

HERITAGE WORLD

News & views from the Feadship Heritage Fleet



Issue 2 - 2018

PEOPLE MAKE AN ASSOCIATION

3



FEADSHIP HERITAGE EVENTS

4



AGELESS BEAUTY

6



Q&A WITH ELIZABETH BROOKS

10



FROM MALTA WITH LOVE

12



A classic lady sails again

The rebirth of De Vrouwe Christina



Photo: Kees Stuip

Launched in 1957, *De Vrouwe Christina* initially led a glamorous existence. By the 1980s, however, this classic Feadship had fallen on hard times and was hauling lobster between the Bahamas and the States. By 1990 she was serving as a houseboat in Sint Maarten and that, you might think, would be the end of her sailing days. When Henri Krijnen found her in 2002 he was overjoyed by the discovery – and dismayed at the state she was in. It would take many years and two refits before *De Vrouwe Christina* would be restored to her former glory.

Now refurbished and upgraded to the latest standards, this lovely Feadship recently completed sea trials and is ready to embark on a new lease on life. Heritage World has the scoop on how this unique yacht went through hell and high water before regaining her rightful place in the Feadship pantheon (page 6).

A true trailblazer

La Vie Vite: America's first Feadship



The first time Chapman Ducote saw the 25-metre *La Vie Vite* in California in 2013, her amazing pedigree was by no means clear. But Chapman knew a Feadship when he saw one, and quickly identified her as the mythical *Anahita*, which had long been thought lost.

After Feadship had been formed in 1949 to bring Dutch boatbuilding excellence to the United States, *Anahita* was the first boat produced for its new market. Now rechristened *La Vie Vite*, this remarkable boat has a colourful past – and a bright future. For the full story, see page 14.

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

A warm welcome to the second edition of Heritage World. The past year has seen the Feadship Heritage Fleet go from strength to strength as an organisation and continue its steady growth. A real sense of community and belonging is now apparent, with members around the world welcoming the chance to share the experiences of being owners of classic Feadships. The most concrete expressions of this are the Events Committee, founded at the general meeting this summer, and the Historic Committee, both of which are responsible for excellent work.

As one of the founding members of this association, I am especially pleased to see the encouraging signs of FHF members moving from the curiosity phase to enjoyment. This has been accompanied by a solid expansion of local and international membership. If you look at the history of Feadship, the yards involved initially built yachts designed for Dutch waters. The 'E' in Feadship stands for export, an explicit indication of the group's determination to become a global business at the end of the 1940s.

We can now see this development being mirrored in the Feadship Heritage Fleet, which has both a local community in the Netherlands and an international community. Each provides different people, vessels and experiences, with lots of things to explore and enjoy. Crucially, for more international members like myself there is a warm welcome whenever we choose to attend any of the events in the Netherlands. And the same goes for Holland-based members who attend international events – they experience the pleasures of being part of a more globalised international community and the way in which the remit and reputation of Feadship and the Feadship Heritage Fleet are a worldwide proposition.

The different practical ways in which the FHF celebrates both community and diversity are clearly illustrated by the contents of this publication. Mike Spits shares details of his epic voyage to bring *Mumtaj* back from Malta to Holland for a refit. Jolande van Lent reflects on the Feadship family connections involved in the original and current design of her newly restored *Margo*. My wife Elizabeth shares the story of how she and I came to be the proud owners of two classic Feadships. And Henri Krijnen explains how he found *De Vrouwe Christina* in the Caribbean in 2002 and the long journey involved in bringing this 1957 Feadship back to her former glory.

All these articles bring out the human aspect of owning a classic Feadship and reinforce the relevance of the Feadship Heritage Fleet to members. For that we have much to be grateful for to our former chairman Victor Muller. As you may be aware, Victor stepped down this summer to focus on his business interests and I'm writing here as the immediate successor. It's not a role I expect to hold for long as an extraordinary member's meeting on December 16 proposes to appoint new directors from whom a longer term chairman will be selected. But it does give me the chance to express our enormous gratitude to Victor, without whom all the progress I have mentioned above simply would not have been possible.

All the best

Rory Brooks



People make an association

In addition to showcasing some of the finest yachts known to history, the success of the Feadship Heritage Fleet depends primarily on the personal involvement of our members. The FHF Board would like to emphasise that all members are encouraged to join our different committees and make suggestions for possible new committees. They are also very welcome to put themselves forward for a position on the Board.

A good recent example of how more people have become active was the establishment of a dedicated Events Committee earlier this year. The following members are now involved in this committee: Herman Wamelink, Kees de Keizer, Kees van den Hoek and Wim van Kampen.

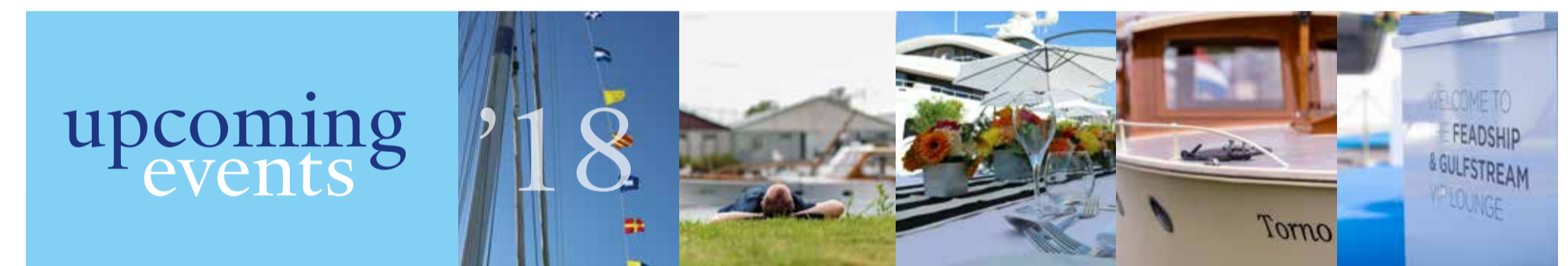


What's up friends?

To help anyone who is seeking information and advice on issues involving the FHF and their Feadships, we have created a WhatsApp group in which all members can participate. All you need to do is send an email to info@feadshipheritagefleet.nl and we will ensure that you are added to the group.

Welcome back Robert

Robert van Tol recently joined the FHF with his 9.80-metre Feadship *Irene*. Robert knows the association very well as he used to run the Secretariat. The Board has asked Robert to join them in order to team up with the treasurer and help out again with the Secretariat. He has kindly agreed and we are pleased to have Robert back on board.



upcoming events '18

Masterclass

Just like the last couple of years, a masterclass will be organised this year by one of our sponsors or partners specially for our members. The date and venue are still to be decided.

