

HERITAGE WORLD

News & views from the Feadship Heritage Fleet



Issue 6 ~ 2022

SURVEYING
ICONIC FEADSHIPS

5

AMAZING AMARA

6

STATESIDE
SHOWTIMES

10

READY FOR A NEW
GENERATION

12

NAVIGATING
COVID

14



History comes to life

In a year when the best laid plans were often disrupted due to changing conditions, the auspicious timing of the annual Feadship Heritage Fleet Rendezvous was a welcome bonus. While more challenging to attend than normal for yachts with their home berth outside of northern Europe, no less than fourteen classic Feadships were able to join this spectacular weekend along with 22 members, their guests and representatives of the Feadship family.

Before we go further, a big shout out to those members who tried so hard to come from abroad to be a part of this summer occasion but were ultimately thwarted by travel restrictions. Everyone who did make it raised a glass to absent friends and several more in appreciation of your efforts! The desire to make the 2022 Rendezvous even more special will be driven forward by the knowledge of how much it means to you all.

Tasty start

Looking back on this 2021 Rendezvous weekend, the Feadships started arriving throughout the Friday afternoon at the Jachthaven De Helling premises in Culemborg. We knew it was going to be a good time as the welcome drinks flowed and an exquisite dinner was served in the courtyard of restaurant Het Huis van de Stad.

This renowned place to dine in style is located in the celebrated Culemborg City Hall, which dates back to the 1530s. A local guide shared a wide range of fascinating historical facts about this late-Gothic building and Culemborg, which earned its right to be called a city in 1318. It can be amazing to realise just how far back Dutch maritime heritage stretches and the tradition that the classic Feadships uphold is a proud one indeed.

'Cruising... on a sunny afternoon'

The first evening ended with the traditional Feadship Hop as members got to share their pride and joy with each other and share more tales over a night cap. They were then offered a triumvirate of choices on Saturday morning between taking a pleasant city tour with a certified guide, stretching the legs in a different way

with a yoga session, or simply taking the breeze on deck. Everyone then came together for a nice lunch before it was time to set off on a cruise together and wow the locals along the river banks.

As you can see here, the flotilla of Feadships made for a pretty spectacular sight as it meandered its way along the lovely Lek to Wijk bij Duurstede. Superyacht photographer Tom van Oossanen captured these and many more fine images, plus an epic video which all FHF members later received by email.

History in the making

Located around 70 kilometres southeast of Amsterdam, Wijk bij Duurstede is a tranquil Dutch town known for its art and culture. After berthing up for the night in the friendly local harbour, FHF members and guests were welcomed to the stunning premises of the nearby Kasteel Duurstede. One of the oldest and nicest castles in the Netherlands dating back to the 1200s in places, the edifice has been kept as much as possible in its original state.

Continue reading on page 4 →

Welcome to Heritage World



I was delighted that the 2021 rendezvous could take place and, as you can read on our front page, it was a wonderful weekend for all who could attend. The event was also a fine reminder of the fun to be had when FHF members come together in person, and I really hope we can go ahead with the programme for next year.

This already includes two events planned for the Netherlands in the spring and autumn. Three members are setting off in late May/early June on summer-long tours of Europe so we hope that the 2022 rendezvous can be combined with a bon voyage send-off for these adventurers. And in the autumn, we hope to have an end-of-season gathering similar to the remarkable event when we sailed en masse through Amsterdam three years ago.

It's been impressive to see the way everyone has stayed in touch in the virtual world too during the pandemic, with the members app being a popular source of group communication. My primary goal since becoming chairman has always been to make the FHF an association of people with a yacht rather than an association of yachts with people on board, and I think the last year has proven this to be the case.

Our Historical Committee is playing an invaluable role in responding to the online requests for information from around the world as owners – or prospective buyers – leverage on FHF expertise to find out whether a given yacht is actually a Feadship as claimed. The added value of brand confirmation cannot be underestimated and we're also using our knowledge and archives to support those looking to refit a classic Feadship. These are increasing in number as the Covid outbreak reinforces the unique attractions of being on the water with family ... And what better way to do that than on a Feadship!

As innovative as we've all become in communication, nothing beats seeing each other face to face (and I don't mean on Zoom!). Therefore, I was sincerely hoping to meet various Stateside members in early December during my visit to Key Largo for the silver anniversary of the Ocean Reef Club's Vintage Weekend.

This is the only event of its kind in the US, showcasing the world's finest classic cars yachts and aircraft in one unique setting. As regular readers of Heritage World will know the owners of *Blackhawk* are big fans of the Vintage Weekend and I would have loved to meet them and their amazing yacht in early December, along with at least five other Feadships. Unfortunately once again due to pandemic and other restrictions our event had to be cancelled.

My transatlantic trip should have also been part of our plan to set up two new chapters of the association in 2022 in the States and southern Europe. This should allow members in these areas to organise FHF events themselves rather than board members doing so from the Netherlands. Attendance would of course be open to all members regardless of geography and the board would continue to arrange major events.

The sub-division into chapters also reflects the fact that the members in the US and Mediterranean tend to be larger Feadships run by crew and in some cases regularly chartered. In contrast, many of the classic Feadships still in northern Europe are smaller in size and owner-driven. Just as Feadships are custom built for their owners, it's only right that we make bespoke arrangements for the different types of Feadship in our association. This will hold especially true as Feadships built in the 1990s become eligible for membership, a time when yachts were growing considerably in length and sophistication.

