

REFIT VOLPINI

# Integrity is ageless

With a ring on the brand new ship's bell, VOLPINI left AMELS for the second time, 10 years after the yacht's original delivery. AMELS completed an intensive winter refit as scheduled in time for the new owner to enjoy the season in the Mediterranean. While the owner had a number of alternations made to the interior and upgraded technical systems, the owner representative Ben Young from SYM says the key mission for AMELS was nothing short of a rebirth while ensuring the integrity of the yacht's original character.

## VITAL STATISTICS

LENGTH OVERALL 49.30 METRES  
GROSS TONNAGE 659 GT  
DESIGN DONALD STARKEY  
NAVAL ARCHITECTURE  
AMELS (DELIVERED 2004)  
REFIT AMELS (DELIVERED 2014)



#### Looks of a new build

Part of the VOLPINI refit work scope was a complete repaint. Refit Project Manager Frank van Loo says it's a point of pride at AMELS that a repaint is treated with the same meticulous attention to detail as new build paintwork. "We go all the way back and start with primer. Doors, hatches, everything comes off."

AMELS applied that same attention to detail to the interior woodwork. According to VOLPINI's Captain, Nathan McFadyen, the yacht had had some woodwork done in France prior to coming to AMELS, but matching the wood proved difficult. At AMELS the original interior co-maker Metrica came back and completed the job in no time. "Looking at the finish, it's perfect," McFadyen says. "You can't tell it's been touched. It's absolutely fantastic."

Captain McFadyen praised the AMELS project management. "I think we were finished 4 days before the contract date. But we had also added a lot of jobs. As you dig deeper you find more problems. Being a 10-year-old boat, we had a lot of piping, fresh water valves, add-on jobs and we still finished those before the scheduled timetable as well."

#### Matter of seconds

During the refit Young flew regularly from Monaco to Vlissingen to meet with the AMELS project team, keeping an overview of the project and making key decisions on a weekly basis. He was full of praise for the project team at AMELS, particularly their focus on sticking to schedule, quality and communication with the owner's team. The AMELS approach, Van Loo says, is to talk to the captain and the owner representative and take care of what needs to be done. "What you see in some other yards is that the captain ends up having to tell the yard to do this, and the carpenter or electrician to do that. That's not how we do things here."

As the original builder, AMELS can easily find a part, check the original drawings or even find the original subcontractors that worked on the yacht. "If a valve is broken, it's a matter of seconds for us to find it on the computer and order a new one. For the crew, it'd take a day to figure it out. If something like that needs fixing, it makes no sense to throw the problem back to the boat, there's no progress in that."



#### Integrity intact

AMELS has already completed nearly 40 refit projects. AMELS has a straightforward approach to refits – delivering what it promises and no surprises. That includes no separate charges for cooling water, Internet, electricity, etc.

"Initially we might seem expensive compared to the competition," says Van Loo, "but at the end of the day it's good value. You come to the yard and we treat the boat as we discussed and that's it. There is a sort of sense of responsibility for the boat, because it's an AMELS. Before she left the yard we fitted her with a new ship's bell, it's a rebirth. Her original character is intact, but for the new owner she's as good as new."

#### Captain Nathan McFadyen at AMELS

We had a 10-year class survey while we were here, for Lloyds and for Cayman Island. It all went through so easily because during our refit Lloyds was on site once a week. And we were ticking off things for the 10-year survey as we went along. So it was really, really easy. The AMELS guys and the project managers helped us so much in organising that as well. So it takes a lot of pressure off the captain. By the time we launched, we only had about 5 or 6 items left to actually cover.



WATCH CAPTAIN MCFADYEN DESCRIBING HIS EXPERIENCES AT AMELS IN VLISSINGEN.