Historic Grand Prix of Monaco

We will come together this spring to enjoy a series of races focused on historic motorsport in Monaco. Join us for a fun weekend of enjoying fast cars and the high life in the streets of Monaco on 11-13 May.

General assembly & rendezvous

The annual general assembly and rendezvous will be held at one of our yards this year. The weekend will comprise numerous activities, such as a yacht hop, the general assembly, a BBQ and, as always, a special

surprise activity. This event will take place sometime in June or July 2018.

Four-day rendezvous in Greece

Our members Göran & Nina Widström have proposed to help organise an event around the Greek island where their yacht is berthed. The Board would like to thank Göran and Nina for this generous offer, and is happy to accept – expect a wonderful get-together of the same calibre as our meetings in the Netherlands sometime in September 2018.

Monaco Yacht Show & Fort Lauderdale Boat Show

As a Heritage Fleet member, you are always welcome to visit us at one of our boat shows, where you can join us in our hospitality area for an owners' dinner or a

lunch during the show. Come meet us in Monaco on 26-29 September or Fort Lauderdale between 31 October and 4 November.

Christmas cocktail

We organise a festive Christmas cocktail to celebrate the end of the year with our members. A new and inspiring venue with a heritage twist is chosen every year for us to get together and reminisce over the events of the past twelve months.

Information is subject to change

Colophon

Editor-in-Chief
Feadship
Suzanne de Haan

Editor
Feadship
Francis Vermeer

Author
Writewell
Andrew Rogers

Design
HollandDrive
Henk de Rooij

Feadship Heritage Fleet
For contact and membership details,
please contact info@feadshipheritagefleet.nl





FEADSHIP HERITAGE FLEET RENDEZVOUS

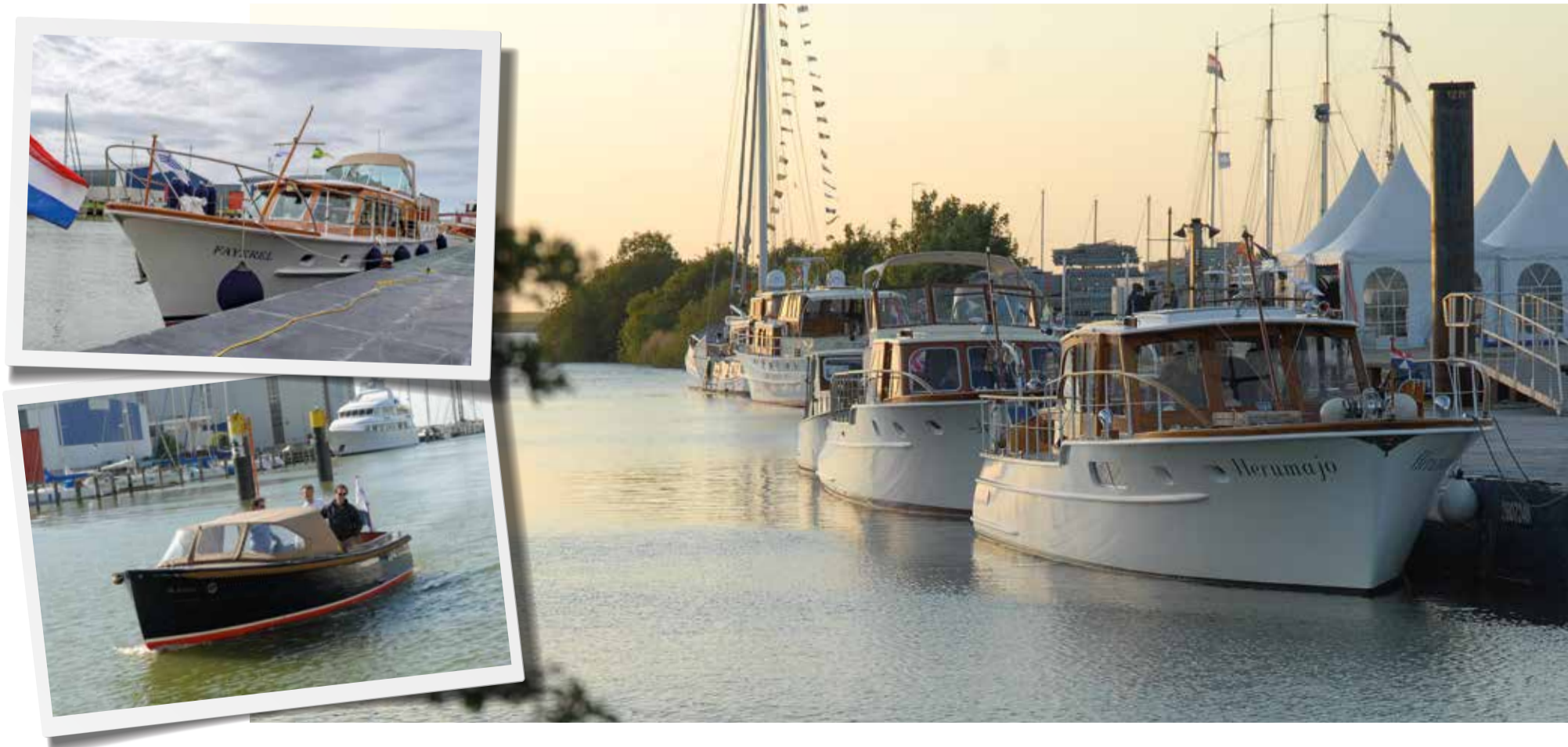
A weekend to remember

The annual Feadship Heritage Fleet Rendezvous was held in Makkum, which is in the north of the Netherlands in the province of Friesland. This weekend-long event started on Friday 9 June as we welcomed the participants for an evening of very pleasant yacht hopping. With all the boats moored up together the owners and their family & friends were serenaded by a shanty choir who gave a great performance as the seventy guests sipped cocktails.

Sijbrand de Vries, director of the Feadship yard in Makkum, also gave a short speech and laid out the plans for the weekend.

These included a tour of the yard on the Saturday morning, with the participants being thrilled by having the chance to see Project Number 1007, a spectacular 110-metre Feadship due for launch at the end of 2018. This was followed by the members-only general assembly after which the guests rode on a traditional British double-decker bus into Makkum.

Here they enjoyed a tour of the town's historical architecture, a visit to the Jopie Huisman Museum (dedicated to the life and work of this self-taught master painter) and beers on one of the lovely café terraces that make the Centre of Workum so cosy. The evening was spent back at the yard where we tucked into a delicious barbecue accompanied by live music. The 2017 FHF Rendezvous concluded on the Sunday with everyone being served a special breakfast basket to take on their travels home after a very successful weekend for all.



