

HERITAGE WORLD

News & views from the Feadship Heritage Fleet



Issue 7 ~ 2023



Peace in our time?



We live in turbulent – and for many people – uncertain times. As the world finally started to come out of the pandemic and all the pain that it caused, we were confronted with another enormous disruption in the form of the conflict in Ukraine. It's almost inconceivable that I am writing about a war in Europe in 2022 but that is the bitter reality, and the consequences for both the short and long term are very hard to predict.

History does teach us that good things can come when peace finally wins out and people can focus again on their business and pleasure. The formation of Feadship in 1949 is a fine example. From the ashes of a Europe ravaged by World War II a group of forward-thinking players in the yachting sector in the Netherlands set up the First Export Association of Dutch Shipbuilders. The original goal was to bring Dutch yachting quality to the American market and Feadship grew into a global powerhouse over the years ahead.

The family-firm legacy that saw the De Vries and Van Lent yards and De Voogt Naval Architects join forces almost three quarters of a century ago is still appreciated today by members of the Feadship Heritage Fleet. Set up ten years ago, our association represents many of the stunning yachts built during the decades of peace we've enjoyed since Feadship was formed. Being a member of FHF is a great way to not only leverage on the added value of our shared inheritance but also to foster a sense of international cooperation and harmony.

In 2023 we will be hosting a number of extra events to mark the ten-year anniversary of the FHF and celebrate all the good things we have in common. May it also be the year in which peace returns to Europe...

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.



Colophon: **Editor-in-Chief:** Feadship Carla Limatola • **Author:** Writewell Andrew Rogers • **Design:** HollandDrive • **Photography:** Tom van Oossanen
Feadship Heritage Fleet: Please contact info@feadshipheritagefleet.nl for information and membership details.



Nenemoosha joins London festival

While the entire world and the UK in particular was mourning the loss of HM Queen Elizabeth II, the Classic Boat Festival took place in central London. This annual three-day boating extravaganza saw around forty vintage and exquisitely preserved vessels assemble in the central basin of St Katharine Docks. Highlights included war heroes such as the Dunkirk Little Ships, Star Craft wooden cruisers from the Bates yard

and various impressive working vessels. Our very own FHF member, *Nenemoosha* from 1963, was also present and sent us a series of exquisite images taken along the River Thames as well as at the show. Visitors were able to board some of the vessels and meet their caring owners, while each day was marked with an opening and closing salute of ship's horns.

Getting together in St Tropez

Seizing the day and enjoying spur-of-the-moment pleasures is very much part of the FHF spirit and that was clearly the case in early October when no less than five classic Feadships found themselves berthed next to each other in the marina at St Tropez. Owners and their guests had a fine time showing each other around their yachts and sharing drinks and snacks. Good times...



End-of-season event in Kaag

Inspired by the unusual good weather in the Netherlands for the time of year, the board of the FHF decided to organise a spontaneous event to make the most of the last days of the season. Dutch members gathered at the royal yacht club in Kaag on 17 september 2022, had lunch and then headed off to the nearby Feadship. Board member Robert van Tol, who is also a director of the Water Revolution Foundation, gave a fascinating presentation on the issue of sustainability and the visitors also had a chance to see some of the latest Feadships under construction.



New members 2022



Bardo (1960)



Synthesis 66 (1982)



Molly May (1959)



Rebel Lady (1966)



Beter Varen (1955)



Big Dad (1964)



A&L (1937)



Haaks (1964)

ROTTERDAM

A RENDEZVOUS TO REMEMBER

The ninth edition of the popular Heritage Fleet rendezvous explored some of the many highlights of the city of Rotterdam and the pleasures of the Maas River. History met modern architecture and new friendships were forged during this splendid spring weekend.

As always, the events committee had spent months preparing for this annual gathering of the fleet and they again excelled themselves. Rotterdam is a famously cosmopolitan place, home to some 170 nationalities and one of the world's largest ports. FHF members from

various countries arrived in the peaceful surroundings of the Veerhaven marina in the city's Nautical Quarter on Friday 20 May. After drinks during the traditional yacht hop, we sat down for dinner in the nearby restaurant called De Ballentent, decked out with photos, paintings and attributes of the Holland-America Line.

After a leisurely breakfast the fleet departed up river, sailing under the iconic Erasmus Bridge and alongside various fascinating buildings enroute to the Leuvehaven marina. After a pleasant stroll the party arrived at the Maritime Museum for a tasty lunch and guided tour. The

rest of the afternoon was dedicated to the yacht parade before everyone donned their glad rags for a fine dining experience at the 'Sociëteit aan de Maas', the association building of the Royal Rowing and Sailing Association 'De Maas', one of the oldest Dutch watersports organisations.

Stories were shared and tall tales told over the evening, and the 2022 rendezvous concluded on Sunday morning with a nice breakfast together at Fröbel. Do try and join us (again) in 2023... Plans are already afloat for the special tenth edition!



upcoming events

'23



On the agenda in 2023:

10th Anniversary Celebrations

This column in Heritage World is usually the easiest to write as we detail the various events in store for the year ahead. The Feadship Heritage Fleet has a dedicated Events Committee which serves to offer members the chance to gather together, admire each other's Feadships, build on existing friendships and make new ones. In 2023 the Feadship Heritage Fleet will celebrate its tenth anniversary and this means that the entire year will be filled with smaller and larger

occasions to celebrate this in person, online or both.

BOOT Düsseldorf is going to be a spectacular event and a great place to experience fascinating innovation and craftsmanship, the latest sports trends, live acts and the many magical moments that you can truly only find at Boot 2023.

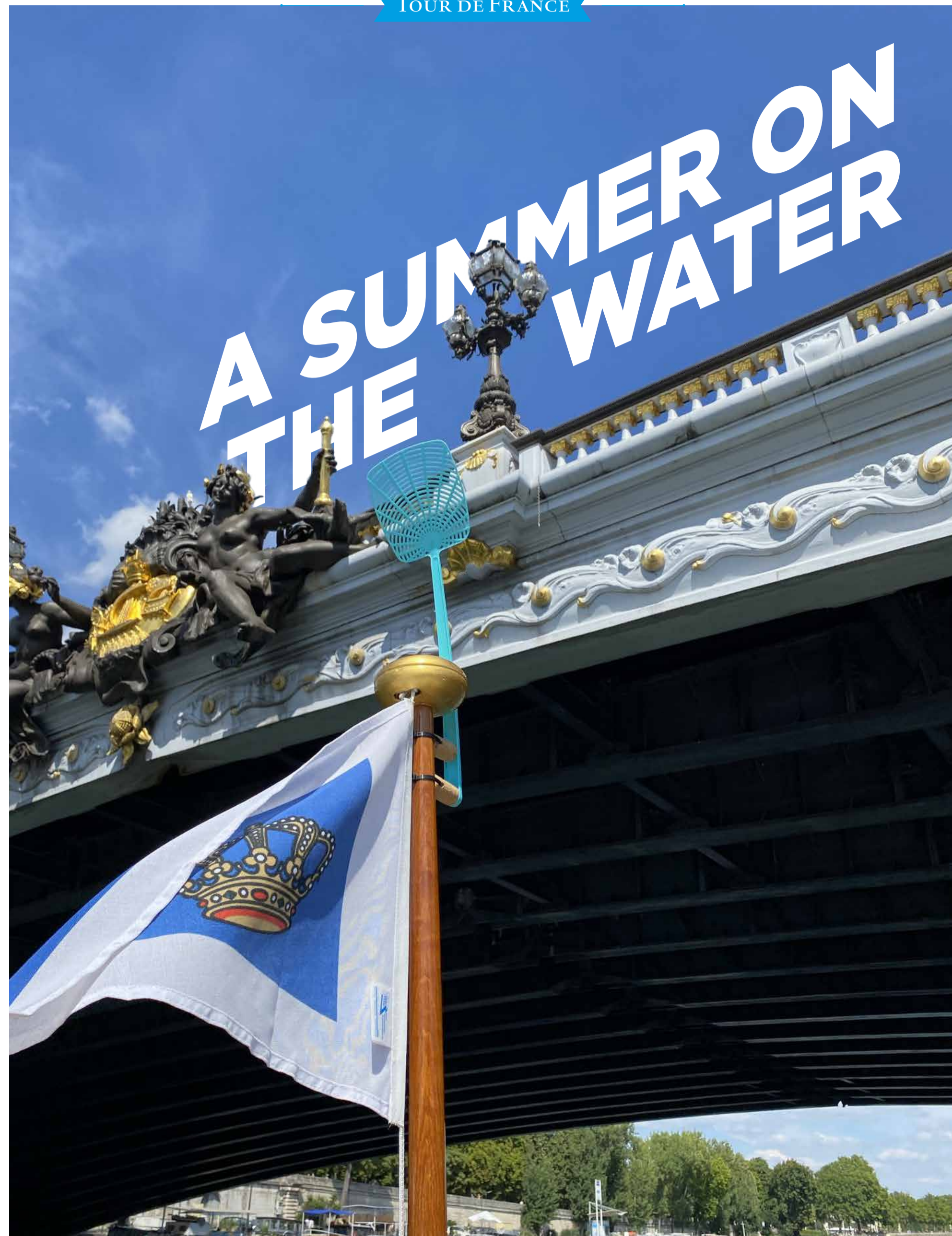
In cooperation with our valued sponsor *Pantaenius*, who will take care of entry tickets as well as a full programme, on Saturday 21st of January the Heritage Fleet will kick off the 2023 event calendar with a cocktail and dinner at the Düsseldorf yacht club. End