Regardless of who is at the helm of their Feadship, all owners joining the FHF share a love of the Feadship brand and the lifestyle it offers. Our goal is to ensure all members find added value from being part of the association, including the genuine friendships which develop. See you soon...

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 and tell us why.



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FEADSHIP HERITAGE FLEET 2021

New members



Blackhawk (1971)



Blue (1969) ex Nereus



Endless Summer (1991)



Iduna (1939)



Nenemoosha (1963)

Celebrating a Jubilee



De Elft 85th Anniversary
(1936 - 2021)



Hera 65th Anniversary
(1956 - 2021)



Margo 65th Anniversary
(1956 - 2021)



Rio Jaktro 65th Anniversary
(1956 - 2021)



Alexandra 60th Anniversary
(1961 - 2021)



Zeemeeuw 60th Anniversary
(1961 - 2021)



Ammerland 55th Anniversary
(1966 - 2021)



Cartouche 55th Anniversary
(1966 - 2021)



Katja 55th Anniversary
(1966 - 2021)



Blackhawk 50th Anniversary
(1971 - 2021)



Monaco 40th Anniversary
(1981 - 2021)



Amara 35th Anniversary
(1986 - 2021)





Continues from page 1 —>

Kasteel Duurstede will also go down in FHF folklore as the place where an exhibition was held by the historical research committee on the very first participation by Feadship at the boat shows in America in the 1950s. Spread across two rooms in the castle, the displays gave a unique insight into how members of the Feadship group first captivated the US market and laid the foundations for the global brand of today.

More success stories from the past were celebrated on the Saturday evening as the dinner event included an award ceremony for the anniversaries of a number of famous Feadships: *Ammerland* and *Cartouche* (55 years), *Zeemeeuw* (60), *Margo and Hera* (65) and *De Elft* (no less than 85 years since her launch).



A rendezvous to remember
The eighth Feadship Heritage Fleet Rendezvous concluded on the Sunday morning with a cosy breakfast on the quay of the city harbour, well prepared by the restaurant Wijkse Graanschuur. On the menu was delicious Italian coffee and homemade pastries and bread made with flour from the nearby windmill.

This was also a good moment for the well fed and thoroughly relaxed gathering to thank the event and research committees for their hard work in making this rendezvous such a memorable one under trying circumstances. Last but not least, three cheers for the sponsors of the FHF without which none of the above would have been possible.



Surveying Iconic Feadships



Koen Coers surveys around 230 pleasure craft a year, ranging in size from six to fifty metres. A classic yacht connoisseur himself and the proud owner of a boat from 1924, he has been involved with seven

members of the current Feadship Heritage Fleet as they embarked on a journey of restoration. In this exclusive interview with Heritage World, Koen shares his experiences and some tips for Feadship owners.



As a fully qualified yacht surveyor and appraiser, Koen Coers has been on board countless boats since he took the helm of his father's company in 2006, which was itself set up in 1986. Koen and his wife Stephanie run their entirely independent firm from Almere, just north of Amsterdam, serving a worldwide client base. He first came into contact with the Feadship Heritage Fleet in 2014 when asked by one of the association's founding members Rory Brooks for advice on *Heavenly Daze*. Since then the owners of *Ammerland*, *Calypso*, *Columbus*, *Katja*, *Najade* and *Sissi* have all benefited from Koen's expertise.

"Although these yachts are of different lengths and years, all have in common those distinctive Feadship lines and unrivalled air of quality," says Koen. "No matter their state of maintenance when found, you can see that a Feadship was top of the bill at the time she was built. They are classic pieces of maritime art and the pinnacle of Dutch shipbuilding, which is why they keep their value so well. No matter what happens in the world the prices of a Feadship are impressively stable compared to other boat brands."

State of play
If you should find a yacht that is verifiably a Feadship, Koen can carry out a pre-purchase survey that will detail what might be involved in an upgrade or total refit. "When clients like the lines of a yacht and are keen to join the elite club of Feadship owners, we can evaluate what the current state is. Hull thickness, propulsion, gearbox, propeller shaft, rudders,

the other technical installations... We do all the research and make a report on which systems are outdated and the suspect spots in hulls that are fairly inevitable for any boat that's spent much of her life in salt water."

What things should people look out for before buying a boat? "The answer to this depends very much on your knowledge level. If you know what you're doing and what to look out for you can do a lot of things yourself. But if you're not so experienced or a little unsure it really is worthwhile to hire an independent surveyor like myself or one of my good colleagues. We will leave no stone unturned and check everything. While the kind of vessels that might join the FHF are often kept in pretty good shape, there are also ones that need work.

"One of the main points of attention is the hull below the water line. I open every hatch and crawl through the inside of the hull to look for corrosion, see where the steel is impaired, damage has occurred or where water tends to stay. Once out of the water the hull is tapped for weak spots and measured with sophisticated equipment that avoids the need to scrape off paint. This is the best way to determine the true condition."

The right balance
Based on your experience what would Koen advise to keep a classic Feadship in good shape? "This very much depends on the condition she's in and what needs doing. The best thing is to talk with

professionals and fellow owners. I know FHF members are proud of what they have and very willing to share information with each other. They have experience with yards and with the materials used. While it's a mistake to compromise with regular checking of your boat, it can also be dangerous to go to a yard and say fix everything. Don't get fooled into doing things that are not necessary or replacing items that that don't replacing.

