

HERITAGE WORLD

News & views from the Feadship Heritage Fleet

Issue 9 - 2024



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Bring on the summer!



Writing this on a winter's day in the Netherlands, my expectations for the summer sailing season are high, especially when you consider what lies ahead in 2025. The five-yearly SAIL event is always an epic occasion, attracting many hundreds of ships in all shapes and sizes to Amsterdam along with millions of visitors. The 2020 edition was cancelled due to Covid so the tenth SAIL in August 2025 is keenly anticipated in its own right.

The combination with the 750th anniversary celebrations of the Dutch capital add extra flavour to an event which the Feadship Heritage Fleet will again play a significant role. We hope as many members as possible will take part either with their yacht in Amsterdam or at least join the fun in person. See page five for more details.

Also in this issue of Heritage World you can read about events that have already taken place during 2024. After a slow start to the summer we had some fine cruising weather for our annual FHF Rendezvous as twenty yachts with lots of people onboard gathered in Muiden before embarking on a six-hour trip to the Loosdrecht lakes and a great evening party.

Seeing the membership spirit and friendships rekindled was very warming to me as chair of an association that has enjoyed another year of steady growth. We remain keen to reach more members in Spain, France and the US as the number of Feadships over thirty years old (and therefore qualifying for membership) inevitably expands with the march of time. Do share this publication with people you think might be interested – the story of how one of our newer members, Keith Cockell, is being supported by our Historical Committee with the refit of his *Rebel Lady* is an inspiring example of what we can achieve together.

As you will read on pages six and twelve, 2024 has been a year of major milestones for Feadship and the Royal Van Lent yards. These articles reinforce the remarkable heritage that underpins our association and I am proud that we can each in our own way play a small part in preserving this for future generations. A special mention also to our sponsors, whose support make running this association possible, and the many volunteers who keep it so vibrant. Thank you!

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:** Feadship and Feadship owners
Feadship Heritage Fleet: Please contact info@feadshipheritagefleet.nl for information and membership details.



Jubilees 2025



Beter Varen (1955)



Explora (1965)



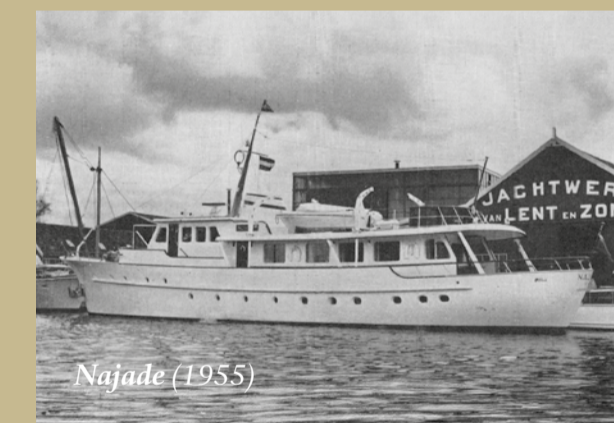
Lotus Eater (1965)



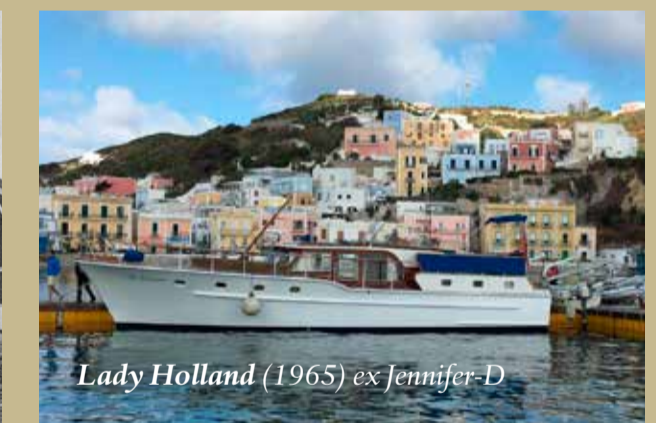
Lucia (1965) ex *Riño Serahs*



Mumtaj (1955) ex *Kalmia*



Najade (1955)



Lady Holland (1965) ex *Jennifer-D*

New members 2024



Explora (1985) ex *Enterprise IV*



Koru (1983) ex *Mi Alicia, Azteca*



Mira (1953)



Pelorus Jack (1963) ex *Irene*



RENDEZVOUS 2024

On the Vecht

Always a highlight on the Feadship Heritage Fleet calendar, the 2024 Rendezvous saw twenty yachts and many more people come together at the end of May for a splendid weekend. Lizan Otte, chair of the FHF Event Committee, looks back on an event that combined the usual blend of good company and sailing in and around Muiden and Loosdrecht.

