

# HERITAGE WORLD

News & views from the Feadship Heritage Fleet

Issue 4 - 2020



A ROYAL  
RENDEVOUS

4



70 YEARS  
FEADSHIP

6



ENJOYING THE  
BREEZE ON THE  
FEADSHIP ZEPHYR

10



LOVING LIFE  
ON TIKY

12



ECO-FRIENDLY  
FEADSHIPS

14



## NEW FEADSHIP YARD opened by Queen Maxima

Feadship is justifiably proud of its many decades of history with milestone moments galore, but the 16<sup>th</sup> of May 2019 is now certainly among the absolute highlights. A grand opening ceremony for the fourth Feadship yard was made all the more glamorous by the attendance of Her Majesty Queen Máxima. And for the nineteen members of the Feadship Heritage Fleet who had the chance to present their Feadships to the royal visitor, this was an evening that will long in the memory.

The product of five years of design, engineering and construction, the new Feadship facility in Amsterdam has been created to build and refit Feadships of up to 160 metres in length. The pinnacle of contemporary design, the yard measures an impressive 425,000 cubic metres and boasts some 200 metres of quayside. In line with Feadship's

dedication to sustainability, it is also the world's most eco-friendly superyacht facility with district heating (using excess energy from nearby factories), 2262 solar panels generating 550,000 kWh per year, giant skylights made of heat-generating glass, LED lighting and an innovative three-tier ventilation system.

### Party time

All this and more was on display for the first time to 2500 invited guests at the launch party in May. The 35-metre-high construction hall was converted into a super-cool purple-coloured party palace for the evening, generating a very special atmosphere. Outside were moored nineteen FHF yachts ranging from seven to eighteen metres in length and from 1934 to 1967 in launch date. The members had the honour to meet Queen Maxima in person, who took lots of time to look around and ask about their boats.

It was the perfect beginning to what would turn out to be

an excellent weekend for all who attended the 2019 FHF Rendezvous, which you can read more about on page 4.

Some 450 skilled employees from a wide range of outfitting and refit disciplines now move between the Feadship yards in Amsterdam and Kaag. A further 150 new jobs have been created for highly skilled yacht builders, a demand which is in part being met by the Feadship Academy training schools. The location of the new Feadship facility in the Dutch capital offers superb access to open waters for sea trials, while the nearby locks at IJmuiden regulate the tides and minimise the amount of salt water. Feadship owners will also be able to call on the Amsterdam yard for refit and maintenance activities, as they can on the Makkum yard, which is currently being expanded with a second hall spanning 166 metres.





# Welcome to Heritage World

From meeting Queen Maxima in May to mingling with sailing yacht royalty in St Tropez at the Voiles, it's been a good year for the Feadship Heritage Fleet and its members. These and other such events are allowing more and more members to get to know each other better. The FHF is evolving from an association of classic boats to a club of people who happen to own classic boats, and the friendships developing may well be our finest achievement to date.

This holds especially true when you consider the widening range of nationalities and backgrounds, as well as the fact that the sense of community is not based on the size of anyone's Feadship. Our goal is to continue attracting more people from all parts of the world, enabling us to organise meetings in the United States and more in the Mediterranean region that attract Feadships berthed there. As each year passes, more of the larger Feadships qualify for FHF membership and we're actively addressing ways to reach out to owners of Feadships that are crewed and used in different ways to the more traditional 'classics'.

Bringing people together and finding shared interests is a challenge we relish, helped by our very positive members. Vice-chair Rory Brooks, who is stepping down from the FHF board after six years, is a fine example of this as he owns two different Feadships of different sizes that are used in different sailing areas.

We're very grateful for all that Rory and his wife Elizabeth have done for this association and they will remain two of the best ambassadors for the Feadship Heritage Fleet I'm sure.

All people really need to benefit from FHF membership is to have a genuine feeling for heritage and an innate recognition of the incredible history and pedigree of a Feadship. This shared common value is a superb platform on which to start new acquaintances that can blossom into real friendships over time.

Having almost certainly worked at high levels of business in their lives or still being busy with their careers, all Feadship owners know the intrinsic value of networks, and I think the FHF has much to offer. We all seem to share a love of things such as Grand Prix racing and classic sailing events along with good dinners in a relaxed environment. Ultimately, FHF membership has nothing to do with money... It's the love you have for your Feadship and the fact that she is far more than just a (super)yacht.

If you own a Feadship over 30 years old and would like a taste of how it feels to join one of our events, how about coming to Amsterdam in August for the spectacular SAIL 2020 event? We are working closely with Feadship on our participation in this event, which attracts millions of people and the most amazing ships to the Dutch capital. Send me an email on [info@feadshipheritagefleet.nl](mailto:info@feadshipheritagefleet.nl) and we'll let you know more.

Wim van Kampen  
Chair of the Feadship Heritage Fleet

## 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.

## 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](mailto:info@feadshipheritagefleet.nl) and tell us why.



Having been a founding member of the Feadship Heritage Fleet board, Rory Brooks is getting ready to pass the baton on in 2020. As he writes below, having very much enjoyed his six-year term he and his wife Elizabeth are looking forward to spending more time as an FHF member on their classic Feadships, *Heavenly Daze* and *Hera*. As the board looks to find successors to take our association further forward in the coming years, Rory also has words for encouragement for those who embrace that opportunity.

