

HERITAGE WORLD

News & views from the Feadship Heritage Fleet



Issue 5 - 2021

DAYS OF
SUMMER

4

NO ILLUSION: THE
CHARMS OF MIRAGE

6

TREASURE TROVE
OF 8MM MOVIES
FOUND

8

ON THE SHOULDERS
OF GIANTS

14

GOLDEN JUBILEE
FOR BLACKHAWK

16



FEADSHIP HERITAGE FLEET

Moving forward into 2021

Despite it all, the year 2020 has been a successful one for the Feadship Heritage Fleet. The necessary restrictions imposed on all our lives regardless of where we are located may have kept the number of physical encounters to a minimum (although the small rendezvous still made quite an impression as these images illustrate). But as an association good use has been made of all the extra time on people's hands to ensure it is ready to bounce back in style when the pandemic is finally defeated. In fact, behind the scenes 2020 may well go down in the annals of the FHF as one of the most productive years in terms of its ongoing growth.

"If I look back at all the things we've been working on and how much we have achieved, I'm almost grateful that we did not have all the usual events," says Carla Limatola, who took on the secretariat role for the Feadship Heritage Fleet at the end of 2019. "I did expect to be travelling a lot on association business in my first year but instead

we have put all our efforts into its further professionalisation. Apart from those directly involved via the Board and the Historical Committee, our members have yet to enjoy the fruits of our labour. They can rest assured that enjoy will see in the near future how well we have prepared for the years ahead and the next phase in the development of the FHF."

With all hands indoors, the importance of social media as a means of spreading the word about the Feadship Heritage Fleet has been strengthened. The association's channels have been boosted with a new Instagram portal going from zero to more than 750 followers in a short time thanks to the active posting. A brand-new website is also being developed and will go online early in 2021. More traditional types of media were actively engaged with success too. Interest in the association as a body and classic Feadships in general among the nautical press led to two major articles in the past three months with a

third due to be published very soon. This trend can only be boosted as we concentrate a great deal of time and effort on making our historical material more easily accessible.

When 'heritage' is in your name, having such a rich archive of past resources at one's disposal is an enormous asset. The fact that a lost library of 8mm movies of Feadship launches spanning several decades was discovered (see page 8) is a fine example of how 2020 was not a wasted year for the FHF.

"The best news of all must surely be that seven new members joined the association during the past year despite us having so little to offer in terms of events," adds Carla. "This reinforces the value of the Heritage Fleet as a meeting place in the widest possible meaning to owners of classic Feadships and we are now approaching 2021 in very positive spirits, hopefully being able to offer members old and new a series of 'live' events and much more besides."



Welcome to Heritage World



Although we had the best laid plans, 2020 won't take up much space in the annals of the Feadship Heritage Fleet when it comes to actual meetings. We did manage a very pleasant if socially distanced and geographically restricted rendezvous in the summer, as you can read on page 4. The fact that the sixty or so FHF members & friends who gathered that weekend had such pleasure in being able to touch base again in person was very encouraging.

When I became chair of this association, my goal was to make it about people as much as yachts. Yes, you need to own a Feadship to join but to me it is vital that people get to know each other well and even become friends. As far as I can tell this is happening with people coming together outside of our activities and FHF members seem even more connected this year despite not being able to meet in person.

The other chink of light in these turbulent times has been the ongoing growth in membership numbers as Feadship owners continue to find and join our association. We're becoming better known around the world and regularly receive requests from people who wish to know whether their yacht is indeed a Feadship and can join the Heritage Fleet. That's fantastic to see.

The Heritage Fleet is becoming more of a brand in its own right, encouraging people to keep their Feadship in good – or even better – condition. The characters of the members are different, depending on nationality, size of yacht, whether it is crewed

and so on. My fervent wish is to find common cause between us all and ensure everyone finds membership of the FHF valuable.

One thing we've all realised since the world was turned upside down by Covid is how privileged we are to have a boat. Our Feadships provide us with a way to escape with a few guests or just the family. The entertainment may be muted in the circumstances but being aboard a classic Feadship sure alleviates this difficult situation a little.

This also holds true for society as a whole as people recognise how special it was to have the freedom to go where we wanted and meet who we like. Everyone is aware of the need to cherish this freedom and I really hope we enjoy it even more once this season passes. The world will change: we've experienced economic crises over the years but this is different as we have a common enemy in this virus.

The Feadship Heritage Fleet isn't about money, it's about bringing people together with a shared passion. And, as society goes a little more back to basics in the years ahead, I believe the FHF mission will have an even greater resonance with owners around the world.

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
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FEADSHIP HERITAGE FLEET 2020

New members*Merak – ex Waterlelie (NL)**Sissi (NL-FR)**Lady Holland (UK)**Odalisque (US)**Cetacea (US)**Lucia (Jersey)**Lotus Eater (Malta)**Celebrating a Jubilee**Lucia 55th Anniversary
(1965 – 2020)**Herumajo 60th Anniversary
(1960 – 2020)**Mumtaj 55th Anniversary
(1965 – 2020)***upcoming
events****'21****On the agenda in 2021: Safety first**

This column in *Heritage World* is usually the easiest to write as we detail the various events in store for the year ahead in Europe and the United States. 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.

Among the dates in 2020 that fell victim to the pandemic was our fixed bi-annual gathering during the Historic Grand Prix in Monaco and the chance to participate in the SAIL-in parade into the centre of Amsterdam as part of SAIL (we'll have

to wait till 2025 for the next chance of that). Only the rendezvous was able to go ahead and we do expect that to also take place next summer. But for the rest, we simply have to wait and see whether we will have the chance to reach out to our international membership, whether that be in the south of France or in Florida.

