

HERITAGE WORLD

News & views from the Feadship Heritage Fleet



Issue 1 ~ 2017

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A classic tale with a modern twist

Back to life in style

Completed in 1969, the sister-Feadships *Monara* and *Sultana* exuded the spirit of the age. Now these two fine examples of classic chic from another era have been fully restored while also being brought up to speed with the way people cruise such yachts today.

In this exclusive story for *Heritage World* (page 6), Dutchman Kees van den Hoek reveals how he found *Monara* and *Sultana* – both of which had disappeared off the radar of the Feadship historians for many years – and brought them back to life.

One was discovered abandoned in the corner of a French yard almost ten years ago, while the other was berthed up in Barcelona, no longer being used. Today *Monara* and *Sultana* look fabulous and bring enormous pleasure to their owners. They are also textbook examples of how Feadships can be given a new lease of life in the right hands.



Say hello to lovely Lucia

Michel Permeke spent much of his childhood on his father's Feadship called *Gannet* and always dreamed of owning a classic of his own. After an epiphany at the Christmas dinner table in 2005 he decided the time had come to act.

In an extraordinary coincidence, the next vintage Feadship that Michel saw available for sale was the 16.15-metre *Lucia*. Having been safely in the hands of the Van Lent family for a quarter of a century, *Lucia* was not only in good condition – she was also the sister-ship of *Gannet*. Read the full story on page 13.

ABOUT HERITAGE WORLD



Heritage World explores the activities of the Feadship Heritage Fleet, a worldwide association for the owners of Feadships launched thirty or more years ago.

Welcome to Heritage World

Welcome to the first edition of the new Feadship Heritage Fleet newspaper *Heritage World*. Three and a half years since the association was set up we are entering a mature phase in our development which warrants a more tangible way of communication with each other. It is my pleasure to therefore introduce this newspaper, which is the start of a new wave of interactive information provision to, for and by our members.

As you can read in these pages, our events are increasingly tailored to the way in which our members wish to participate. There is a clear structure, with people in the right places, and the association is becoming much more efficient and member-oriented. The Feadship Heritage Fleet has grown from an initiative by a few well-meaning enthusiasts with a nice plan into an active association which is filling a void in the lives of many owners of classic Feadships.

Once we created a bridge among like-minded collectors, they found each other and became a force to be reckoned with. We've developed a sense of community as people share the experience of Feadship ownership with those who understand their passion. Enjoying the brand in this way is perhaps how it was originally intended back in the times when the classic Feadships were being built. There are certainly parallels with the vintage car market. Having been involved in classic car clubs and taken part in pretty much every rally, I know how spending time with kindred spirits fuels other people to do the same. As in the car world, so too has the Feadship Heritage Fleet given members better access to the people and services they need to keep their prized possession in the best possible shape.

Now that our well-intended experiment can be declared a success, we aim to render more services and make it even more attractive to be a member of this club. We are also looking to expand in terms of membership and make a breakthrough in the United States (*page 11*).

This first publication also reviews some of the events and happenings of the past (*page 4*) and gives a flavour of what is to come. We interview a number of Feadship owners who tell us about their respect for the heritage of the Feadship brand. This is what inspired Kees van den Hoek to restore *Sultana* and *Monara* (*see page 6*). And this is why Robert van Tol, our former secretary, is now back in the FHF fold as an owner himself (*page 12*).

I hope you enjoy the read and that you feel inspired to become (even) more involved in our fine association. After all, the Feadship Heritage Fleet would be nothing without its members.

Victor R. Muller
Chairman, Feadship Heritage Fleet



Where it all began

An association for the owners of Feadships which are more than thirty years old: this was the goal of those who sat down at the inaugural meeting of the Feadship Heritage Fleet (FHF) on 16 April 2013. The location was certainly no coincidence: the historic De Rode Leeuw restaurant in Amsterdam was also the place where the very first Feadship meeting was held at the end of 1949.

While not quite expecting to have such an impact on the yachting world as the originators of the Feadship brand, our association was set up to meet a clear need in the vintage motoryacht world. Because Feadships have always been built to last (and last well), there are literally hundreds of them scattered around the world.

If you have picked up this publication and are unfamiliar with the Feadship Heritage Fleet, allow us to briefly introduce ourselves!

The FHF's objectives are to

- Unite the owners of classic Feadship yachts
- Promote the continuance of the sailing Feadship heritage
- Organise events for FHF members, and
- Offer services related to their yachts.

Membership is strictly restricted to owners of registered Feadships built more than thirty years ago. In recognition of people who have been of particular service to the association, honorary members can also be appointed by the annual general meeting. The board of the FHF is comprised of Feadship owners and the association, with support from Feadship directors.



Meet the board



Chapman Ducote

"I joined the FHF in March 2014 and my role on the board is to recruit more American members so that we can justify a dedicated American event in the future. Yachting is my favourite thing to do on earth, and doing so with one of the most iconic brands on earth makes it even better. I'm a big fan of heritage & history, and Feadship has an abundance of both. Being involved with the FHF allows me a more intimate look at this history while at the same time sharing wonderful experiences with like-minded people."



Arthur van Berge Henegouwen

"I was one of the founder members of the FHF and am pleased to serve as the association's treasurer and secretary. As a director at Royal van Lent I had been considering for some time establishing a club for owners of classic boats built at our yard. When Henk de Vries put me in contact with Rory and Victor, we knew we could make this work Feadship-wide. I would like to urge every member of the FHF to help track down other heritage boats and encourage their owners to join our fantastic club!"