MONACO YACHT SHOW

Meeting of minds

All Feadship Heritage Fleet members were welcome to join the Feadship directors and boat show team at the annual Monaco Yacht Show at the end of September. Various options were available for people to enjoy themselves whilst taking in the spectacular sights of this world leading event, which included the Feadships *Aquarius* and *Hurricane Run*. Members had the chance to embark on a Feadship-spotting safari on board one of the first Aston Martin AM37 powerboats from Quintessence Yachts, and also had access to the exclusive Feadship hospitality lounge for lunch and drinks.



FEADSHIP HERITAGE FLEET SUMMER EVENT

Feadships galore on the Amsterdam canals



As you can see from the images, the Feadship Heritage Fleet brought an additional air of glamour to the famous canals of Amsterdam during our summer event on 9 September. The gathering was one of the first fruits of the decision at the annual general meeting to set up a committee to organise events.

The day started with a good number of Feadships berthing up together at the National Maritime Museum close to Central Station, where we met for good coffee and a fascinating tour. It was then time for the assembled Feadships to sail together through the iconic canals of the Dutch capital city to the Amstel Boathouse house in the Martin Luther King Park where lunch was served.





Photo: Hanneke Lindenburg

De Vrouwe Christina

The resurrection of an ageless beauty

Henri Krijnen was delighted to discover the classic Feadship *De Vrouwe Christina* in the Caribbean in 2002. Diving into the archives, he found that this exquisite 23-metre yacht had been through quite a lot since her launch in 1957. As Henri explains in this self-penned article, it wasn't all plain sailing after buying this fine example of Feadship heritage either, with two refits being required before *De Vrouwe Christina* was restored to her former glory.



In 1955, Charles Donnelley – Feadship's agent in the United States during the early period of its history – came into contact with a well-known professor of medicine named Crawford Failey. At the time, Donnelley was sailing the waters



off Connecticut in *De Grote Beer*, a traditional Dutch botter vessel. This boat had originally been secretly built for the infamous Nazi Hermann Goering before being confiscated in 1946 by the Dutch state as war booty.

Failey initially wished to acquire a similar vessel but it became clear she would be too small for his large family. De Voogt instead proposed a Feadship based on another traditional type of Dutch vessel, the paviljoentjalk (a shallow-draught boat also known as a spritsail barge). Designer Sebastian Vermeer considered this ideal for sailing the inland waters of the United States, and so she would eventually prove – but not until a few hiccoughs had been solved during the build.

An ill-fated beginning

Work on the design lasted until the end of 1956, changing several times including a hull extension. Then an unfortunate conflict surfaced in early 1957. While Mr Donnelley had been a great sales rep for Feadship, he'd also been cashing in down payments without transferring the funds to the yards. Such a trick was easier than it seemed at a time when a phone call from the Netherlands to the US could cost as much as the weekly wage of a skilled craftsman.

Donnelley's bankruptcy brought the situation to light and placed the existence of the Feadship group in jeopardy. Several representatives flew across the Atlantic to talk to both Professor Failey and Malcolm Forbes, who had just commissioned what would be the first of a number of Feadships called *The Highlander*. These two gentlemen agreed to pay the entire purchase sum for their yachts in advance, giving the yards the liquidity needed to get back to work. It is fair to say that, while *De Vrouwe Christina* would not go on to quite the same fame as *The Highlander*, the building of these two motoryachts played a key role in the preservation of Feadship as an entity.

The lady takes shape

De Vrouwe Christina was also significant in terms of her interior. This was designed by Feadship's in-house architect Jan van

Erven Dorens who was a real innovator by 1950s standards. He commissioned lots of wooden and cast-metal decorations from the renowned sculptor Anton Fortuin and *De Vrouwe Christina* was launched on 28 September 1957 in the presence of Professor Failey and his wife Christina, after whom the yacht was named ('vrouwe' is an archaic Dutch word for lady).

Shipped to New York City in January 1958, Professor Failey expressed his delight in a telegram to the yard: "The tjalk arrived in good shape and has been admired by a number of visitors. I would certainly be glad to recommend anyone to your yard who is thinking of building in Holland." He and his wife then spent a number of years sailing *De Vrouwe Christina* on the Intracoastal Waterway and were frequent visitors to the Bahamas.

A life well lived

The yacht has had several owners since then, including James A. Ryder of Ryder Trucking fame. He was so impressed by his time on *De Vrouwe Christina* that he went on to order two Feadships of his own, *Jardell* (launched in 1970) and *Big R* (1970).



Photo: Kees Stuip

Meanwhile, another owner took her six times across the Atlantic, skippered by an English captain, and she spent one summer in the Balearics and one summer in the UK. The good times did not last as by the 1980s *De Vrouwe Christina* was being used to transport lobster between the Bahamas and the US. In 1990, she was auctioned in Miami and the new owner sailed to Sint Maarten and anchored her as a houseboat under the name Nicolette, the largest yacht under the island's flag.

A chance rediscovery

In 2002, I was browsing the website of a ship broker in Sint Maarten and saw that there was a tjalk for sale in Simpson Bay. This attracted my attention and one phone call to the broker later I was on a KLM flight to see the boat for myself. After some back and forth, I decided to

close the deal. The main argument for me was that this tjalk had been built by De Vries Scheepsbouw, a part of Feadship and one of the best yacht builders in the world. But even a Feadship has to contend with the passage of time: when we pulled her out of the water I was so shocked by her terrible state that I asked my wife whether we should simply let her sink to create a nice spot for the many divers on the island.

After a lot of deliberation, we decided instead to refit her on Sint Maarten. This turned out to be a big mistake and I should have put her on the next transport to Holland. But it's no use crying over spilt milk, and at the time we didn't see any reason not to be optimistic.

Teething pains

The first issue we found was that the ballast in her hull was concrete. This meant cutting and shaping a completely new bottom in the Netherlands, which was shipped to the Caribbean on an open-top container. This is where the drama really began – and it would take another two and a half years before our dream boat was ready. Blissfully unaware of the need to

watch closely what was going on we left the project unsupervised.

The refit was eventually completed in June 2005 and we spent the next five years cruising, as we explored the Caribbean and went through the Panama Canal to Western Canada and on to Alaska. I would recommend Alaska in the summer to anyone – the landscapes and vistas there are indescribable. I also thoroughly enjoyed our time when we returned to Central America, which felt very adventurous. We eventually ended up at Colón, the Panama Canal port where *De Vrouwe Christina* was placed on a Sevenstar transport ship for the trip home to Holland.