The most important thing, ultimately, is that we all stay safe and trust that this season too will pass. Or, as our British friends love to sing, "We'll meet again, don't know when, don't know where, but I'm sure we'll meet again some sunny day!"

FHF RENDEZVOUS

DAYS OF SUMMER

The 2020 summer rendezvous was the only FHF event able to proceed this year and, by necessity, a rather small event. But the slight loosening of lockdown regulations did allow eighteen members to come together on an August weekend at Feadship's Kaag yard.

To keep to the rules, we were not able to welcome any guests apart from the association sponsors so the total number of attendees was around the sixty mark. Travel restrictions meant that most members were from the Netherlands, including a debut for the owners of the Feadship *Merak* (ex. *Waterlelie*). We were also delighted to welcome the new owners of *Lucia*, who were able to join us from Jersey for their very first rendezvous.

We were certainly blessed with fine weather on the Saturday as the FHF fleet set off on a tour, with the characteristic Feadship flared bows attracting a great deal of attention from people on the water and along the shore. We stopped at Brasserie Vennemeer in Oud Ade for a lunch which was really delicious. The second, longer part of the trip passed by the Kaag Society and various other sites enroute to the pre-booked quays of the Waterfront Vlietland restaurant in Leidschendam for more great food and chats on the lovely terrace.

The normal boat-hopping associated with the rendezvous was not possible due to social distancing measures and nor could we dance the night away as usual. That made it all the more heart-warming to see how well the weekend panned out and how delighted those members who could attend were to be together again. A great report by the leading Dutch sailing magazine *Nautique* captured the spirit as the journalist admired both the yachts and the passion of their owners.





Zephyr earns Certificate of Authenticity



Relaunched in 2019 after an extensive refit, *Zephyr* has become the first member of the FHF to be granted a Feadship Certificate of Authenticity in recognition of her impeccable Feadship quality. She achieved a very high score in the assessment, which examines whether a Feadship meets the brand's unrivalled standard of perfection. Owners can request this comprehensive inspection, with yachts that pass being granted both the certificate and a big boost to any potential resale value. "Receiving the



Feadship Certificate of Authenticity was the icing on the cake for a project in which I've been so intimately involved," says the owner of *Zephyr*, Jeroen van der Toorn. "We'd already had a fantastic first season the enthusiastic reactions of people on the water and when we arrive in port are heart-warming. They reinforce we're on a pedigree Feadship, which having the Certificate of Authenticity confirms." Read all about the rebuild of *Zephyr* in *Heritage World* issue 4, available online.

MIRAGE



The unique charms of *Mirage*

FHF member *Mirage* was the most innovative motoryacht of her age when launched as *Daria* in 1979. After an award-winning refit by her current owners, the yacht is very popular among charter connoisseurs as captain Colin Richardson explains.



Daria was originally created for a visionary man who pioneered the benefits of having satcom on his yacht (you can see a photo of her launch on page 14). Known at various times since as *Wedge One*, *Avante IV* and *Elisabeth F*, extended by five metres in 2007, the current owners bought her in 2012. Big fans of vintage Feadships built from the early days to the start of the eighties, they made considerable investments in terms of finance and personal involvement during a systematic restoration spanning three winters.

Award winners

Their efforts were recognised when *Mirage* won the coveted Neptune trophy for refits at the World Superyacht Awards 2016 and she continues to look as good as new today. “One of my favourite spots is her unusually large al fresco deck for a 53-metre motoryacht,” says Colin, who shares the skipper role with co-captain Steve Emmerich. “These are superb locations for Pilates, yoga, cocktail parties and the like. We’ve had some amazing gatherings during the Monaco Grand Prix and Cannes Film Festival, welcoming up to sixty guests on a deck that is either enclosed or used for interior volume on most newer yachts.”

Mirage is a genuine multipurpose yacht, ideal for friends and family. Charter guests agree as the yacht has a roster of over thirty repeat clients. “Classic motoryachts are a niche that have to be experienced to be truly appreciated,” explains Colin. “Once people have spent time aboard and experience the unique charms of a classic Feadship kept in immaculate condition, the lure to return can be irresistible.”

To attract new clients, Colin and Steve fly out to visit lead bookers at their home in advance of a charter. “It’s great to discuss the itinerary, food requirements and allergies, special occasions, what to expect on board, and so on. It also means that we already know each other a little when the party joins and can plan accordingly.”

Thinking ahead

On *Mirage* preparation goes even further still. “Unless we are heading for places where we already know the score, we like to do a recce of the area we’re going to cruise in advance,” continues Colin. “It’s good to be up to speed with the right places to buy fuel, the top spots for scuba diving, where best to go stern-to in an anchorage, etc. This local knowledge also allows us to talk with some degree of authority to guests on what they see en voyage. And it is an excellent way to test all the equipment and make sure everything is in faultless condition.”



Delightful D A R I A

DARIA WAS AN INNOVATIVE REVOLUTION BACK IN 1979, EQUIPPED WITH STATE-OF-THE-ART TECHNICAL AND ELECTRONIC EQUIPMENT THROUGHOUT. SHE WAS THE FIRST FEADSHIP TO HAVE A SATCOM SYSTEM WITH THREE MARISAT SATELLITES ACCESSED VIA A DISC ANTENNA POSITIONED IN A DOME ON THE MAST. CONNECTED TO TWO ELECTRONIC TELEXES AND A TELECOPIER, THIS FULLY AUTOMATIC SETUP OPENED WORLD CRUISING TO A NEW GENERATION OF OWNERS WHO NO LONGER HAD TO LEAVE THEIR BUSINESS BEHIND WHEN EMBARKING ON A TRIP.