of May we are planning our **10th Rendezvous** in Amsterdam. We keep all info secret for now, but make sure to be there, this is going to be the BIG 10 years anniversary party weekend.

In September we will head to London to participate in the **St Katharine's Dock Classic Boat Festival**, we truly can't wait. And as usual in December there will be the **Christmas Cocktail and General Assembly**. Stay in touch with us as more last minute events might pop up as the year proceeds.

TOUR DE FRANCE

A SUMMER ON THE WATER



When the lockdown was lifted at the start of 2022 the owners of FHF member *Ammerland* started planning a tour to make up for lost time. As chair of the FHF event committee Lizan Otte knows a thing about organising trips and, together with her partner Arthur van Berge Henegouwen, planned a five-month route to remember through the Netherlands, Belgium and France.



Intrigued by the idea, the owners of *Hera* and *Mumtaz* also decided to cruise part of the way with *Ammerland*. The journey began in Rotterdam in May and continued until the middle of September (with occasional flights home in-between). There were a few hiccups along the way, but these were easily outweighed by the fun as Lizan, who took a sabbatical from her company to take part, wrote in her detailed travel blog. Here are some of the highlights....

Departure 19 May 2022

Our big adventure is finally underway! It took some doing to get everything ready in time, but we did it. *Ammerland* looks amazing after the work we've done, and we have a practical utility room with lots of storage space and a washing machine – something we'll need if this is to be our home for the next five months. That said, it looks like we've brought so many clothes with us that we won't have to do any laundry!

FHF rendezvous

On 20 May we set course for Rotterdam for the annual FHF rendezvous, sailing a lovely route via Leidschendam, Voorburg and Delft. After the event ends, we spend Sunday moored in Veerhaven. The weather is splendid

and we're pretty exhausted from all the arrangements and socialising. In the following days we'll sail with *Hera* to Dordrecht, Willemstad and Zierikzee before continuing to Antwerp, where Rory and Elizabeth will disembark – they'll come back onboard in Paris.

Major detour

Mike and Daphne, owners of *Mumtaz*, joined us yesterday in Antwerp and today we sail on to Lier. The initial plan was to travel to Dendermonde but it appears the locks are closed for the next five months and we'll have to make a major detour. But that's all part of the journey – who knows what tomorrow will bring? After overnighing on the Scheldt River by Dendermonde we leave early for Ghent. We hope to benefit from the high water – when

the seawater flows inland – which will give us some extra speed.

Local delicacies

In the afternoon we arrive at the Coupure marina in Bruges. Although right in the centre of town it's much less busy than Ghent. In the evening we dine at a top-notch restaurant, with local delights like the potato dish smeus with fresh shrimp, asparagus from Mechelen and pluma with grain mustard. The dinner was also a farewell: *Mumtaz* will be taking a shortcut

to Cambrai, while we'll take the long route along the coast. When we leave for Nieuwpoort in the morning it's pouring with rain and our sternthruuster appears to malfunction. We wonder what will be in store for us next...

Dive time

We sailed to Nieuwpoort through the downpour without sternthruuster, which went fine despite having to pass a bowl-shaped lock. Thankfully an engineer came to fix the thruster the next day. We then took the very shallow Ypres-IJzer canal to Ypres. In the marina Arthur attempts to turn the yacht and point her nose towards the exit. *Ammerland* comes to a standstill just as we're transverse to our spot: the starboard engine has stopped working. Despite a mild sense of panic, Arthur manages to get the yacht in place on its remaining engine. But now there's a new challenge. Arthur doesn't hesitate and dives right into the cold and smelly muddy water. The issue soon becomes clear: someone lost a 3x6 m segment of artificial grass from their aft deck which has wound itself around our propeller. Arthur manages to get it unstuck and the engine is fully functional again. Problem solved and a cold beer is well deserved!

Sunday we sail back to Nieuwpoort so we can head to Dunkirk, our first destination in France, the next day. We'd originally wanted to pass by Veurne but here too the locks are closed so we change plans accordingly.

Into France

Enroute to Arques we sail straight through Dunkirk. We're approaching a bridge which the guidebooks say we cannot pass as its clearance is 3.60 m and *Ammerland* is 3.67 with hood. Thankfully we discover that the books aren't always right. And we find a brilliant (if I say so





myself) way to see if we can pass underneath without removing the hood – what we call the bridge slapper. I attach it to the flag mast on the front of the boat at the height of the hood, and if it hits the bridge, we cannot clear with the hood on. The bridge slapper does its work and we're through, eventually arriving in Arques after a warm day's sailing.

Navigating the locks

We continue to Douai, and tomorrow *Mumtaj* will rejoin us. The next day we sail towards Cambrai over the Liaison Dunkerque and Escaut. We're given a remote control at the first lock for operating the many following locks ourselves. This would be a fine solution if it worked everywhere but three times we still have to call the lock keeper.

Pizza express

On Friday morning we leave Vaucelles expecting to be towed through the tunnel at 17:00 but a lack of staff means we have to wait 24 hours. This means spending time in the tiny village of Vendhuile where there's no butcher, no baker, not even a pharmacy. Luckily, a pizza truck visits Vendhuile every Friday night! Pizza dinner it is.

The next day we're towed through the tunnel. *Mumtaj* goes first, and we're in the middle followed by another Dutch-owned yacht, *Stella Maris*. We have to connect the yachts crosswise with the longest lines we have. Entering the tunnel is both exciting and scary as we're entirely dependent on the towboat.