"Finding the right balance is especially important with classic Feadships as you want to keep them as authentic as possible. If original parts are not available you have to choose wisely about what to do next. The brand value and status of a Feadship is very powerful and based upon how the Feadship yards operate. If you have the budget for a refit at a Feadship yard then that is obviously the ultimate way to maintain the character."

Peak status
Koen is available to support FHF members with supervising rebuilds, an area in which he has considerable experience including work on royal yachts. He is always on the lookout for old Feadships and contacts the yards or the association for background information. "These are iconic yachts designed and built by people at the peak of their profession. No wonder Feadships have such a status and bring such pleasure to all of us who love maritime heritage."

5

IN CONVERSATION WITH CAPTAIN TIM ROWLAND



Amazing AMARA

Launched as *Cacique* in 1986, the 57.30-metre *Amara* completed a refit at the Feadship yard in Makkum in 2021. Celebrating twenty years of working on Feadships, Captain Tim Rowland shares his experiences with Heritage World and looks forward to many more to come with FHF members.

Let's start with you, Tim... have you always been a sailor?

Pretty much, yes. I grew up on the Wirral peninsula in the UK, a place where everyone lives at or near the sea. I went sailing from a very early age with my father on his 32-foot ketch, and also raced dinghies and larger sail boats in the Liverpool bay. Almost everyone in the sailing club seemed to be employed either in the navy or in the yachting world so when my brother joined the merchant navy I opted to go the other way.

My first full-time job was on the 42-metre Feadship *Halcyon* (launched as *Synthesis* in 1982). I spent some great years in the Med working under the command of Captain Glen Allen who was a renowned Feadship captain and became both my career mentor and a very good friend. In 2003 I left *Halcyon* with Glenn to go to the 42.56-metre Feadship *Andiamo*, an incredible all-round expedition boat with a superb design. After a number of years Glenn moved to a management role on Harle and I took over the captaincy of this 45-metre Feadship. *Amara* is therefore my fourth Feadship.

When did you come to be skipper of *Amara*?

It was in April 2016, when she was called *Minderella*, having been known as *Calixe* for many years. The owners needed support with completing a major refit she was having at that time before embarking on a series of adventures that would be hard to resist for any captain, I think. As soon as *Minderella* was ready, we set off on what was basically a three-year family tour with the owners and their children, who were given their school lessons on board. We travelled extensively throughout Europe and it was a great experience to have. In 2019 the yacht was put up for sale and I stayed with her when the new owners took over in 2020.

What inspired them to buy *Amara*?

The owners are two American families, both semi-retired having sold their companies. They have been friends in business, too, and share a love of entertaining friends and families. Although having no direct experience of ownership, they had certainly enjoyed their times on other people's boats and were looking for the ideal yacht that would serve as a home away from home around the world. They looked at many different options between 43 to 65 metres and *Amara* was the only yacht that ticked all the boxes.

The fact that she had a helideck was a key feature for the owners who are both very much into aviation with one actually being a pilot. Having travelled around the world multiple times, this lovely Feadship is well known by everyone in the industry and very much recognised wherever she goes. Her classic lines are incredible and I often get calls on VHF from other captains asking: "Is that the old *Calixe*? She looks amazing."

What aspects of the boat do those lucky enough to be aboard enjoy most?

Over the past five years I have seen how much people



love the huge outdoor space on the bridge deck aft: once the tenders are launched this is a superb spot to sit and watch the world go by. It is one of the great assets from an era when owners and designers were not looking to always maximise interior spaces. Today everyone wants a full beam and large salons but this tends to come at the cost of wide-open spaces like this which are an absolute delight. This may have been more the way things were done back in 1986 but, even by the norms of the mid-eighties, the al fresco bridge deck options on *Amara* are extraordinary for a yacht of this length.

About AMARA

Originally designed by Frits de Voogt with an interior by Terence Disdale, *Amara* joins a growing fleet of Feadships placed by owners in the uniquely capable hands of the Feadship Refit and Services division. This was the second occasion the yacht had returned to the Netherlands having already another a refit with Feadship in 2007.

Despite her classic good looks, *Cacique* was quite the trailblazer at the time of her launch in 1986. In an era when most interiors were very much in the gentleman's club vein, Disdale introduced white panelling embellished with notes of Chinese blue to complement the bleached oak floors and brass-grilled bookshelves. Built for a repeat client – his first Feadship had the same name and had been launched in 1982 – *Cacique* was also ahead of her time in terms of her engineering, layout and engine package.

Having refined his requirements over the years on his first Feadship, the owner had given his captain and engineer carte blanche to decide on the size of the engine room this time round. The outcome set a precedent that future clients would be quick to follow, both in terms of space allocation and the added importance attached to the entire propulsion area. *Cacique's* overall layout – with her two lounges, master stateroom forward and separate study – was also emulated by several Feadship owners in due course. All in all she was a hugely influential yacht that functioned superbly as an ocean-going, heavy displacement vessel.

What did the owners hope to achieve with the refit?

We spent the first season in Alaska amongst other exciting places and the owners found their new acquisition to still be in very good condition. Nonetheless, the boat needed to be prepared for her major 35-year survey and this seemed the ideal time to also update and reinforce *Amara's* helideck for the type of craft that the owners intended to land on it in future. This required removing part of the construction, building a new helideck at the yard and placing the entire section onto *Amara*.

Although it was a complex operation, the results have been more than worth the effort. Our new deck is state of the art, designed in the same shape as the previous one while being long enough to accommodate twin engine helicopters. The owners were committed to retaining the original lines of the yacht and preserving the pedigree Feadship character, which is also why they had us bring *Amara* 'home' to the Netherlands to do the refit at Feadship. We also had the teak on the sun deck replaced and the foredeck fully re-laid, while various interior activities and technical work returned *Amara* to peak condition.