COMBINING SOPHISTICATION AND OPULENCE IN EQUAL MEASURE, *DARIA* WAS THE RECIPIENT OF ENORMOUS ATTENTION UPON ARRIVING IN HER HOME REGION OF THE MIDDLE EAST. HER PERFECT PROPORTIONS INSPIRED FEADSHIP OWNERS THE WORLD OVER, AS DID HER GROUNDBREAKING OIL-BATH SHAFT LINES AND THE ARRANGEMENT OF HER PROPELLER WITH THE STERN. *DARIA* SHOWCASED HOW TECHNOLOGICAL ADVANCES CAN GO HAND IN HAND WITH DESIGN EVOLUTION.

This kind of groundwork seems pretty rare nowadays as most charter yachts are run by management companies who prefer their fleet tied up in marinas when not booked. But Colin is convinced that the *Mirage* way is cost-effective, motivational for the crew, and pays dividends when the owners and their guests or charter parties arrive.

Perfect days

So, how does a typical day pan out on a charter trip? “We usually start with exercise classes for the willing early risers followed by a delicious breakfast. The morning might be spent swimming, kiteboarding, sailing, paddle boarding and kayaking, or maybe a conference call to catch up with what’s happening at work. Lunch is usually served on board, as is dinner: we encourage guests to dine with us and enjoy the excellent cooking of our two highly experienced chefs who offer an exceptional range of vegan and vegetarian dishes as well as everything carnivores could crave.

“Post-lunch we keep the younger children out of the early-afternoon sun by offering classes in painting and drawing, playing games, doing exercises, and so on. If all else fails there’s the dreaded Xbox console up in the sky lounge plus a thousand or so movies on Kaleidescape. Once the hottest hours are over we offer trips ashore with a guide including perhaps a hike for the adventurous. More watersport activities are also on the menu during balmy early evenings in the Med, while the chef welcomes the children into the galley to make pizzas and cookies if they’re eating earlier than the adults. The engine room is a popular attraction for kids of all ages and we even have a client who hosts a cocktail party there every year, such is the standard of spotlessness!”

Clear oceans

Another aspect of clean thinking that is close to the owners’ hearts is reducing *Mirage*’s carbon footprint. She is a member of the Clear Oceans Pact, aimed at reducing the dependency of single-use plastics and eliminating the microplastic pollution that enters our oceans as a direct consequence of a superyacht’s daily operations. *Mirage* has also followed a carbon offsetting regime since 2013, the proceeds of which support renewable energy & greenhouse gas reduction projects and energy saving programmes around the world. It’s yet another way that this classic Feadship unites the past, present and future.





— *Launched* —
BACK IN TIME

THE RECENT DISCOVERY OF AN ARCHIVE OF ALMOST TEN HOURS OF LOST FOOTAGE OF LAUNCH CEREMONIES RECORDED BY THE VAN LENT FAMILY AT THE YARD IN KAAG IS NOT ONLY A FANTASTIC FIND FOR FANS OF CLASSIC FEADSHIPS. THE FILMS ALSO TAKE US BACK TO A VERY DIFFERENT ERA IN TERMS OF TRADITIONS, FASHIONS AND THE WAY LAUNCHES WERE CELEBRATED.



Christening of Herumajo

Having been born into a family so intimately involved with yachtbuilding at the highest level, Jan van Lent has witnessed lots of great boats being launched. He has also watched his grandfather Cees, father Theo, uncle Jan and brother Dick make many speeches standing next to delighted owners as each new project is committed to the waters of the Kaag on the first leg of a lifetime of adventures at sea.

Having had a successful career outside of the boating world, Jan has always remained a huge fan of the classic Feadships that he saw being built around him as he grew up. Today he is owner of the Feadship *Neptunus* from 1960 and a keen member of the Feadship Heritage Fleet. Jan is also the man who came unexpectedly across an incredible collection of 8mm movies that is literally and figuratively changing the way we view the days of yesteryear.

Moving pictures

There are some good photographs available of yachts gliding off the slipways at Kaag in the fifties and sixties as readers will have seen in various Feadship publications.



Nonetheless, there was always rumoured to be a great deal more footage available somewhere because Jan van Lent senior, who passed away in 2000, was often seen recording these events on an 8mm camera. As well as being jointly responsible for running the yard with his brother Theo, Jan had been a keen amateur moviemaker and famously had the commercial vision to ensure that the Van Lent name on the construction hall would be in shot whenever possible.

Alas, the fruits of his innovative labour seemed to have been lost in the mists of time until last May when 'our' Jan van Lent was helping clear out the loft of another family member. Casually opening a dusty old box to see what was inside he was amazed to see lots of

films. Opening the find properly in the light he started counting and realised that there were no less than 97 movies, which later transpired to add up to 561 minutes of footage.

Show time

This of course was a goldmine of information for Jan's cousin Jolande van Lent (who can be seen in one of the movies as a child presenting flowers to an owner) and the rest of the FHF Historical Committee. The films have been gradually converted into digital format with some of them being integrated with existing digitalised films from the De Vries family to create a documentary that was premiered to the FHF members at this summer's Rendezvous.

Once the process of buying in all the due copyrights has been completed a second version of the documentary will be released to the general public to mark the occasion of the FHF General Assembly. A series of smaller FHF films will also be produced so that Feadship fans around the world can enjoy these fascinating journeys back in time.



