



M E T A



Photography

ONNE VAN DER WAL

M O R P H O S I S

The refit of a 1994 Feadship propelled a pedigreed build into the 21st century.
Rebecca Taranto explores an intelligent redesign with artistic flair



Right: the refit's most dramatic transformation involved a 4m extension and redesign of the classic Feadship canoe stern. The owner called it "a classic lovely Feadship rump". He said it pained him to change it but it was not how boats are used today. The transom now houses a spacious beach club and customised swim platform.

Above and top right: the sundeck was reworked, adding a larger spa pool, bar and dayhead, and fitted with a new composite mast and hardtop constructed by Rondal, Royal Huisman's sister company, with integrated lighting and audio speakers. The teak decking was replaced throughout and the yacht was repainted in flag blue.



The equipment necessary to bring the 1994 build up to current commercial standards was the impetus for the yacht's extension, which then forced the addition of two steel fins at the stern and an increase in rudder area to aid manoeuvrability





“The biggest philosophical change was the embrace of the outdoors”



The yacht’s original interior architecture was maintained and simply lightened to create a contemporary look highlighted by brushed European oak, open-grain black walnut and fumed eucalyptus



Built to a design by Frits de Voogt with an interior by John Munford, *Rasselas* was delivered in 1994 as a Lloyd’s-classed yacht. “The first *Rasselas* was the first Feadship build I was really involved in,” recalls de Vries. “There is this family of yachts inspired by John Munford, that began with *Rasselas*, that has now become almost extinct. Matt’s ultimate dream was to have a true classic yacht, and *Rasselas* is one of the finest classics.”

Inspired by the thought of reviving a classic build and creating a transitional interior – he found his second Feadship a bit too modern – Voorhees purchased *Rasselas* in late 2018 and gathered a team that included designer Adam Voorhees (no relation), Captain Jacob Ewing, Captain Mark Jones and project manager Peter Wilson of Marine Construction Management (MCM). Royal Huisman landed the project, and six months of planning and design ensued before the yacht moved to the Huisfit facility in Zaandam.

“The biggest philosophical change is the embrace of the outdoors,” says the owner, referencing the four-metre hull extension and transom redesign that expanded the aft deck and allowed for a beach club. This extension accommodates all fresco activities from dining and entertaining to watersports and ease of water access, but also houses the Hi-Fog fire system generator and technical equipment required for the yacht to be commercially compliant. Manoeuvrability also came into play, and the extension included a redesign of the centreline skeg, increase in rudder area and addition of two steel fins to the stern extension to facilitate more accurate close-quarter manoeuvring.



43° 16' 21" N 6° 37' 57" E



Above left: on the decking, metal strips engraved with co-ordinates represent some of the owners' favourite destinations. Top: the al fresco gym transforms into a private wellness area.

Countless details were painstakingly incorporated into the interiors of this now-active charter yacht, and each item, each chair, each dish has a backstory

A stern extension of such magnitude necessitated a commensurate adjustment in the profile design. This was accomplished by replacing the original mast with a composite mast and carbon-fibre hardtop, to give the profile a more current, masculine feel.

The previously inaccessible flat roof protecting the original bridge deck aft became part of the sundeck, which allowed for the addition of a dayhead and a completely redesigned lounge area fitted with a custom dining table, bar and large spa pool. Down on the new transom, the team installed a beach club fitted with a bar, seating and another dayhead. For the swim

platform, the owner had a custom extendable staircase fitted so that guests could enter and exit the water via a stairway instead of a ladder.

As the demolition and stern extension progressed at Huisfit, designer Adam Voorhees began incorporating the revised interior, which he describes as crisp and transitional with hints of modern, artistic and sculptural eccentricities. "The starting point for *Broadwater* was simply to respect the pedigree of a classic Feadship while introducing modern technology and a more nuanced approach to comfortable, refined living on board," he says. "We wanted to respect the yacht's native architecture and bring in

a little whimsy and excitement - particularly through the artwork."

On the main deck, the heaviness of the original gentleman's club-inspired interior was lightened. The original architecture was retained, but it was toned down to create a backdrop for the yacht's new bespoke furnishings and notable artworks to shine. In fact, says Adam Voorhees, the collection of artwork itself served as the primary motivator for the design narrative, with influences ranging from classical French and Italian art deco to Indochine and mid-century Scandinavian. "Inherently, I couldn't help but inject some

Californian modernism as well," says the West Coast-based designer. Freeform furniture and organic shapes create an atmosphere of casual movement within the main saloon and dining area, which draws inspiration from sculptor Alexander Calder in the form of an amoeba-like dining table, pebble hardware and a large wine cabinet.

Behind each carefully placed piece is a story, from the African chair Adam Voorhees found and had fixed with a butterfly joint, to the circular backgammon table marked with the owner's favourite spots around the world and crafted by London-based artist Alexandra Llewellyn, or

Nad, the stuffed goat who presides over the sky lounge. "Every experience on board is informed through pure expressions of natural materials," says the designer. "From brushed rift European oak, open-grain black walnut and fumed eucalyptus, to richly patinated bronze and highly textural stones of serpeggiante and portoro."