# Journeys to remember



To join the Feadship Heritage Fleet is to enter a world of tales and adventures, so let me start this article with a short story of my own that captures the essence of what this association means, not only to its members but to the wider world. In 2014 Elizabeth and I attended a pleasant dinner organised by one of the superyacht media companies. It was a fascinating experience, not least because half the people there seemed to know more about our *Heavenly Daze* than we did. At one point, however, I got chatting to a gentleman who was initially unaware that I was an owner myself.

'This new thing that Feadship's started with their heritage fleet is dynamite,' he told me. 'It's not duplicable by anybody else and gives them a unique advantage'. As our talk progressed it became clear that my interlocuter was in fact the chairman of another of the world's top yachtbuilders. And he was right, the FHF, which had only just been formed at the time, was giving Feadship yet another way in which it could stand out from all its competitors.

### Strong and sustainable

More than five years on and I'm pleased to say that our association has become a strong and sustainable organisation with a great sense of community. We have

done lots of exciting things together and had much fun as members. I am now looking forward to letting someone else step up to my role on the board, convinced that everybody should have a turn at some aspects of the stewardship of a group like this, shaping how it works.

One of the things that the past few years' involvement with the FHF have confirmed is the wonderfully unpredictable nature of life. Elizabeth and I certainly didn't think we were going to become 'boating people' when we first bought a yacht many moons ago – we just wanted to get some Mediterranean sunshine! And we certainly couldn't have predicted that the purchase of a classic Feadship like *Heavenly Daze* in 2002 would take us on far more than just geographical trips alone – she has taken us on journeys of friendships, communities, even industries... All part of the unexpected benefits of owning a Feadship.

### History in the making

It's also been a journey into history. The 40th anniversary of *Heavenly Daze* in 2012 led us to the Netherlands to dive into the Feadship archives. We were amazed when half the De Vries family were there to greet us and the conversations made clear the unique legacy of Feadship. They also helped lead to the formation of the Feadship Heritage Fleet a year later, which I joined as vice-chair. The fact that the association was officially launched on *Heavenly Daze* during the Monaco Classic Week in September 2013 was the icing on the cake.

The sense of history had followed us wherever we travel on *Heavenly Daze* and, since 2017, *Hera*. They may not be the largest boats in the marina but people seem to instantly recognise a Feadship and love to talk about their heritage. The same goes when we entertain guests on

board for a few days: we've never had anybody be keen to leave and the time spent together in such an environment has enhanced many friendships.

Likewise with the FHF members with whom we have a shared set of common values and deep appreciation of the craftsmanship and engineering that goes into every Feadship. It's been a tremendous privilege to make so many new friends and, again, it was completely unanticipated.

### Adding value

This is perhaps why I am convinced that the Feadship Heritage Fleet still has all sorts of unexplored capacity for the future. It's also good for the intrinsic value of your yacht and the value you get from membership. The chance to attend events like the Monaco Classic Grand Prix and SAIL Amsterdam in such a close up and personal way is priceless. I hope that my successor on the board, whoever he or she is, will have the same pleasure I have had in serving my two-term limit. And Elizabeth and I look forward to continue pitching in as ordinary members of this extraordinary association as well as celebrating the Golden Jubilee of *Heavenly Daze* in 2022.



## A warm welcome

We are delighted to announce that Carla Limatola has taken on the secretariat role for the Feadship Heritage Fleet. We warmly welcome Carla to the FHF family and look forward to a pleasant cooperation. Carla has great experience with organising international events, worked as a yacht agent before and most importantly is a real Feadship enthusiast. She will support the FHF board and committees in running the association's activities as well as exploring new opportunities for events and member services.



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# A royal rendezvous in Amsterdam

The sixth edition of the Feadship Heritage Fleet Rendezvous was perhaps the biggest and best to date, as members gathered in the Dutch capital to celebrate community together in style and meet a very special guest.



This most memorable of weekends began with a presentation of nineteen FHF members to Her Majesty Queen Máxima on Thursday 16 May (see front page). The next evening saw the attendees enjoy an official captain's dinner with a yacht hop which went on until the early hours. Quite a number of owners were celebrating a special jubilee for their Feadship, including *Irene* and *D'Ouwe Freddy* (both 80 years) and *Torno* and *Regina* (85 years). We were also delighted to welcome *Miloke*, the first all-electric member of the Feadship Heritage Fleet (see page 14).

Sore heads or not, on the Saturday morning the fleet set off in good time for the city of Zaandam, located on the river Zaan just north of Amsterdam. The Feadships were welcomed by the mayor, a 25-strong captain's choir and many classic-boat-loving onlookers. An excursion to the Czar Peter house allowed us to find out more about

the famous visit by the Russian monarch to the area in the late 1600s to learn about shipbuilding, a trip which led to the start of pleasure sailing in his vast country.

## Soul brothers

Back to the present and the return trip to Amsterdam included a spectacular photo shoot behind the Central Station before the FHF members sailed to the new Feadship yard for the evening party. Appropriately enough in the year that Royal Van Lent celebrated its 170th anniversary, the night included some top funk-soul entertainment by the Van Lent Band, which includes three brothers from the family. It was a great way to conclude an excellent rendezvous, one which reinforced how the Feadship Heritage Fleet has become an association of friends as well as an association of boats.