The legendary Italian designer Carlo Riva and his family on Serena in May 1964 at the Aalsmeer yard



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



Torno - 1934



De Oome Kees - 1934



Kale Jan - 1952



Margo - 1956



Rio Jathro - 1956



Miloke - 1932



Hera - 1956



Zephyr - 1939



Atalanta - 1957



New Wave - 1958



Oceanus - 1959



Odalisque (US) - 1973



Herumajo - 1960



Zeemeeuw - 1961



Regina - 1934



Merak - 1948



Maartje - 1962



Neptunus - 1962



Thor - 1962



Santa Maria - 1963



Sissi - 1963





Emmeline II - 1963



Lotus Eater (Malta) - 1965



Serena - 1964



Praxis - 1987



Columbus - 1965



Snarf - 1938



Alhambra - 1970



Najade - 1965



Muntaj - 1965



Piet Lintie - 1972



Lady Lisse - 1964



Katja - 1966



Cartouche - 1966



Ammerland - 1966



Vrouwe Christina - 1957



Alexandra - 1961



De Elft - 1936



Beija Flor - 1967



Fayerel - 1968



Monara - 1969



Irene - 1939



D'ouwe Freddy - 1939



Sultana - 1969



Eleanor Allen - 1979



Mijntje - 1939



Heavenly Daze - 1972



Secret Life - 1973



Azteca - 1983



Cetacea - 1970



Sanoo - 1979



Schollevaer - 1938



Almare - 1973



Berilda - 1978



Lucia - 1965



Mirage - 1979



Seagull - 1980



My Gail - 1981



Monaco - 1981



Paraiso - 1983



Ancillia - 1984



Minderella - 1986



★ ★ ★ *Going West* ★ ★ ★

Feadship's enduring relationship with the US

INTERVIEW DON KENNISTON



All smiles at the completion of another iconic Feadship:
Don is standing fourth from left

Throughout its history, the Feadship story has been inextricably linked with the United States. The group was started in 1949 specifically to address the American market and more than seven decades later a significant proportion of Feadships are still ordered by clients from across the pond. One man who played a key role in this symbiotic relationship was Don Kenniston, build captain in the 60s and 70s and president of the Feadship America office for 31 years. Now eighty and as forthright (and funny!) as ever, Don shares his thoughts with *Heritage World* on Feadships then and now.

Before hearing from Don, let's take a trip back in time to establish why the American market has always been so important to Feadship. Despite the immense pride in their Dutch roots, an English language name was chosen for the original grouping of yards in 1949 because they only had one market in mind – the United States.

Prescient promotion

Seeing that the European economy devastated by World War 2 would take many years to recover, the De Vries, Van Lent and De Voogt families (along with several other

early members) looked resolutely westwards in founding The First Export Association of Dutch Shipbuilders. Their aim according to the original statutes was “to promote the export of luxury craft to the United States of America.”

The idea of revitalising the yachting sector in the Netherlands by attracting American clients proved prescient. The high quality of craftsmanship seen in the yachts exhibited at the 1951 New York Boat Show was enthusiastically received. Visitors to the Grand Central Palace were impressed by the use of steel for the hulls and, as a

contemporary noted, “boats that were of a far higher standard than anything else on display at the show.”

Royal performance

The first stateside order was received two months later in the form of *Wasp II*. Fifteen more came from the 1952 show and the Feadship banner was truly flying high when *Capri* was crowned Queen of the 1953 International Motor Boat show. Don Kenniston wasn't part of these events as he was in still in his early teens and learning the tricks of the boatbuilding trade from his



father in Maine. But he remembers talking to clients in later years who stressed the importance of the NY shows for giving people the chance to see the fine standard of workmanship with their own eyes...



Camargo IV

Not that it was all plain sailing in these early days, especially when it came to finding the right representatives for Feadship. A personal touch was essential at a time when a ten-minute transatlantic phone call cost the equivalent of a skilled labourer's monthly wage. Charles Donnelly was appointed agent after a meeting at the 1951 show but his Feadship Inc. enterprise went bankrupt in 1957. Discussions on the home front as to whether Feadship should go it alone or appoint a new rep were actually the reason why the Witsen & Vis yard made an amicable departure from Feadship.

Breakthrough moments

A Dutch steel-trading company called Ovingsteel then represented Feadship for a while via its New York office, followed in 1962 by the appointment of Lionel Beakbane and his National Yacht Sales Inc. in Fort Lauderdale. This came a year after two of the most auspicious events in the Feadship annals, both of which can be truly called breakthrough moments. The launch of *Camargo IV* in 1961 for Julius Fleischmann Jr. offered a glimpse into the future of superyachts. Her air-conditioning, retractable stabilizers, radar, autopilot gear, televisions and hi-fi led to a move from 110-volt batteries to AC generators. *Camargo IV* also introduced new forms of noise & vibration attenuation plus a raised pilothouse look that many would emulate in years to come.

The same year saw Frits de Voogt fly to the Big Apple to discuss designs with Henry Ford II for the famous *Santa Maria*. Orders from well-known businessmen like Fleischmann and Ford further boosted the profile of Feadship in America. It was priceless publicity that perhaps persuaded James A. Ryder of Ryder Trucking fame to commission *Jardell* (launched in 1970) and *Big R* (1973).

Enter the Don

The story behind these remarkable Feadships is for another day – the key issue for us here is the build captain. Don Kenniston had been working on Ryder's yachts since 1960 and the years he and his wife Chris lived in the Netherlands supervising these projects led to Don being asked to run the new Feadship America office in 1977.

The decision to establish a separate entity with its own staff reflected the challenges Feadship still faced on the rep front. Lionel Beakbane sold his agency to Bradford Marine in 1975 but this led to a conflict of interests that was solved by the creation of Feadship America. "As we

were starting from scratch I decided to find a new location," remembers Don. "We felt a Fort Lauderdale marina like Bahia Mar would be a better environment to meet prospective clients and discuss their wishes. My assistant Mally Cavey and I presumed we'd initially have lots of time on our hands but the chess set was never opened. The Amway Corporation ordered its first Feadship – *Enterprise II* – on day two and we never looked back."