How was your time in Makkum?

Myself and my fellow captain Matt Degotardi were beyond impressed by the yard. I've been involved with five new builds in my career and multiple shipyard periods, but have to say that the project management team we had on the *Amara* refit was second to none. In fact, the entire workforce – from the people in the canteen to the craftsmen working on the boat and the various sub-contractors – gave us a very warm welcome from the moment we arrived. I am delighted that the owners chose to have the work carried out at Feadship as they place their full trust in Matt and I to make the right decisions.

Amara's new owners have continued the FHF membership. What are they looking forward to?

Both of them like to meet other owners so the kind of forums and meetings that the Feadship Heritage Fleet runs in normal times will be right up their street. They are happy to show their boat and share experiences and ideas with other members, to entertain and be entertained. It's also great for me to meet people with a similar mindset as we continue to take the best possible care of this classic Feadship.



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!



De Keizer - 1933



Gaudeamus - 1933



Devea - 1934



Miloke - 1932



De Oome Kees - 1934



Kale Jan - 1952



Margo - 1956



Rio Jathro - 1956



Hera - 1956



Zephyr - 1939



Atalanta - 1957



New Wave - 1958



Oceanus - 1959



Odalisque (US) - 1973



Regina - 1934



Merak - 1948



Thor - 1962



Maartje - 1962



Santa Maria - 1963



Neptunus - 1962



Sissi - 1963



Emmeline II - 1963



Snarf - 1938



Piet Lintie - 1972



Cartouche - 1966



Beija Flor - 1967



Sultana - 1969



Azteca - 1983



Almare - 1973



My Gail - 1981



Lotus Eater (Malta) - 1965



D'ouwe Freddy - 1939



Ammerland - 1966



Fayerel - 1968



Eleanor Allen - 1979



Cetacea - 1970



Calypso - 1978



Monaco - 1981



Serena - 1964



Vrouwe Christina - 1957



Monara - 1969



Mijnthe - 1939



Lelou - 1973



Lucia - 1965



Piraiso - 1983



Praxis - 1987



Najade - 1965



Lady Lisse - 1964



Alexandra - 1961



Irene - 1939



Heavenly Daze - 1972



Sano - 1979



Lady Holland - 1965



Mirage - 1979



Ancillia - 1984



Columbus - 1965



Muntaj - 1965



Katja - 1966



De Elf - 1936



Alhambra - 1970



Secret Life - 1973



Schollevaer - 1938



Pelikaan II - 1949



Seagull - 1980



Amara - 1986



Stateside Showtimes

1950's style

With lockdown curtailing their ability to make on-site visits, members of the FHF Research Committee had a productive time earlier this year diving into the newly digitised photographic database and exploring how the first Feadship members made their pitch to the American market. Here are some of the fascinating images and information they unveiled about these highly successful early presentations at the New York and Miami boat shows in the 1950s.

The Feadship Heritage Fleet Research Committee is a group of history buffs who devote many hours to investigating the past of the Feadship yards and their fleets. Their activities range from exploring whether newly found boats have the provenance to join the FHF association to trawling through newspaper and magazine archives to discover more on the early life and times of Feadships and their owners.

Land of hope

While various photographs and stories related to the participation of Feadship in the main boat shows in the United States between 1951 and 1956 have been published before, this latest project led to the most comprehensive study to date. As all Feadship devotees will know, the group was established in 1949 with the express initial intention of promoting the export of luxury vessels to the American market at a time when Europe was still shrouded in post-world-war austerity.

All the main players like the De Vries and Van Lent yards and De Voogt naval architects had already chalked up considerable experience in their own right with selling yachts to international clients during the 1920s and 1930s. They were keenly aware that the fledgling Feadship brand needed to profile their products to



the right American audiences in the right places. But making that a reality at a time when shipping was scare and trans-Atlantic telephone communications costs astronomical was a serious challenge.

Cheers to Capri

The Research Committee started their exploration of this pivotal time in Feadship's history with a famous group photo snapped in the saloon on *Capri* in January 1953 at the New York Boat Show. We can identify most of the people raising their glasses to the news that *Capri* had been announced winner of the prestigious Queen of the Show award. Seated are the Dutch ambassador

J.H. van Roijen (second from left), Charles Donnelly, President of Feadship America (third from left) and the secretary of Feadship, A. Vis (far right). Standing we see Joh. de Vries, J. Akerboom and, far right, J. van Lent.

The reason that this image is so well-known is because having one of its yachts heralded in this way marked an exceptional breakthrough in terms of publicity for Feadship and a key moment in its history. But looking again at the photo prompted the Research Committee to wonder what more could be found about these early days in the US: what was the first show they attended? Which boats participated and who built them? How long did Feadship continue with these commercial adventures and why did they stop?

As well as finding other photos our work involved reading the minutes of the board meetings around this time and our research made clear that not everything went as smoothly as the 1953 show. A quick side note before we head down memory lane. From 1950, the yachts built by the yards participating in Feadship were assigned an F-number. In addition to the yard plates, these numbered copper plates were also intended to be affixed on board. The numbering continued in this form right through to 1983.