## LES VOILES DE SAINT-TROPEZ

# FHF members enjoy close-up views of Voiles races

The special twentieth anniversary edition of Les Voiles de Saint-Tropez made a beautiful backdrop for a gathering of Feadship Heritage Fleet members to mark the end of the cruising season in splendid style. Les Voiles is of course mainly about sailing yachts, with this year's event attracting some 300 modern and classic craft and over 4000 sailors to the gulf of Saint-Tropez. There's so much to see and do both onshore and off during this iconic annual week, and the 25 or so FHF members who came to the Côte d'Azur for the occasion included both those with Feadships berthed in the Med and others from northern Europe.

Two owners kindly agreed to anchor their Feadships in the bay and welcome their fellow members aboard in order to watch the races: the 40-metre *Seagull* (from 1980) and the 34-metre *Lelou* (launched as *Prosit II* in 1973). The latter also hosted an epic cocktail party while the owner of *Seagull* put on a great lunch the following day. The success of this regatta weekend, where vintage Feadship motoryachts were very much in their element, just as they are at the classic car racing event in Monaco, has ensured that similar meetings will be planned in the future.



## Classic refit

*Lelou* is currently enjoying a series of refit activities at the Beaulieu-sur-mer yard of Feadship Heritage Fleet sponsors Monaco Marine, which is also one of the four exclusive members of the Feadship Services Network. A freak wave that came over the wall in the port of Cap D'ail in the big storm of October 2018 completely flattened two cars and also deformed the top deck of *Lelou*. Monaco Marine worked hard to make sure the original shape and finish of the deck were maintained while respecting Feadship quality and construction methods. It was also critical to match the woodwork and paint, making it impossible to see that *Lelou* ever had such a bruising encounter with nature.

The owner also therefore decided to extend the works by giving his Feadship a complete paint job, upgrading the engine room and modifying the top deck to the style of the old days. The jetskis were moved to the foredeck and a removable crane installed so as to not disturb *Lelou*'s classic lines. The refit is ongoing as the owner doesn't want to immobilise his yacht for a large refit in one go. Kees Van der Hoek and his team at Monaco Marine are now working on new electrics, returning the bridge back to original condition and various interior projects.

## upcoming events

## '20



### Historic Grand Prix (8 to 10 May)

Now a fixed bi-annual event, the Historic Grand Prix in Monaco is organised for FHF members (and their yachts) based in the Mediterranean area and accessible for all FHF members. Nothing beats watching the classic race cars from the top decks of a classic Feadship berthed at the spectacular Tabac corner of the track. You'll also have credentials to stroll through the pit lane and admire the preserved race cars.

### SAIL Amsterdam (12 to 16 August)

Only once every five years, an impressive flotilla of international tall ships visits the port of Amsterdam for a five-day celebration of sailing heritage. As was the case in 2015, the FHF will take part in the SAIL-in, a spectacular parade into the centre of Amsterdam featuring hundreds of boats and cheered by many thousands of onlookers.

### FHF Rendezvous

The famous annual Rendezvous weekend will be organised in conjunction with SAIL 2020 in Amsterdam and include traditional elements such as a yacht hop, sailing activities and a BBQ party. More details will be sent closer to the event.

### American event

The owners of the first FHF Flagship *Serena*, the events committee and the board are working on FHF's membership in the US. The primary aim of the first event is to introduce the association to potential US-based members, while also organising attendance by members from outside the US who will serve as ambassadors. Members will receive more information soon.

### Christmas Cocktail & General Assembly

A festive cocktail party to celebrate the end of another fun year with members and look ahead. A new and inspiring venue with a heritage twist is

chosen every year for this gathering. From 2019 onwards the general assembly will move from the Rendezvous in the summer to this year-end event. Being statutorily based in the Netherlands, it is mandatory to hold the AGM there.

### FHF Event Committee

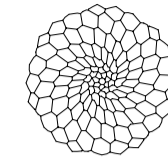
Events are at the core of the Feadship Heritage Fleet, bringing members together to celebrate a shared passion for Feadship in locations around the world at various times during the year. A big thank you to the volunteers on the FHF events committee: Wim van Kampen, Kees van den Hoek, Herman Wamelink, Erna van den Enden, Kees de Keizer, Astrid Kok, Tineke Straathof and Tonske Kaptein. The FHF board is also grateful for the support of the Feadship marketing team with events and this publication.

*Information is subject to change.*

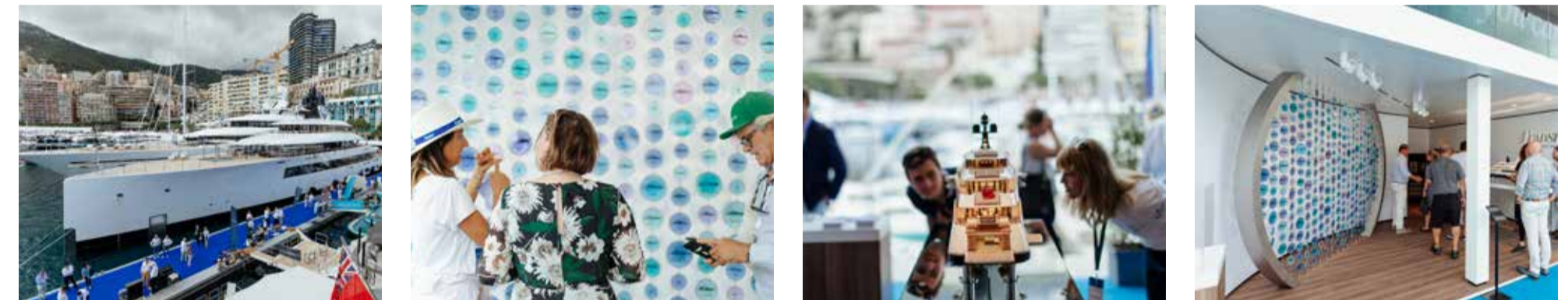




## ALL THAT GLITTERS



# Feadship celebrates 70 years with The Jewels in the Crown



A phenomenal composition in glass known as The Jewels in the Crown was one of the shimmering stars of this year's Monaco and Fort Lauderdale boat shows. This majestic tribute to the imagination of Feadship clients featured over 300 of the 450-plus Feadships launched since 1949.