Down the generations

Don established lifelong friendships with the Feadship crew back in the Netherlands. "I came to know three generations of the yard families and have fond memories of working with the likes of Bieb de Vries, Jan van Lent, Henk van Gerven and the evergreen Frits de Voogt, followed later by Henk & Tom de Vries, Dick van Lent and many others. Having lived in NL and been a captain, I had a good feel for the clients and the crew. In those early days we had many different roles that are not needed now. For example, Feadship stressed its ability to build boats for Americans with American equipment so we had to fill containers with items like ice cube makers, Kahlenberg air horns and inflatables to ship over to Rotterdam and make the promise true."

Don was also a keen advocate of promoting Feadship as a brand in its own right rather than people buying a Van Lent or De Vries. "For some time, only yachts made for the States were deemed Feadships while those delivered elsewhere in the world were named after the build yard. It was good to see a one-Feadship feel develop over the years – it's a classic example of how these nonsense Dutchmen will change tack if you can show them a good reason!"



The Highlander

Sketch master

Having trained as a draughtsman and been around boat-building since an early age, Don was involved in the design of many Feadships in the 70s and 80s. "Jan Kops in the De Voogt office added the finishing touches to my sketches, smoothing the edges and ensuring the bunks were actually in the boat," he says with a smile. "My personal favourites are the classic Sports Fishermen for the Morans and I nearly ended up designing the 1986 *The Highlander* for Malcolm Forbes. We were at the Aalsmeer yard with him and my sketches but then he saw Jon Bannenberg's *Azteca* on the dock and said 'that's what I want.' My design went into the bin..."

There's a large photo montage in Don's home in Maine today, presented to mark his silver jubilee as Feadship America president. It includes the many Feadships in which he'd been involved at that stage and



all are different. "Working with owners, their wives (or girlfriends, and sometimes both!), interior designers and captains as well as the yard required developing a knack for tact. Although there's been a clear shift from millionaire clients to billionaires, it's vital to have respect for people who've made their fortune. We all have our place in life and not everyone can have a Maserati. I enjoyed working with hundreds of owners and there's not one that I wouldn't work with again in a heartbeat."

Safety first

Ever the diplomat, Don nonetheless admits that the yacht styles of today are not always his cup of tea. "I love the look of *Blackhawk*, *Intent*, *Jardell* and the like, before all the stretching came in and use of glass. I miss all the curves but Feadship is so successful precisely because it always does what the owners wish. I know they still retain certain parameters to ensure yachts are safe and I love them for that. Woe betide anyone in the old days who suggested that someone like Johan de Vries make compromises in an engine room just to make extra space for guest suites.

"As clients push the envelope Feadship stands firm on safety and quality while delivering completely custom yachts for owners looking to stand out from the crowd. There are good boatbuilders in the US but Feadship has constantly proven to be the best and worth the extra investment. Nobody 'needs' a Feadship but the clients keep crossing the Atlantic."

Ted talks

Today the Feadship America office has another well-known ex-captain at the helm, Ted McCumber. The next issue of *Heritage World* will reflect on Ted's four-Feadship experience and the more recent history of Feadship in the US. We will also talk to Ted about how the FHF can grow further in this part of the world. Meanwhile, if you own a Feadship that's over 30 years old but have yet to join our thriving association, Ted would love to hear from you on ted@feadship.com.



Santa Maria

On the shoulders of giants

The Feadship Heritage Fleet includes many groundbreaking yachts built in decades past for visionary men and women. Then as now, Feadship's history is shaped by the aspirations of clients making the most of the brand's unique pure custom philosophy. Looking back on the story behind five launch days of yesteryear, it's fascinating to see how different these ceremonies were from the modern parties which herald each new Feadship today. But the smiles were equally as broad as the bubbly broke on the bow...



The Highlander 1967

"Many boat owners invest a fortune in hardware but economise on accommodation," wrote Malcolm Forbes of his four Feadships called *The Highlander*. Publisher of the magazine that carried his name and renowned for an extravagant look on life, Forbes was a generous host. "If the vessel breathes luxury but the physical welfare of the guests is not up to scratch, then the whole point is lost," he continued. "Comfort in its widest sense – for guests and crew alike – is as important as the engines and navigation equipment." All his Feadships, and the many others inspired by his example, benefitted from this philosophy, including the one being launched here in 1967. The champagne ribbon was cut by Bertie Sylvia, wife of *The Highlander* captain Albert. The couple lived at the yard throughout the build to ensure Forbes' words rang true on a classic 35-metre Feadship which he used for many years as a 'floating business card'.

Daria 1979

The launch of the delightful 48-metre Feadship *Daria* in 1979 attracted many members of the owner's family to travel from Kuwait. These visionary clients had helped transform their country in the preceding decades and with *Daria* they also changed the way people enjoyed the superyacht life. Her classic looks and perfect proportions inspired lots of future Feadship owners, who were also quick to adopt her innovative propulsion solutions and higher standards of noise and vibration attenuation.

Added luxuries such as a cinema in the lounge and TVs spread throughout the yacht (including even the crew mess) astounded those who stepped aboard *Daria*. But it was the first-time installation of a Marisat satellite communications system that had the widest impact, opening up opportunities for those wishing to stay more frequently on their yacht and conduct long-range business. Buying a Feadship was now more easily within the reach of entrepreneurs, significantly widening the age demographic of owners.



