As we come to the end of another busy season it’s fascinating to look back at the variety of yachts that have visited the shipyard and the scale of the projects undertaken in the new facilities. Since our wet basin became operational just last year we have welcomed 18 yachts through the gates and are pleased to now have the versatility to be able to offer short term assistance to yachts as well as provide greater efficiency for commissioning and refit preparation. Our family of time-served tradesmen and women is always on hand for any refit or custom build project and to demonstrate their versatility and skills whilst showing care and compassion for each client’s yacht.

This year we have seen an impressive selection of superyachts opting to visit Falmouth as part of their cruising schedule and we are proud to be able to share Cornwall and all it has to offer with the Owners and crews. Living and working in Cornwall often feels like a privilege, with its rugged coastal beauty and spectacular scenery, and we look forward to welcoming many more of you to our unique part of the world in the near future.

Mike Carr,
Managing Director.

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REFIT ROUND UP 2016

AQUILA (ex CAKEWALK)
Delivery: July 2016
LOA: 85.6m
Beam: 14.3m
Draft: 4m
Built: Derecktor, 2010

Refit focus:
- Upgrade of exterior social areas on all levels including new access stairs/walkways
- Move Jacuzzi from aft sundeck to foredeck
- Full interior redesign (full Owner’s deck and all social areas, 4-storey lobby areas, beach club)
- Upgrade guest suites and crew area
- Full upgrade of communications, navigation, lighting systems
- 5yr survey and HUG system install
- Full topsides and hull repaint

CONSTANCE (ex JANA)
Delivery: June 2016
LOA: 46m
Beam: 8.5m
Draft: 3m
Built: Feadship, 1986

Refit focus:
- Full exterior paint work and new teak on all decks
- Replacement of deck cranes and tenders
- Remodelled engine room including new engines, gearboxes, generators and stabilisers
- Replacement of interior systems including water-making plant and airconditioning
- Structural modifications including new watertight bulkhead to give the yacht unrestricted range compliance
- Rebuild of the bridge area including all new navigation/communications/electronics

ADELA
Delivery: July 2016
LOA: 55.5m
Beam: 7.9m
Draft: 4.8m
Built: J.G. Fay & Co, 1903

Refit focus:
- 20yr survey
- Engine room strip, main engine and generators service, repaint and reinstall
- Pump room strip, all major items serviced/renewed
- New fresh air makeup system and AC air handlers throughout
- New sewage treatment plant
- New cold room/walk-in freezer and cooling plant
- New teak deck (TDS)
- Topsides repaint/antifoul/rig repaint
- Rigging upgrade to EC6

CONSTANCE (ex JANA)
Delivery: June 2016
LOA: 46m
Beam: 8.5m
Draft: 3m
Built: Feadship, 1986

Refit focus:
- Full exterior paint work and new teak on all decks
- Replacement of deck cranes and tenders
- Remodelled engine room including new engines, gearboxes, generators and stabilisers
- Replacement of interior systems including water-making plant and airconditioning
- Structural modifications including new watertight bulkhead to give the yacht unrestricted range compliance
- Rebuild of the bridge area including all new navigation/communications/electronics

BATON ROUGE
Delivery: April 2016
LOA: 62.5m
Beam: 11.4m
Draft: 3.7m
Built: ICON Yachts, 2010

Refit focus:
- Engineering and electrical overhaul, paintwork and interior finishing

LADY K
Delivery: May 2016
LOA: 23.4m
Beam: 5.5m
Built: Marten Yachts, 2003

Refit focus:
- Complete paint job except rig
- New bow thruster, auto pilot and generator
- Full service/overhaul of hydraulic system
- New engine mounts and alignment
- Keel bolt survey

J-CLASS: VELSHEDA
Delivery: August 2016
LOA: 39.40m
Beam: 6.55m
Draft: 4.57m
Built: Camper & Nicholsons, 1933
Previous Refit at Pendennis: 2012

Refit focus:
- 5 year survey
- Engine room renewal
- Engine/generator/gearbox replacement
- Rig maintenance and hardware overhaul
- Joinery: deck and interiors maintenance works
- Repaint technical areas and tanks
RAISING THE BAR

Pendennis re-delivered the 85.6m motor yacht Aquila in July 2016 after an extensive refit programme which took exactly one year to complete. Burgess was appointed as Yacht Management, in a role that supported Aquila’s Owners throughout this significant project from concept to re-delivery, providing full project oversight including technical, financial, crew and safety management.