The eleventh edition of the FHF Rendezvous reinforced the strong bonds that have developed between our members in recent years. We had worked hard to create a programme that took place on and around several lovely

areas off the river Vecht. My fellow committee member Marco van Lommel always does great work on planning our fleet sailing routes and excelled himself this year.

The six-hour day trip between Muiden and Loosdrecht meant that all twenty boats had to go through various locks at the same time. Having several sailing yachts on the journey meant we had to stick together and follow a tight schedule which also involved a number of bridges being opened enroute. It all made for quite an impressive parade of Feadship heritage that attracted lots of admirers on our way along the Vecht.

Meeting of minds

Ahead of this fun-filled Saturday, the Rendezvous began the evening before as we assembled at the Royal Dutch Sailing and Rowing Association marina in Muiden. One of the oldest places in Holland with records dating back to the year 777, a flourishing shipbuilding industry in the 1600s put Muiden firmly on the map. This fortified town has a wonderfully situated marina near the Muiderlot which offered the FHF members a great spot to spend the Friday.

Marco, owner of the lovely *Herumajo*, also made the harbour plans and the arriving Feadships quickly found their designated berth ahead of the general assembly.



This pleasurable meeting of minds was followed by a delicious dinner as old acquaintances were renewed and new friendships formed. With an early start planned for the trip from Muiden to Loosdrecht, we kept our sensible heads on in advance of the next morning.

Loosdrecht ahoy

After the briefing with the captains, the fleet spent the Saturday as mentioned cruising the Vecht, known as 'the largest of the small and the smallest of the large rivers'. Our journey ended at the lock at the Loosdrecht lakes, which is rather tight and required both time and no little skill to navigate. Manoeuvrability was also the order of the day on the lake itself as we all moored up around the house of the owners of the *A&L*, Jacqueline and Gerard Nouwens.

There was a considerable air of camaraderie as everyone worked together to make the most of the available space and then climb over each other's yacht to get to shore. The traditional boat hop took on new meaning and the

occasional glass of wine was consumed on the way to the evening event. This featured some excellent catering and memorable entertainment from a literal one-man band whose sax, drums and guitar playing got everyone dancing. *Herumajo* was closest to the catering stock so the obvious location for an onboard after-party – you will be glad to hear that no wine went to waste!

Happy birthday!

Any weariness was quickly dispelled the next morning as the rendezvous ended with a wonderful breakfast made all the better by the arrival of a barista bar. As it was Jacqueline's 70th birthday on the Sunday morning we had a touching moment when everyone present sang to her on her balcony before the fleet departed.

All in all it was another fine weekend and we look forward to welcoming even more of you to the event next year... More details on the 2025 Rendezvous will be released in due course but please save the dates now: 19-24 August 2025.

Upcoming EVENTS '25



SAIL ON! 12 April 2024

One of the prestigious events in which the Feadship Heritage Fleet will be involved in 2025 is the tenth edition of the epic SAIL Amsterdam in August. A firm favourite since its inception in 1975, this mega-meeting of maritime minds is held every five years in the Dutch capital and attracts huge numbers of participants in four specific categories, namely Tall Ships, marine vessels, 'Dutch fleet' and 'sailing heritage'.

The 2025 edition will see even higher excitement levels than normal as the 2020 SAIL was cancelled due to the pandemic. Moreover, this first SAIL in a decade has been combined with the impressive celebrations marking the 750th anniversary of the foundation of the city of Amsterdam. Millions of visitors are expected to stroll along the docksides, enjoy performances featuring international artists and see ships from around the globe.

With our history and Dutch foundations, as well as a fleet of stunning boats, the FHF association is seen as an integral part of SAIL. All member yachts are invited to take part in both the SAIL-in and SAIL-out parades that attract hundreds of thousands of spectators to the river banks. For the days in-between we have been given a berthing location slightly away from the most crowded areas, giving you a peaceful night onboard. The fleet will be opened up to the public on specific moments, more details on which will follow in due course.