Like precious gems, no two Feadships are the same and each is a work of art. This industry-defining fact was the inspiration behind the glittering The Jewels in the Crown presentation, a pure custom creation made to mark the 70<sup>th</sup> anniversary of Feadship's foundation.

The product of many months of design and development, the display comprises hundreds of individually pressed pieces of circular glass, each containing a Feadship profile that was screen-printed on the glass by hand. A kaleidoscope of colours and gradations reflects the changing hues of the water as seen from a moving yacht, while the different sizes represent the various dimensions of Feadships.

Visitors to the Monaco and Fort Lauderdale shows were stopped in their tracks by the spectacular first impression made by the overall piece, then paused to find their favourite Feadship among the featured fleet. 'Spectacular' and 'breathtaking' were just two of the superlatives regularly overheard by those manning the Feadship stand. In addition, a number of owners were presented with their very own 'jewel' in Monaco, custom-made to feature their Feadship.

### Unique grandeur

The initial designs for The Jewels in the Crown were loosely based on the Fibonacci sequence, frequently found in nature including in the patterns of sea shells. Elements of waves have also been incorporated, with depth being given to the glass in the form of gems. After first choosing a beautiful blue in line with Feadship branding, seven other related colours were developed to reflect the changing hues one sees when sun hits the water.

The circular pieces of glass in The Jewels in the Crown range in size from 80 mm to 140 mm. Liquid glass was poured into a mould custom-made by cast bronze experts, then pressed down using a piece of graphite until it became a solid piece of glass. The top layer was ground down to ensure a completely flat surface on which the profiles of more than 300 individual Feadships were carefully glued. The profiles were each added by hand into a ring inside out so as to conceal the sides. A lovely faceted finish to each ring and profile adds to the precious gem feeling. Of course all Feadship Heritage Fleet yachts were presented in the artwork too.

### A crown for the jewels

Last but not least, the different pieces of glass were added to the collective whole of the display in the final stage of a meticulous process that required significant investments in tailor-made equipment to complete. The resemblance to a crown is very intentional, reflecting the fact that both the yachtbuilding families involved in Feadship have the right to use the term – and do so in both the English (Royal Van Lent) and Dutch (Koninklijke De Vries) forms.

This rare designation is only bestowed by the Dutch royal family on companies that have met a wide range of stringent conditions, including being a leading exponent of the business sector concerned, being a company of national importance, and serving a vital function within the community.







De Keizer - 1933



Gaudemus - 1933



Devea - 1934



Torno - 1934



De Oome Kees - 1934



De Elft - 1936



Irene - 1939



D'ouwe Freddy - 1939



Zephyr - 1939



Kale Jan - 1952



Margo - 1956



Rio Jathro - 1956



Hera - 1956



Vrouwe Christina - 1957



Atalanta - 1957



New Wave - 1958



Oceanus - 1959



Evening Shadow - 1960



Regina - 1934



Tiky - 1961



Thor - 1962



Herumajo - 1960



Maartje - 1962



Santa Maria - 1963



Zeeceeuw - 1961



Neptunus - 1962



Nenemoosha - 1963



Miloke - 1932



Pelikaan II - 1949



Iduna - 1939



Mijntje - 1939



Schollevaer - 1938



# Meet the members of the Feadship Heritage Fleet

Going back as far as the 1930s, 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!



Emmeline II - 1963



Snarf - 1938



Piet Lintie - 1972



Cartouche - 1966



Beija Flor - 1967



Sultana - 1969



Azteca - 1983



Almare - 1973



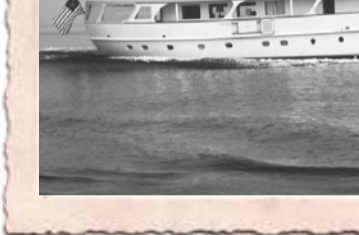
My Gail - 1981



Lady Lisse - 1964



Alhambra - 1970



Ammerland - 1966



Fayarel - 1968



Maarten Sr. - 1970



Berilda - 1978



Monaco - 1981



Serena - 1964



Lucia - 1965



Monara - 1969



Lady Andrea - 1970



Cetacea - 1970



Lelou - 1973



Eleanor Allen - 1979



Paraiso - 1983



Praxis - 1987



Najade - 1965



Corbina - 1965



Alexandra - 1961



Heavenly Daze - 1972



Samoo - 1979



Mirage - 1979



Ancillia - 1984



Columbus - 1965



Mumtaz - 1965



Katja - 1966



Secret Live - 1973



Seagull - 1980



Mindarella - 1986







## ENJOYING THE BREEZE ON THE Feadship *Zephyr*

**A *zephyr* is the ancient Greek word for a gentle breeze and that's something Jeroen van der Toorn, owner of the 15-metre *Zephyr*, has been regularly enjoying during his first season on board his newly rebuilt Feadship. The refit project illustrated how even the smallest and oldest Feadships can be brought back to life with the right people involved and Feadship documentation, expertise and support.**

Eighty years after her initial delivery in 1939, *Zephyr* took to the water this summer following a comprehensive rebuild. Initially created by De Vries Aalsmeer to a De Voogt design, *Zephyr* was an innovative motoryacht for her day and one of the very first to have her design tank-tested. Yachting World magazine published a lengthy article in August 1939 praising *Zephyr's* "modern design" with two V8 engines.