Three musketeers

Hera, with captain Peter and his father-in-law Hans on board, joins us in Jussy after taking a different route and sailing ten hours a day. Together we leave for Chauny the next day. It's very hot and we have to pass through

ten locks. The next morning, we decide to continue sailing – anything is better than lying still in this heat. We pass through the last remote-controlled lock on our way when we go from the C. de St. Quentin canal to the C. latéral à L'Oise. As we might have expected, we have to call the lock keeper this time, too. *Hera* is in a hurry to reach Paris as her owners are due to board in just a few days. We bid them farewell and will meet them there later.

Time to rest

We spent several days in the lovely marina of Compiègne to slow down the pace. On Monday 4 July we decide to continue our trip and quickly fill up with 500 litres of diesel from a bunker vessel. In the late afternoon we arrive at L'Isle-Adam. This is our first time at a location where everything is new, attractive, clean and cosy. After two nights *Mumtaj* decides to continue on to Paris. We say au revoir over a tasty evening meal.

City of light

In the morning of 19 July we head to Paris ourselves. And there it is, the Eiffel Tower – a magical moment. Soon gorgeous building after gorgeous building pop up along the Seine. Once in the marina, we enjoy reconnecting with *Mumtaj* and *Hera*, with R&E back on board. The next day, we all board *Hera* for a tour through the 'souterrain' tunnel over the Canal Saint Martin, built by Napoleon in 1802. The idea was to use the canal to supply the fountains of Paris even in times of drought, and it was truly pioneering for the time. In the afternoon *Hera* departs for Épernay, while we stay in a sweltering Paris for a little longer.

Bubbles

On 25 July we arrive in Épernay, the city of champagne. It features many champagne houses on its Avenue de Champagne and 110 km of cellars beneath. Our expectations are high. The marina is situated on the edge of Épernay at the back of the renowned house of Castellane, which looks slightly outdated. Here we find *Mumtaj* once again.

Later we continue our journey to Reims. In the late afternoon we arrive in Condé sur Marne. As we're getting ready to leave the next day, we meet the owners of an

adjacent yacht. Sharing our plans, they look surprised: aren't we aware that the Canal de la Marne à l'Aisne is closed, as is the route after that? Further research shows we can't travel east along the Mosel either because the Canal de la Marne au Rhein is also closed after Châlons-en-Champagne. There's not enough water left in the canals and rivers, and the systems meant to prevent this have broken pumps. And this being the summer holiday repairs have been postponed... This time we're stuck and have to fly home and wait three weeks.



Back on the water

During this period *Ammerland* is left in a semi-secured marina in Épernay – Bernard's keen eye keeps a close watch in the mornings, but once the champagne starts flowing... Continuing our tour de France we arrive in Épernay unsure as to whether the canals have reopened or we'll have to sail the yacht back the way we came. Thankfully, we learn that Canal de l'Aisne à la Marne at least is back in action as the pump has been fixed.

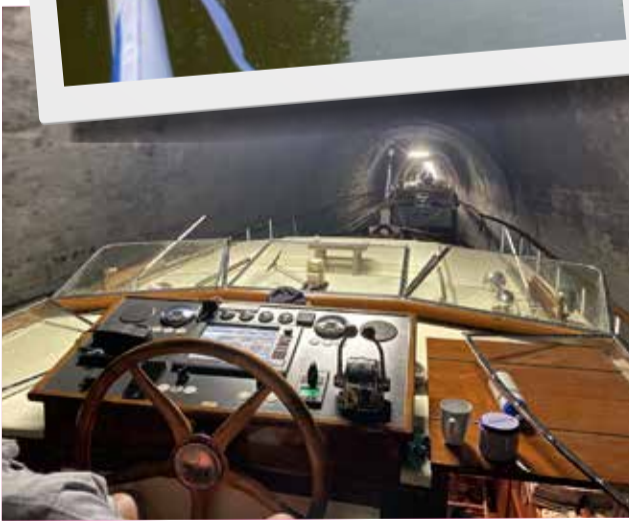
The next day we get back into our former rhythm, with 11 locks and a tunnel in a series of lock flights upstream; once the first opens, the rest opens automatically afterwards. And it works! Unfortunately, arriving in Reims we find the only place to moor is next to a four-lane road on the canal. We'd read it might be noisy, but Paris was a sanctuary of silence in comparison! We can't wait to get going the next day and head for the Canal des Ardennes.



Top sport

We're breaking the world record in passing locks by boat and there are more to come: we're about to pass through 44 locks in two days on the Canal de Ardennes. The average distance between locks is 300 metres, but some are situated even closer together. The lock flights allow us to climb quite considerably. The guidebook says it will take between five and seven hours. Stopping on the way is not an option as it disrupts the system. The locks fill up at tremendous speeds and then rise some four metres – what we'll find on the other side is always a surprise. And this times 28!

Between the locks, we hurriedly make ourselves a sandwich. Between the first we butter our bread, between the next we slice the cheese, then the tomato is



Tell a tale...

Big thanks from the Heritage World team to Lizan for selecting these highlights from *Ammerland's* summer tour. Any other FHF members embarking on an interesting journey with their classic Feadship are welcome to share their

added after the next. We have to keep a close eye on our lines too, with the force of the water moving the yacht back and forth. But we make it and at the end of the day arrive tired but happy.

Home run

As soon as we sail onto the Meuse, we start smelling farmland and it feels like coming home. But here too, it's a matter of 'save the best for last'! Although the river is broad from the get-go, we still have quite some locks ahead, most reached via narrow side canals. The Meuse itself has significant rapids and we have to be careful not to be dragged along.

The next day is another beautiful leg of our journey as we exit France and return to Belgium. There's a

remarkable difference once you cross the border with everything looking much better cared for. Our first stop in Belgium is Dinant and we pass through the rest of the country at high speed. Suddenly we find our *Ammerland* back in the Netherlands with those delicious farm smells! It's very hot still so we decide to slow down for the last leg and moor in Maastricht. We spend the next nights in the beautiful marinas of Asselt, Grave, Woudrichem and Rotterdam, finally entering our home port on 10 September 2022. What a wonderful trip...



experiences with a wider audience in future editions of this magazine. Whether a wonderful weekend, a season of adventures or somewhere in-between, your trip can also serve as an inspiration to others. Contact the secretariat at info@feadshipheritagefleet.nl to discuss the options.



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!



Bardo - 1960



Miloke - 1932



De Oome Kees - 1934



Torno - 1934



Blackhawk - 1971



Kale Jan - 1953



Margo - 1956



Rio Jathro - 1956



Nereus - 1969



EndlessSummer - 1991



Hera - 1956



Zephyr - 1939



Atalanta - 1957



LadyHolland - 1965



Lotus Eater - 1965



New Wave - 1958



Oceanus - 1959



Calypso - 1978



Herumajo - 1960



Zeemeeuw - 1961



Regina - 1934



Lucia - 1965



Syntesis 66 - 1982



Maartje - 1962



Neptunus - 1962



Waterlie - 1948



Odalisque - 1973



Thor - 1962



Santa Maria - 1963



Molly May - 1959



Emmeline II - 1963



Iduna - 1939



Serena - 1964



True North - 1987



Sissi (1963)



Snarf - 1938



D'ouwe Freddy - 1939



Nenemoosha - 1963



Najade - 1965



Muntaj - 1965



Piet Lintie - 1967



De Keizer - 1933



Gaudemus - 1933



Lady Lisse - 1964



Katja - 1966



Cartouche - 1966



Ammerland - 1966



Rebel Lady - 1966



Alexandra - 1961



De Elf - 1936



Beija Flor - 1967



Beter Varen (1955)



