



Ramón Gimenez



Francisco Cremades, Nieves Cursach

WE CALL IT 'DESPEDIDA'

2010 was an especially hard year for saying 'Goodbye' to a few of our dearest colleagues. Some of them, like Nieves, have been in the company for more than 40 years and we, along with many of our clients, will miss them hugely. The Astilleros Team including all of our new colleagues (Michael Wagner new Accountant, Jo Mobray new Secretary and Vicente Garcia new Chief Engineer) wish them all the best and Good Health for their next stage of life.



Emilio Quiveo



'Paco' Rodriguez



Guillermo Rullan

Diego Colón, General Manager of Astilleros de Mallorca and President of the AEGY replies to the YACHT REPORT GROUP enquiry about the development of the Spanish Nautical sector through revised planning and tax regulations:



Diego comments; 'The AEGY aims to promote growth in the Spanish marine industry by lobbying to eliminate legal obstacles that block construction or expansion of yacht clubs or marinas for large yachts. This industry offers a high level of commercial opportunity and it is possible to promote development in this area without putting special natural and scenic coastal areas under threat because the majority of the building proposals involve the conversion of older marinas. These existing marinas were constructed decades ago when the average length of yacht traffic was much shorter than the present day and they are therefore out of date.'

The superyacht charter market is a very important source of work for Astilleros de Mallorca and similar businesses because

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You can count on a strong partner within STP

(the 700t public travel-lift area in Palma)

Throughout the last 12 months, many yachts have requested our assistance in STP. For the winter period 2010/2011 we have reinforced our management team with Rob van Wieringen as head of our office in STP. In the future, Ivan Salas and Rob will manage the STP projects together.

The complete Astilleros workforce is available for handling any size project or refit. This includes metal welders, electricians and engineers, carpenters and painters. Please contact Rob or Ivan for your next refit in STP, info@astillerosdemallorca.com



Astilleros partnerships

New product representations to improve our services.



Cathelco are world leaders in corrosion-specific pipework and hull protection. Cathelco supplies exhaust monitoring systems for yachts of almost any size. You benefit through a range of control panels and anodes which are compact, economical and easy to fit.



Atlas is the world leader in the design of electrical power systems, onboard electrical distribution systems and power conversion products.



NAIAD MARINE offer solutions in marine motion control such as Roll stabilizers, Ride Control Technology, Stabilization at Anchor, bow & stern thrusters and other integrated hydraulic systems.



Yachtica applies the principles of Home Automation to the yachting industry. Yachtica integrate on-board appliances whereby all control is carried out through wall plates, screens and hand held remote controls.

For more information please contact info@astillerosdemallorca.com

List of Clients

5 FISHES
ALAS LIBRES
ALBATROS S
ALCOR
ALDONZA
ALEXANDRA
ANDREA
APRIL FOOL
AQUARIUS
ARRAYAN
ASTERIA
AWAROA
BABETTE
BALAJU
BLUE ATTRACTION
BOLERO
CARYALI
CD TWO
CREOLE
CYAN
CYRANO DE B.
ELEMENT
ENIGMA

FAIRMILE
FREESIA
GALAXIA
GALILEO
GANESHA
GEMINI LADY
GENEVIEVE
GEORGIA
HURACAN
IDUNA
IMAGINE
INDIGO STAR
JAWARI
KLOSTERS
LA ALTEANA
LA CATTIVA
LA MIRAGE
LADY DAHLIA
LADY FERYAL
LIMITLESS
LOHENGRIN
LUDINOSA
MOONBEAM IV

NATI TOO
Nº 6 TEXEL
OCEAN PHOENIX
ONLY NOW
OPAL C
OUR TOY
PANGAEA
PARAISO
PASSION
PEGASO
PSYRAX
RASSELAS
RED DRAGON
ROMARA
SALAMAT
SALEM
SCORPIONE DEL MARI
SCHEHEREZADE
SECRET LOVE
TATASU
VICTORIA DEL MAR
WERE DREAMS
WILLIAM TAI



Monaco Yacht Show 2010

Once again the Spanish Wine and Ham party at our stand was an overwhelming success. This time sponsored by ICOMIA – the International Council of Marine Industry Associations.

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... charter companies usually spend significant sums on repair and maintenance, usually more than private yachts. For this reason any developments in the charter industry would be welcomed by the AEGY.

The Spanish tax system is the biggest obstacle to the development of the nautical sector. This tax system doesn't raise any money for the state coffers; instead it has almost destroyed the Spanish charter market for yachts over 15m, as well as reducing the income derived from these yachts as they work in other cruising grounds at other times of the year. The matriculation tax levels an additional charge of 12% of the value of the yacht at owners, and this is paid on top of 18% VAT and the cost of the certification that the yacht must carry.

Studies undertaken by the AEGY estimate that this restrictive policy results in weekly losses to Spain of 6-10 million euros in the high season as charter companies take their business elsewhere. This particularly affects the community of the Balearic Islands, as the Balearics are a very popular cruising destination.