Aquila is the largest yacht yet to be refitted in the UK, and the scope of the work undertaken included an impressive revitalisation of all five deck levels, as Adrian Tinkler, Fleet Technical Manager at Burgess, explains: “To facilitate the extent of design and technical changes required, the interiors on Aquila needed to be stripped back to bulkheads across most areas. The team completely updated the social spaces, modernised technical systems and lighting, and restyled the boat across an area of over 750m², the scale of which was unprecedented by any of the suppliers in such a short time period. Thanks to efficient planning and collaboration between the many hundreds of people involved at each stage of the design, specification and execution phases, the team delivered on time, a truly remarkable rebirth of this beautiful yacht.”

Technology upgrades as part of the yacht’s five-year survey included a new AVIT system and radomes, AC and fresh air handling systems including installation of two hybrid wet/dry custom exhaust systems incorporating HUG exhaust gas cleaners, and generator rebuild. Lighting throughout was upgraded, with a fully customised Lutron DALI lighting control system, and additional 30 underwater lights upgraded to the latest RGBW specification. A complete infrastructure repaint completed the refit works.

“It is a tribute to all those involved in the project that the Owners can now reap the benefits of this collective effort, take back their beloved Aquila and enjoy cruising again in the months and years ahead.”

ADRIAN TINKLER, FLEET TECHNICAL MANAGER, BURGESS
Redman Whiteley Dixon (RWD) and Susan Young Interiors were commissioned to evaluate the existing room and exterior layouts to reformulate spaces and improve flow between each area of the yacht. Significant enhancements included reconfiguring the Owner’s suite along with the addition of a 60m² private deck area, repositioning the jacuzzi to the forward sun deck, and integrating a cinema into the main salon. Tony Dixon, Director at RWD, explains the styling approach: “We selected a mix of dark wood finishes, pale leather panels with nickel trim and many new special surface materials all interacting together to offer subtle style variations throughout the interior.”

Susan Young and her team focussed on conceptualising the magnificent chandelier that cascades 11.2m (40ft) through four deck levels, comprising of over 850 individual hand-blown glass pieces. Other key details, such as the patterning of the parquet wood floor that mirrors the ceiling detail in the Owner’s salon, are complemented by bespoke furniture and meticulous atmospheric lighting design. The vision of the interior designers was realised with installation by German-based interior specialists Metrica.

Mike Carr, Managing Director of Pendennis, describes the shipyard’s approach: “In order to effectively manage a project of this scale Pendennis assigned four project managers, each with responsibility for specific aspects of the programme. They facilitated effective communication between all partners, which consisted of a combined international team of over 1,000 people at the peak of the project. The unwavering support from the Captain and crew was also a key contributor to the refit’s success. We believe that this project has set a new benchmark for large yacht refit programmes.”

Adrian Tinkler, of Burgess, explains, “It is a tribute to all those involved in the project that the Owners can now reap the benefits of this collective effort, take back their beloved Aquila and enjoy cruising again in the months and years ahead. Burgess is looking forward to representing Aquila as part of their Operational and Charter Management Fleets, fully restyled, refreshed and ready to serve her Owners and charter guests in the next chapter of her story.”

“We believe that this project has set a new benchmark for large yacht refit programmes”

MIKE CARR, MANAGING DIRECTOR, PENDENNIS
46M CONSTANCE AND 86M AQUILA OFF THE COAST OF CORNWALL FOLLOWING THEIR REFITS AT PENDENNIS THIS YEAR.
CONSTANCE

THE 46.33M MOTOR YACHT CONSTANCE, BUILT BY FEADSHIP AS PAMINUSCH IN 1986, COMPLETED AN EXTENSIVE 17-MONTH REFIT AT PENDENNIS SHIPYARD IN JUNE 2016.