Monara - 1969



Irene - 1939



Alhambra - 1970



Sultana - 1969



Eleanor Allen - 1979



Mijntje - 1939



Heavenly Daze - 1972



Secret Life - 1973



Azteca - 1983



Cetacea - 1970



Sanoo - 1979



Schollevaer - 1938



Lelou - 1973



Big Dad - 1964



Euros II - 1949



Almare - 1973



A&L - 1937



Haaks - 1964



Mirage - 1979



Seagull - 1980



Dojo - 1981



Monaco - 1981



Paraíso - 1983



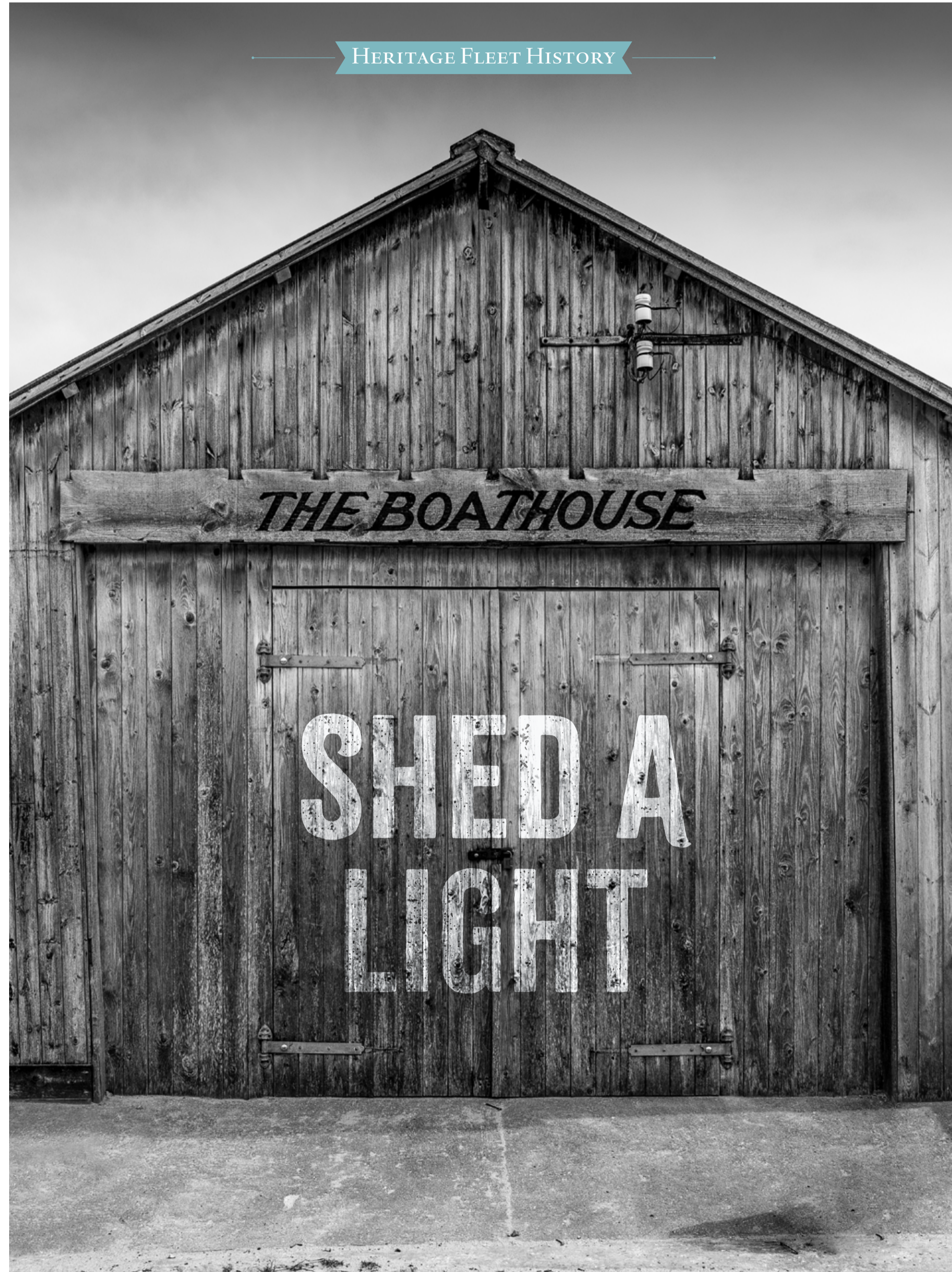
Ancallia - 1984



Amara - 1986



HERITAGE FLEET HISTORY



NOW 77 BOATS STRONG, THE FEADSHIP HERITAGE FLEET BEGAN WITH A CHANCE ENCOUNTER IN A HUMBLE BOAT SHED.

IN CONVERSATION WITH THE FOUNDERS ARTHUR VAN BERGE HENEGOUWEN & HENK DE VRIES

Many stories start with the line, “a man walks into a bar...” Except this story starts with a man walking into a boat shed; the bar was at the house next door.

“Being a member of the Van Lent family, and owning an old Van Lent, I went down to visit my boat, *Ammerland*, one winter Saturday in the boat house where I kept her to give it a hug,” says Arthur van Berge Henegouwen. “I had heard there were some old Feadships, a 10-metre and a 20-metre, being stored there, so I thought I would have a look. I happened to bump into their owners and we began chatting. Then the owner of the boat house invited us to come over to the bar under his house to continue the conversation. As we were talking, he suggested the idea of a classic boat club for old Van Lent-built yachts. We all exchanged addresses and telephone numbers.

“A year later, Henk de Vries and I were in a Feadship Group strategy meeting, and I told him about this story of an association for old Van Lents. He said, ‘Why don’t we make an association for old Feadships?’”

“Arthur and I are both car lovers. Arthur is a Porsche person, and I am a Ferrari guy,” interrupts Henk de Vries. “And Ferrari has a very successful club for owners of classic Ferraris that helps owners obtain certification for their cars. We began to put the two ideas together and thought how it would reinforce the brand. We started flipping through the Feadship Fleet book and before long, we were pretty convinced that this club was in our portfolio of things to do,” recalls Henk. “We were the originators of it, but it was always driven by those owners who wanted to get together to have fun with their boats. A club driven by owners.”

Next, in early 2013 the pair decided to pick the brains of Rory Brooks, owner of *Heavenly Daze* (ex-*Aldebaran* #603, 1972) who was at the yard to check on original drawings of his boat. “The three of us talked at Aalsmeer and we decided to call Victor Muller to join us, Henk recalls. Victor owned *The Highlander* (#592, 1967) and he is a good marketer, he was there inside half an hour.”

And so it began with four Feadship owners who thought it would be a great goal, although perhaps a bit

optimistic, to get 25 or 30 owners for a club with an annual gathering. That was April 2013.

“In the first five years we were more like a guest of Feadship than an active club,” continues Arthur, noting Feadship marketing did contribute to its operational expenses. Fast forward to more recent years and the organization has in fact turned into a club for members by members. Ownership is extended to people who own a Feadship – or a yacht built by one of the original partner yards – thirty or more years old. “We try to be a bit more social,” adds Arthur, who still serves as Treasurer and Secretary. “People like to gather, to sit on their boats and exchange stories.” Some owners do their maintenance themselves. “They exchange knowledge. ‘Oh, did you have this problem? I had that problem as well and here’s what I did...’ We try to create enough time in the programme when we have a gathering to give them time to just chat.”

“People like to gather, to sit on their boats and exchange stories.”