JANUARY 1951: THE FIRST NEW YORK SHOW

F1: Steel Express Cruiser, 9.75 m (32'), built by Nic. Witsen & Vis, Alkmaar.
F2: Steel Baby Hollandkruiser, 7.32 m (24') built by C. van Lent en Zonen, De Kaag.
F3: Mahogany Pampus, 6.70 m (22'), built by Gebr. De Vries, Aalsmeer.

This trinity of pioneering Feadships was shipped to New York on the *Black Falcon* transport vessel owned by Black Diamond Lines. Feadship was represented at the show by H.W. de Voogt and A. Vis.

Left to right: Express Cruiser, Baby Holland Cruiser and Pampus

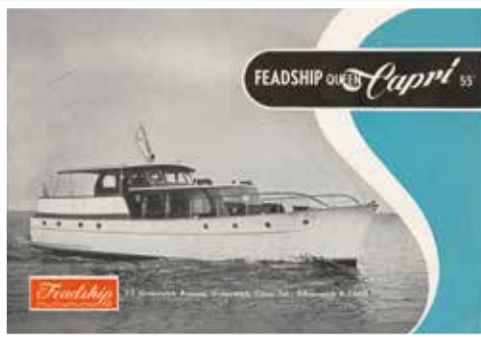


F4: Houten Draak (wooden dragon), 8.95 m (29'), built by E.G. van de Stadt, Zaandam.
F5: Steel Express Cruiser, 12.19 m (40') *Mira*, built by Nic. Witsen & Vis, Alkmaar.

We've been unable to discover which transport ship was used but we do know that the Feadship stand was manned by A. Vis and W. De Vries Lentsch Jr., who had specially made leaflets of the 55' *Caprice* and 120' *Allebo* to distribute. For more on *Mira* see page 12 of this edition of Heritage World.

This photo from the February 1952 issue of Waterkampioen magazine shows *Mira* (left) and the *Draak*. In the foreground you can see a model of the 54.30-metre *Chahsevar*, which was designed by H.W. de Voogt and delivered to the Shah of Iran in 1936.

JANUARY 1953: NEW YORK



F21: Steel motor cruiser, 16.78 m (55') *Capri*, built by Gebr. De Vries, Aalsmeer.

The eventual Queen of the show was transported to New York on the *Westerdam* vessel owned by the Holland America Line. According to some reports, she was joined in the hall of the exhibition centre at in the Grand Central Palace by a flat-bottomed boat called a grundle, paid for by Feadship America and used by Charles Donnelly for promotional purposes. Trawling thought the records we found confirmation that a 5.8-metre oak-built 'grundlekje' with the name FEADSHIP painted on it in golden letters was indeed shipped to America in the late summer of 1952.

The triumph of *Capri* at the 1953 show was soon being showcased in this earliest example of Feadship promotional material.

JANUARY 1955: NEW YORK



F54: Mahogany sailing yacht Baby Weekender with auxiliary engine, 9.14 m (30'), built by Gebr. De Vries, Aalsmeer.
F55: Steel motor cruiser, 15.25 m (50') *Monterey*, built by C. van Lent & Sons, De Kaag.
F57 or F58 Steel Express Cruiser, 10.70 m (35'), built by Akerboom in Lisse in a striking black livery.

The mahogany Baby Weekender was shipped on 11 December 1954 on the Holland America Line transport vessel *Westerdam* with *Monterey* following 13 days later on the *Noordam*. How the Express cruiser got to the States has been lost to posterity but we do know that the Feadship stand was manned by J. van Lent, J. Akerboom, and A. Vis.

Left to right: Monterey, the Express Cruiser and the Baby Weekender

The March 1956 meeting minutes record that *Floridian* was sold and paid for during or shortly after the show and by September *Columbia* had also found an owner, although payment was still awaiting. The members of Feadship note that a long period often elapses between sales and settlement. In some cases, Feadship America was not even remitting money to the shipyards at all because of all kinds of problems that could not be controlled from the Netherlands.

JANUARY 1954: NEW YORK



F22: Steel motor cruiser, 18 m (59') *Coronet*, built: Gebr. De Vries, Aalsmeer.

Coronet may have been the only Feadship to make the trip across the Atlantic in 1954 but she certainly made a huge impression in winning the much-prized Queen of the Show award. Transported on the Holland America Line's *Westerdam*, *Coronet* was purchased on the spot with the new owner renaming her *Head Seal*. Feadship representatives on hand to witness this prize-winning performance were S. Santilhano, H.W. de Voogt and A. Vis.



Snow joke: Harsh weather conditions enroute to the exhibition building in New York



Right to left: H.W. de Voogt, Charles Donnelly, the Dutch ambassador to the US, his wife and A. Vis.

JANUARY 1956: NEW YORK



F81: Steel motor cruiser, 16.70 m (55') *Columbia*, built by Akerboom, Lisse.

A. Vis and his wife along with H.S. (Bieb) de Vries and his fiancée G.B. (Gré) Millenaar were present in New York from 13 to 21 January. The wooden Feadship grundle which had already been exhibited in 1953 is seen next to *Columbia* in the photograph, although nothing was mentioned in the Feadship minutes. Bram Vis and Bieb de Vries were interviewed by the famous reporter Max Tak who was a correspondent for Elsevier and AVRO's radio news.

Columbia and the 1953 wooden grundle. Given the state of repair, it is not clear if this boat was actually exhibited and the picture may have been taken before the official opening of the show.