"Very rarely is it considered worthwhile to carry out a series of tank tests of a motor cruiser of less than 50ft," the piece began. "But it is occasionally done in Holland if a high performance is required. In the case of *Zephyr* this was very carefully carried out in the tank at Wageningen and it is to the credit of the designer that the scale model showed practically a straight-line resistance curve up to 19 knots."

The article went on to discuss how the owner of *Zephyr* was a repeat client who had previously ordered the yacht *Nepos* from Henri De Voogt. "She had been a great success but the owner wanted something a little faster



and returned to the same designer for his new boat." It is fascinating to read how such custom requests were met and how impressed Yachting World was with the yard's construction work. "*Zephyr* is most beautifully built. *Nepos* was very easy on the eye but *Zephyr* is even more so."

### Investments in pleasure

Having survived the dark years of World War 2, the owners were able to make good use of their not insignificant original investment of 14,000 Dutch guilders in the 1950s

and 1960s. Less is known about the yacht's later years apart from the fact that *Zephyr* had a Greek owner for some time who added a flybridge and two stern drives.

Fast forward to 2017 when Jeroen van der Toorn, an experienced Dutch sailor with a collection of boats old and new, discovered *Zephyr* abandoned in a yard in the Netherlands. "She'd been stripped by a previous owner who'd come up against the financial realities of a total rebuild project," recalls Jeroen. "Recognising the yacht's pedigree as a member of the Feadship Heritage Fleet, I decided to pay off the debts and take on the project myself. "I contacted the Feadship refit team who instantly fell in love with the design and made a comprehensive survey of the work already done on the hull and superstructure. Seeing the cost implications of having all that still had to be completed carried out on a 15-metre yacht at Feadship itself, they suggested a more economically viable way." The plan involved partnering with Younique, a yard that had already made some excellent outdoor furniture for a number of new-build Feadships. The rebuild of *Zephyr* was closely supervised by Feadship and ultimately earned



an official seal of approval in the form of a Feadship Authenticity Certificate.

### Enjoyable challenge

Jeroen thoroughly immersed himself in every aspect of the project. "It was so enjoyable that we went considerably further than originally planned, creating a new designer interior, installing new four-cylinder Yanmar engines, adding stainless steel details, and so on. The materials used for *Zephyr's* original build were an interesting choice back in the 1930s and placed considerable demands on the refit team today. Her hull frames, bulkheads and engine bearers are made of aluminium, which was aerospace technology at the time of her original build. But it was the trinity of timbers used that posed the greatest challenge today in terms of retaining authenticity. The diagonal oak planks for the inner skin, the teak on the hull bottom and the mahogany to complete the topsides all had to be delicately restored. We also made sure to maintain the same level of quality in all the work on the superstructure and in the details such as the insulation, joinery and varnishing."

### Good taste

*Zephyr* now has a relatively modern and tasteful interior design, with a degree of comfort that is significantly above that of the original yacht. The owner's suite is in the forepeak and there is a children's cabin aft. Other highlights include an open galley, a smart saloon that can also be used for sleeping guests and an internal steering position. A second steering position is found on the outside deck.

"It has been an extraordinary experience to take our Feadship out onto the Dutch lakes over the past summer season since her launch," adds Jeroen. "We did some great tours with friends and family to classic locations like Volendam and Zaanse Schans. Despite the competition on land for people's attention at such places, we've been astonished at how often people come up to the boat and say how much they love her. Many even Google information and read the story of her rebuild published by Feadship, so they are very well informed.

"I have never felt the need to justify all the effort that went into rebuilding *Zephyr* but if I had needed some validation the applause we receive when sailing into a marina from the quay would certainly have done the trick! I'm now very much looking forward to bringing her to FHF events in 2020 and meeting more members of the association."



## RACE DAYS IN AALSMEER

The annual races held at the end of September on the Westeinderplas lake in Aalsmeer (close to the Feadship yard) are a major highlight for fans of classic flat- and round-bottomed boats, especially those with leeboards. Marcel Fruytier and his family have been taking part since 1978 and with their Feadship *Schollevaer* since 1989. Twenty years on they are still thoroughly enjoying the event.

"It was splendid sailing weather for this year's event, with the eight participants in the lemsteraak class in which *Schollevaer* competes," Marcel says. "Our crew of eight had to work tirelessly to sail up and down the very short tracks. To give an example, the gennaker measures some 140 square metres and is quite a challenge to handle. But don't feel sorry for us – it was all great fun.

"What's more, we were in the lead after the three races on the Saturday. Unfortunately, following a somewhat embarrassing mess-up when trimming the sails on the Sunday (don't ask!), we failed to get any speed at all in the first race. In the end we had to settle for third place overall for the weekend, which is still an admirable result."