T

The yacht was initially delivered as Jana to Falmouth, by the 138m cargo vessel Happy River, in December 2014. She then entered into one of the 90m build halls at Pendennis in March 2015 following preparation work for her refit. Upon her arrival, Constance still held many of her original 30-year old systems and engine room equipment. The remit for the refit was to ensure the structural integrity of the yacht complied to offshore cruising requirements, and to modernise systems and equipment to not only improve efficiency but also to comply with emission regulations, and to refresh the interiors to the style of the new Owners. This project was undertaken completely in-house by the specialist trades at Pendennis, with Yacht Management provided by Master Yachts Consultancy. The required technical improvements proved to be an extremely complex undertaking. The bridge console was rebuilt to rehouse new navigation, communication and electronic equipment. All engine room equipment needed to be stripped out, and new stabilisers, gearboxes, main engines, generators, switchboards, monitoring systems and alarms, water makers, and A/C system fitted. Removing and reinstalling such large scale, cumbersome equipment was to prove extremely challenging, not only because new equipment needed to be planned into the existing structure and pipework routing, but because it would be impossible to winch the equipment in from overhead. A 5m access hole was therefore cut into the starboard hull and several tonnes of machinery was manoeuvred into place using a train-track style arrangement. The refurbishment of the Owner and guest areas was carried out by Pendennis’ interior design team, including bathrooms, soft panelling, and soft furnishings. Upgrades to the A/C system throughout, piping, air handlers and the replacement of the units makeup, proved highly invasive in all areas. Additionally, noise pollution in the aft guest cabin had previously made that particular room uncomfortable, therefore sound proofing needed to be vastly improved through new insulation. The underlying water tanks were discovered to have completely corroded tank tops, so the guest cabin interiors and soles needed to be removed so that these could be refabricated. In conjunction with this work, the forward guest cabin was furnished with a new bathroom. Due to the Owner’s requirement that the original design integrity of Constance was maintained, existing woodwork was carefully removed, restored and meticulously reinstated by Pendennis’ Joinery team.
The crew area, galley and laundry had a more extensive overhaul and were completely rebuilt. After being stripped back to bare bulkheads, including the flooring, all insulation, built-in furniture and soft furnishings were replaced. Working within the original layout, equipment was upgraded, with the old gas ovens replaced with electric ovens and hobs. All equipment was specified by Pendennis according to the Owner’s requirements.

Bringing the yacht up to current regulatory requirements including the latest MCA Large Yacht code ‘unrestricted service’ was of key concern, particularly as Constance was previously limited to short range use only. Special attention was paid to damage stability; this required the addition of further watertight compartment subdivisions to meet the most up to date regulations along with B15 rated fire doors, and a watertight bulkhead.

The deck was refreshed with new teak decking across all areas. Two new deck cranes were also installed to lift two new larger tenders from the yacht, as well as being used to launch the two onboard tenders. This in itself had significant ramifications on the project; strengthening of the deck underneath required removal of the teak deck and strip-out of the main saloon and dining room joinery below, adding aluminium plating to increase the underlying structural weight-bearing capabilities.

The refit was completed with a full topsides, bulwarks and superstructure repaint, managed by Pendennis’ specialist in-house paint team. In June 2016 Constance was relaunched for recommissioning and sea trial period before her departure from Falmouth.

“As our first motor yacht, when we took over the boat and understood the implications of the survey results, the refit initially seemed a very daunting project to undertake. However, the team at Pendennis has worked incredibly hard to restore Constance, and they have been supportive and professional throughout. We are delighted with the result and now we are very much looking forward to enjoying time onboard.”

OWNERS: MY CONSTANCE
**ENGINEERING FOCUS**

**Malahne**
The brief for this project was to “make Malahne look as if she had been in continuous ownership since she was built”. The new Malahne had to function with contemporary requirements for air conditioning and technology, all of which had to be contained in an original envelope. This was a huge engineering challenge - to balance the historical accuracy of design and appearance with modern technology and performance. The lighting alone consists of 120 custom-designed unique art deco-styled fittings, to which Pendennis allocated one full-time technical designer tasked with ensuring modern IP standards were met. Hidden behind the deck telegraph’s façade are modern electrical systems (rather than the traditional gears, chains and shafts). It took three days of testing to ensure the impression of originality as well as accuracy of performance.