But it’s more than swapping stories; the Feadship Heritage Fleet has had an impact of Feadship’s modern operations. “The build up of our after-sales service came out of the association: the yards had been doing this on their own but now it is a Feadship business,” explains Henk, who once commented that the perfect starter Feadship is a Heritage Fleet Feadship. “At the time I said that, you could buy a *Caravelle* for about \$2 million and a new Feadship was starting at \$20 million. Now those (Heritage Fleet) boats have a life and a purpose of their own.”

“Henk’s uncle, uncle Huib, did such an incredible job organising the archives at De Vries,” says Arthur. “An owner can call up and say, ‘I’d like to know the original frame spacing on my 1952 Feadship,’ and we can show it to them. All Heritage Club members are invited to make use of the archives, which all yards now have.”

Heritage Fleet owners sometimes take part in discoveries, too. “It happened to me just recently. A man called and said his father-in-law had a sail boat that he thought was about a hundred years old. He said his father-in-law always told him it was a Feadship, but he couldn’t tell, especially now that it was not in great shape. I looked it over and sure enough, I found a H.W. de Voogt logo plate indicating it was both designed and built at the Haarlem yard owned by Frits de Voogt’s father, who built boats before he became a naval architect for Feadship. The man is keen to find a new owner for the boat and she is available for free for anyone who wants to put some effort and energy in making her the “Lady of the Lake”. More information available at info@feadshipheritagefleet.nl

Although there have been a total of 101 affiliated to the Fleet, there are currently 77 active members in the association – the smallest one actually is a 4.96m (*Mijntje*, 1939) and the second smallest (*Gaudeamus*) belongs to Henk. The largest is 60.55m *Sanoo* (ex-*Diana II*, 1979). With the requirement being thirty years rather than a static date, new boats qualify each year. The group’s general assembly typically is held in conjunction with a Christmas party. There is a multi-day summer gathering with the boats and a one-day end of season event.

“We’re talking about boats built in the 1990s now and that is bringing in yachts more than 30-metres with long range and yachts that are still in active charter service,” Henk reveals. “In our next ten years, we are looking to increase membership from owners in the Mediterranean and in the U.S.”

“Also part and parcel of future planning for Feadship’s involvement is to help owners update their yachts with electric propulsion. In a classic car this is sacrilege, but in our boats, I have no problem,” said Henk. “In a few years, as the number of environmentally sensitive cruising grounds increases, clean power will be a requirement. It’s actually a great idea for these boats with their limited engine rooms as diesel/electric or fully electric systems are much smaller than the original engines. We can put batteries in that extra space and actually improve the boat’s performance and stability.”



The first decade

We are exceptionally proud of our yachts and their amazing legacy. With this in mind our goal is to provide a forum where owners can share their passion and pride while joining together at unique events exclusively staged by Feadship Heritage Fleet for its members. There are still many classic Feadships sailing today and the FHF aims to provide a range of dedicated services to their owners. While many of these yachts have been superbly maintained, owning a classic Feadship can be even more rewarding when a group of owners share their knowledge and experience. Examples of issues covered include insurance, financing, preferred destinations and crewing matters. The association is truly 'for and by the members'.

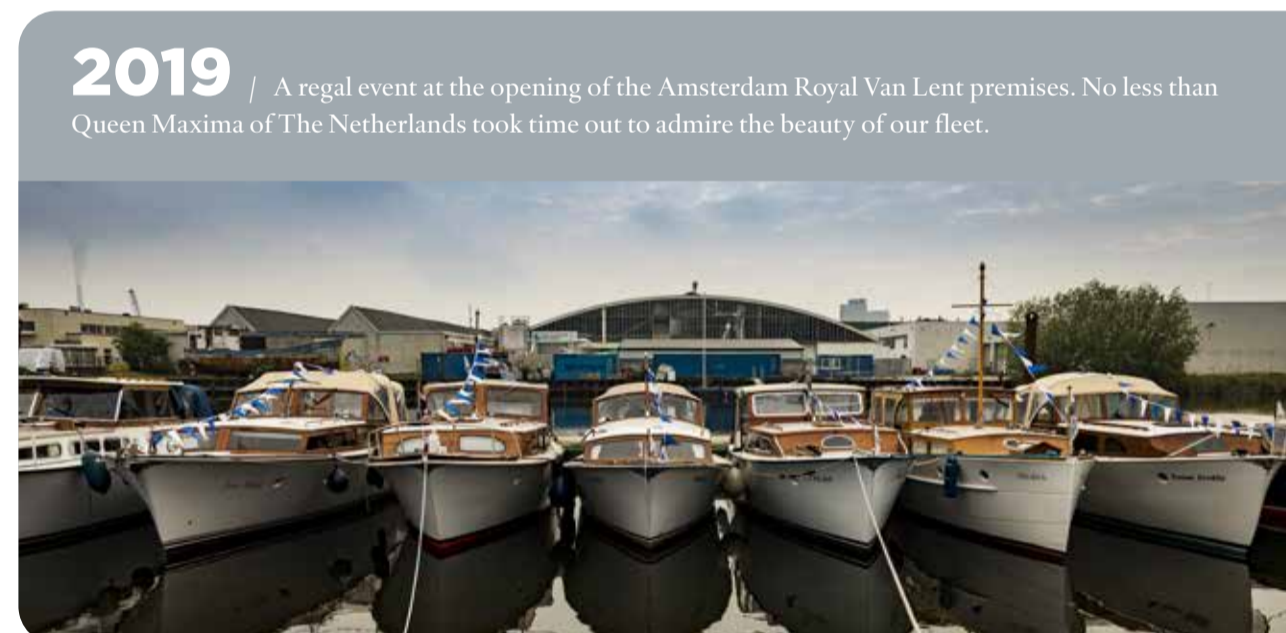
Over the past 10 years the Feadship Heritage Fleet has been a worldwide ambassador for these values and every year more yachts keep joining the fleet. What will the next ten years bring us?



2013 / The first meeting took place at Cafe De Roode Leeuw café in Amsterdam. Signed, sealed, delivered. The formation of the Heritage Fleet is a fact!



2016 / Visiting the Aalsmeer premises of Koninklijke DeVries Scheepsbouw during the rendezvous was a truly memorable experience.



2019 / A regal event at the opening of the Amsterdam Royal Van Lent premises. No less than Queen Maxima of The Netherlands took time out to admire the beauty of our fleet.

2022 / Finally back to travelling but kicking off the summer season first in Rotterdam was a real blast!



2014 / The Heritage Fleet brings its first visit to Monaco for the Historic Grand Prix.



2017 / Only the smallest Feadships can make turn heads in the Amsterdam canals! Yes, we did that too!



2015 / Time to celebrate the tall ships of all over the world during SAIL, the quinquennial maritime event in Amsterdam. What a proud to be part of the SAIL-IN parade. Are you joining us in 2025?



2018 / Back to Monaco for another great Grand Prix Historique with our Mediterranean members.