## Owners' reunion to celebrate *Irene's* 80<sup>th</sup> birthday

**After the publication of an article in the Dutch boating magazine *Waterkampioen*, Robert van Tol was contacted by the grandchild of the very first owners of his Feadship *Irene* (1939). Since Robert is only the fourth owner, and he now knew the first and the third owners (from whom he had bought *Irene* in 2016), he was keen to find the second owners. He duly succeeded and family members were able to gather for a memorable afternoon together on Saturday 12 October.**

The Kaag lakes were an appropriate venue for this meeting of owners past and present from a single Feadship. And there can surely have been no better way to celebrate the 80th birthday of *Irene*, who has given generations of people such pleasure over the decades. Old photos were digitalised and shared, as were many fine anecdotes, and new insights into *Irene's* timeline that have proved invaluable for her historical dossier.

*On the photo: grandchild of the first owners (1939-1985) Nico (left), the second owner (1985-1994) Robin (centre), current owner Robert (2016-). Owners Henriëtte & Anne Marie (1994-2016) were unfortunately unavailable that day.*



"All who joined us that day were amazed at how original *Irene* has stayed over the years," says Robert. "It has been such a privilege to continue conserving this beautiful yacht for many years to come. And we have loved experiencing how a yacht like this can create bonds between

complete strangers from different ages and backgrounds. This is very much how the Feadship Heritage Fleet generates a special bond between its members."







T I K Y

# Loving life on *Tiky*

The astounding rebuild of the 1961 Feadship *Tiky*, spanning eight years and three countries, was well documented by the main yachting magazines at the time. Now, five years on from *Tiky*'s relaunch in 2014, her owner David Japp tells *Heritage World* about how it felt to be part of such a remarkable project and how much he is enjoying the fruits of those labours today.

My Feadship story began many years before that auspicious day in 2006 when I came across *Tiky* in Mallorca. I've had boats all my life, starting with the wooden model boats I used to make as a boy. This hobby extended into early manhood and it was in 1977 when my girlfriend, who wanted to clear some space in our apartment, suggested I go and buy a 'real boat'.

Ever obedient, I bought a plastic Microplus dayboat that I used on the canals of London. Next came a rotting 25ft 'gentlemen's cruiser' from 1934 that I spotted by accident in the cars for sale section of a newspaper. I read up on how to restore a classic, picked up some tools and set about rebuilding her on the salt marshes in Tollesbury.

This experience gave me an absolute passion for vintage yachts, and I became a voracious reader of historical books and magazines. Time and time again I came across people describing the uniquely special feeling of owning or being on board a Feadship, along with the legendary tales of building yachts at Van Lent and De Vries.

#### Dream comes true

These impressions stayed with me over the five years that I spent rebuilding the famous pre-war Fred Shepherd-designed yawl *Amokura* at the International Boatbuilding Training College in Suffolk. On the day that I sold this beauty – and having been given strict instructions by the family that any future yacht should be a motor cruiser – I took a call from a broker who said he'd found just

the boat for me. I went to see her the very next day in Pollença and all those years of dreaming about owning a Feadship came back to me as I looked at *Tiky*.

Despite being obviously in need of a major refit – although I'd no inkling of just how major that would be – I could not resist her elegant cruiser stern and flared bow. The owner was keen to sell, so I bought her for € 60,000 'as found', expecting to spend another € 100,000 or so on a refit. We started the work in Mallorca, fitting a new teak deck and replacing the worn-out MAN engines with two beautifully rebuilt Gardner 6 LXBs. Further work was then carried out in France where I quickly realised that my budget was woefully inadequate. In one particular moment of despair, I even considered having *Tiky*



scuttled but thankfully was told that dumping at sea was illegal!

Recommitting to the task at hand, a friend recommended the E C Landamore yard on the Norfolk Broads in the UK, which turned out to be just five minutes from my country home. This was a fortuitous coincidence that I could not ignore, especially when they offered me a 'special' and remarkably low hourly rate for the excellent craftsmanship being carried out in the yard's new facility. Three years later the yacht was moved by road to Fox's Marina & Boatyard in Ipswich to be finished, painted and commissioned.

#### New beginnings

The end result of these eight years of work was a virtually new and incredibly stylish boat, with a pilothouse added which actually makes her more 'ship-like' than the original open bridge and is certainly more practical for Mediterranean use, where it's either too hot or too wet. We did all we could to retain that unique 'Feadship feel' while ensuring that *Tiky* benefits from the modern equipment and luxuries such as stabilizers and aircon as well as the more advanced paint systems available today.

In order to spend well over a million sterling on doing up a boat you either need to be properly wealthy or crazy... And I am the latter! Obviously, I could have commissioned a new motoryacht of this size from a good yard for around the same price, and even considered doing so at one point as the costs mounted up. But – and it's the biggest of buts – then I would not have had a Feadship... And that heritage is priceless. Five years on, we constantly get people asking about her

wherever we're moored up or at anchor. At 62-feet, *Tiky* is certainly the smallest Mediterranean-based Feadship. With her uncluttered decks, three good-sized cabins and ensuite heads, a very spacious saloon and galley, and a decent crew mess, she's big enough to be comfortable for six people for long periods and small enough to be owner-run and maintained, with an occasional skipper coming aboard when required. Her two Gardners consume less than 18 litres an hour together so she's extremely economical too, with one tank lasting the whole season and often beyond.