Lessons learnt

After having her checked by the experts at the De Vries yard in Makkum, we found that much of the work done in Sint

Maarten needed to be completely reversed and done again. This reflected a lack of knowledge by the local craftsmen and if I ever need serious work on a boat lying in the Caribbean I now know to have this done in the US or Europe.

Anyway, in consultation with De Vries, we decided to have *De Vrouwe Christina* refitted properly at the SRF yard in Harlingen under the experienced leadership of naval architect Olivier van Meer. The slapdash refit in Sint Maarten had exacted a price, as did all the years of intense cruising and ocean passages, so she was given a thorough overhaul. The entire interior was removed and redesigned in a highly contemporary style. Two thirds of her hull were rebuilt, and all flammable elements – no longer acceptable on boats in this day and age – were removed and replaced.

The combined price of the two refits could have easily sufficed to acquire a new 35-metre yacht, but she has now been restored to pristine shape – and there is only one *De Vrouwe Christina*. This is, after all, the only tjalk-type boat ever built by the Feadship group, and her unique appearance makes her stand out against any backdrop.

New horizons

De Vrouwe Christina has just completed a sea trial to Scandinavia and will arrive with Sevenstar in Jacksonville in northern Florida in the third week of January 2018. From there, we plan to sail down through the Atlantic Intracoastal Waterway through Key West to the Southern Intracoastal on our way to Houston, Texas.

Why did we choose this area? There is a book by Jan de Hartog called *The Waters of the New World*. It describes the author's travels on his old tjalk from Nantucket to Houston through the Intercoastal Waterways, and contains an article about each of the places where he alighted. I did the part of this itinerary with our previous cruise from West Palm Beach to Canada and back, and wish to complete another portion this winter. Fifty years after Jan de Hartog wrote his book, it's exciting to see how much the world has changed on all fronts. And it's an honour to retrace his steps in such a timeless boat from the same period.



Photo: Hanneke Lindenburg



Meet the members of the Feadship Heritage Fleet

Going back as far as 1930's, 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!



Gaudeamus - 1933



Devea - 1934



Joma - 1934



Janny - 1934



De Elft - 1936



Schollevaer - 1938



Irene - 1939



Mijntje - 1939



Navette - 1939



Iduna - 1939



Zephyr - 1939



Pelikaan II - 1949



Ro-y-al - 1952



Marco - 1956



Tiky - 1956



Pien - 1956



De Vrouwe Christina - 1957



Sirocco - 1957



Contentus - 1958



Oceanus II - 1959



Evening Shadow - 1960



Herumajo - 1960



Zeemeeuw - 1961



Tiky - 1961



T is altijd wat - 1962



Neptunus - 1962



De Ruyter - 1962



Santa Maria - 1963



Robert-Jan - 1933



Nenemoosha - 1963



Emmeline II - 1963



Lady Lisse - 1964



Serena - 1964



Pontos - 1964



Columbus - 1965



Corbina - 1965



Najade - 1965



Kalmia - 1965



Ruo Seralis - 1965



Katja - 1966



Cartouche - 1966



Ammerland - 1966



The Highlander - 1967



Karimor V - 1967



Dany Lou - 1968



Monara - 1969



Din-Dina III - 1969



Wilverley - 1970



Pakeha - 1970



Aldebaran - 1972



Big R - 1973



Almare - 1973



Claybeth - 1978



Karina C - 1979



Daria - 1979



Enterprise III - 1980



My Gail II - 1981



Arkan - 1981



Paraiso - 1983



Brillewood - 1984



Cacique - 1986



Elizabeth Brooks and her husband Rory are the owners of two delightful classic Feadships – the 32.60-metre *Heavenly Daze*, launched in 1972 as *Aldebaran*, and the 15.50-metre *Hera*, launched in 1956 as *Pien*. Members of the Feadship Heritage Fleet from the outset, the Brooks family have developed a close affinity with the classic motoryacht life.

Have you and Rory always been involved in yachting?

Funnily enough, when we were growing up sailing was never part of our lives. This is perhaps why we decided to buy a motoryacht when we caught the bug as we don't have the skills to sail ourselves. Our story began in the late 1980s when we began enjoying charter holidays. We loved the sense of freedom that sailing offers and the scope of destinations that are not always accessible by land.

cabins amidships into flexible suites with sliding twins that can become doubles. We designed a beautiful teak dining table that can be adapted for indoor or outdoor use and we refreshed the interior to convey a contemporary classic style that complements the original classic details. *Heavenly Daze* is now a successful charter yacht based in Mallorca. We continue to explore the Mediterranean, heading to a different destination each season. She is like a small ship with an expansive open top deck, which is a marvellous place to relax, have dinner around the lovely teak table and host parties.

How did you and Roy become involved in the Feadship Heritage Fleet?

Wishing to research the history of *Heavenly Daze* we visited the yard in Aalsmeer where Huib de Vries showed us around the fascinating archives. While there we had a great conversation about the unique legacy of these

that, while *Heavenly Daze* was built by the De Vries family, *Hera* came from the Van Lent yard, meaning we had the best of both worlds.

It was also a very interesting project to refit the yacht, together with project manager Kees de Keizer and designer Gillian Brown of Wetzel Brown Partners. The classic style was retained while new engines, electrical and plumbing systems were installed. *Hera* was relaunched in May 2017 and we keep her in the I-Dock marina in Amsterdam, just a ten-minute walk from Central Station. We had various connections in the Dutch capital already but coming to spend a weekend on *Hera* certainly adds to the attractions. Amsterdam is such a beautiful city and very manageable in terms of size. It's lovely cruising down the Amstel River and we also took *Hera* across the IJsselmeer lake to one of the Feadship yards in Makkum for this year's rendezvous.

Q&A with Elizabeth Brooks

Custodians for the next generation



How did you first become Feadship owners?

Every cloud has a silver lining they say and that was certainly the case for Rory and I back in the summer of 2001 when we found ourselves stuck in the South of France. The engines had broken down on the yacht we were chartering and, while waiting for the situation to be resolved, we sat looking at this captivatingly pretty boat moored next to us in the marina. The captain kindly gave us a tour of *Heavenly Daze* and I can confirm that there is such a thing as love at first sight!

That autumn we made the decision to look for a classic motoryacht that would provide comfortable accommodation for our family and friends. We trawled the available yachts for sale and were delighted to discover that *Heavenly Daze* was on the market. We already knew that she was the yacht for us and we were lucky enough to purchase her in 2002.

That means you have had fifteen good years with this lovely yacht...