If you prefer not to bring your Feadship to Amsterdam we still hope that you will join the other members coming from abroad. We would be delighted to welcome you onboard the FHF classics that are present for the parades and more. The Events Committee is busy organising various mini-events during SAIL so you are sure to have a wonderful time. The actual event takes place between Wednesday 20 to Sunday 24 August inclusive so please save the dates and get in touch if you'd like to take part with your Feadship or just in person.



ROYAL VAN LENT



PAST, PRESENT & FUTURE AT AMSTERDAM YARD

As well as being the Diamond Jubilee year of the Feadship brand, the year 2024 heralded the 175th anniversary of the foundation of one of its founder members, Royal Van Lent. FHF members were invited to a special celebration of this historic milestone at the Amsterdam yard in April, an event which saw past, present and future come together.

Delighted to have such an exclusive opportunity to go behind the scenes at this renowned yachtbuilding facility, a significant number of members came to the Royal Van Lent yard, including those who travelled from abroad to the Dutch capital for the occasion. After words of welcome by Royal Van Lent CEO Jan-Bart Verkuyll and Feadship Chief Marketing Officer Farouk Nefzi, RVL director Mattes Kruize gave a fascinating talk about how he and his team manage the many complex projects in build at both the Amsterdam and Kaag yards.

History man

Moving to the history side, Dick van Lent gave a fine presentation full of anecdotes about the past triumphs of the yard he once led, which of course was also responsible for quite some yachts in the Feadship Heritage Fleet. Various other Van Lent family members were present, including those who now own classic

Feadships of their own. Yolande van Lent showcased the excellent work done by the FHF Historical Committee, which regularly comes up with new discoveries from the archives, including those handed over to *Rebel Lady* owner Keith Cockell during the event (see page 10).

Back to the future

After a delicious cocktail dinner, it was time to head into the facility and enjoy a unique chance to look around one of the current groundbreaking projects in build there. The majestic 118.80-metre *Project 821* is Feadship's answer to a self-posed question, namely: "How far can we push green technology on superyachts?"

The world's first hydrogen fuel-cell superyacht, *Project 821* features the most efficient waste heat recovery system developed to date. She is also the largest motoryacht ever created in the Netherlands, just edging out the recently

delivered 118.00-metre *LAUNCHPAD* for flagship status due to her having 30 percent more volume.

Sustainability matters

Members were also very impressed with their tour of what is the world's most eco-friendly superyacht facility. It includes an advanced district heating system (using excess energy from nearby factories), 2262 solar panels that generate a whopping 550,000 kWh of power per year, giant skylights made of heat-generating glass, LED lighting and an innovative three-tier ventilation system. Opened in 2019 (see sidebar), the Amsterdam yard is one of four Feadship facilities in the Netherlands, the others being in Aalsmeer, Kaag and Makkum. It was created to build and refit Feadships of up to 160 metres in length. The pinnacle of contemporary design, the yard measures an impressive 425,000 cubic metres and boasts some 200 metres of quayside.



A royal date

A number of those present at the Royal Van Lent event in Amsterdam had fond memories of the grand opening of the yard back in May 2019. The ceremony was performed by none other than Her Majesty Queen Máxima and nineteen members of our association had the chance to present their Feadships to her. They also had the honour to meet Queen Maxima in person, who took lots of time to look around

and ask about their boats. The 2500 invited guests to the launch party also walked past classic yachts ranging from seven to eighteen metres in length and from 1934 to 1967 in launch date. Despite the modernity of what awaited them inside the new yard, many paused to complement our members along the way.





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!