The show must (not) go on

The Feadship members' meeting in Haarlem in September 1956 asked whether there was any enthusiasm for participating in an exhibition in America in 1957. Perhaps due to the financial complications mentioned above there were no takers and the 1956 Miami show proved to be the last event at which a Feadship would be displayed in an American hall. Outdoor events would be another thing altogether in

FEBRUARY 1956: MIAMI



F81: Steel motor cruiser, 16.70 m (55') *Columbia*, built by Akerboom, Lisse.
F59: Steel motor cruiser, 18.29 m (60') *Floridian*, built by Van Lent, De Kaag.

Shortly after the exhibition in New York, Bram Vis sailed south on-board *Columbia* to take part in the Miami Bost Show from 17 to 22 February. He was joined there by Jan Akerboom and the suitably named Feadship *Floridian*. The photographs reveal that *Floridian* was also declared Queen of the Show and had seemingly grown in length to 61 feet despite our data showing she was 60'.

Left to right: J. Akerboom, A. Vis, Miss Miami and chief draughtsman Bastiaan Vermeer

future years, however, as Feadship's growth in the US market accelerated. The Fort Lauderdale show is an obvious example, although that's a story for another day... And a new mission for the Research Committee: When did Feadship first take part in FLIBS guys?



MAKING Mira READY FOR A NEW GENERATION

A radical rebuild of the 12-metre *Mira* at the Feadship yard in Makkum is bringing back to life one of the very first yachts ever built under the Feadship banner. In addition to stirring some great memories of these halcyon days of the past, the circular approach Feadship is taking to the project today is a testimony to the future-compatible thinking of the 2020s.



Feadship historians often refer to the vital role played by the New York Motor Boat Show in the early 1950s in establishing the Feadship name Stateside. While lots of attention is rightly paid to the award-winning Queen of the 1953 show *Capri*, the other yachts on display in the Big Apple during these fledgling years also made an impression on American water sports enthusiasts. They were amazed that the Dutchmen from Feadship could build such beautiful motoryachts in steel rather than wood or composite, complete with super-elegant hulls.

Express Cruiser beauties

One of these pioneering boats spreading the Feadship gospel at shows in New York and Miami (see page 10 for the latest FHF research on these on these memorable milestones in the heritage of Feadship) was called *Mira*. She was built as a part of a series of 25 mini-Feadships known at the time as Express Cruisers. Designer Henri de Voogt successfully teamed up with and leveraged on the rich experience of American shipbuilder Glenville Sinclair Tremain in both luxury yachts and fast naval vessels to striking effect.

The first *Mira* was ordered by a Dutch owner who agreed to let his yacht be exhibited at the New York Motor Boat Show in 1952 as long as the Feadship yard in Aalsmeer built a new one for him. With her steel hull and mahogany superstructure, this 'second' *Mira* was given the build number 904 and launched in 1953. To the best of our knowledge, the 40-foot yacht remained in the Netherlands throughout her history, sailing under a variety of different names before disappearing from the radar some years ago. She was then re-discovered in the summer of 2020 on an online marketplace by Sieger van Kampen, project leader at one of the Feadship training schools.

Finding Mira

Sieger is always on the lookout for early Feadships as they offer a superb way for students and staff alike to hone their refit skills on a yacht that will hold intrinsic brand value. As he looked at the images online the big question was whether she actually was a Feadship. Jumping in his



car to visit the seller, Sieger found a stripped boat with parts spread all over the place, including in a hay loft.

"The owner was unaware that he potentially had a Feadship on his hands," remembers Sieger. "He allowed myself and a colleague to search his premises for clues. There were boxes everywhere but the big breakthrough came when we found the build number plate 94. We then dived into the archives at Feadship with the help of in-house historian Huib de Vries. Eventually we found photographs of the boat including the name of the owner and the magic number 904. It was so exciting to be able to confirm that we had tracked down another Feadship."

Welcome home

There was more excitement in February 2021 as the students at the Feadship Makkum training school welcomed *Mira* for a complete facelift, including her hull, superstructure, floors and technical aspects. The project is in the hands of same team that restored *Miloke* in 2019 (see Heritage World issue 4) and they are thinking in terms of circular construction as much as possible. "The starting point has been to use what is available on-site," Sieger explains. "Is there a 60 cm high refrigerator available somewhere? If so, we take it into account in our design. Does a department have hours available that they can use to the advantage of *Mira*. This approach does require a different way of thinking than normal but it really works."

At the time of writing, Walter de Vries and students from the metal department have repaired almost all of the hull and the decks. The superstructure has been removed, leaving an empty hull and space for a new edifice at a later stage. Meanwhile, Johan Venema is making a wooden mould of the outer deck with ship carpentry students so that the teak deck can be made in advance. "The teak we are using for *Mira's* decks is good example of the circular approach," continues Sieger. "The exterior department had a batch of teak that could not be used on one of the new construction projects but has proved perfectly suitable for *Mira*."

