.
Magnificence reborn
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.

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.

STRUCTURE
Stern altered to a counter stern 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.

EXTERIORS
Main deck forward and aft cockpits rebuilt. Full repaint.
### Dimensions & Spec

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>After Refit</th>
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<tr>
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<tr>
<td>DWL</td>
<td>61m</td>
<td>61m</td>
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<tr>
<td>Beam (max)</td>
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<td>14.8m</td>
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<td>Draught (loaded)</td>
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<tr>
<td>Gross Tonnage</td>
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</table>

**Builder/Shipyard**

- Pendennis Shipyard (2014)

**Class and LY2 compliance**

- Det Norske Veritas (DNV)
- Det Norske Veritas (DNV GM)

**Main engines**

- MTU, 12V 2000 M70 x 2
- Caterpillar C32 Acert x 2

**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 88 kW Emergency
- Northern Lights M1066 H.11 x 2 (185kW)
- M1066 A1.11 x 1 (1138kW) Emergency / Harbour

**Mast height & material**

- 89m with stainless steel stays
- 89m with carbon fibre stays manufactured by Carloplank 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 ski, ski boats, kayaks.

**Naval Architect**

- Ron Holland Design

**Exterior Stylist**

- Ron Holland Design

**Interior Designer**

- Redman Whiteley Dixon

**Class and LY2 compliance**

- Det Norske Veritas (DNV)
- Det Norske Veritas (DNV GM)

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**“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 ROückE – CAPTAIN OF M5
TRANSFORMING THE FLEET

A2 EX MASQUERADE OF SOLE
Year of Build: 1983 – Feadship
Remodelling year: 2012
LOA: 42.3m (139ft) pre-remodel / 47m (154ft) post-remodel
Scope of project: Three-deck 5m extension, complete reconfiguration of interior lay-out, full engine room & systems remodel and replacement
Awards: Rebuilt Yacht Award: World Superyacht Awards, 2013

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

ELISABETH F (NOW MIRAGE)
Year of Build: 1979 – Feadship
Remodelling year: 2007
LOA: 48m (157.5ft) pre-remodel / 53m (173.8ft) post-remodel
Scope of project: 5m transom extension with exterior restyle, major interior refurbishment

IILLUSION
Year of Build: 1983 – Feadship
Remodelling year: 2010
LOA: 52.7m (176.6ft) pre-remodel / 55.7m (182.9ft) post-remodel
Scope of project: 5m hull extension across three decks, interior redesign, deck hardware and equipment upgrades

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.
Pendennis 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 heal 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.

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.

Ron’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!”

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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 & Nicholsons
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 RESTORATION: 1996
LOA: 55.5m

SHAMROCK V

PREVIOUS NAMES: Madeleine, La Belle Epoque, Donau, Gondola, Poseidon
YEAR OF BUILD: 1930 – Camper & Nicholsons
YEAR OF RESTORATION: 1999
LOA: 36.6m

DONA AMÉLIA

PREVIOUS NAMES: Haida, Argus, Sanna, 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’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.

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.
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 stem 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 toolbox 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.

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 1939 G. L. Watson & Co. designed Nahlin was recovered from Romania in 1999.
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.

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.

“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
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”!!”

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 Cerinthe during each race. Despite sharing line honours throughout the week it was Cerinthe 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**

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<th>Yacht</th>
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<td>ADIX</td>
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<tr>
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<td>KETCH</td>
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<td>MARIETTE OF 1915</td>
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<tr>
<td>VELACARINA</td>
<td>KETCH</td>
<td>26m</td>
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**Little Dennis Class**

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<td>CERINTHE</td>
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<td>ZARIK</td>
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“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 Plews
VELACARINA

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.
A GLOBAL VISION

Following the success of our 25th 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

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

Wetzel 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

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

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

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.

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.
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As part of our 26th 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.

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.

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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.

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

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.

IN-HOUSE EXPERTISE

Fabrication // Joinery // Electrical // Exterior Outfit // Interior Finishing
Exterior Fairing and Painting // Interior Design // Mechanical and Domestic Engineering

FALMOUTH

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