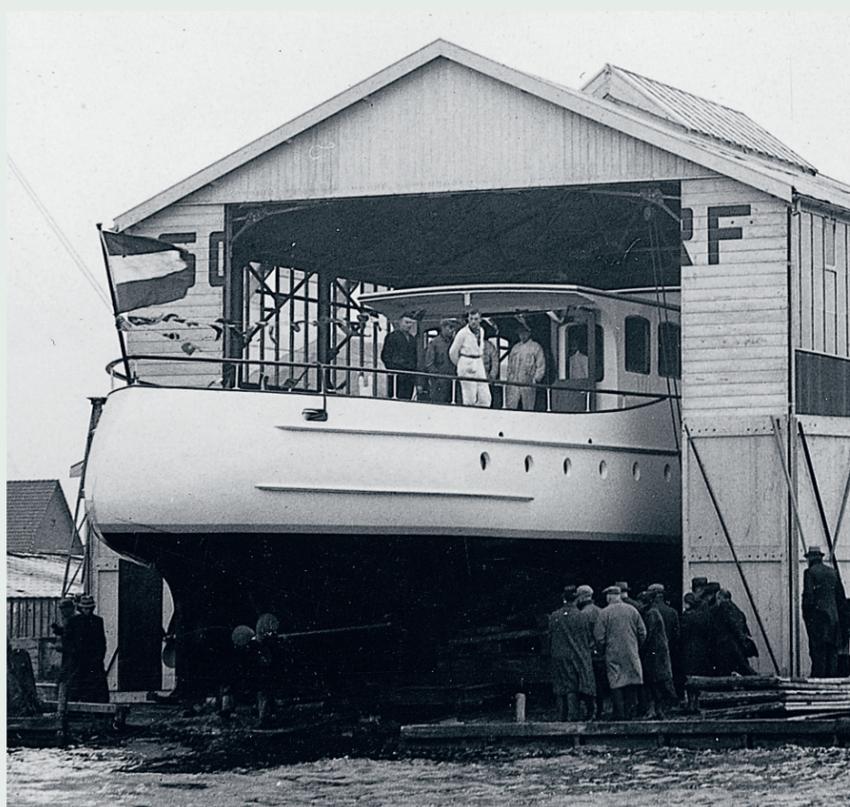


Olga II 1953

The Feadship *Olga II* made a big splash in every respect at the time of her launch in 1953. A 30-metre superyacht was a giant by contemporary standards and a major landmark in Feadship's development as the first real seagoing yacht with high freeboards and a steel superstructure on the main deck. She is also a remarkable early example of how Feadship's promise to build custom yachts was fulfilled. The owner's initial intention was that she be seven metres shorter: it was only during the final design phase that *Olga II* became a much longer yacht, gaining a canoe stern in the process and a pair of masts for radio communication. The extra space was used to considerable effect on a yacht fitted with automatic pilots, air conditioning, central heating, radar, radio telephones, depth sounders and an electric anchor winch. With its special wood finishes and refined panels, *Olga II*'s interior set a benchmark for luxury that many owners would follow.

Gladys II 1955

The launch of *Gladys II* on Friday 24 June 1955. Here we see Henk de Vries talking about the build of this 20-metre Feadship, a process that had so intrigued the client – owner of the Simpson Oil Company – that he and his wife flew over from Missouri to see how things were going in person during the construction. Unable to attend the actual launch, they asked Henk's daughter Jos to christen their new prized possession on their behalf. Jos was delighted to do so and, as you can see in the foreground, wore one of her finest dresses ready for the bubbly-bottle-breaking occasion. A 20-metre steel motoryacht was a big deal in the mid-1950s and a sure sign of the growing success of the Feadship brand stateside. *Gladys II* was transported across the pond on a Holland America Line steamship after her sea trials and is still going strong as a member of the Feadship Heritage Fleet today.



Sultan 1939

Even before the leading Dutch yachtbuilders united within Feadship, the individual companies had established a strong reputation among the well-heeled around the world. Here we see the launch of the 29-metre *Sultan* on 14 March 1939, ready for shipping to the Dutch East Indies (modern-day Indonesia). Client privacy was taken to considerable heights with this project as we only discovered who the owner was in recent years. While the clue was in the name the yacht was ordered by an agent for a reclusive gentleman who had briefly visited the Netherlands in 1938 to celebrate the Dutch queen's jubilee, placed an order for a large motoryacht and slipped off the radar. The yard knew this was a special boat though, not least due to a highly ornate interior that featured lots of orange upholstery, velvet bedspreads, curtains, leather seats and walls clad in gold leather with gold-painted wood trim. Some exceptional detective work revealed in 2010 that the owner had been Sultan Maulana Mohammed Djalaloeddin, although he sadly did not get to enjoy his Feadship for very long. *Sultan* was sunk during a Japanese air attack in early 1942 and lies in the mud of the Kayan River off Borneo island to this day.

BLACKHAWK



THE *Golden Jubilee* OF Blackhawk

The success of the Feadship Heritage Fleet to date has been primarily built on two pillars – the unique character of the yachts themselves and the unique characters of the people that own them. These twin tenants certainly hold true for *Blackhawk*, an exceptional boat originally built for Arthur Wirtz in 1971. *Heritage World* reflects on the achievements of this larger-than-life disruptor and talks to his grandson Rocky Wirtz about the longest continuously family-owned Feadship in the fleet today.

Looking back on the seven-decade-plus story of Feadship, yachting historians often reflect on the importance for the brand's development of attracting well-known people to fly the Feadship flag. These were different days, a time when the rich and famous were happy to make public their purchase of a fully custom superyacht. American celebrities such as Henry Ford II (*Santa Maria*) and Malcolm Forbes (*The Highlander*) were a brand in their own right and it made good business sense to allow the world to see these tangible fruits of their success.