Hot off the press;

During the last week the efforts of several Spanish associations have started to bear fruit as the Balearic Parliament has approved a bill requesting the central government to use the same yacht tax system as neighbouring EU countries.

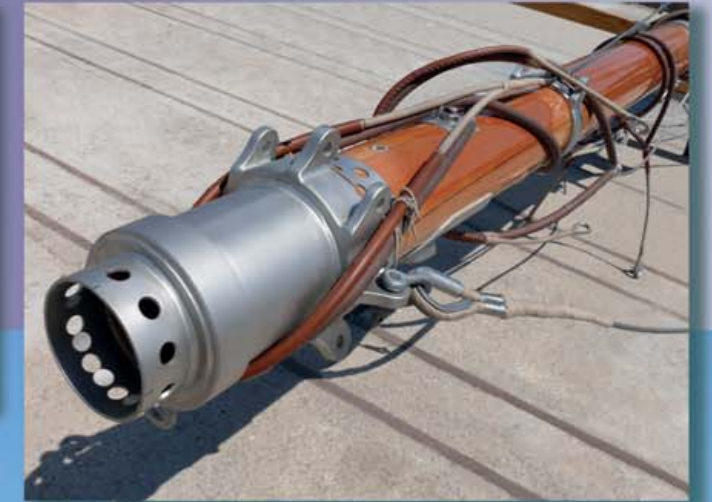


New jacuzzi on the bow area of MY Paraiso

During refits we are all aware that changes need to be made carefully. On PARAISO we removed deck lockers and the huge deck crane to increase the space on the sun deck and on the bow. The engine room was gutted and once finished will have a new modern layout with new main engines and new generators.



The work of building new masts and spars for Hispania, Blue-Bird, Dirdam, Giradilla and other mast repairs made it necessary to build a mast shed for our shipwrights. The shed is equipped with work benches and a mast building bench that is long enough to build and repair any kind of wooden mast. We store a large quantity of spruce which is known to be the ideal wood for masts and spars and which enables us to do any repair in a short space of time.



The Refit of a Famous Bannenberg Yacht & The Repair of a Classic Rig

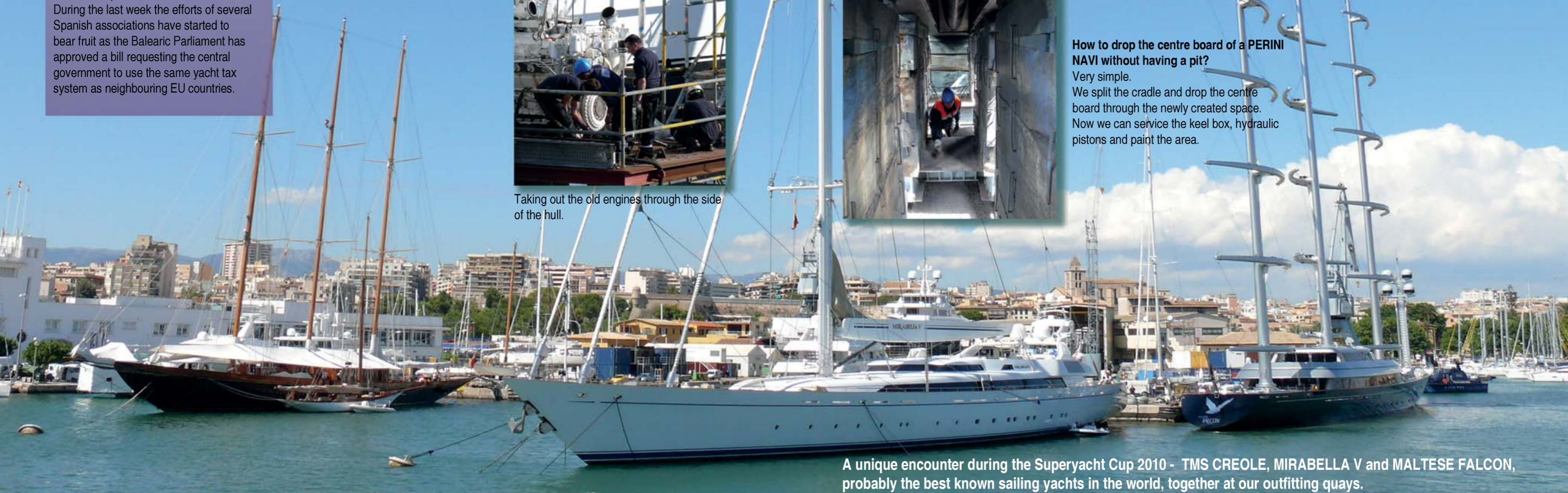


Taking out the old engines through the side of the hull.



How to drop the centre board of a PERINI NAVI without having a pit?

Very simple.
We split the cradle and drop the centre board through the newly created space.
Now we can service the keel box, hydraulic pistons and paint the area.



A unique encounter during the Superyacht Cup 2010 - TMS CREOLE, MIRABELLA V and MALTESE FALCON, probably the best known sailing yachts in the world, together at our outfitting quays.