Yet, unlike many other intricately designed yachts that enter the charter market, *Broadwater's* interior is not as delicate as this description may convey. Each piece is considered for durability, with robust indoor/outdoor textiles used throughout. Also vital for successful charter, the galley area retains its original footprint but was

upgraded with all new surfaces and appliances. Chief steward Rebecca Kearl redesigned the pantry area, removing the dumb waiter servicing the main and bridge decks and overseeing the creation of dedicated glassware, china and tablescape decor storage that maximises every bit of space throughout the dining area and upper saloon one deck above.

Likewise, the lower deck crew quarters were given a full makeover and the owner made a substantial investment to bring them up to modern day standards with a new crew mess, laundry machines and galley equipment - everything required for superlative service.

Bringing the 25-year-old yacht up to class meant significant updates to the navigation system. The bridge retains its original footprint but was upgraded with a state-of-the-art rhodium bridge package by RH Marine. Now 100 per cent electronic, it future-proofs the boat for any upgrades or new regulations.

Aft of the bridge, the captain's cabin serves as a sixth cabin for guests (the captain would sleep in the crew quarters in this scenario) while to port the area where the rescue tender used to be stowed is now an al fresco spa/gym with curtains that extend from the gantries for privacy. The new SOLAS rescue tender now resides on the bow with the Jet Skis, while a second tender is towed.

The only interior space that was completely gutted and rebuilt was the main deck master suite, which now boasts modern functionality with double en suites and a glass shower, as well as plentiful wardrobes and storage.

The original starboard-side stairway leading to the guest quarters on the lower deck was retained, as was the foyer and the majority of the original John Munford styling and joinery. "It's beautiful and it works," says the owner. Everything in the four cabins was simply refreshed and restained, with new mirrors and replated hardware in the guest en suites as necessary. The only new additions were wool felt wall panels in each cabin, created by a Finnish artist, that serve to tie in the whimsical and artistic nature of the rest of the vessel.

Al fresco areas higher up the boat haven't been forgotten, and the original bridge deck aft was updated with new teak decking and furniture. Pillars of alcohol gel flames atop base mounts create quite the scene at night. Here the owner also incorporated a winter garden inspired by the Feadship Sea Owl.

As with any refit, not everything went entirely as planned – in this case the challenge of bringing a 25-year-old yacht up to



Left: the main deck master suite was the only interior area to be gutted and rebuilt in order to create a his-and-hers bathroom separated by a huge glass shower stall (below).

Bottom left and opposite page, bottom: the upper saloon fireplace was removed, which made room for table decor storage in the bulkhead hidden behind a painting



The interior reads like a Who's Who of contemporary artists, from Calder and Arp to Brâncuși, Kandinsky, Moholy-Nagy, Gormley and Malevich

“We wanted to respect the yacht’s native architecture and bring in a little whimsy and excitement – particularly through the artwork”



PRE-REFIT



The original John Munford interior characterised the heyday of the "gentleman's club" interior with raised panel mahogany joinery and traditional furnishings in the main salon



The traditional dining saloon was indicative of the formality of superyachting in the past, when interior living was prioritised over spending time outdoors, closer to the water



The original upper saloon's working fireplace on its forward bulkhead took up a lot of space, which meant the passageway from the bridge had to bend around it

POST-REFIT



The solid bookcase dividing the lounge from the dining was replaced by a wine cabinet that visually opens up the space. Contemporary furnishings match the brighter aesthetic



The new dining area draws inspiration from sculptor Alexander Calder with an amoeba-shaped dining table, organic pebble hardware and a large wine cabinet



Removing the fireplace allowed the designer to draw a straight companionway from the bridge to the saloon, which now features hidden storage in the bulkhead



The stern extension allowed the space to create a beach club with bar and dayhead (left and above) and also necessitated incorporating a new carbon-fibre hardtop on the sundeck to match the longer profile (bottom)



class, coupled with the onset of the Covid-19 pandemic caused understandable delays.

"Broadwater quickly became all-consuming," says Peter Wilson of the 14-month conversion. "I knew from the start it was going to be challenging in the original timeframe, but delays due to the Covid-19 crisis meant we had to push back the original schedule. Thankfully we had an engaged and experienced owner and a very focused designer."

"In spite of, and because of, these challenges, the Broadwater refit is an important milestone for Huisfit and is the result of the work of an exceptional owner, designer, crew and project management team," says Huisfit CEO Jan Timmerman. "Thanks to her visionary owner, Broadwater will be future-proof for many years to come."