**Hemisphere**
As a catamaran technical spaces are balanced between both hulls. The watermakers, hydraulic pumps, port steering system and black water tanks were based in the aft section of the port hull, but the initial design did not ensure that hot water was reliably supplied to the whole yacht. Pendennis worked with the naval architects (VPLP) to improve the circulation of water around the whole vessel, and included the addition of a cooling system for the cold water main (since the fresh water tank was located above the water line).

**Akalam**
The challenge for Pendennis was to craft and construct the highly contemporary tall glass windows set within the structure itself, whilst ensuring technical excellence and structural stability. Although the statement windows give incomparable vistas of the outside from the comfort of the yacht’s interior and Owner’s stateroom, there were of course concerns about the integrity of the hull through the use of so much glass. However, by focussing rig tension on an ingenious double-bottom rigid structure, the impact of the flex within the hull whilst the yacht was underway was minimised.

**Va Bene**
During Va Bene’s 2007/8 refit engineering was one of the key focusses – below the water line the shafts were drawn, the propellers were renewed, stabilisers and bow thrusters checked and serviced. A permanent soft patch was installed in the engine room through the lounge and the generators were removed for remodelling. Following this, all of the other equipment within the engine room was removed for servicing – including air conditioning plant, the watermaker, pumps and compressors.
Pendennis • ESTABLISHED • 1988

Large yacht portfolio

-- Aquila 85.6m MY
-- P67/Rasselas 62m MY
-- Virginian 62m MY
-- Baton Rouge 62.5m MY
-- Northern Star 75.6m MY
-- Adix 65m SY
-- M5 75m SY
-- Dona Amélia 71m MY

2x 75m
- Fully Covered Dry Dock

7500m²
- Non-Tidal Wet Basin

250+
- Refit, remodel and restoration projects

380
- Permanent skilled workers

200
- Apprentices trained since 1998

3x
- Fully equipped construction halls
As part of our commitment to provide long-term support to the Pendennis fleet, whether it is a Pendennis custom-built yacht or those that have visited Falmouth for refit works, our staff, including many ex-apprentices, have travelled extensively to provide their support and expertise to yachts around the globe.
Pendennis was honoured in numerous awards this year. The work we undertook on the extensive restoration of classic motor yacht Malahne was internationally recognised, and numerous UK awards rewarded Pendennis for the modernization of our facilities and the success of our Apprenticeship scheme.
This year Pendennis is celebrating the arrival of the 200th apprentice at Pendennis. The General Apprenticeship Scheme, which was founded in 1998, provides 4 years of training within the specialised trades of the superyacht industry (engineering, electrical, joinery, and fabrication/welding). Alongside this, Pendennis operates a specialist Surface Finishing Scheme, focusing on the complexities of superyacht painting.

Having won numerous awards over its history, our schemes are often recognised as the best of their type in the marine sector. Here we take the opportunity to celebrate the Pendennis schemes and the successes of its numerous graduates over the past 18 years.

TIM TREGGEAR: PROJECT MANAGER

“I was attracted to the apprenticeship program as it gave me great career opportunities, as well as a wage whilst I trained. I am very proud of my achievements over the years, which include being awarded 2nd place in the annual Worshipful Company of Shipwrights Queen’s Silver Medal and winning the Palm Office for a year when I was only 28.

Now as Project Manager in Falmouth, mostly recently on Aquila, I organise logistics between a whole host of sub contract parties and our own in house teams. There is a huge level of satisfaction in delivering a well-executed project to a happy customer, on time and in budget.

For me the Donna Amélia restoration always stands out, as the relationship forged with the Owner’s team and crew was fantastic. With such an exceptional heritage, and sensationally still holding her original 1927 engines, the vessel holds a certain unique charm. One thing is for sure - there is something new to learn with every project, which is what makes them all special for me.”

JAIME PITS: PROJECT ENGINEER

“I completed a year of college studying engineering before I arrived at Pendennis, so I had a basic knowledge of the trade, but this didn’t prepare me for the variety of work I saw being carried out on the projects. However, all the tradesmen were very welcoming even though we were the first ever Pendennis apprentices.

Now, as a Project Engineer, I design and specify the mechanical and interior systems. This can range from engine and drive train installations to portable water and sewage systems. I then oversee the process to take the design phase into production, and when production is complete I supervise the engineering commissioning phase including harbor and sea trials.