Victor Muller

"As one of the four founding members of the Feadship Heritage Fleet I have been involved from the outset. The reason for setting up the FHF was a clear need among the owners of classic Feadships for a platform where they could share their experiences and know-how in a social setting. I am chair of the board and very much enjoy serving in this way."



Rory Brooks

"I am the vice-chairman of the Feadship Heritage Fleet and have been involved since its inception. At the time the association was formed I was owner of *Heavenly Daze* and, since 2014, have been owner of *Hera*. I decided to become involved in the FHF because I really wanted to engage in the legacy of craftsmanship and excellence that Feadship represents. I was also fascinated by the challenge of building and enlarging the global Feadship community."

Colophon

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FHF Events 2017

Christmas cocktail
at Fruytier Lawyers in Business
Thursday 22 December 2016

Masterclass
at one of the sponsors or partners
Date to be decided

General assembly Makkum
& Rendezvous
June/July

Goodwood
Festival of Speed
29 June - 2 July

Newport Rhode Island regatta
Rendezvous
7 - 9 July

Monaco Classic Week
Rendezvous
13 - 17 September

Monaco Yacht Show
Owners dinner or lunch during
the show
27 - 30 September

Fort Lauderdale Boat Show
Owners dinner or lunch during
the show
2 - 6 November

Christmas Cocktail
Date and venue
to be decided

Information is subject to change

Flying the motoryacht flag

MONACO CLASSIC WEEK

First held in 1994, the biennial Monaco Classic Week – La Belle Classe is a great favourite in sailing yacht circles and the Feadship Heritage Fleet was honoured to be one of very few motoryacht brands allowed to take part in 2015. *Heavenly Daze* had the privilege of being the race committee boat for the four days, which certainly put her zero speed stabilisers through their paces. The Concours

d'Elégance competition, with all the participants dressed up and saluting the committee, was one of many memorable highlights.

This was the first time that the La Belle Classe could make use of the magnificent new Monaco Yacht Club building. The dinner held on the quay outside the club for 450 people on one single long table

was equally superb. And great fun was also had by all at the crew night. A discreet and enjoyable member's reception on the sun deck of *Heavenly Daze* was the icing on the cake for a great event. We look forward to being part of the Classic Week this coming September and will do everything possible to ensure even more of us can be present in the port.

Take your seats please...

The fleet at FLIBS

While the annual Fort Lauderdale International Boat Show (FLIBS) is famous for presenting hundreds of new yachts from around the world, it also gives a warm welcome to members of the Feadship Heritage Fleet. As an integral part of the Feadship family, FHF members are welcome at all the regular events held during FLIBS, including the exclusive Feadship Owners Dinner. See you next November?



Drawing the crowds at SAIL Amsterdam

The Feadship Heritage Fleet played its part in the 2015 edition of the world's largest free nautical event in style. SAIL Amsterdam takes place every five years and attracted a record number of 2.5 million visitors to the Dutch capital city. They came to see six hundred vessels of all shapes and sizes, including fifty tall ships, giant naval vessels and many other boats from our maritime heritage. And a good turnout of FHF members added to the fun.

One of the highlights of SAIL Amsterdam is the traditional SAIL-In Parade on the first of the five days as hundreds of vessels navigate the North Sea canal before mooring in and around the harbour behind Amsterdam central station. Hundreds of thousands of people line the banks of the river to see this spectacle, which included an enthusiastic group of Feadship Heritage Fleet yachts.

Most of our members berthed in a dedicated part of the Amsterdam Marina, where they were admired by visitors on

the quay. A special day was organised for the Feadship Heritage Fleet sponsors and the rest of the time was spent socialising and enjoying the incredible atmosphere in Amsterdam.

Feadship's copywriter Andrew Rogers also came on board various FHF members to interview them for an article in Feadship's PILOT Magazine. It was great to see our 'smaller' boats featured among all the latest giant Feadship launches and the article attracted positive reactions from people interested in our association.

If you've not had a copy of PILOT please contact us. And you might also like to check out a pictorial follow-up feature called 'Tales of our Heritage' that was published in September 2016 at www.feadship.nl/en/pilot/item/fhf



THIRD RENDEZVOUS A SUCCESS

The Feadship Heritage Fleet held its third rendezvous for members in June and sixteen Feadships took part in the event at the Koninklijke De Vries yard in Aalsmeer.

The event began with a celebration of the golden jubilee of *Ammerland*, the 60th birthday and relaunch of *Hera*, and the 80th birthday of *De Elft*. This trio of milestones were good reasons to raise a glass as the owners welcomed each other on board. A further toast was made as the owners of *Euros II* and *Maarten Senior II* announced they were joining the FHF.

Saturday morning's General Assembly discussed our policies and future activities, including an agreement to meet at the De Vries yard in Makkum for the 2017

rendezvous. This was followed by a tour of the yard to see the latest Feadships under construction.

After lunch it was time for the rendezvous rally on the Aalsmeer lakes, which concluded at a location of great historical significance: Fort Kudelstaart. Built between 1881 and 1914 as part of the defence line of Amsterdam the fortification is now a UNESCO World Heritage Site. A tour of the fort concluded with a special dinner for members cooked by an Italian chef.



Sultana & Monara

A tale of two sisters

First launched in 1969 for Italian clients, the Feadships *Monara* and *Sultana* (ex. *Din-Dina III*) have both been brought back to life under the management of Dutchman Kees van den Hoek. The story began almost a decade ago when Kees found *Sultana* in the south of France.



Sultana





The rusty hull I'd seen languishing in a yard made for a stark contrast against the beautiful backdrop of the village of Beaulieu-sur-Mer. It was the summer of 2007 and the wreck had intrigued me for a while. It was something about her shape; she had an air of bygone elegance that made me wonder how an abandoned lady could fall on such hard times. My initial suspicions proved correct – this was a stalled refit project, now home to gorgeous Gardner engines but little else as the interior had been removed.