The owner joined Broadwater in Fort Lauderdale for an extended Thanksgiving cruise in November 2020. Despite the delays, he says, the result was worth the time and

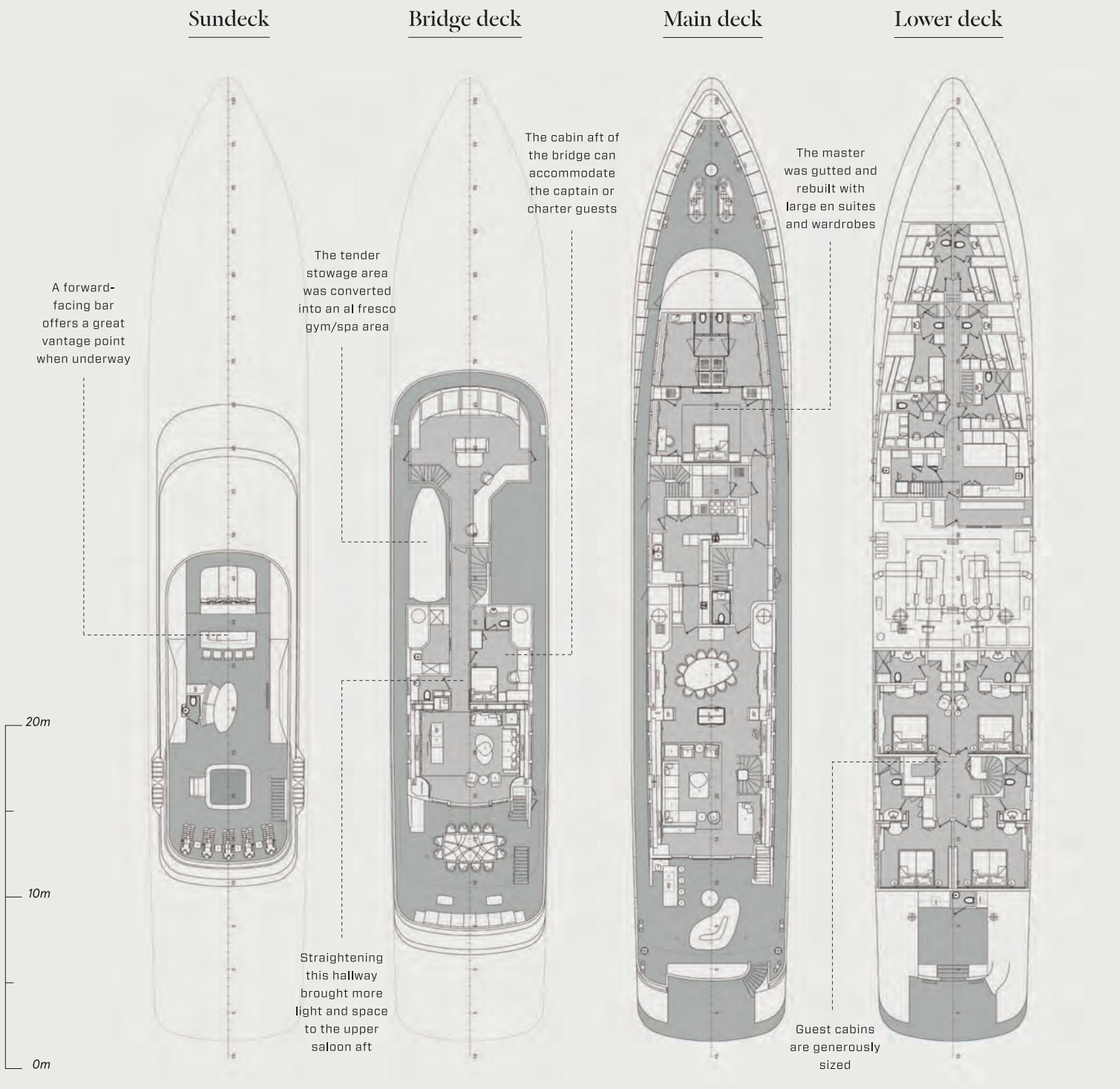
challenge. "There is a movement afoot of these lovely classics that people appreciate," he says. "People understand the quality and pedigree. This classic, lovely boat deserves another several productive and stylish generations on the water - and that's what we are giving her." ■

ADDITIONAL PHOTOGRAPHY: FEADSHIP



Broadwater

Feadship



LOA 56m
LWL 48m
Beam 9.3m
Draught (full load) 3m
Gross tonnage
 680GT
Engines
 2 x Caterpillar 3512 DI-TA

Speed (max/cruise)
 15.4/12 knots
Range at 11.5 knots
 4,500nm
Generators
 2 x Caterpillar 3306,
 125 kW; 1 x Zenoro
 6068AFM85, 99kW

Fuel capacity
 78,700 litres
Freshwater capacity
 26,000 litres
Tender
 Castoldi Jet Tender 19 RB
Owners/guests 12
Crew 13

Construction
 Steel hull; aluminium
 superstructure
Classification
 *100A1 * ()LMC, UMS
**Original and refit
 naval architecture**
 De Voogt Naval Architects

Refit exterior styling
 Adam Voorhees
Refit interior design
 Adam Voorhees
Refit project management
 Peter Wilson, MCM
Original builder/year
 Feadship/1994

Refit yard/year
 Huisfit by Royal
 Huisman/2020
 Zaandam, the Netherlands
 t: +31 (0) 527 24 3131
 e: huisfit@royal
 huisman.com
 w: huisfit.com
For charter
 worthavenuyachts.com