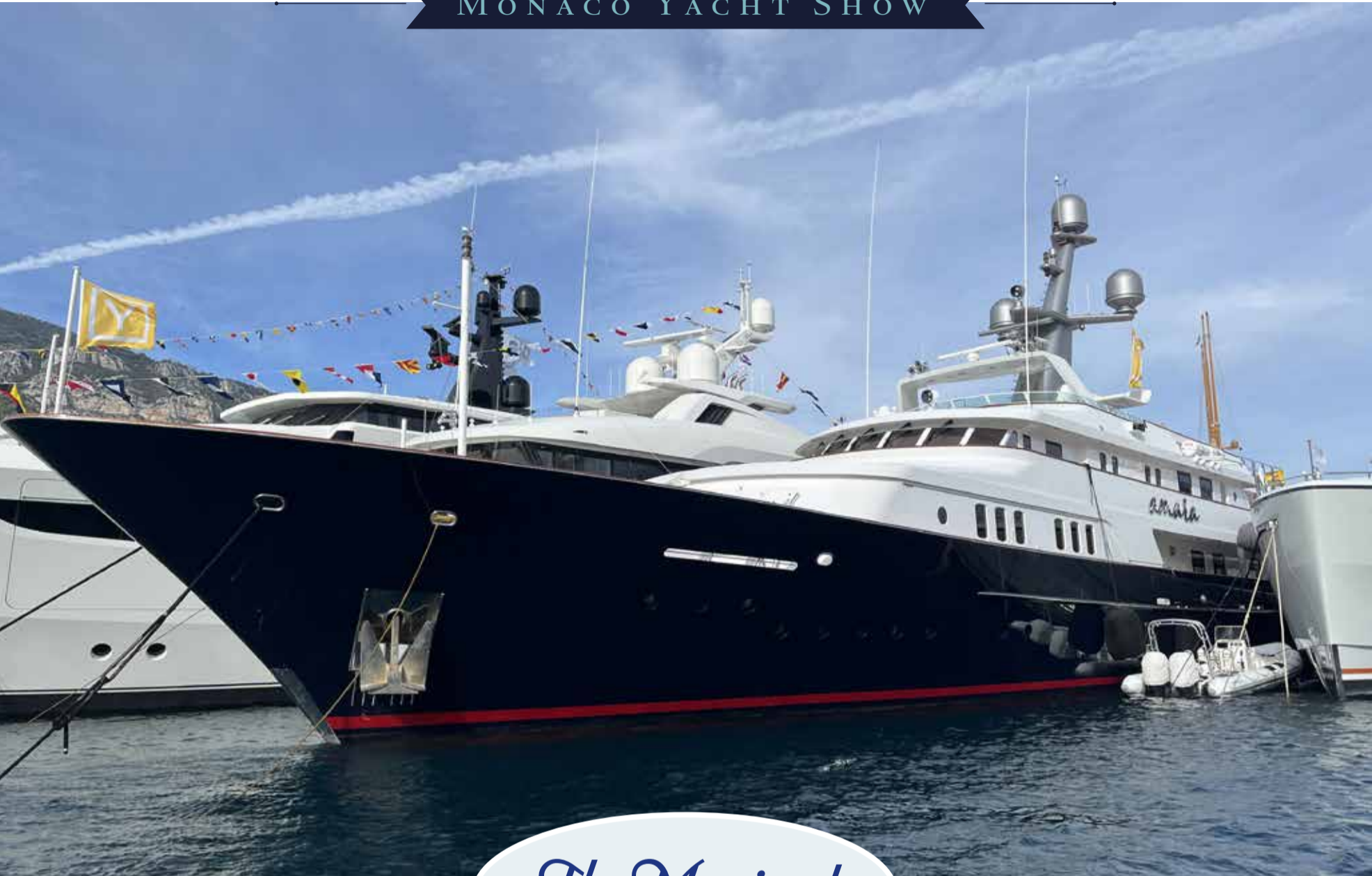


2020 / The year where we were constrained by the need for social distancing. Luckily we could still manage to gather for our rendezvous in all safety. Yes, boating also offers an intimate and safe environment. Intimacy and protection.



2021 / Another year of celebrations together apart. But how beautifully apart as we all got into position.

MONACO YACHT SHOW



The Magic of

MONACO

With no less than nine Feadships on display, the 2022 edition of the famous Monaco Yacht Show was a great year for members of the Feadship Heritage Fleet to visit the principality.

Anyone with a love of sailing in the Mediterranean will know how special it feels to berth up in one of the iconic harbours of Monaco. Nestled at the foot of the ancestral rock of the princes of Monaco, Hercules Port is a natural bay and one of the very few deep-water harbours on the French Riviera. You can't get a berth there for love nor money during the annual Monaco Yacht Show, however, when the great and the good of the global superyacht industry assemble at the end of September to meet clients from around the world.

Meetings of minds

Members of the Feadship Heritage Fleet were invited by Feadship to experience the inimitable quayside atmosphere for themselves. The association has organised various successful gatherings previously in the world's second-smallest sovereign state, including the biennial Monaco Classic Week in 2013 and 2015 and the Historic Grand Prix of Monaco motorsport races in

2014, 2016 and 2018. It was great to have a chance to return to this most desirable of destinations together.

The day started with a reception for FHF members at the impressive Feadship stand, which serves as home base for the four days of bustling business. The Monaco Yacht Show is always a massive event for Feadship and it was kind of the management team to take time out of their hectic schedule to greet us. We then walked to the dock where the classic 57-metre Feadship *Amara* was on display next to the brand-new 55-metre *Somnium* in a striking example of heritage meeting the modern.

Amara's captain Tim Rowland welcomed the members onboard for a tour of the yacht and shared some fascinating stories about her use over the years since she was launched as *Cacique* in 1986. It was impressive to see again how well preserved this classic beauty was as well as the striking results of her refit last year at

Feadship, which included the in-house engineering and construction of a state-of-the-art new helideck.

In the wind

Next on the agenda for the day was a harbour safari to see from the water the eight other Feadships that were on display at the various places in the bay of Monaco. Unfortunately, the weather refused to play ball so the members returned to the Feadship stand where they were treated to drinks and snacks while learning more about the 85-metre future concept *Slice*, which had just been unveiled to the world at the show for the first time.

Meanwhile, the organisers of this pleasurable and insightful day turned their thoughts to opportunities to hopefully bring even more members together in Monaco over the years ahead. We'll let you know more soon...



VAN LENT FAMILY DAY



Keeping it in the family

If you've ever visited the original Royal Van Lent facility on Kaag Island (the other is in Amsterdam) you will remember the 30-second ferry ride. At the start and end of the working day shifts the shuttle boat is full of workers from the yard making their way from and back to the mainland. The crossing has been running in one form or another for centuries and is often a time for quiet reflection.

Seeing is believing

On the Family Day, however, there is a really bustling atmosphere with queues forming early to make the short hop across to the island. You can feel the excitement in the air as partners get to see in person what their other half is always talking about when they get home from work. There are also many expectant children on board too, loving the chance to experience what their parent does for a living and having the chance to tell schoolmates about their time inside the giant construction halls which are normally so strictly out of bounds.

Hopefully days like these help the youngsters catch the boatbuilding bug, whether they be for metalwork, joinery, painting or one of the many construction and engineering disciplines involved in creating a Feadship. There have been many examples of sons following fathers and even grandfathers into this specialised

The annual Royal Van Lent Family Day is a firm favourite on the calendars of all who work at the Kaag yard, a chance for them to share the fruits of their labour with loved ones in a genuinely unique way. Visitors to this year's event also got to see five members of the FHF and admire past as well as future Feadships.