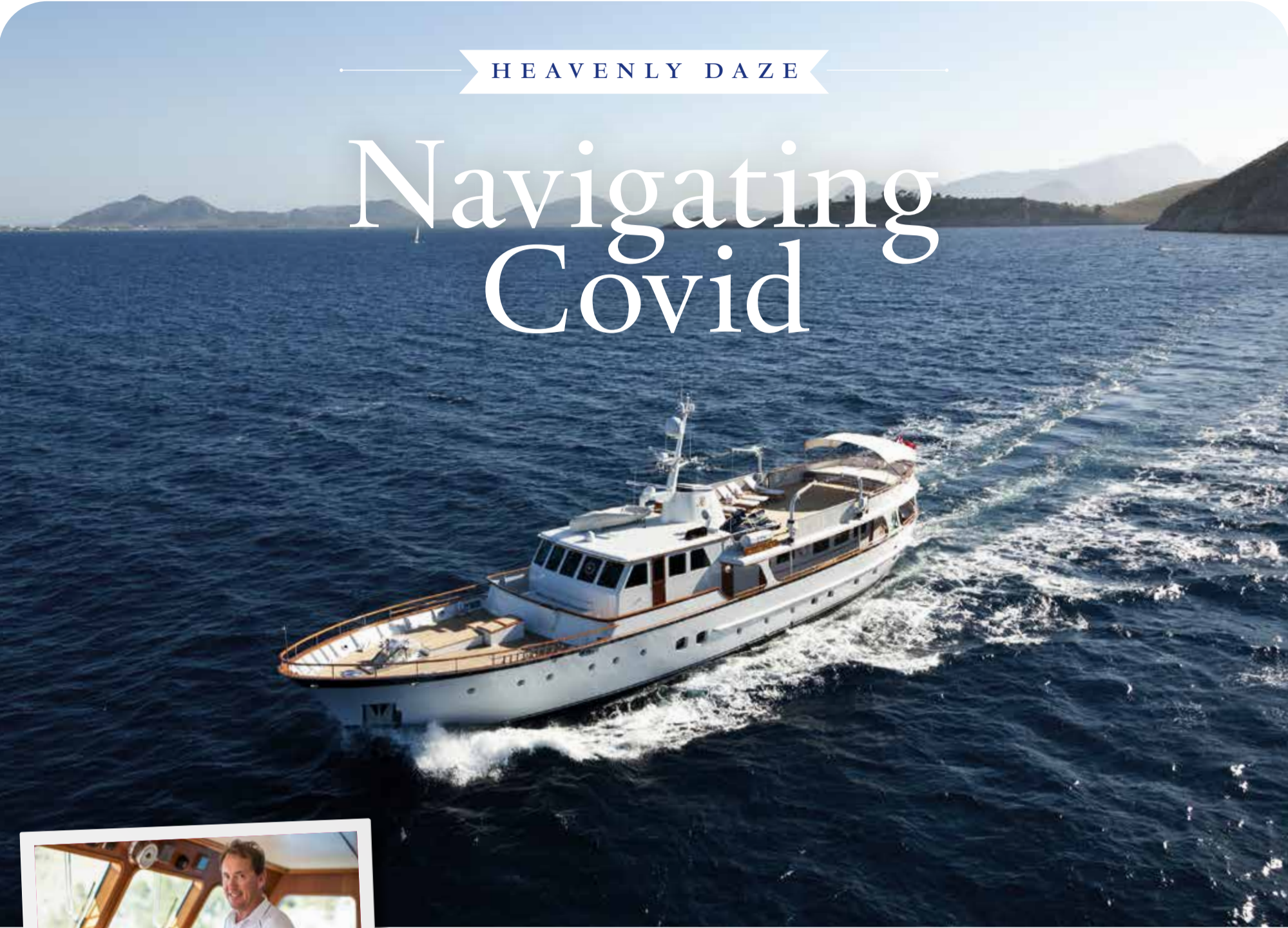
Hybrid drive

Apart from the teak decks, the floors of the cockpit and the interior have also been prepared in advance. This makes it possible to continue with the manufacture of the exterior and interior furniture outside the yacht. Leon Rietveld and Peter Koster are currently researching the propulsion system and aiming to make the yacht a diesel-electric hybrid in order to ensure the right balance of power and comfort.

Vincent Goudsblom from the assembly department has made an overview of all the technical items and piping that needs to be installed, along with the relevant materials. Examples range from the galley, toilet and wine cooler to the fuel, clean water and wastewater tanks. The hull was turned over at the end of September then blasted, repaired and coated before the painting crew could start giving the new *Mira* a super-smooth finish several week later.

We will publish further updates on this impressive project online in due course. In the meantime, keeps your eyes peeled when you come across classic boats as you never know where you might find a lost Feadship like *Mira* that could potentially be given the full restoration treatment.





The pandemic has been a challenging time for owners and captains of yachts as they have looked for the best ways to rise to the challenges of lockdown and more. Guy Guildford, captain of Feadship Heritage Fleet member *Heavenly Daze*, gives an insight into how things have panned out during this unprecedented time.

March 2020 – Phone rings
Mr. Brooks calling
Capt. “Hello Mr Brooks”
RB. “Hello Guy, we need to discuss the possibility of having to mothball *Heavenly Daze* for the year...”

This conversation feels like a lifetime ago and could have potentially turned the owners’ world and that of the *Heavenly Daze* crew upside down. But the close relationship we have with Mr and Mrs Brooks as owners allowed us to deal with the situation as it rapidly changed all those months ago.

Heavenly Daze was re-launched in Port Adriano, Mallorca in mid-March 2020 after another extensive refit period in Yates Shipyard, the day before the whole of Spain went into full lockdown.
I remember the conversation clearly with the shipyard owner: “If you don’t launch today, I don’t know when we will be back to work.” We all knew this situation could drag on for months. My engineer was able to attend the yacht on a daily basis for security purposes, the rest of my crew with 10-15 pages of documentation were turned around at police checkpoints and told to go home and stay there.

Viva Italia
We continued to monitor the Mediterranean situation and it was decided to move *Heavenly Daze* to Italy early in June as Mr and Mrs Brooks were going to be our first guests arriving in Rome in this challenging and constantly changing travel and charter environment.