Yes, she was in good condition so we spent the next eight years cruising but also thinking about how we could enhance her classic heritage while updating systems in line with contemporary standards. In 2011 we decided to embark on a refit, which included transforming the twin

wonderful classic Feadships. Discussions also arose about possibly setting up some sort of association for owners in the same way as classic car drivers come together to nurture their shared passion. This idea quickly took root and, when the Feadship Heritage Fleet was launched in 2013, Rory was appointed as vice-chairman and *Heavenly Daze* became the first boat in the fleet to carry the FHF plaque.

Our close involvement with FHF has brought us a great deal of pleasure. We attended the first rendezvous of around 25 smaller Feadships at the yard in Aalsmeer. While most of these boats were berthed in Dutch waters, the FHF quickly piqued the interest of the larger classic Feadships in the Med and the States. It has continued to grow ever since and we would certainly encourage more owners to become involved. The Dutch members are open people and very welcoming to all wherever they come from.

And this is also how you ended up with your second classic Feadship?

Indeed. It was at the first rendezvous that we came across *Hera* – or *Quicksilver* as she was called at the time. On discovering she was available for sale we could not resist and a moment of madness later we were owners of not one but two Feadships. An extra attraction for us was

A very pleasant three-hour trip to Haarlem was another recent highlight. The saloon on *Hera* is gorgeous with her large windows bathing the interior with light – it is such a comfortable place to sit and watch the world go by.

How would you describe the essence of the Feadship experience?

Our boats may be very different in terms of size but they share the same classic Feadship heritage, built on beautiful lines. Both *Heavenly Daze* and *Hera* have a solidity about them and are exceptionally comfortable, with an excellent layout. Rory and I are both very interested in design and our Feadships are perfect examples of timeless classic design and detail. We really feel like we are the custodians of these fine vessels for the next generation.



@myheavenlydaze
Follow Heavenly Daze on her daily as a charter yacht on Instagram.



WHEN HISTORY COMES TO LIFE

There is a wonderful photograph of Cornelis (Cees) van Lent standing in his dining room at the table where he put the finishing touches to many classic Feadship designs in the post-war period. From this vantage point he could look out of the window onto the waters of Kaag and the yard which carried his name. This was also where Cees lived with his wife Margo Akerboom, who he married in 1916. It was her father Jan Akerboom who took over the yard now known as Royal van Lent way back in 1877.

Cees passed away in 1963 and his son Jan van Lent took over the house and co-ran the yard with his brother Theo (the father of Dick van Lent). Jolande van Lent is Jan's only child and there was only one place in the world she could have chosen in May 2017 for the re-christening ceremony of the 10-metre *Margo*, designed by her grandfather and named in honour of her grandmother.

First time owner

With such a background you might think it inevitable that Jolande would have been a boat owner all her life but this has not been the case. "As a child I spent my family holidays on the water in various Van Lent boats," she explains. "I also enjoyed time as an adult with my father on *Lucia* but never considered owning a boat of my own. In fact, following his death I had only occasional contacts with the yard and the Feadship story for quite a few years."

All that changed in 2015 when Jolande's cousin Arthur van Berge Henegouwen, owner of the Feadship Ammerland and another grandson of Cees van Lent via his daughter Toos, asked her to join the FHF Historical Committee. "I was instantly fascinated by the work of researching classic Feadships and tracking down missing members of the fleet. When my husband Herman – who has no experience of sailing at all – saw how busy I was with the FHF he said it would be really great for us to have

As her name suggests, Jolande van Lent has a rich heritage of her own within the Feadship family. Although she enjoyed her time sailing on mini-Feadships during her childhood, it was only in recent years that she caught the bug again after joining the FHF History Committee. Inspired by her experiences, Jolande and her husband Herman decided to buy a classic Feadship of their own.



our own boat. Obviously we only wanted a small Feadship and we were delighted to find a 10-metre boat built by the Van Lent yard for sale in 2016."

A DIY enthusiast had spent nine years trying to do this boat up before abandoning the project in 2011. Being a tall man he had started adding an uncharacteristic steel superstructure with the intention of having it painted to look like wood.

Memories stirred

"After buying the boat we contacted the family of the first owner," says Jolande. "It became clear that the yacht was first called *Marco* and been launched in 1956 when I was five years old. As the only child of Jan van Lent, it was my

role in those days to present flowers to the owners at every launch... I cannot pretend I remember but it is very likely that 61 years ago I did this for what is now our boat!"

A photo from this original launch shows that *Marco* had an aft cabin as well as a berth forward. "Our research revealed that the second owner had this aft cabin removed to create an open aft deck," adds Jolande. "As Herman and I are mostly sailing together we decided to just keep the forward cabin and make the most of the extra space for relaxation on the aft deck."

"We also had the steel superstructure removed and the soon-to-be-renamed *Margo* was rebuilt with an open cockpit based on my grandfather's original design from the archives. This was carried out in partnership with the designer Willem Nieland, who did a great job. She is such a beauty..."