Lo-tech manoeuvres

With financial backing from a friend who'd always wanted to own such a yacht, I began returning *Sultana* to a seaworthy state. We used scrap timber for the dashboard, closed the windows with wood & nails, put Plexiglas in the wheelhouse, and got the engines running again. I hired my son's rugby club to carry on nine tonnes of sand for ballast and the hull was made sufficiently seaworthy to return to Holland on her own keel.

The tradition of lo-tech manoeuvres continued during the crossing: to keep costs down, the navigation lights were borrowed and the VHF came from eBay. We had a chemical toilet, a saloon with two beds and a makeshift galley in the corner – and she was completely hollow down below. It was a real adventure.

Out of limbo

Arriving in the Netherlands we headed for a yard in Enkhuizen which would paint the hull and prepare for outfitting. Halfway through I was fortunate enough to meet Ico Vergouwe, refit manager at Feadship. He told me that the Makkum yard was currently carrying out a refit on the 22.50-metre Riva classic Feadship *Serena*.

Small-scale refit projects like this are rarely seen at Feadship and we were able to benefit from the master/apprentice teams formed for the *Serena* refit (concluded in 2011). Feadship agreed to deploy its considerable skill and knowledge to finish *Sultana* for a budget appropriate for her esteemed age.

A discovery

This is how I found myself visiting the Feadship archives to find more information on *Sultana*. The six boxes of documents contained information on

not one but two Feadships from the same period. I knew that *Sultana* had a sister ship but no one knew where she was. Here was concrete evidence of *Monara's* existence...

It took three months and a lot of help from yachting contacts to track down *Monara* (then called *Olympia*) in Barcelona. A gentleman who had chartered *Sultana* had already asked me to look out for a classic yacht to restore, and *Monara* was ideal. Although she'd not been cruising for two years I found a crew willing to sail her to Holland. They may have been less keen if they'd known how weak the hull was: after the interior was dismantled and we were cleaning the inside, a huge hole opened in the hull. A hull in which we had just sailed all the way from Barcelona to Holland broke under the pressure of a hose!

A whole new get-up

There's not much left of the original *Monara* today – the whole design has changed. The Gardner engines, windows, steering wheel and compass are original, but that's as far as it goes. The all-new interior I designed reflects how sailing behaviour has changed between now and the sixties. The library has been replaced by a dining area, the galley separated from the guest area and the wheelhouse has an open layout: where it used to connect to the owners' cabin, it now opens downwards, liberating space for a seating area. Back when *Monara* was originally built owners did not want to sit with the captain; now they do.



What I tried to achieve with *Sultana* and *Monara* was to preserve these historical artefacts while instilling them with all the luxury and comfort our times allow. The idea is to optimise living areas – in terms of both space and comfort – while maintaining a classic appearance. This is why, for instance, I extended the bulwark on *Monara* to hide the tender and crane that were previously on the top deck, transforming the latter into an area where guests can play.

Some people do not like the fact that I made changes to the original. My take on the matter is that the original is only original when you can compare it. If you look at *Sultana's* shape and silhouette, she is sturdy and masculine, while *Monara* exudes a more feminine elegance. I love them both.



A tour of Monara

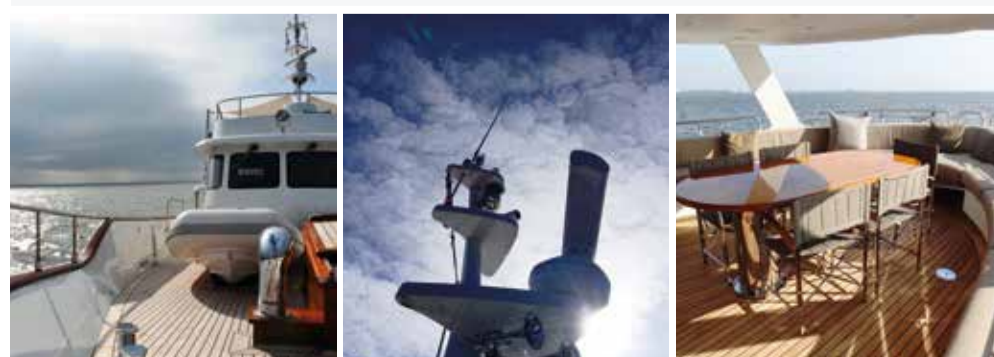
Monara has an airy ambiance: all the windows in the lounge and portholes in the cabins can be opened. The bronze mechanism behind the original windows has been completely reconditioned during the refit. The varnished teak has been replaced with dark-stained oak and a walk-in wardrobe added instead of lockers, reflecting the way people travel lighter today.

The four cabins on *Monara* can be customised by combining beds and moving side cupboards. The TV screens in each cabin are concealed behind one-way mirrors. Situated in a portion of the yacht where the hull gets quite narrow, the VIP suite represented a particular challenge. The furniture – including a large bed and vanity/working table – is arranged to optimise the available space. *Monara's* comfortable crew quarters have been expanded at the expense of the owners' area compared to the original design.

The engine room contains *Monara's* original Gardner engines, now given names like in the old days. Gardners are famous for being easy to maintain, extremely reliable, practically unbreakable and exceptionally economical. Now equipped with an electronic monitoring system, they produce most of the power for *Monara*, which has just one generator. Feeling that the engines were too beautiful to be concealed as they are on *Sultana*, Kees fitted a window in the saloon floor and illuminated them with spots and RGB lights.