** All yachts are referred to by their current name*



Barlo - 1960



Miloke - 1932



De Oome Kees - 1934



Torno - 1934



Blackhawk - 1971



Kale Jan - 1953



Margo - 1956



Rio Jathro - 1956



Nereus - 1969



Mina - 1953



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



Mumtaj - 1965



Piet Lintie - 1967



De Keizer - 1933



Gaudeamus - 1933



Lady Lisse - 1964



Katja - 1966



Cartouche - 1966



Ammerland - 1966



Rebel Lady - 1966



Alexandra - 1961



De Elft - 1936



Beija Flor - 1967



Beter Varen (1955)



Monara - 1969



Irene - 1939



Secret Life - 1973



Sultana - 1969



C-Side - 1979



Mijntje - 1939



Heavenly Daze - 1972



Schollevaer - 1938



Julia - 1971



A&L - 1937



Koru - 1983



Monamie 2 - 1956



Euros II - 1949



Miss Valente - 1937



Monaco - 1981



Lekou - 1973



Big Dad - 1964



Euphrosyne - 1971



Haaks - 1964



Mirage - 1979



Seagull - 1980



Argo - 1957



Punta Rhei - 1963



Amara - 1986



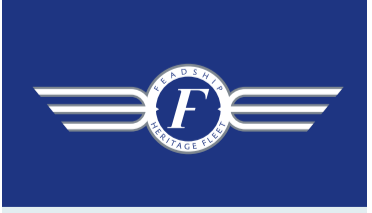
Explora - 1985



Avante V - 1974



Bluemar II - 1978



Pelorus Jack - 1963



REFIT OF REBEL LADY



REBEL WITH A CAUSE

FHF member Keith Cockell has been at the helm of his beloved *Rebel Lady* since 1999. Launched as *Yolande* in 1966, this classic 18-metre Feadship is now enjoying a comprehensive refit that will retain and enhance her original condition. In an exclusive article for *Heritage World*, Keith reflects on his first quarter of a century with *Rebel Lady* and invites you to share in her future.



I'd like to start my story with an event that changed what I thought I knew about *Rebel Lady*. The chance to attend Royal Van Lent's 175-year celebration was a wonderful way to experience first-hand a fascinating business that enables so many artisan skills to be retained for future generations. But there was more... As I arrived at the event that day I was greeted by Jolande van Lent, after whom my motoryacht was initially named 58 years ago. Jolande presented me with a full package of original photos and press cuttings about my boat which, as we shall see, made me reconsider my refit in various ways.

COMFORTABLE VOYAGES

Having had careers as a technical illustrator, car designer and property developer, yachting has long been my go-to form of relaxation. In the late 1980s I bought a 1938 American cruiser called *Moja*, which we fully restored including doing the engineering work myself and lots of varnishing. After nine years sailing the Thames we wanted to go further afield and found *Rebel Lady* on the Hamble River, opposite the famous Jolly Sailor pub. She had been very well maintained and after a maiden trip to London my second wife Janet and I held our wedding reception onboard in Chelsea Harbour.

In the following years we reinstated the main saloon with its classic leather furniture, wood-slate blinds and tartan carpets which complemented the wood-panelled interior. Our travels to places as diverse as Paris, Brest, Channel Islands, Brittany and Cornwall were made very comfortable by Vosper fin stabilisers and a super-seaworthy steel hull.

IN THE FLOW

At the time of purchase I was unaware of the prestige of the Feadship brand. It was the aesthetics that captured my heart as *Rebel Lady* is beautifully balanced in terms of the shape of the bow, the way the hull flows through and the proportions of the deck on top. She has a restful layout with a very nice saloon and separate galley (I'm old school and not a fan of open-plan boats), a great helm area and an expansive aft deck. She is also a fantastic boat to manoeuvre on the bowthruster. I really enjoy the challenge of docking and *Rebel Lady* often attracts an audience of yachties as we squeeze into tight berths. We even earn applause on occasions performing a 360-degree pirouette, setting the rudders up and sliding sideways into a spot with half a metre to spare.

DOWN TO WORK

Having done various upgrades over the decades, the current refit at Shamrock Quay in Southampton began in September 2020. A



comprehensive survey of the hull discovered corrosion caused mostly by freshwater leakage in inaccessible sections of the hull. We had her taken back to bare metal inside and out during 2022 and repainted the topside of the yacht in snow-white Awlgrip in 2023. Now we are rebuilding the engines and gearbox, installing

a new bowthruster and adding a highly efficient electric heating system that will warm each space individually.

Other changes reflect the new information that came to light from the photos provided by Jolande. For instance, the side of the yacht has an upside-down white hockey stick – a Riva design signature – which had become obscured when the cabin was extended and painted white. Seeing that the original deckhouse was varnished teak we have re-venered that and the sliding door, and brought the hockey stick back into play.