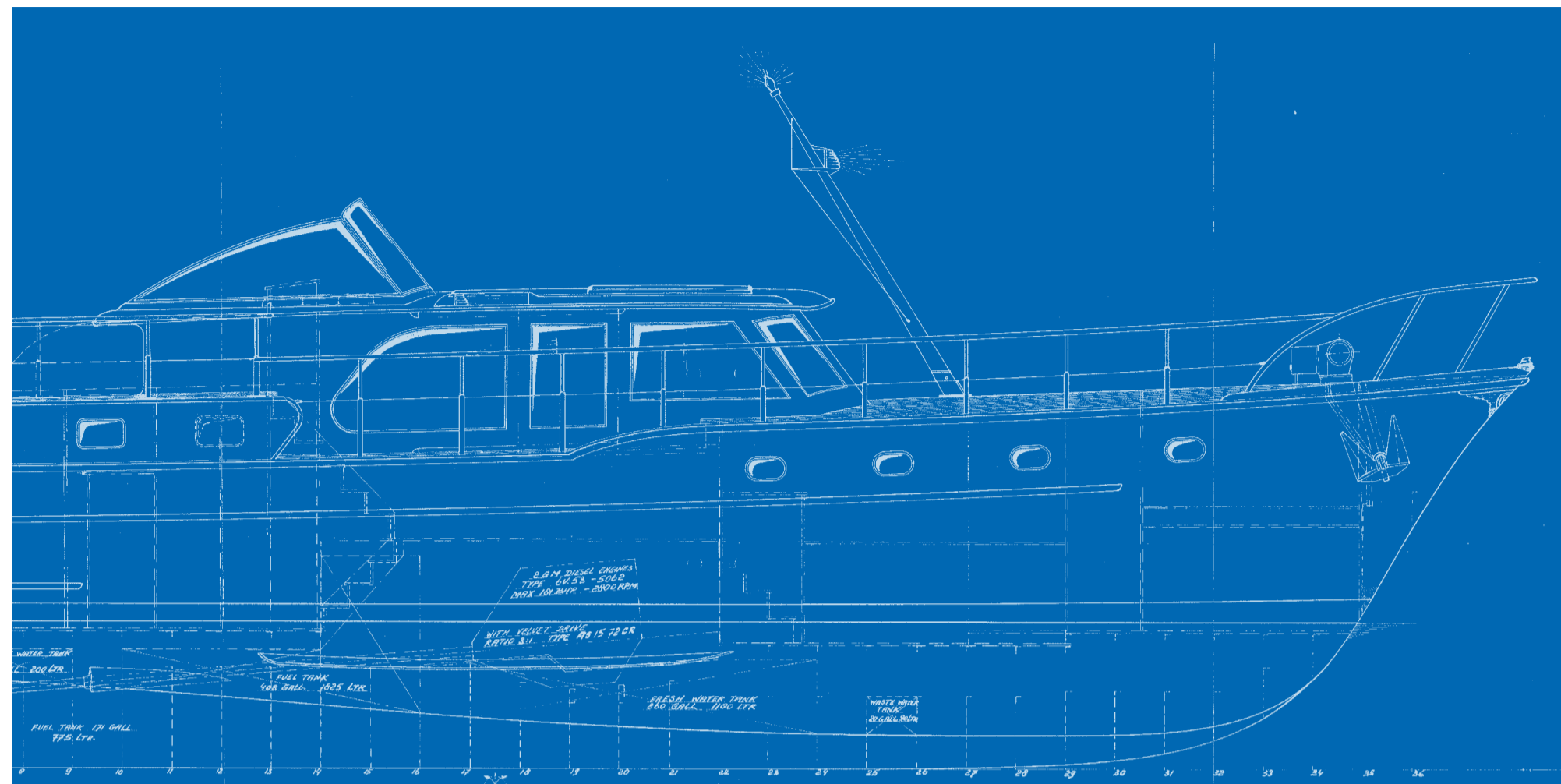
I love the curves of the hull and the yacht is very easy to manoeuvre. Despite her advanced years everything works extremely well, which is a testimony to the original design and build too."

Pride and joy

Herman has now joined a new FHF committee set up to organise events, the first of which was the recent tour on the canals of Amsterdam (see page 5). "It is a wonderful experience to see how *Margo* grabs people's attention on the water," concludes Jolande. "We get so many compliments wherever we sail and I am proud to be a part of keeping our heritage alive."

Herman Wamelink & Jolande van Lent

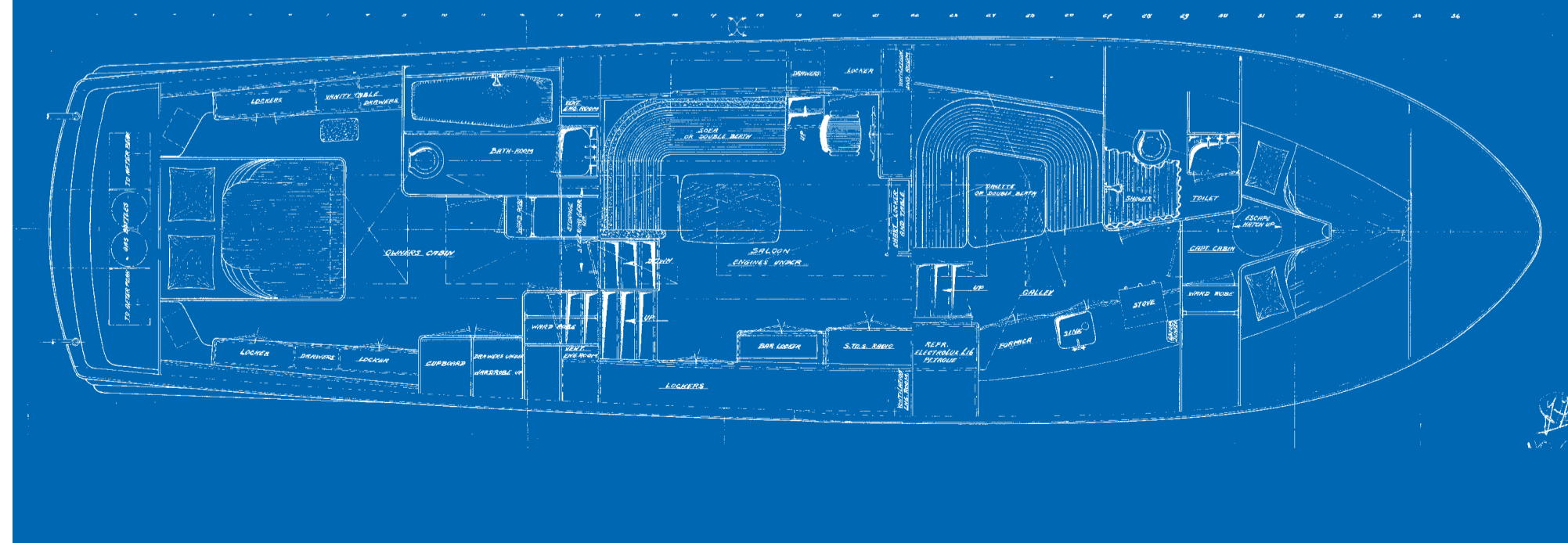




Mike and his Mumtaj

From Malta with love

When the 16.50-metre *Mumtaj* (ex. *Kalmia*) came up for sale in Malta, Mike Spits swiftly flew there to take a look. He fell instantly in love with this Feadship from 1965, and a year later sailed *Mumtaj* 'home' to Holland. Here's Mike's story in his own words...



The first thing I should point out is that I jumped into this project unhindered by any maritime knowledge. In fact, before last year the only thing I knew about sailing came from my time on a laser boat as a kid in the Netherlands. Today I live and work in Thailand from where I run a social enterprise called Elephant Parade. We started this organisation ten years ago and make sculptures and other merchandise which is sold in countries around the world.



Mike Spits

Pied à l'eau

It was around the start of 2016 I decided that I wanted a pied à l'eau for the regular times when I visit Amsterdam. This idea quickly evolved as I decided I didn't want a houseboat alone but a motoryacht with engines so I could move around a little. I shared my thoughts on finding something beautiful, special and timeless with a friend called Geert Dijks, who knows about these things. He recommended I look into the classic Feadships, which as well as being a relatively good investment would suit my style.

