



The Spirit of Cool

People accustomed to seeing giant Feadships roaming the oceans today are sometimes surprised to learn that there was a time when the definition of a 'superyacht' started at a much smaller size. In fact, until the early 1970s, there were no more than 50 private yachts in the world above 30 metres in length, compared to over 5000 today. The comprehensive rebuild of the 22.50-metre Feadship Serena, originally launched in 1964, brought home the glamour and comforts of a bygone era while also illustrating our commitment to training future generations in the art of fine craftsmanship.



20

21

*The Ultimate
Mini Megayacht*





“Serena’s legacy lives on in more ways than one.”



The Caravelle series in the early 1960s represented a major milestone for Feadship as we teamed up with designer Carlo Riva. *Serena* was one of seven motoryachts that captured the mid-1960s spirit of Monte Carlo cool and elegance. Freddy Heineken was among the famous folk to embrace this combination of Italian design flair and the finest Dutch craftsmanship. After her monumental refit at Feadship, the owner of *Serena* describes his prized possession as “the ultimate mini-megayacht,” and he may well be right.

Chance conversation

Swiss-based commercial property developer Rembert Berg knows something special when he sees it, and was immediately sold when he came across *Serena* in 2007. Having spent two seasons onboard, Mr Berg and his South African captain Huber Koschade decided the time was right to invest in a refit. They did not initially consider coming to Feadship, which is geared to refitting much larger, fully custom superyachts. But a chance conversation with Sijbrand de Vries about the idea of the refit led to *Serena* enjoying the fullest Feadship treatment in the yard at Makkum.

“Feadship was looking for a suitable project to train apprentices and test various new methods,” explains Mr Berg. “It therefore offered to rebuild *Serena* as part of this scheme, with leading Feadship partner and supplier firms such as Imtech, Northern Lights and N.R. Koeling also approaching the project on the same premise. Having been a forerunner for good taste in the early 1960s, *Serena* was now to be a pioneer for best practice in shipbuilding technology almost half a century later. It was all very exciting.”

Unprecedented

The primary aim of what eventually became a 43,000-hour project was to restore the yacht to her former glory while incorporating the technologies associated with a much longer Feadship. The materials used do not normally feature on a yacht this size, and *Serena* has been rebuilt in a way that is unprecedented for a motoryacht of her type.

The owner was determined to retain the original historical feel while not being limited to small and irrelevant historical details and being open to technical improvements. The original design layout was kept intact as it offers an ideal natural separation between the crew space in the forward area and the guest area aft. The forward section was altered by creating a seating and dining area that was on the original design but removed during an earlier refit.

Similarly, the layout of the master stateroom was returned to its original idea with two queen-size beds. A redesign of the crew and galley area enhanced its efficiency, winning some space in areas such as the crew bathroom and ending up with a much bigger galley.

As Mr Berg wanted a larger tender, which had obvious weight implications, the entire davit system was redesigned at the stern. The lazarette was also optimised to create space for toys and provide a good-sized work bench.



In the search for historical authenticity, everything in the interior was laid out as close as possible to the original design while at the same time taking into account the style and function of a first-class cruiser in the 21st-century.



Back to the 60s



The vintage Caravelle logo

System-wise, a major focus was placed on vibration attenuation, noise reduction, fuel consumption and heat insulation. The engine room is now a standalone area and the stabilisation has been brought very much up to the highest 21st-century standards.

History makers

It is fascinating to reflect that the original teams at Feadship and the Riva design office created *Serena* without computers and CAD-Cam automation... All they had at their disposal was a telephone and a limited knowledge of the English language. Only nineteen drawings were made for the construction of the original Caravelle series, a fraction of the number required for the refit of *Serena*. “Feadship’s decision to take on this project as part of their apprenticeship programme speaks volumes for its appreciation of the past and dedication to the future,” says Mr Berg. “And with some of the 35 trainee students now working at Feadship, *Serena’s* legacy lives on in more ways than one.”

Cruising tips

Since the re-launch of *Serena*, her owner has embarked on some major cruises of Scandinavia, the Scottish islands, the Caribbean and the American east coast. He has a number of tips for those looking for somewhere to travel this year. “Stockholm is a fantastic city for boating. The combination of being able to moor in the city centre where everything is within walking distance, the sailing possibilities and the Swedish people, who love boats, is wonderful. There are 20,000 islands to explore in the archipelago around Stockholm and it is a beautiful area. This mix of urban and natural life is perfect for yachting, as is the ease of accessibility to it all.

“Scotland has been another favourite. We went through the locks of the Caledonian Canal and then explored various water features including the spectacular Loch Ness. Christmas in Antigua was very pleasant and the Newport/Nantucket area is great for the summer, with the cities of New York and Boston close by.

“Sometimes when travelling you’re blown away by what you find and that was certainly the case when we cruised the waters of southern Cuba. Here you see virtually no other boats so you can go fishing, swimming and diving as if between your own private islands. It truly feels as if you are the first person to have discovered this place, which makes for a very special feeling. Another superb place we visited recently was Charleston. Offering the perfect synthesis of fun people and great food, South Carolina is America at its nicest.”

Seeing is believing

Throughout all these trips *Serena* has performed impeccably. “It is very satisfying to note the astonishing degree of quality to which the ship has been finished, with the remarkably low engine sound levels, the spectacular hull shine and the technologies that lie beneath the looks,” reports Mr Berg. “Everywhere we have travelled, people have been incredibly enthusiastic about *Serena*. The Americans in particular were really impressed by what they were seeing in every harbour we entered.

“The fact that all this has happened can be mainly attributed to the yacht’s historical pedigree and to the foresight of Feadship in wishing to secure the future of perfect craftsmanship and to continue to set new standards.”



The distinguished sun deck with modern classic chairs as the finishing touch