The photos also showed that the car-style dashboard was part of an earlier conversion. I liked it but these images made clear how radically different this was from the original. The 1960s set-up is therefore being reinstated to preserve the yacht's heritage, including analogue instruments although I have weakened a little to include a chart plotter and radar.

COUNTRY HOUSE

The interior had been modified in the past to fit a cathode ray TV so that's now being changed. All wiring areas in the woodwork will be veneered in walnut and sycamore and each of the four cabins given its own colour scheme and dedicated tartan, hand-woven in Scotland. I am conscious of the need to ensure the right balance between keeping the character and charisma of the original yacht and making her comfortable for today with a kind of British country house vibe overall.

Progress on the refit will be documented on our website (rebel-lady.co.uk/) and the relaunch is planned for autumn 2025. One of the first big trips planned will see *Rebel Lady* return to her place of birth in the Netherlands. In the meantime, I'm actively looking for someone to share ownership with in the future. I'll be 80 next year and while certainly not wanting to give her up must recognise reality. I also hope to ensure *Rebel Lady* is used as much as she deserves and seen by as many people as possible in the years ahead.

SHOW STOPPER

Under construction for a client who passed away before completion, Hull 673 was launched in late 1965 with the temporary name *Yolande*. Exhibited at the London Boat show in January 1966, a *Pathe News* report showcased a yacht which was also the subject of an *Evening Standard* cartoon. Sold for 85,000 pounds (equivalent to around two million today), she was renamed *Jennifer D*. A later owner had all the iron sections converted into high-grade stainless steel.

Evening Standard Thursday, January 6, 1966



REFIT OF MIRA



REIMAGINING THE 1950s ON

MIRA

Have you been following the Finding *Mira* series on YouTube? Fifteen short but highly informative videos cover the three-year refit of this 12-metre Express Cruiser, including fascinating interviews with Feadship historian Huib de Vries and other key people. The project is now close to completion at the Feadship yard in Makkum yard, serving as a phenomenal platform to help the next generation learn their trade and be creative.



One of 25 Express Cruisers built in the 1950s for the US market, *Mira*'s history is back home in the Netherlands. A Dutch client agreed to let his yacht be exhibited at the New York Motor Boat Show in 1952 as long as Feadship 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 by Witsen & Vis.

MIRA FOUND

Although images from the time show the owner loved *Mira*, no records exist of what happened to her later until she was discovered in a farm shed by Feadship training school project leader Sieger van Kampen in 2020. Largely disassembled and with many original parts missing, crucially the original build plate was found.

A total of 45 students at the award-winning Feadship school have since worked on the *Mira* refit along with 15 creative and mechanical specialists. "It has been a true journey of learning and development," says Sieger. "We have not just been rebuilding a yacht – we've preserved heritage and created something that will inspire people for generations to come. *Mira* typifies the very soul of yacht craftsmanship."

FUTURE THINKING

Extensive research was conducted to find the most sustainable solutions for every aspect of the project. For instance, teak was replaced with a composite material made of rice husks mixed with a polymer substance, giving a natural look, superb resistance to stains and high durability. Other examples of a circular approach included using dark blue paint

remaining from a large Feadship build and, as part of a reintegration project for prisoners, having *Mira*'s cockpit benches built by detainees following a shipbuilding woodworking course.

Three years on, the hull has been restored and re-painted, the top structure removed and redesigned, electric propulsion installed and a permanent anchor added for easier berthing.

A raft of luxury upgrades transformed what was originally a leisure fishing boat, including a completely new interior with modern equipment and systems. All this and more means a once-forgotten yacht now looks more beautiful than ever as you can see in episode 15 of the Finding *Mira* series that features her relaunch. Head over to the Feadship YouTube channel now and see for yourself.

Feadship
YouTube channel



INTERIOR

PIONEERING INTERIOR DESIGN

Donald Starkey, John Munford, Andrew Winch, Terence Disdale, Jon and Dickie Bannenberg, Redman Whiteley Dixon, Michael Leach, R mi Tessier, Eidsgaard Design... the list of great minds responsible for iconic Feadship interiors over the past five decades or so reads like a who's who of the design world. Feadships prior to the mid-1970s, however, had their interiors drawn in-house, many by the celebrated architect Jan Frederik van Erven Dorens.