Geert knew of my penchant for vintage objects, having previously owned a Mercedes G-Wagen. And I also have an instinctive aversion to modern polyester boats – or yoghurt cups as I've recently been told they're called! Anyway, although my checklist was still not founded on any expertise in aesthetics, quality or value, I took Geert's advice and began my search. After seeing a sales ad for the Feadship *Lucia* I went to see her in Antwerp and was incredulous at the high standard. However, as *Lucia* only has outside steering – and I wanted a boat with interior steering too – she was not quite the one for me. I did adore *Lucia*'s lines, however, and was delighted when a broker told me about a very similar boat from the same era being available.

Authentic passion

The downside of this news was that *Mumtaj* was berthed in Malta. I'd never been to this island in my life but after talking to the owner by phone I was sufficiently enthused by the idea to break my own promise never to fly on a 05:30 flight for work or pleasure. Arriving in Valetta, I was instantly captivated by this stunning boat and bought her on the very same spring day. The owners had already taken *Mumtaj* apart and done an extensive refit back in 2003 as she had been in a pretty rundown condition. They

restored her to her original state using the plans from Feadship and the many original parts, and the result was and is very authentic.

At the same time, the owners were honest when they said in the advertisement that *Mumtaj* needed some TLC. Unfortunately, neither myself nor my broker knew what TLC stood for (it's an abbreviation for 'tender loving care' in case you're in the same boat!) but I found out a couple of months later when myself and two of my children took the boat out and one of the engines overheated. They are the original DAFs and we had already had a mechanic overhaul them, but clearly more work was required.

Stranger things

One of the things I really liked about buying a boat in Malta was that I thought I could drive her back to the Netherlands. It was only later that people start saying 'surely you're going to transport her'... They were staggered that I was intending to embark on this long trip with no sailing experience. Yes, perhaps I was a little naive but I felt sure I could do it with my eighty-year-old dad, who once owned a fishing boat (but has never entered an engine room in his life!).

Thankfully, the good friends who insisted that we shouldn't tackle such a trip alone – especially the parts that involved sailing on open seas – prevailed and we took Derk van Dieren with us. Derk is a volunteer



member of the Harlingen coastguard who also has experience with building and designing boats. We interviewed each other – after all, spending weeks together on a 16-metre boat is no small thing for strangers – and we agreed he would come along for at least a month, teaching me on the way.

Sicilian job

It took us fourteen sailing days from Malta to the first lock in France at an average of 7.6 knots an hour. The second part was slower with all the locks, which sometimes involve waiting for an hour. I also broke up the trip to attend the FHF meeting in

Makkum. But overall it was a great experience, with a few ups and downs on the way, usually interlinked.

Take the time when one of our engines overheated three hours off the Sicilian coast. We made it on one engine to a small fishing harbour where Derk fixed the blocked tube problem using a cola bottle! I'm amazed by Derk's ability to stay calm in such situations – I never heard him swear once! Nor am I complaining about the original DAFs – it's incredible that they keep running and the problem was due to someone in Malta not properly cleaning the diesel tanks as requested.

Anyway, off we set again and about three hours later both engines died on us. There we were in a quite serious swell with a big tanker nearby. The table and chairs started flying and my dad – who had previously described sailing as boring – dryly commented 'Now this is entertainment'. Priceless...

We'd also made a mistake with the programming of the VHF (yes, I know, amateurs) so I called 112 and spoke to the Sicilian police. 'Where's your car?' they asked. 'I'm on a boat and we're floating with no engines' I answered, concerned at how they might respond... This was Sicily after all!

I needn't have worried as the coastguard came out and Derk used his experience



to go onto the foredeck in the big swells and catch their rope. They were very kind to us, towing *Mumtaj* to the marina and parking us with their stern jets. In fact, we got all this service by super-nice people free of charge!

And so, there we were docked in the public quay at Siracusa... A triple-A location where our only neighbour was the famous *Sea Shepherd*. The original plan was to empty the tanks of the 1,800 litres of contaminated diesel but a local boat supply shop suggested it would be smarter to put in high capacity diesel filters. We had to wait three days for these



to be shipped from the Italian mainland but Derk fitted them on arrival and off we went. It all made for a very memorable experience.

A special feeling

What is remarkable about *Mumtaj* in my opinion is the super smooth ride, even when there is wind or swell or short choppy waves. Mr Van Lent did a brilliant job when he originally designed this boat as she is extremely comfortable in all conditions. We had a force five wind when passing Capri and *Mumtaj* performed exceptionally well.

Another memorable moment for me was when we were moored up in St Tropez among all the large superyachts and I felt this overwhelming sense of pleasure at being on board a classic Feadship. When you've only ever sailed on a laser and step on a boat of this pedigree you realise you're dealing with something more serious than a mere machine. I did take some lessons on a 12-metre boat in Amsterdam but nothing prepared me for the true sense of freedom you feel standing on deck steering this exceptionally cool boat. Even Derk, who owns a 1926 Danish sailing yacht, says that *Mumtaj* feels like a home you can take wherever you wish to go... A huge compliment from a guy from Rotterdam who hates motorboats!

We have been blessed with many similar compliments. Whenever we see someone who knows boats or has a feeling for aesthetics – and even though *Mumtaj* is currently a little rusty and in need of some treatment – they always say 'wow, what a beauty'. She is the epitome of heritage, which is why I am going to try and keep her exactly as the original boat was, taking *Mumtaj* to the level where she looks good and is completely dependable in technology terms and well preserved. But that's a story for another day...





America's first Feadship The life and times of La Vie Vite

Feadship was initially formed in 1949 to showcase the quality of Dutch yachts to the newly emerging American market. The first fruit of this endeavour was the 25.05-metre *Anahita*, sold on plan at the 1951 New York boat show and delivered to her owner on the East Coast a year later. Found by her current owner in 2013 and now called *La Vie Vite*, she has an amazing past...

When Chapman Ducote first spotted this gem in a Californian marina, very little was known of her remarkable heritage. Recognising that the yacht's lines were reminiscent of the Feadships of the early 1950s, Chapman combined his astute eye for design with a passion for research to trace back her history to 1952, when *Anahita* was the largest yacht launched by Feadship to date and the very first to be imported under the Feadship banner into the United States.

"When I called Feadship and told them about the boat I had found they couldn't believe it," recalls Chapman. "They thought that this iconic yacht had been lost to posterity and it was wonderful to be able to share the news that America's first Feadship had been discovered." The first part of the yacht's life was spent cruising the

East Coast with her wealthy owner and his family, who later also went cruising in Southern California. There she was eventually sold to a local resident and *La Vie Vite* made many trips between San Diego and Mexico. Rumour has it that the yacht was transporting more than passengers during this period: whatever the truth, *La Vie Vite* was eventually impounded by the US government and became a ward of the state. Sold at auction in the 1980s her next owner took good care of her and lived on board for the next three decades.