#### Original thinking

Friends and family who spend time on *Tiky* love the brightness and airiness of her interior and especially the spacious and completely open aft deck that would normally only be found on much larger boats. The fact that most people think she's totally original is a source of considerable

pride, especially as, apart from sections of the hull, the only original parts are the bell, compass, Feadship bow-crest, saloon coffee table and, of course, the Van Lent builder's plate! We are based in San Remo and enjoy spending the summers cruising the south of France and north-west Italy, and living on her for weeks at a time from early spring through to late autumn. It's everything we hoped for and we love every moment on this dream of a boat.

I was one of the first members of the Feadship Heritage Fleet and that also brings another special sense of belonging. It was a wonderful occasion when we added the FHF crest to the boat and I've very much enjoyed the different association meetings we've attended. It doesn't matter whether your boat is 60 or 300 feet, you feel like you are part of one family with a shared love of classic Feadships. It's not surprising, perhaps: there are many magnificent boats on the water but there really is nothing quite like a Feadship.



## History lesson

Launched in 1961 for the Fischer family, *Tiky* was their third Feadship and an extravagant yacht for the time. The owners cruised her all over northern Europe before selling to Jan van Lent in 1982 for use as his personal yacht. Several years later *Tiky* was sold on and renamed *Lenten Rose*, spending the next 25 years cruising the Mediterranean under various British owners, including Lord Normanton, chairman of the British Powerboat Racing Club, who changed her name to *Alto Volante* after his famous racer.

David Japp found her in Mallorca in 2006 and she was relaunched in 2014 under her original name *Tiky*, then shipped on a transporter to Gibraltar and cruised via the Balearics to her new home berth of San Remo, where she remains to this day. Several fascinating articles are available online about her rebuild from the likes of *Classic Boat* and *Motorboat & Yachting* magazines and the *Boat International Refit Annual*.

## Iconic TUGBOAT REDISCOVERED

If you've ever visited the Feadship yard on Kaag island you will likely have seen a giant reproduction of this fabulous photo from 1953 on the wall. While many speculate whether the onlookers on the dinghy in the foreground were swept away by the wave caused by *Ventura's* launch on this balmy July day, some people also ask about what happened to the tugboat seen on the right.

Built in 1937 by the yard to facilitate launches, she was rebuilt on various occasions before going out of service



in the 1990s. Known always simply as 'Slepertje' (the Dutch diminutive term for a tug boat), the vessel was given to a family and dry docked on a nearby island. Now, as the spirit of the Feadship Heritage Association adds to the attraction of all such classic boats, she has been tracked down and repurchased by the yard. The idea is to rebuild her as a Feadship Academy project, making the vessel all-electric and available to the workforce to use. The work is likely to involve an almost complete rebuild of the hull due to the incredible amount of service given and the fact that many different engines were installed over the decades.



## ECO-FRIENDLY



## Istros inspires with eco-friendly microturbine

DISCOVERED ON THE INTERNET AND BOUGHT BY THE MAKKUM YARD, THE 7.5-METRE FEADSHIP *MILOKÉ* HAS BEEN FULLY RESTORED AND KEPT AS CLOSE TO THE ORIGINAL AS POSSIBLE. THE PROJECT INVOLVED APPRENTICES FROM THE FEADSHIP ACADEMY AND THE YACHT – FIRST BUILT FOR THE GRANDFATHER OF CURRENT YARD DIRECTOR SIJBRAND DE VRIES IN 1932 – WAS RELAUNCHED IN JULY.

### The silent power of *Miloke*

*Miloke* is the first Feadship to be fitted with an all-electric propulsion installation. She features a Water World 10 kw engine, a 12 V Side-Power bowthruuster, six 48-volt batteries and a Mastervolt charger. While more and more boats are electrically powered, few if any are from the 1930s. The 'engine' itself was not difficult as it only took a couple of days to fit and replace the previous diesel one. The real challenge was to fit the batteries and all the related equipment for electrical power in a yacht of less than eight metres in length and of this age.

This is where the Feadship craftsmen's unrivalled ability to make the very best use of precious real estate aboard a yacht came into its own, with batteries being placed behind cabinets and under the floor. They also had to tackle the issue of communication between the different equipment and the engine. The desire to make *Miloke* as green as possible was shared by De Stille Boot, the dealer that supplied the engine, and De Keizer Marine, whose engineers dedicated a great deal of work to this project. Hopefully Feadship superyacht clients will see the potential to leverage on all these efforts on *Miloke* and commission an electric tender – their plug & play *Tesla* on the water if you like!

At the time of her launch in 1954, the 42-metre *Istros* was the pinnacle of shipbuilding excellence using the very finest materials throughout. While the shape of today's superyachts is mostly dictated by interior space, the appreciation for *Istros'* classic profile and lines has only increased over the decades. Moreover, the excellent state of her hull is a testament to the quality of the original build, forming a firm foundation for the refit of this classic gentlemen's yacht.



Whether the craftsmen involved in the construction would have realised that their workmanship would still be considered superyacht-worthy over 65 years later is debateable. They would certainly not have envisaged that the rebuild of *Istros* would make headlines for having the first Lloyd's-approved microturbine generator fitted on a superyacht.

#### Circular approach

This shift to sustainability is due to the new owners making some very conscious choices during the engineering phase of the rebuild to take a circular approach wherever possible. In addition to reusing the existing hull, which greatly reduces her ecological footprint, they also asked Feadship to develop an alternative way to generate electrical power in the form a microturbine.