▲ Lac II

Look at a list of Feadships launched and you'll see that the column for 'interior designer' is blank up until 1975. This was the date when the era of owners bringing in their own designers began in earnest with the 39.90-metre *Lac II*. She was built for the American tyre-magnate Roy Carver who had a house on the French Riviera and asked Pierre L Tanter and his Cannes-based company Larvor to design his Feadship interior. Tanter used lavish marbles, stone and woods from all over the world, blending them with bespoke carpets and the latest fashion in furniture in a way that revolutionised the face of yacht design.

The fact that Feadship interiors were created in-house before 1975 does not mean they were unimpressive. Aux contraires, from the 1950s onwards the architect Jan van Erven Dorens was working in highly innovative ways for the time. His interior for the

23-metre *De Vrouwe Christina* is a superb example. Launched in September 1957 in the presence of Professor Crawford Failey and his wife Christina, after whom the yacht was named, the yacht fully met their desire to combine traditional Dutch design with the comforts of home. Van Erven Dorens brought in the renowned sculptor Anton Fortuin, who added a wealth of wooden and cast-metal decorations both inside and out to *De Vrouwe Christina*.

Born in 1904, Jan Frederik van Erven Dorens originally made his name for onshore residential designs in an architectural style named after the small town of Laren, including his own villa (Van Beeverlaan 15 if you're in the area) which he completed in 1937. His designs

for large country houses earned him a considerable fortune before World War II. Van Erven Dorens loved cars and in 1938 bought a *Lagonda LG Drop Head Coup * for the astonishing figure (for the time) of 13,200 guilders. The car disappeared after the German invasion, resurfacing following the liberation when General Montgomery drove around in it during a triumphant procession in Amsterdam.

Jan Frederik van Erven Dorens's grandson Robin van Erven Dorens made a film about this *Lagonda* in 2003 that offers a lively portrait of his grandfather and his work. Other grandsons keeping the Van Erven Dorens name in the spotlight today include TV presenter Beau and architect Jan. The Van Erven Dorens park in Laren is also named after a Feadship designer who left a legacy of interior design that certainly merits recognition in its own right.

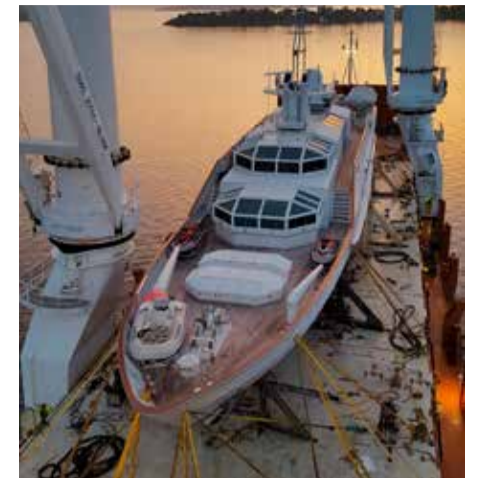


PRIMARY SPONSORS



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), s Sevenstar did with *Lionwind* in 2021

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 35 years of transporting yachts, Sevenstar has moved many Feadships, including a number of classics.



Tradition Unites

Pantaenius has been a supporter of the Feadship Heritage Fleet since 2014 and, as a family-owned and family-run business, we recognise the importance of preserving this historic naval craftsmanship for the next generation. We are delighted to have introduced a special programme of insurance for FHF members, with benefits tailored to their unique needs. This includes the 'Classic Heritage Value', which is a fixed amount, mutually agreed by the owner and Pantaenius, and detailed in the policy. 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.



World leader in pure custom superyachts

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

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



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.



CLASSIC FEADSHIP ADS



Crafts...~~Man...~~Ship *team*

You'll be amazed at what it takes to build a Feadship. Metalworkers, carpenters, painters, electricians... All our craftsmen work in perfect harmony with each other. It's a delicate balancing act that demands precision, experience, discipline and a high degree of skill. Come and see for yourself what true teamwork involves.

FEADSHIP

FEADSHIP HOLLAND. Telephone: +31 (0)23-5247000. Fax: +31 (0)23-5248639. FEADSHIP AMERICA. Telephone: +1 (954) 761-18 30. Fax: +1 (954) 761-3412
www.feadship.nl. info@feadship.nl

Classic Feadship advertisement from the 1990s.