Monara features a 360-degree swivelling crane on the foredeck. The original anchor winches have been reconditioned and look brand new. The anchor locker, through which the anchor chain is accessed, doubles as a seat, and is flanked by a bottle holder and glass holder. Kees was inspired to integrate this into the design after sitting on the anchor hatch on *Something Cool* during the Monaco Classic GP. *Monara's* aft deck features lovely maple inlay in the teak stairs, which is almost fluorescent at night. Kees also added a lateral hydraulic platform, which allows easy access and doubles as a diving platform.

The sun deck is arranged around a high-low table that can be transformed into a huge bed, and includes two supports for wine coolers. There are also two refrigerators and an icemaker here, as well as a barbecue stowed away in the composite chimney. *Monara* features an outlet in the mast for a 1000-watt subwoofer, as well as four 250-watt speakers forward and aft. The powerful sound system is controlled by smartphone.



Meet the members of the Feadship Heritage Fleet

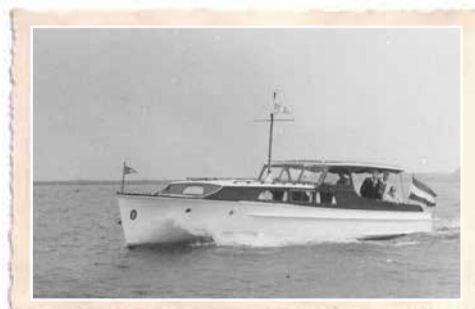
Going back as far as 1920, and spanning a wide range of styles and sizes, the owners of these wonderful boats are pleased to share their passion for the past with each other and the world. You are welcome to join them!



Devea - 1958



Columbus - 1965



De Elft - 1955



Irene - 1939



Mijntje - 1939



Neptunus - 1920



Express Cruiser - 1939



Anahita - 1952



D'ouwe Freddy - 1939



Riethoen - 1938



Samsom - 1964



De Keizer - 1933



Schollevaer - 1938



Iduna - 1939



Gaudeamus - 1933



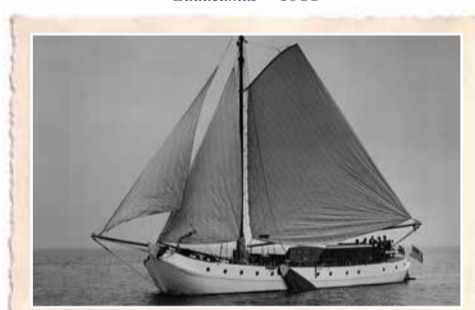
Torno - 1934



De Oome Kees - 1934



Kale Jan - 1951



Vrouwe Christina - 1957



Atalanta - 1957



Something Cool - 1973



Oceanus - 1959



Rio Jaltro - 1956



Hera - 1956



New Wave - 1956



Thor - 1959



Serena - 1964



Absolute - 1965



Corbina - 1965



Katja - 1966



Ancallia - 1984



Euros II - 1949



The Highlander - 1967



Monara - 1969



Sultana - 1969



Elisabeth T - 1960



Heavenly Daze - 1972



Secret Life - 1973



Tiky - 1961



Maartje - 1962



C-side - 1979



Centinela IV - 1982



Herumajo - 1960



A2 - 1983



Seagull of Cayman - 1980



Dojo - 1981



Santa Maria - 1963



Nenemoosha - 1963



Emmeline II - 1964



Cartouche - 1966



Haaks - 1964



Najade - 1964



Ruo Sheras - 1965



Ammerland - 1966



Beija Flor - 1967



Gouwe Ster - 1967



Berilda - 1978



Alchemy - 1970



Monaco - 1981



Paraiso - 1983



History makers

The Feadship Heritage Fleet research committee was established at the start of 2016 with the goal to ensure an archive of information on classic Feadships that retains our shared heritage for future generations. On a practical level it aims to avoid people seeking information that is already available, hence the use of a Cloud archive to store as much as possible in word and image.

Encyclopaedic knowledge

The De Vries yard has long had a well-designed archive, with resident historian Huib de Vries taking up the role in 1995 following a distinguished teaching career. One of the few members of the De Vries clan not to have worked in the family business, Huib has an encyclopaedic knowledge of Feadship names and dates.

The same can be said for Nico Verhaar, a former carpenter at Van Lent who has dedicated many years to collecting information on the yard at which he worked. Unfortunately, there are still some gaps in the Van Lent archive from before Nico started his hobby and the yard is currently busy with a separate project trawling through maritime museum registers and other sources to establish a complete picture of the history of Royal van Lent.

Meanwhile, Nico and Huib are indispensable members of the research committee, which also currently consists of Wim van Kampen (chair), Jolande van Lent (secretary), Jan van Lent and Jan Bouwmeester. All are dedicated to searching for missing Feadships, especially built by the other yards that initially joined Feadship: E.G. van der Stadt (Zaandam, left Feadship in 1953), Witsen & Vis (Alkmaar, left in 1957), De Vries Lentsch (Nieuwendam, left in 1958) and Akerboom (Lisse, left in 1968).

In addition to keeping a lookout in marinas and other places, the committee members also focus their energies on the internet.