The specially developed 65kW turbine generator runs on diesel fuel and delivers a direct current. The DC power output is used to charge the connected peak-shaving battery pack, from where the main busbar is supplied via a DC-AC converter.

With the combustion optimised, no additional exhaust gas treatment system is needed to achieve IMO Tier III emission regulations. This makes the system more eco-efficient and less space-consuming than a diesel engine with after-treatment. Very little maintenance is required, ensuring uninterrupted operation during the season.

#### The sound of comfort

Vibrations and pulsating exhaust noise are non-existent, resulting in an extremely quiet operation without the need for noise and vibration attenuation measures. The self-centring air bearings inside the unit require no lubricating oil, eliminating the chance of environmental contamination of the sea.

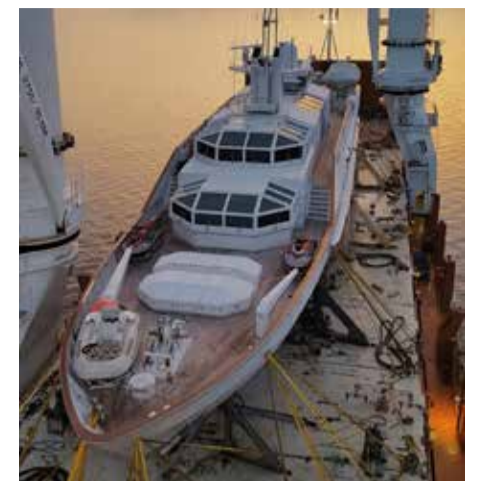
*Istros* means inspiration and, when this lovely yacht is relaunched in the summer of 2020, a new era of experiences in classic style and modern comfort will be enjoyed by the owners. They have taken the heritage of generations past and rebuilt *Istros* with optimum respect for generations to come, hopefully inspiring others to follow suit in the future.



### The very best in yacht paint

Awlgrip has been sponsoring the Feadship Heritage Fleet since 2016 and has an excellent relationship with all the Feadship yards. 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 40 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, which is known as Interlux in the United States.

**AWLGrip**  
FINISH FIRST



### Yacht transportation

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.



### World leader in pure custom superyachts

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.



**FEADSHIP**  
ROYAL DUTCH SHIPYARDS



### Specialists in yacht insurance

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.

**PANTAENIUS**  
American Yacht Insurance

### Refit specialists

Monaco Marine has seven refit and maintenance facilities located from Beaulieu-sur-mer to Marseille, along with a marina in Monaco and a unique mobile shipyard programme. Over 3,000 yachts undergo refit, repair or winter at Monaco Marine shipyards each year, with a loyalty rate of over 80 per cent among clients.

Monaco Marine is one of only four yards outside of the Netherlands to have been included in the Feadship Services Network. This means you can be assured of Feadship-level support for refit activities and Feadship-approved maintenance, repair & warranty work. Monaco Marine also offers FHF members an exclusive ten per cent discount on yard work.



### Websites strategy

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.

**stomp**  
the digital department







### Another First by Feadship

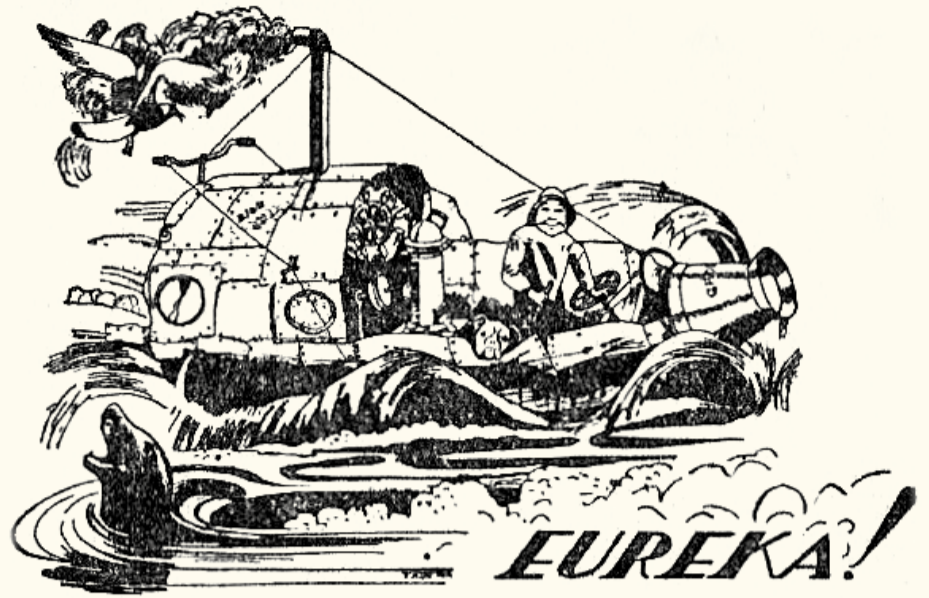
A space yacht? No...but an artist's rendering of Feadship's newest 115' ocean-going yacht now nearing completion in Holland for an American corporation. Outfitted with activated stabilizers, air conditioning throughout and the most advanced electronic equipment. Extremely luxurious and comfortable accommodations for owner, guests and crew.

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 SCHEPPINGSDRANG  
 LEIDT VAAK TOT  
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 UW EIGEN  
 WOONSCHEP!  
 DAT KAN  
 NATUURLIJK**

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