Personally, my biggest achievement is the Malahne restoration. There was an enormous variety of complex design problems to overcome - integrating modern engineering systems into a classic yacht that needed to look true to her era was extremely challenging.”

SIMON SNELL: JOINERY DRAUGHTSMAN

“For me, the biggest challenge was the Malahne restoration. There was an enormous variety of complex design problems to overcome - integrating modern engineering systems into a classic yacht that needed to look true to her era was extremely challenging.”

“On my first day I remember feeling utterly useless to anyone I worked with! But I have fond memories of getting to know the guys in the same boat as me in that first year, and we all still have a close bond at work to this day.

As a draughtsman I take the designer’s drawings and create proposals with detailed construction drawings, considering all trades services. After approval we create one-to-one drawings of all units, with detailed cutting lists.

We also deal the required manufacture and gain quotes for the joinery department.

When I first began the apprenticeship it was all about earning money while I was learning, but now that I am older and look back, I have been lucky enough to have worked with some of the best skilled tradesmen I have known (in all trades). The knowledge and experience they have passed on is something you’ll never learn from books or YouTube.”

As members of the early groups of apprentices, and now performing in a variety of key roles in differing trades throughout the yard, our ex-apprentices reflect on their journey over the past 18 years.
Over the years Falmouth has developed into a vibrant town with an eclectic mix of restaurants, outdoor adventure experiences, stunning scenery and world-class yachting facilities. Cornwall is more than able to cater to the expectations of discerning superyacht Owners looking for a more unique cruising experience in Northern Europe, or to crews wanting to make the most of a longer term shore-based refit period.
ACCOMMODATION
The Pendennis team was a big help with the accommodation—they lined up our initial crew housing for when we first arrived. When we began to recruit again local providers were really lovely to deal with. What could be a nightmare of a process was made very easy.

TRANSPORT
We hired crew cars through the Pendennis Purchasing department and Vospers. For guest cars, the team at Holmbush Hire in Saltash were very professional. We used the train from Falmouth to Plymouth and London, and some crew bought their own cars which was useful for exploring locally.

EXPERIENCES
Kynance Cove is a hidden gem, and I recommend visiting Padstow and Porthleven—quaint fishing villages that have a lot of character. The food market in Porthleven is outstanding. The annual Masked Ball is great fun and cycling the Bissoe trail was also a good adventure!

RESTAURANTS
I had my best meal in Padstow at Paul Ainsworth’s No. 6—amazing, it was another level. Also highly recommended are Kota and The Square in Porthleven, Fifteen at Watergate Bay, Michelin-starred Driftwood near St Mawes, and Nancarrow Farm for a Feast Night. Best ice cream was at Roskilly’s Farm on the Lizard Peninsula.

SOCIAL LIFE
In Falmouth we often visited the Chainlocker and Quayside pubs as well as Mono and the Games Room, which is a contemporary twist on an old-school pool and snooker bar. The Captain’s favourite is the Brig, a basement Rum Bar. During the summer there is plenty on in Falmouth and around Cornwall—try Boardmasters Festival and the Masked Ball.

FITNESS
There’s a good variety of clubs and sports to try: our First Mate played for Mawnan Smith Football team; there’s Penryn Netball team; body combat at St Michaels; squash at Falmouth Sports Club; the gym on Falmouth high street; surfing in Newquay. The Scarlet Hotel near Mawgan Porth has an awesome spa retreat.
EXPLORE QUIET ESTUARIES

The estuaries around Falmouth include the Helford River and Carrick Roads. Exploring the myriad of tranquil creeks by tender is rewarded by stunning views and a variety of wildlife in local conservation areas. Stop off at the Ferry Boat Inn or the Pandora for relaxing refreshment en route, or explore the sub-tropical gardens at Trebah and Glendurgan.

UNIQUE EXPERIENCES

Fancy being King or Queen for a day? Henry the VIII’s Tudor Castles of St Mawes and Pendennis can be hired for exclusive celebrations, perched on the dramatic headland overlooking the whole of Falmouth Bay. Near St Austell, Carhaeys Castle can cater for private picnics in stunning grounds whilst nearby Knightor and Camel Valley Vineyards offer tailored tours, dining and wine tasting experiences.