Hidden treasures

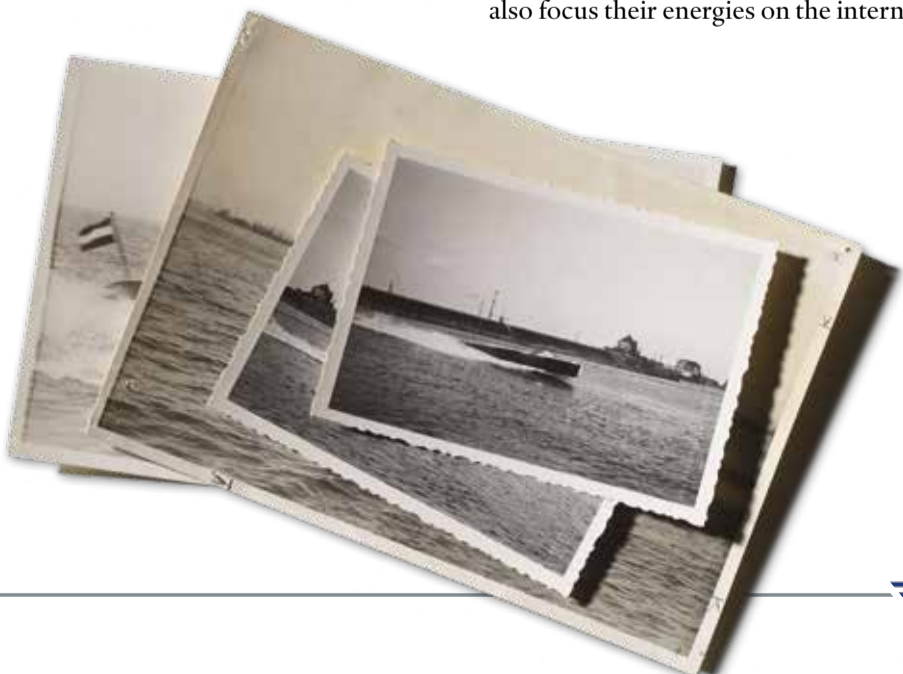
This is how Jolande van Lent came to find 'her' Feadship, the 10-metre *Marco*, on the Dutch website Marktplaats. "This 1956 boat was in a pretty bad state," she recalls. "A DIY enthusiast had spent a decade trying to do her up and then abandoned the project five years ago, leaving her with an uncharacteristic steel superstructure.

"After purchasing the boat I tracked down the family of the first owner and they were able to provide the launch name and date and even some photos. It's a good example of how one can uncover hidden gems and *Marco* is now being brought back to life with a new interpretation by Willem Nieland of my grandfather's original design. We hope to unveil her at the next FHF rendezvous."

Sign of the times

Jolande stresses how all members can play a role in filling historical gaps. "It's fascinating what you can find," she says. "It was wonderful to be able to show a film from 1956 of the original launch of *Hera* (ex. *Pien*) during the members meeting last year. We also recently found correspondence relating to the sale eighty years ago of *De Elft*, which included a fifty-guilder discount for early payment and a willingness to even come and explain the offer on a Sunday if necessary. The archives are a rich source of information not just on Feadships but also about the different times in which they were built."

If you have information to share, please contact the research committee via info@feadshipheritagefleet.nl.





Ocepa in 1963

GO WEST

Taking the FHF to America

Having firmly established itself in Europe, the Feadship Heritage Fleet is now looking across the ocean to the United States. This is a part of the world with plenty of Feadships above thirty years of age, and we fervently believe that our association can have a positive impact on the lives of their owners.

This conviction is based on various factors. Firstly, America was for decades the main market for Feadship and is still one of the most important. In fact, Feadship owes its very existence to the fact that the United States was the only place in the post-war climate that had money to spend on luxury yachts when the First Export Association of Dutch Shipbuilders was originally founded in 1949. The Feadship brand achieved global fame in the 1950s and 1960s because of its triumph in conquering the American market and building Feadships for pillars of the US business world like Henry Ford and Malcom Forbes.

Classic associations

There are a considerable number of classic Feadships in the US still today and we are keen to cater for their owners in the same way as we do in Europe. The perfect foundations for an association like ours are certainly already present: just consider the outstanding popularity of classic car clubs in the United States – any Ferrari owners' event will be visited by an amazing number of people.

The challenge for us is to find the right angle to get those who treasure Feadships in the same way to join the FHF. The fact that America is such a large country is not in itself a

problem because the Feadships are relatively concentrated in the New England/New York, Florida, and California/West Coast regions, with very few on the inland lakes.

Reaching critical mass

The challenge to the FHF board and all its members is to develop a programme that caters for enough Feadship owners in the US that we can reach critical mass... The tipping point where enough people join an event to make the following events unmissable. This happened in Europe, where we had fifteen members in no time and people were willing to work hard on building an infrastructure.

To start the process stateside we have appointed Chapman Ducote as board member. Chapman and his wife, the author Kristin Ducote, own the 1952 Feadship *La Vie Vite* (ex. *Anahita V*). They've already been spreading the word on the FHF via articles in *Boat International*, *Super Yacht Owner* and *Showboats* – and now we would like you to help too.

How you can help

Please report to the board any potential new members in the US. Let us know if you see a vessel that is not on the member list, providing us with the name of the captain or, preferably of course, the owners, so we can reach out to them. These referrals will be crucial to our future growth in America. We are also open to any suggestions for events that we could hold or in which we could participate in this part of the world.

Contact us via info@feadshipheritagefleet.nl and let's make this happen together.



Welcome back Robert

Robert van Tol was a member of the Feadship Heritage Fleet secretariat from an early stage and played an instrumental role in helping the association establish itself in Europe. After stepping down due to his work at the Superyacht Builders Association (SYBAss), Robert is now back in the FHF fold and a proud classic Feadship owner himself!

It was August this year when Robert received the chance to take ownership of *Irene*, a Super Holland Kruiser built in 1939 by Van Lent. "She had the perfect length for me at 9.80 metres and the option to take off the roof and have an open cockpit. Moreover, the sleeping cabin in the back would allow my fiancée Kathrin and I to escape for the weekends."