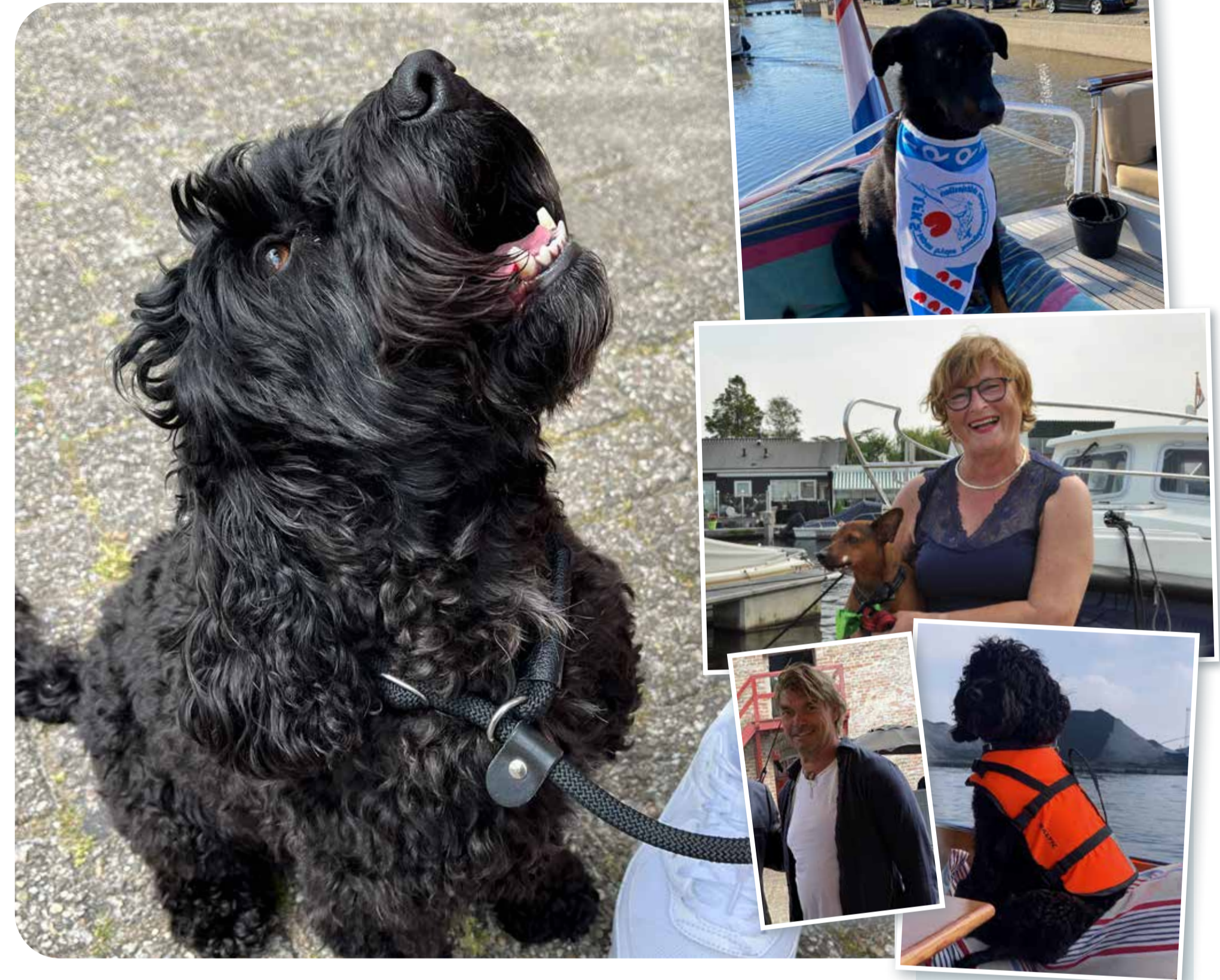
world of craftsmanship, something which has been part of Feadship's success over the generations.

Close-up views

The 2022 Royal Van Lent Family Day was organised on Saturday

June 11 and as usual featured a set walking route along the various departments and yachts. Although visitors were not allowed to board the actual yachts under construction – for privacy as well as safety reasons – there were plenty of opportunities to get a real close-up view of the giant structures and admire the exceptional designs. The managers and board members were also involved, sharing their thoughts as a deep sense of communal pride filled the halls.

Members of the Feadship Heritage Fleet had been invited to join the event and showcase their classic Feadships. This was a fine chance for owners to share with the yard employees how the meticulous craftsmanship of their predecessors had stood the test of time over the decades and helped ensure the boats were still in immaculate condition today. Five FHF Feadships were on display – *Zeemeeuw*, *Torno*, *Schollevaer*, *Regina* and *Beter Varen* – and the members also thoroughly embraced the chance to go behind the scenes at the ultra-modern Kaag facility on this special day.



It's a DOG'S life too

Various FHF members are regularly seen sailing with their furry friends, and quite rightly so as most dogs are as much part of the family as their two-legged owners. To put your mind at rest about taking your canine companion onboard, we talk to an owner who always travels with his faithful friend Tommy and share some expert tips for making a dog's life easier on (and in!) the water.

Two's company but three is never a crowd when Tommy joins Theo Heere and Roelof Dijkman onboard their 1936 Feadship *De Elft*. "Tommy comes everywhere with us, and we see the boat as an extension of our life," says Roelof. "It certainly helps if you have a well-trained dog, and we started her onboard at eight weeks old.

"Tommy is easy to pick up being just nine kilos and very obedient. We used to have a golden retriever and it's hard work carrying such a heavy dog across other boats when berthed in a harbour. That's not a problem

with larger yachts moored stern to with a passarelle, of course, and some other FHF members do take bigger dogs."

Online guides to sailing with dogs stress the need for a canine life jacket, and Tommy looks resplendent in hers. "Black dogs are not easy to see in the water, so we have a bright orange jacket. Tommy rarely falls in but does like to jump in after ducks as she's part cocker spaniel and hunting is in her DNA. Thankfully she's also half poodle and they are pretty smart."

Pet life jackets contain side handles so you can grab your dog if it is having difficulties in the water using a boat hook. "We also have to keep in mind that Tommy needs to relieve herself at times," adds Roelof. "*De Elft* has a small tender so we can quickly take her to shore on longer trips. At the end of the day Tommy likes to be with my husband and I wherever we are and so loves the boat as much as we do!"

OTHER TIPS FOR CANINE SAILORS

- Keep your first trip short so your pet gets used to the boat's surroundings and movement.
- Keep plenty of fresh drinking water available. Freshwater lakes often contain harmful organisms so never allow dogs to drink from a lake.
- Provide a shaded area – excessive sun exposure causes problems for animals too.
- Short haired breeds can get easily sunburned so consider a SPF-15 sunscreen.
- First aid: There's a great list at navigatecontent.com/sailing-adventure-blog/first-aid-tips-for-boat-dogs
- Check the laws: some countries require specific vaccinations and/or your dog to be micro-chipped.

TREASURES of the LOST FLEET

The ongoing search for ‘missing’ Feadships from bygone days has yielded some impressive results this year with at least six classic beauties found. One of the FHF goals is to track down as many yachts belonging to the Feadship fleet as possible and encourage owners to join our association.



Nenemoosha | 1963 | 11.44 M | 37'6" | #650

Let's start with a discovery with a suitable name in this context – *Sands of Time*. The FHF Historical Committee regularly conducts Google searches to see if anything pops up and this 14.60-metre sport fisherman from 1957 was suddenly found to be up for sale! The sighting led to a comprehensive research project on a sedan yacht with a feisty top speed of 19.5 knots at the time of her launch.

Unearthed photographs showed that *Sands of Time* featured an open fire and some splendid antique tiles, and was present at the America's Cup race in September 1958, the first held after World War II. The committee also discovered that the yacht had been given a new flybridge at the Rybovich yard in the 1960s. Refitted in 1998, her interior still has many original features and we hope to meet the new owners in the future.

Good contact has already been made with the owners of *Miss Valente*, launched in 1937. They are looking to

become members of the FHF once they have completed a full maintenance overhaul of a yacht which they have already fallen in love with and hope to keep in their family for ever.