After buying the yacht, Chapman and his wife, the author Kristin Ducote, joined the Feadship Heritage Fleet in March 2014. He has since become a board member too. "I adore sailing and doing so on one of the most iconic brands on earth is incredibly inspiring. I'm also a big fan



of heritage, and the pedigree and quality that Feadship offers is unsurpassed. Being involved with FHF has given me a true appreciation of this history, and Kristin and I love sharing experiences with like-minded people."



Awlgrip started sponsoring the Feadship Heritage Fleet in 2016, and will continue to do so throughout 2018 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).



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 work of 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.



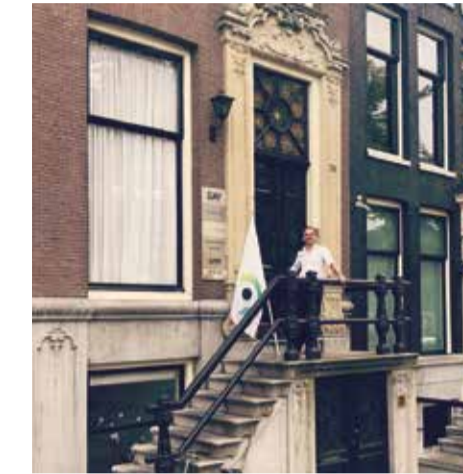
Sevenstar Yacht Transport has been a sponsor of the Feadship Heritage Fleet since December 2014. In addition to enabling owners to enjoy their boats at a destination without the wear & tear involved in getting there under their own steam, the company provides several products especially for members. 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.



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.



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.



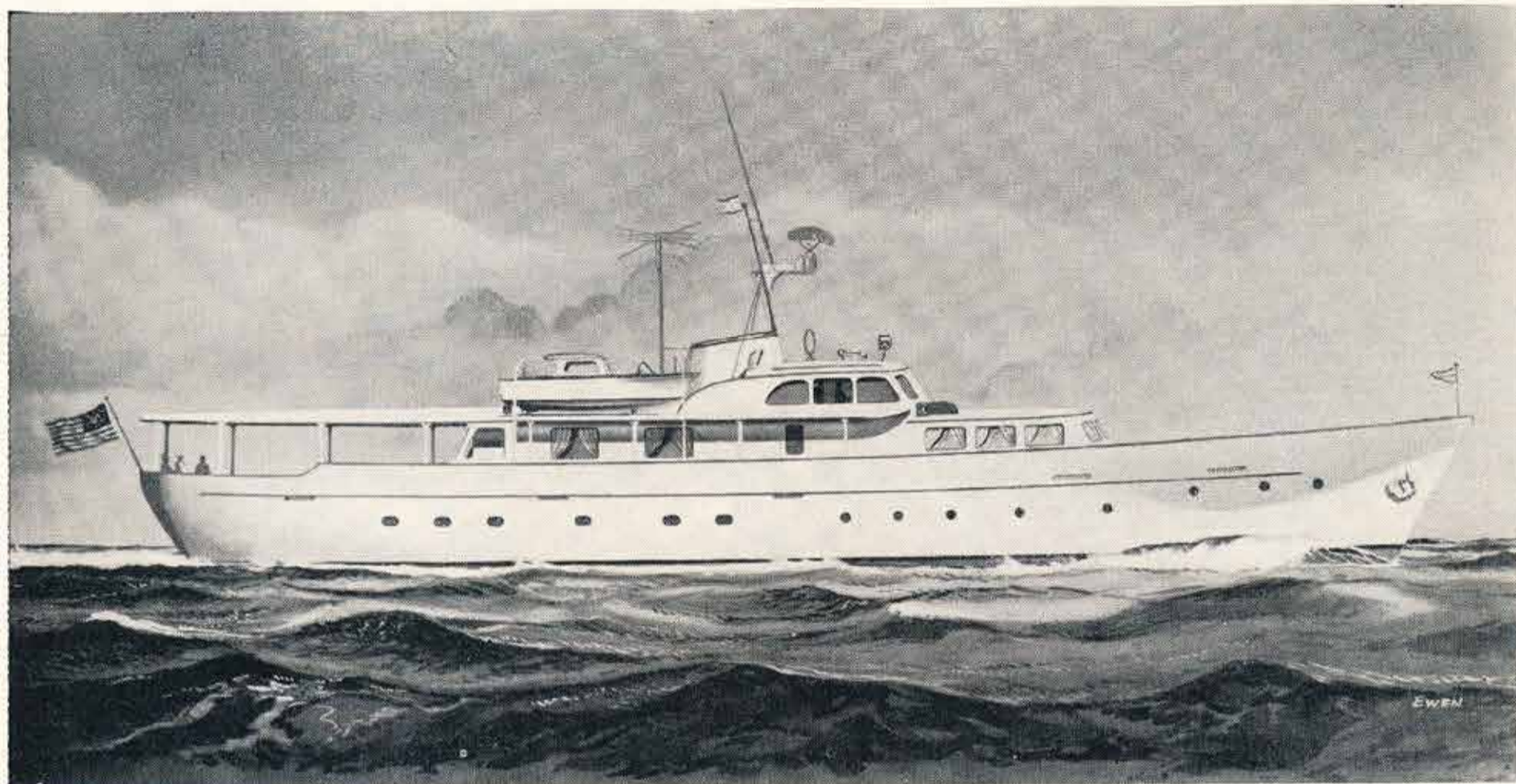
Pantaenius is the leading specialist in Europe for yacht insurance solutions and the only provider with a truly worldwide range. The company operates twelve offices on three continents and has a network of 35,000 industry contacts. Pantaenius offers concierge services of all kinds for the most discerning yacht owners.

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.



“Every Inch A Queen”



THE HIGHLANDER

*Another **Feadship** Creation*

Now Under Construction for Forbes, Inc., New York

ONE HUNDRED FEET of sea-going stateliness, furnished and equipped with the most advanced nautical gear, best describes The Highlander. Typical of FEADSHIP yachts, The Highlander embodies the finest skills in yacht design and construction plus such advantages as a steel hull and superstructure, teak decks, exotic wood interior trim, and the latest in appointments throughout. Accommodations include: four double staterooms, each with private bath; spacious deck salon, and dining salon. Twin-screw, GM powered, The Highlander is capable of extended cruising anywhere in the world.

The Highlander is but one more example of why FEADSHIP enjoys recognized leadership in fine yachts—WOOD or STEEL—up to 200 feet.

Feadship
INC.

CHARLES M. DONNELLY, *President*
73 Greenwich Ave., Greenwich, Conn., Phone: Greenwich 8-7600
In Florida, Reopening in November:
515 Seabreeze at BAHIA-MAR, Fort Lauderdale. Phone: Jackson 3-6700-6701