A stringent inspection confirmed the good condition in which *Irene* was kept by the Van Gerven sisters, who Robert had come to know through his work with the



secretariat. "They were happy for me to become the new owner and I thought that if I don't do this now such an opportunity might never arise again. Immediately after the handover, the Netherlands started enjoying a great Indian summer and we could enjoy *Irene* to the max.

"This winter we are conserving *Irene's* mahogany exterior, bringing back the natural mahogany colour and applying many layers of fresh varnish. She will look fabulous on our wedding day in June when we will arrive at the location on board *Irene*."

Royal birth

Irene was named after princess Irene of the Netherlands who was also born in 1939. She was built for an owner living on the Reeuwijkse plassen lakes in the centre of Holland, hence her rather slim beam of 2.85 metres to navigate through the narrow waters. Robert is only the fourth owner in *Irene's* 77 years.

"Apart from the FHF membership that *Irene* enables, I was very much intrigued by the fact that she was built at Van Lent, the yard I grew up close to and always admired when passing by in a dingy or ice skating on the Kaag. In 2007 I wrote to Van Lent asking if I could be a marketing intern, I was redirected to Feadship, but had no idea what that was. It was lucky timing and I was warmly welcomed at the Feadship marketing office in Haarlem. This was my introduction to this extraordinary company, its fascinating history and the supreme yachts they build and have built."

A labour of love

Fruytier Lawyers in Business are specialists in corporate, banking and maritime law, making them ideal event sponsors for the FHF. For the firm's owner and founding partner Marcel Fruytier, however, his Feadship *Schollevaer* is the best possible reason to be involved in our association.

It was Marcel's brother Jos who found *Schollevaer* in 1987 and brought her home to Holland from Fort Lauderdale. This 13.85-metre sailyacht was launched by De Vries in Aalsmeer in 1938 as a racing boat for Willem Bruynzeel, the famous wood mill director.

"The Bruynzeel family were obviously pleased with their Feadship as they sailed her for three decades with a professional skipper," explains Marcel. "In 1968 she was sold to an American couple who shipped *Schollevaer* to Florida and also enjoyed her for a good twenty years. My brother then had her comprehensively refitted by Nico Claasen, the first major project at a yard which has since become famous for building Truly Classics and other large sailyachts.

"At the time my brother decided to sell *Schollevaer* in 1998 I couldn't afford to buy her and she was snapped up by a



Dutch company. They did not look after her over the next five years and she also had to survive a fire at the yard where she was being repaired. It was then that I was able to negotiate a deal which enabled me to buy *Schollevaer* and give her the complete overhaul she now so desperately needed."

It was an enormous job to complete but, literally, a labour of love for Marcel. "I'd already fallen for *Schollevaer* when my brother owned her and it was terrible to see her neglected for a while

so close to where I lived. But everything happens for a reason and I will never forget the maiden voyage when she was ready in 2006. We've since spent pretty much every weekend on board from May through to the end of September, and various members of my family take her out for their summer holidays."

Fruytier Layywers in Business sponsored the 2016 FHF rendezvous dinner and the Christmas cocktail. "I've always been a maritime lawyer and done lots of work representing clients buying and selling yachts. It's an honour to be involved in the Feadship Heritage Fleet and meet so many people who share my passion not only for our sailing history but also vintage cars. Like a number of members I've have taken part in many classic rallies, including winning the pre-war category of the Rally de Monte Carlo in a Bentley Derby sedan. But it is *Schollevaer* that will always have the most special place in my heart."





Lovely Lucia underway

Going back to my roots

For the past ten years the 1965 Feadship *Lucia* has been a popular sight in her home berth of Antwerp and much further afield. Michel Permeke spent much of his childhood on his father's Feadship and, as he explains here, buying *Lucia* was the fulfilment of a long-cherished dream.

In my young years, I spent a lot of time on *Gannet*, my father's Feadship. Not only did my dad teach me how to sail during these summers, long weekends and extended trips, he also taught me how to live (and survive) on board. I think my most memorable experience was when we crossed the North Sea to the South of England in 1976 and encountered bad weather and various technical issues. It was a great life lesson and one that stays with me still.

Reconnecting

I remember looking at a photo of *Gannet* just after a Christmas dinner in 2005, and realising how important

she had been to me. It was then that I understood I wanted to reconnect to my roots and own a yacht myself, and preferably from the same yard that built the boat from my youth: Van Lent.

Remarkably, the first yacht I saw for sale was the 'sister yacht' of my father's *Gannet*; this was unique, as Van Lent was known for only building one-off custom yachts. This specific vessel had been the property of the yard's owner for 25 years and *Lucia* was named after his beloved wife. He sailed the yacht for a quarter of a century until the Van Lent yard built him a new *Lucia* as a retirement gift in 1995.

The right choice

During our first tour of the yacht, in Ireland, I found the interior details exactly as I remembered them on *Gannet* thirty years ago, even down to the light switches in the engine room. And I have to admit, I was sold, and soon found myself owning a Feadship! When my father stepped on board *Lucia* for the first time and said: "She even smells like *Gannet*," I knew then I had made the right choice. I can honestly say, my wife Nancy and I have had a wonderful ten years at the helm of this fabulous yacht.