Public relations

The acres of press coverage at home and abroad regarding these Feadships was great PR for Feadship and the same can certainly be said of their cooperation with the owner of the 38-metre *Blackhawk*. Arthur Wirtz had already enjoyed his first Feadship, launched in 1965, so was confident that he had found the right company to put into maritime practice all his experience in premium quality construction learned during projects such as Chicago's Furniture Market and other giant buildings in the US.

Taking the bull by the horns, Wirtz was personally involved in every aspect of what would be a groundbreaking build at the Feadship De Vries yard in Aalsmeer. Designer Frits de Voogt has previously recalled the first time he met this colourful entrepreneur, who was also owner of the Chicago Blackhawks ice hockey team and a number of ice shows. "Arthur insisted on sitting in my chair the first time we met in my office but we soon became good friends."

That's entertainment

Launched on 14 April 1971, *Blackhawk* was created primarily for entertainment purposes. Wirtz's real



Speech time at the launch of *Blackhawk* in April 1971

your balls off," and an oft-quoted quip after *Blackhawk's* arrival in Florida. As a fellow yachtsman laid alongside, Wirtz commented on the noise emanating from this vessel. "Wait until you start your motors" the proud newcomer retorted. "My dear chap" replied Wirtz, with the deadpan look which was his forte, "my engines are already running!"

Third generation owners

Fifty years on, Rocky Wirtz confirms his grandfather's dry sense of humour and obsession with air-conditioning. "I was on holiday from high school and staying with my grandparents at the family farm 60 miles out of Chicago when *Blackhawk* was being designed. An engineer was

he did spend time on *Blackhawk* it was the trips to the Netherlands that he loved most. He and my grandmother would fly overnight with my aunt Betty (who was 84) and wouldn't even allow them to freshen up at the hotel, heading straight to the yard from Schiphol. I often saw him pouring over the blueprints and there wasn't a single inch on that boat that he hadn't thought about.

"My grandfather was a big believer in redundancy, installing two of everything that might go wrong, and was a true disrupter long before the concept was in vogue. He relished doing things that others hadn't thought of, using iconic old convention buildings like Madison Square Garden to host events, building an ice show around Sonja Henie, and radically changing the hull design of his yacht in a way many would follow in the subsequent decade."

Still going strong

Although Arthur Wirtz flew to the Netherlands for the christening of *Blackhawk* his grandson Rocky actually got to enjoy time sailing her first once she arrived in the Mediterranean. "I'd just graduated so came over in early summer. My grandfather did eventually join us and once she'd been sailed over to the States had fun entertaining with her in Chicago harbour. My dad used her a lot more in later years as have other family members ever since. She still feels fabulous with that classic woodwork, remains an excellent performer and handles those pounding waves on the Great Lakes and Atlantic with aplomb. The decision to add stabilisers – a radical choice half a century ago – continues to pay dividends.

"I take her to the Ocean Reef weekend in Key Largo most years although my main job is to ensure *Blackhawk* is kept in peak condition. It's a matter of honour to my grandfather and his three golden rules: never sell the farm, never sell grandmother's 1961 Rolls and never sell the boat."



Rocky Wirtz



estate knowledge is seen in innovations such as trash compactors, a 'radar range' (the forerunner of the modern microwave) and a glassed-in aft deck so people could enjoy the al fresco life in a wider spread of weather conditions. A large cockpit made her the largest sport-fisherman in America, and *Blackhawk* drew huge crowds of admirers to the Miami Boat Show in February 1972. "They took a ship and scaled it down to a yacht" wrote one enthusiastic journalist.

The project is also fondly remembered for things the owner said during and after the build. These included insisting on air-conditioning so cold that it "freezes

visiting to figure out how much airco the boat needed so my grandfather had him wait an hour in the pool house with the thermostat set at the lowest point. The poor guy was almost turning blue when my grandfather joined him. 'You need about twenty times this for the whole boat Mr Wirtz'. 'Fine', replied my grandfather 'make it forty!' Feadship made it happen to be fair and still today it can be 90 degrees and humid outside but bone-chillingly cold on-board *Blackhawk*."

Innovative disruptor

Rocky says that his grandfather had even more fun designing and building the boat than sailing her. "While

— MEETING THE MAESTRO —

FHF history buffs visit Frits de Voogt



For anyone fascinated by the history of Feadship, there's no better place to go than the home of Frits de Voogt. The famous designer took over the helm of De Voogt Naval Architects from his father in the late 1950s, Henri de Voogt having been one of the founding fathers of Feadship a decade earlier and a key player in the Dutch yachting world since 1912.

Visitors to Frits' stunning house in Haarlem still get to sit around an iconic round table overlooking the Spaarne river through a beautiful bay window. This is the same table on which many owners perused their fledgling plans for a Feadship over the decades that the building also hosted the designers from De Voogt.

The house itself is built in the shape of a ship so the FHF Historic Committee quickly felt at home as they arrived to meet Frits. The delegation of Huib de Vries, Jan van Lent, Nico Verhaar and Jolande van Lent were shown around the former offices of De Voogt and the annex where Frits is currently sorting out his archives. Here lies a treasure trove of photos and documents, including many related to his father's former life in Indonesia.

Thankfully this meeting took place in January so no social distancing was required as the group settled down around the table. Frits teasingly opened up a folder of documents from the first Feadship meetings held between 1949 and

1958. There were also piles of scrapbooks from the early years of Feadship, carefully maintained by Suze Santilhano, secretary at the De Voogt office from 1947 until 1984.

Some cuttings are still being processed and there is a notebook with a hand-written list of the F numbers and a list of Feadships without a number. An ageing photo album contains rare images of the first 'larger' Feadships such as *Tara III*, *Sereno II* and *Anahita*. Frits is also one of the very few people to have collected all the Feadship PILOT magazines since it was first launched in 1986.