Y.Co. our central charter broker, found that their job had become a whole lot tougher. Nonetheless, they supported us in implementing Covid protocols and redirecting charter clients to join *Heavenly Daze* in the Naples area, cruising the stunning Pontine Islands, Ponza, Pamerola and Ventotene.

We tentatively started thinking our summer season was actually going to happen... and it did! We had the Amalfi coast to ourselves and early on we were the largest yacht anchored in Marina Piccola, Capri, which is usually graced with giant Feadships such as Faith. We followed protocols as a crew, filled out many health forms every time we moved anchorage and managed to keep Covid off *Heavenly Daze*. This enabled the owners to enjoy their yacht as if it was a normal summer. The same applied to those of our charter clients who were able to travel and we all relished the experience of being one of the few charter yachts operating in the vicinity.

Life on board
During the 2020 season there was a feeling that staying on board and creating our own bubble was paramount to the success of the season. The crew and charter guests felt safest on board.

The owners have invested money, time and effort into *Heavenly Daze* to ensure maximum comfort for crew and charter guests. The addition of zero speed stabilisers has not only transformed the yacht in terms of comfort: it also opened up more anchoring possibilities thanks to the increased stability as well as making *Heavenly Daze* more economical on fuel, especially over long distances.

As and when technology becomes available, we are always exploring options from an environmental perspective and ways to enhance the experience of our guests. *Heavenly Daze* is now entirely plastic-free after the installation of our on-board water filtration system. Our internet capabilities have also been improved, allowing owners and guests to conduct business with a more reliable service. With the worst of the pandemic now hopefully behind us the yacht is now in better shape than ever to serve owners and guests alike.



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.



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.



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.



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.



Facts From Feadship

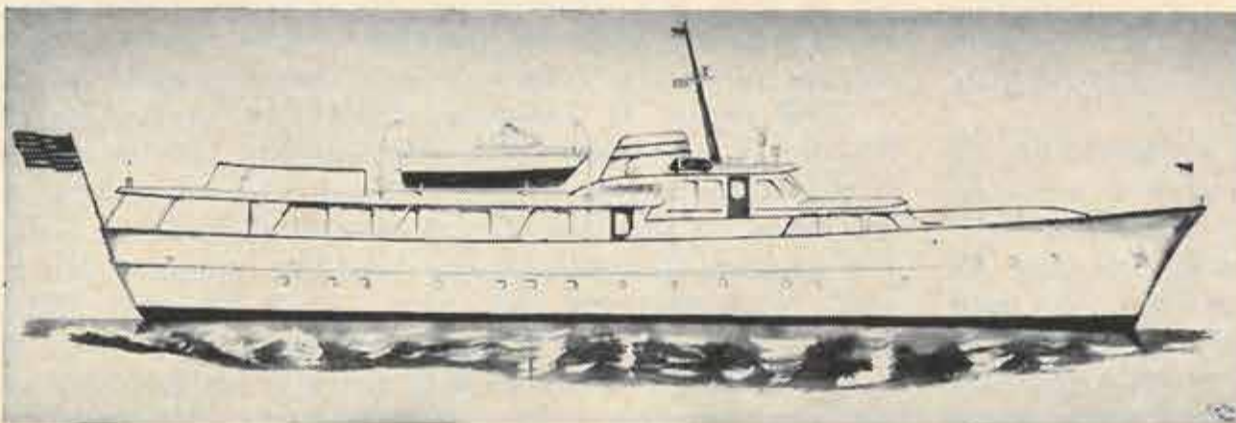
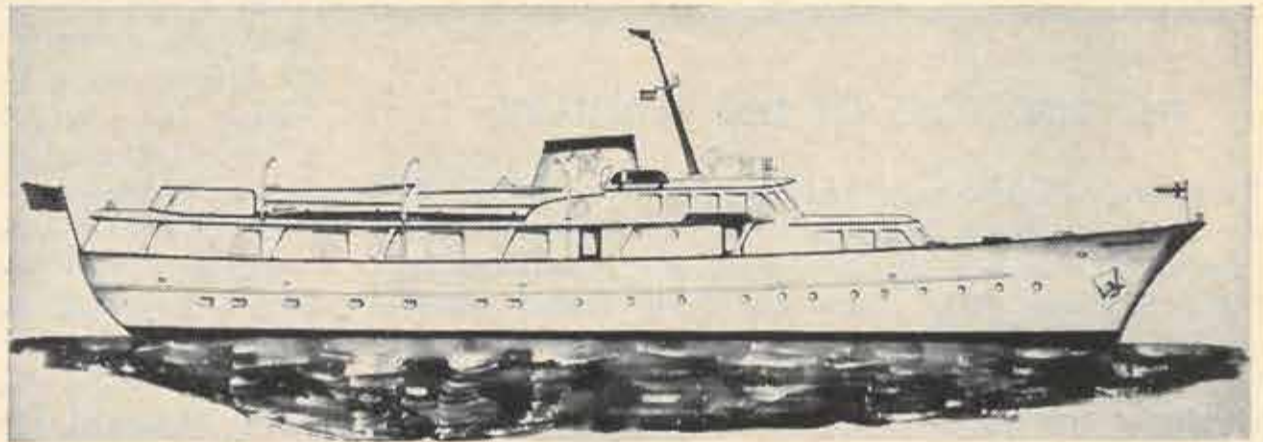


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Lionel Beakbane
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108' 1963



109' 1963



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