A quick tour of Lucia

The 16.20-metre *Lucia* was launched as *Ruo Serahs* (Our Shares backwards!) in 1965 and bought by Jan van Lent in 1970. She has a stunning flared bow, with characteristic wooden toerail, classic portholes and a wooden superstructure. Her wide gangways offer access to the spacious aft deck with steering position and plenty of seating space. The high level of comfort on board is further enhanced by a ceiling height of 1.90 metres throughout. The fully equipped galley is situated starboard with the dinette opposite, while the large cabin fore includes a luxury bathroom. *Lucia* is powered by twin Vetus-Deutz diesel engines.

Lucia has just been put up for sale: for a viewing, please contact Bart De Ven International Yacht Brokerage.





The Joy of an Awlgrip coat

AWLGRIP

Awlgrip started sponsoring the Feadship Heritage Fleet in 2016, and will continue to do so throughout 2017 at least. The company has long had an excellent relationship with the Feadship yards and a partnership with the Feadship Heritage Fleet was therefore a logical next step.

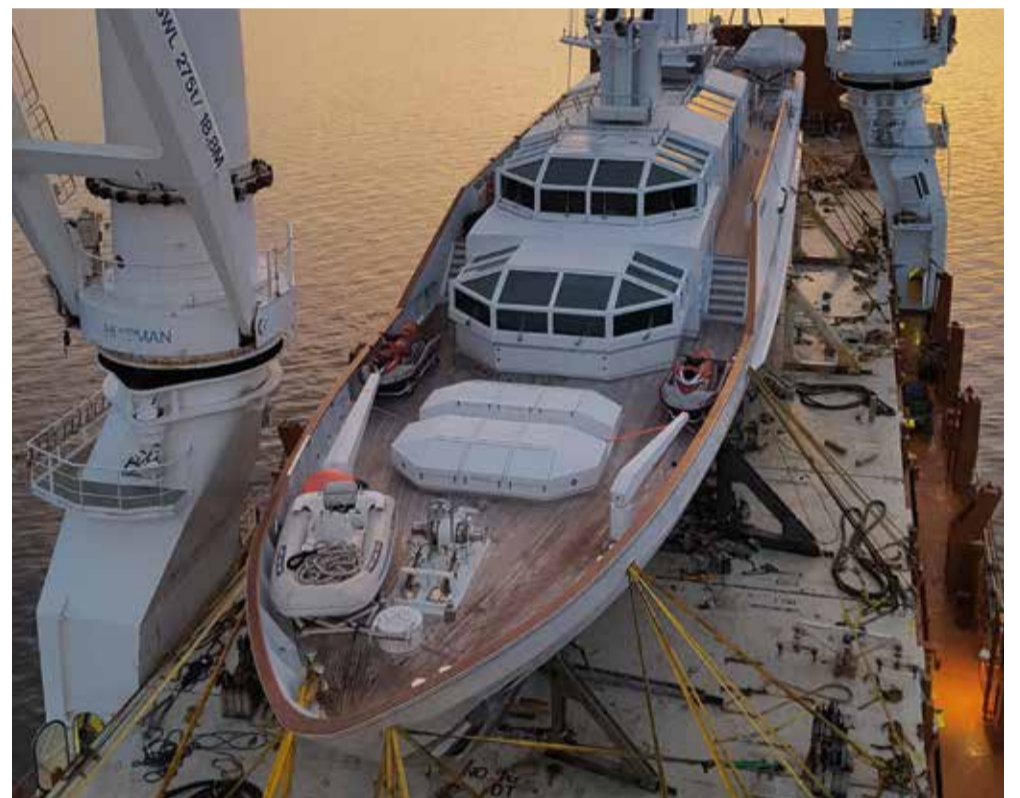
AkzoNobel is the undisputed market leader in yacht paint, and its advanced Awlgrip products have been trusted and respected as an industry benchmark for over forty years. The company's reputation is based on constant technical innovation, strict quality controls and a passion for perfection, all of which are thoroughly reflected in the first class finishing of the Awlgrip top coats. AkzoNobel also produces International Paint (known as Interlux in the United States).



SEVENSTAR

Sevenstar Yacht Transport has been a sponsor of the Feadship Heritage Fleet since December 2014. In addition to enabling owners to enjoy their boats at a destination without the wear & tear involved in getting there under their own steam, the company provides several products especially for members. This includes the option of shipping a classic Feadship back to the Netherlands for a refit with so-called Red Carpet Treatment (meaning extra value at lower cost), as Sevenstar recently did with *Lionwind*.

Sevenstar Yacht Transport is a subsidiary of the Spliethoff Group and a global market leader in yacht transport. The company operates its own fleet consisting of some 120 vessels. With offices distributed throughout the world, Sevenstar has an expansive and solid network which ensures reliable and flexible transport to even the most challenging and exotic destinations. During its 25 years of transporting yachts, Sevenstar has moved many Feadships, including a number of classics.



Transporting the Feadship Lionwind



PANTAENIUS

As a traditional family-run business, Pantaenius cherishes the idea of preserving the heritage and naval craftsmanship of the Feadship Heritage Fleet, which it has been supporting since 2014. The company has introduced a special programme with tailored benefits for FHF members. An example is insurance of a fixed amount based on a 'Classic Heritage Value' mutually agreed by the owner and Pantaenius and fixed in the policy. Pantaenius also offers special transport insurance cover for Feadships transported by Sevenstar Yacht Transport.

Pantaenius is the leading specialist in Europe for yacht insurance solutions and the only provider with a truly worldwide range. The company operates twelve offices on three continents and has a network of 35,000 industry contacts. In addition to unbeatable benefits – like Agreed Fixed Value, introduced to the yacht insurance market by the company's founder Harald Baum in the 1970s – Pantaenius offers concierge services of all kinds for the most discerning yacht owners.