Despite being in his nineties Frits remains incredibly sharp with a surely unrivalled memory when it comes to Feadship's past... And further back still. When one of the committee tells him about a Spaarne cruiser that was for sale online Frits quickly presented another photo album with pictures from 1912 to 1920, the period when his father Henri was building these popular boats at his Haarlemsche Yachtwerf yard.

He also delighted in sharing more information on a large model of *Chahsevar*, a 54.30-metre motoryacht designed by De Voogt in 1936 for the Shah of Persia.

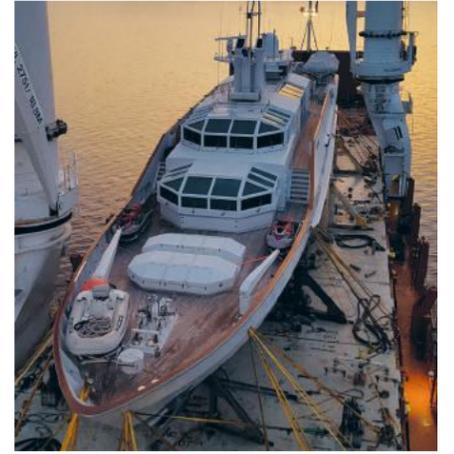
The biggest pleasure boat built in the Netherlands for many years was displayed in model form at the second New York Boat Show attended by Feadship in 1952 before finding its way to this spiritual home in Haarlem. The FHF Historic Committee would like to express its enormous gratitude to Mr De Voogt for this incredibly informative afternoon.





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.



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.

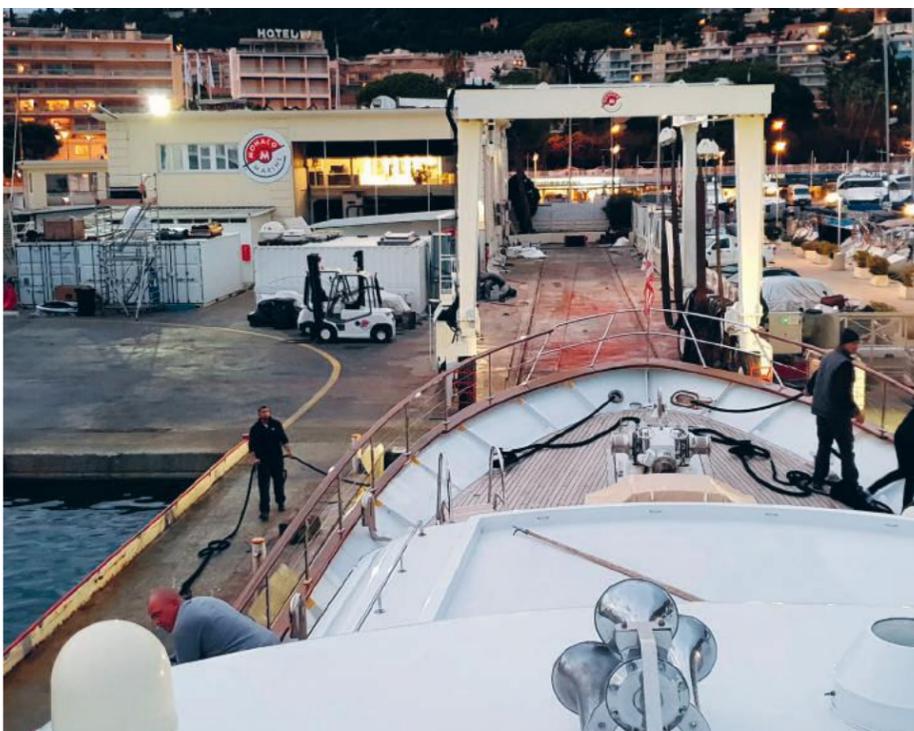


Specialists in yacht insurance



As a traditional family-run business, Pantanius 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 Pantanius and fixed in the policy. Pantanius also offers special transport insurance cover for Feadships transported by Sevenstar Yacht Transport.

Pantanius 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. Pantanius 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.



Feadship 70'



COTTON* This beautiful Feadship, recently built for Mr. & Mrs. William C. Langley of New York City and Westbury, joins the ever expanding fleet of FEADSHIPS cruising American and Caribbean waters. Mrs. Langley is Jane Pickens of radio and TV fame. The Cotton, built of steel, has teak superstructure, teak deck and teak fishing cockpit. The luxurious accommodations include; owner's oversized stateroom with private bath and shower, and an abundance of locker and stowage space; spacious deck salon and partially enclosed aft deck; large galley and dinette plus crew quarters for three. Cotton, with a pair of GM 6-71 Diesels, cruises 15 M.P.H. Equipment includes Raytheon Fathometer, Bendix Automatic Pilot, Lear Direction Finder, R.C.A. Radar plus many other desirable features.

* Curious about the name? It originates from Jane Picken's cotton.

Feadship 65'



GLADYS II: Built for executive use by one of the large oil companies, this 65-foot FEADSHIP serves admirably well for conferences, business entertainment, transportation and inspection tours. Hull is steel, deck and superstructure are teak, interior is handsomely finished in teak and mahogany. Accommodations include a double executive suite with private bath and shower, double guest stateroom with separate bath and shower, convertible dinette, large galley, and crew quarters for two. Equipment is similar to the FEADSHIP 70' except for radar. Powered with twin GM 6-71, the Gladys II is capable of 15 M.P.H.

FEADSHIP IS THE HALL MARK OF THE FINEST IN YACHTS—UP TO 200 FEET—WOOD OR STEEL

Feadship
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