EXQUISITE DINING

Cornwall boasts several Michelin starred restaurants, including the tranquil Driftwood Hotel perched dramatically on a cliff overlooking Porthscatho beach. The food alchemy created at Paul Ainsworth’s No.6 in Padstow makes it one of the best restaurants in Cornwall. For a more informal dining experience there are several eateries in Falmouth that are usually booked weeks in advance: choose from the seafood-based Wheelhouse, open-fire cooked food at the Star and Garter, or bistro-styled food sourced from local produce at Oliver’s.

A LUXURIOUS STAY

The Idle Rocks and the Hotel Tresanton in St Mawes offer excellent service and understated luxury in artistic coastal-inspired interiors, whilst further afield The Scarlet, a contemporary eco-hotel, offers cliff-top hot tubs overlooking the wild north coast of Cornwall for an altogether more grown-up choice. If you are looking for a traditionally British experience, then Bovey Castle Hotel is an excellent choice. The 275-acre estate nestled in a wooded valley on the moors provides a relaxing luxurious spa, a championship golf course and numerous country pursuits. The hotel is easily accessible via helicopter, or by road across the breath-taking Dartmoor National Park.

THE ULTIMATE GETAWAY

Hire your own private helicopter, taking off from the Pendennis onsite helipad, and fly over the dramatic jagged granite cliffs and tiny fishing villages of southern Cornwall towards the idyllic Isles of Scilly. Perched in the Atlantic Ocean, crystal clear waters and glittering silver sands surrounded by lush sub-tropical gardens are a nature-lover’s paradise. Sample locally caught seafood at the Flying Fish restaurant on Tresco, wander aimlessly around the island, watch the sun set over the archipelago stretching far into the Atlantic before a 20-minute flight back to the mainland.

AN OWNER’S GUIDE TO THE REGION

As the third deepest natural harbour in the world, and the deepest in Western Europe, Falmouth provides an ideal stopover point to any European destination. With convenient access to other cruising destinations along the South Coast of England, and luxury experiences to rival any other Northern European town, Owners can be reassured of a world-class experience.

A TASTE FOR ADVENTURE

For watersports enthusiasts there is a plethora of activity in the local area. Tailored recreational and technical dive experiences include deep wreck diving as well as rock pinnacles and reefs. Experience the rich biodiversity of Cornish waters, from basking sharks to seals, and ethereal jewel anemones. Local beaches offer a wide range of watersports including paddleboard yoga, kayaking, coasteering and surfing.

Golf at Budock Vean Hotel can be complemented by a luxurious Spa Day, with a relaxing outdoor hot tub hidden amongst the hotel’s beautifully landscaped grounds.

THE ULTIMATE GETAWAY

Hire your own private helicopter, taking off from the Pendennis onsite helipad, and fly over the dramatic jagged granite cliffs and tiny fishing villages of southern Cornwall towards the idyllic Isles of Scilly. Perched in the Atlantic Ocean, crystal clear waters and glittering silver sands surrounded by lush sub-tropical gardens are a nature-lover’s paradise. Sample locally caught seafood at the Flying Fish restaurant on Tresco, wander aimlessly around the island, watch the sun set over the archipelago stretching far into the Atlantic before a 20-minute flight back to the mainland.
SOCIAL SCENE
THROUGHOUT THE YEAR PENDENNI S HOSTS AND SUPPORTS NUMEROUS EVENTS FOR CREWS, INDUSTRY GUESTS AND VISITORS, BOTH IN CORNWALL AND ALL OVER THE GLOBE.
Superyacht Ashes, Falmouth

Lord’s Superyacht Cricket, London

SUP Challenge, Palma Superyacht Cup

Winners – SY Unfurled
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

As Pendennis we are very proud of our heritage and experience, which includes over 30 new builds and 250+ refit projects to date. 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 tradespeople, knowledge and global support network.
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PACIFIC AND CARIBBEAN SUPPORT
Pendennis can offer global support to any superyacht. For all enquiries please contact info@pendennis.com or call +44 (0)1326 211344

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COVER: Andrew Wright