The Stomp HQ in Amsterdam

STUDIO STOMP

Studio Stomp has been a partner of the Feadship Heritage Fleet since 2015. The digital and online agency believes in growth through cooperation between people and groups who share a passion for the same fields of interest. In the coming years, Stomp will continue to support the objectives, needs and interests of the Feadship Heritage Fleet and its members with dedication and conviction.

Stomp designs and develops websites. It translates strategy and concept to well-built and convenient applications and excels in the management and realisation of small and large online projects. The company's close cooperation with Feadship has resulted in a considerable understanding of the yachtbuilding market, and expertise on how best to represent it online.



FEADSHIP

The decision by Feadship to fully embrace and actively support the Feadship Heritage Fleet is based on recognition of the crucial importance of the history that underpins the Feadship brand. It is also an emotional decision too: most people who work for Feadship at all levels of the organisation have the same love of sailing and classic yachts as the members of the FHF. Being able to facilitate the association is therefore both a pleasure and a privilege.

Based in the Netherlands and with roots dating back to 1849, Feadship is recognised as the world leader in the field of pure custom superyachts. Because every new Feadship is the best superyacht built to date, all boats in the Feadship fleet set a new standard in terms of craftsmanship, design, engineering and construction.



Vanish outside the National Maritime Museum



Become a sponsor of the FHF?

Partnering with the Feadship Heritage Fleet offers a genuinely unique opportunity to come into direct contact with a group of dedicated Feadship owners and their friends. If you think your company's products and services might have added value for our members, please send an email to info@feadshipheritagefleet.nl and tell us why.



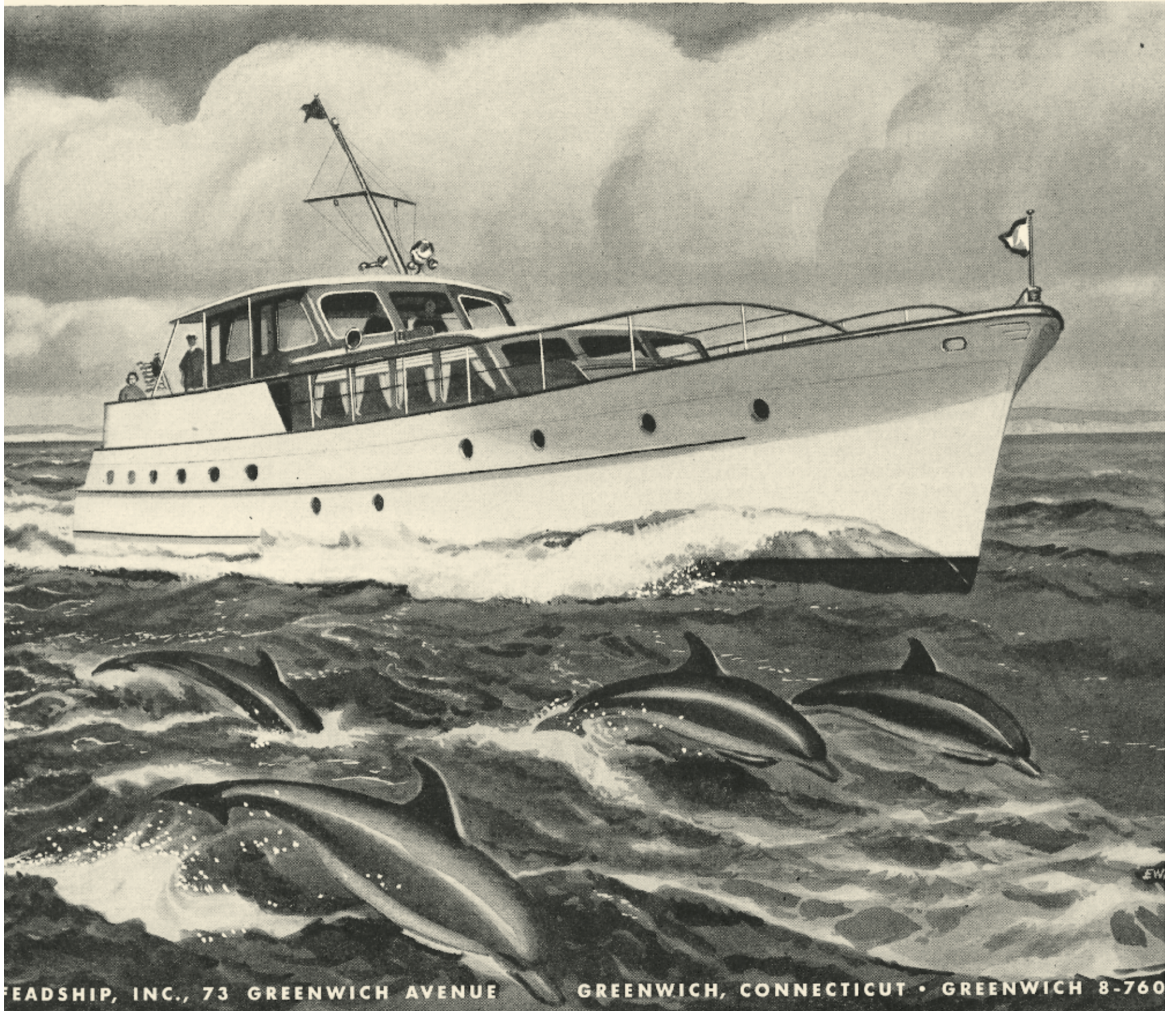
Feadship, the royal family of yachts

presents

THE QUEEN OF THE 1954 BOAT SHOW!

The  *Coronet*

LENGTH 60' BEAM 15' DRAFT 4'3"



An early ad for Feadship in the United States