The next two finds were both launched in 1960. The 10.30-metre *Nenemoosha* was the first of two yachts built under that name by Van Lent (the second followed in 1963) and is currently called *Fringilla*. Robert van Tol made contact with the current owner who has enjoyed this lovely vessel for more than thirty years. We've yet to be able to trace the owners of the other 1960 Feadship: the 14.75-metre *Andromeda* (ex. *Dolfijn*) was spotted by one of our members cruising in Belgium. If anyone can help us here we'd love to hear from you!

A little more is known about the 12.50-metre *Bonito* from 1968 as we received an update from her owner. He purchased this Van Lent 41 in 2014 and spent five years restoring the yacht to its excellent current condition.

The owner tells a great story about how he recently had *Bonito* evaluated for insurance reasons. "The surveyor was initially quite serious but quickly became one of the yacht's biggest fans," he wrote. "That's the effect these yachts have on people who appreciate craftsmanship and that's why it's so important for us to preserve them."

That's certainly the intention of the new owners of our final 'found Feadship', the 24-metre *Bernardus J* (ex. *Wilverley*). She was launched in 1970 for a repeat client who had previously ordered *Kalmia* in 1966, which is now called *Mumtaj* and a member of the FHF. *Bernardus J* has been given a major technical upgrade this year and the owners will go further in 2023 by completely renewing the outside and underwater body of the yacht and the teak deck. We hope to welcome them to our association once all this work has been completed. Got any tips or know of a possible Feadship sighting? Email us on info@feadshipheritagefleet.nl



Sands of Time | 1956 | 14.63 M | 48'



Bonito | 1968 | 12.50 M | 41' | #704



Miss Valente | 1937 | 10.00 M | 32'10" | #170



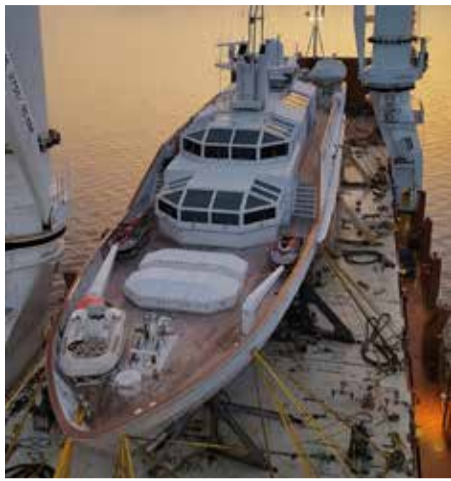
Andromeda | 1960 | 14.75 M | 48'5" | #598

PRIMARY SPONSORS



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.

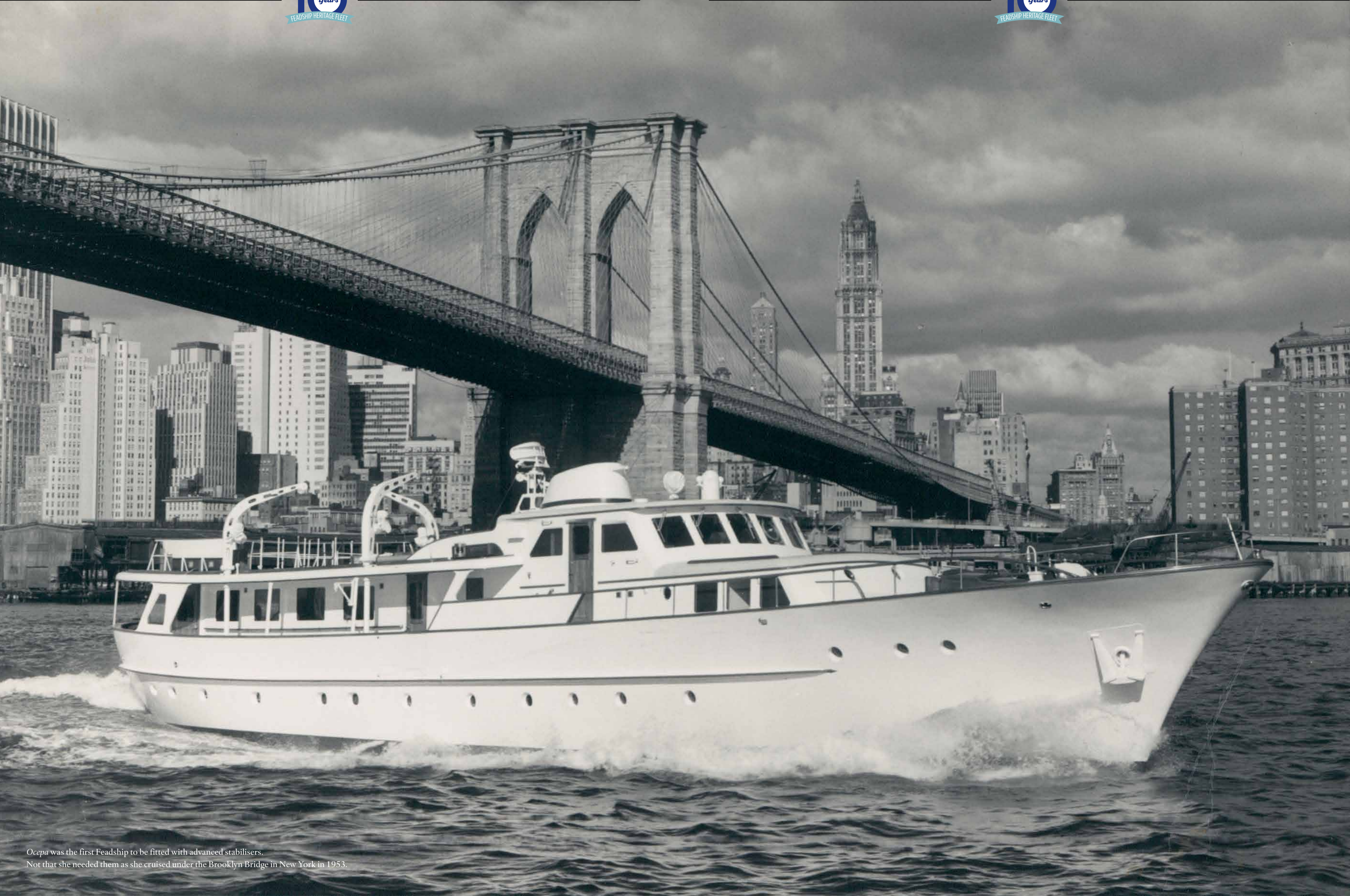


Refit specialists

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.





Ocepa was the first Feadship to be fitted with advanced stabilisers.
Not that she needed them as she cruised under the Brooklyn Bridge in New York in 1953.



The **MONARCH** *70' Offshore Cruising House Yacht*



Newest **Feadship** *Creation*

Responding to many requests from yachtsmen desiring a yacht with houseboat accommodations plus *trustworthy*, seagoing capabilities for cruising to the Bahamas or anywhere on the Caribbean, Feadship has designed the MONARCH 70' Offshore Cruising House Yacht. Her spacious and palatial accommodations include an owner's extra large double stateroom with walk-in wardrobe and private bath and shower; two double guest staterooms and guest's bath; and on the main aft deck a spacious lounging area, and a big and luxuriously furnished deck salon, immediately forward of which is a scientific galley with electric refrigeration and deep freeze. The bridge is fitted with the latest navigational equipment. A private companionway leads to crew quarters below for four. Deck and superstructure are teak. Ample electric current will be supplied by 110-volt generating plant for all requirements. Twin GM Diesels, 271 H.P. each, will provide good cruising speeds.

Write for information on this and other FEADSHIP Yachts — WOOD or STEEL up to 200 feet.