

FEADSHIP 62 FT MOTOR YACHT 1961/2014



Specification

TIKY

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Designer	Feadship Royal Dutch Shipyards	Length waterline	54 ft 2 in / 16.5 m	Engine	2 x Gardner 6LXB Diesels 127 HP@ 1,500 rpm
Builder	Van Lent & Zonen	Beam	14 ft 5 in / 4.4 m	Location	Italy
Date	1961	Draft	5 ft 7 in / 1.7 m		
Length overall	61 ft 8 in / 18.8 m	Displacement	45 Tonnes		
Length deck	61 ft 8 in / 18.8 m	Construction	Steel hull, teak deck and superstructure		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

TIKY is a motor yacht that will never go out of style – some boats have that extra something; a magic that will stop you in your tracks. This is of course no mere accident as she is from the renowned Feadship bloodline. 'Boat International' wrote recently that a classic Feadship is a “piece of superyacht history” and from every angle and in almost every detail this yacht certainly captivates. TIKY’s well documented restoration finished with her re launch in 2014 - and since then three yachting magazines have been inspired to publish articles about her, in which testament is made to her restoring owner’s experience, stamina, eye for detail and good taste. TIKY lives again and probably in better shape than she ever was. By God she is worth it and highly recommended !



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HISTORY

Commissioned in 1960 from Van Lent & Zonen, one of the founding members of the Feadship consortium, the 62 ft TIKY was an extravagant boat for her time. The Fischer family cruised her all over northern Europe for 20 years before selling her back to yard owner Jan Van Lent in 1982. She was sold again, renamed LENTEN ROSE and spent a few years in the UK before being taken to the Mediterranean, where she cruised under a succession of British owners, including Lord Normanton, chairman of the British Powerboat Racing Club, who changed her name to ALTO VOLANTE after his famous racer. Although modernised over the years, in due course she fell into some decline to be found in 2006 by a hands-on boat restorer; the current owner.

The owner having sold the 50 ft 1938 Fred Shepherd yawl he had spent five years restoring was looking for another project – this time a motor yacht to restore as a comfortable family cruiser. He found TIKY lying in Mallorca. Externally she appeared fine, despite an ugly, non-original pilothouse, but the interior, engine room and equipment were in serious need of restoration. “Something about her beckoned me,” he says. “Perhaps it was the wonderfully purposeful flare of her bow or maybe her elegant rounded stern, or perhaps I was just enamoured by her Feadship heritage”.

On further inspection the entire teak deck proved to be unstable and coming loose needing to be replaced as a priority. Removing the teak revealed that not much remained of the steel deck below. New steel plates and beams were fitted, followed by a ply sub-deck coated in epoxy.

The pace of the refit thereafter was slow and the yacht moved to a well respected yard near Marseilles. Time in Mallorca had not been completely wasted however. As well as the new teak deck, two beautifully rebuilt Gardner 6LXB engines had been installed along with new stainless steel shafts. In due course TIKY was moved to the E C Landamore yard at Hoveton on the Norfolk Broads, near the owner’s home in England. In October 2009 she arrived there with work still to be done.

Considerable areas of hull plating were replaced requiring stripping the rest of the interior. Old pumps, fittings, wiring and pipe work had been left in situ instead of being removed when replaced, creating water traps that corroded the hull plating from the inside; some losing more than 70 per cent of their original thickness. Ultrasonic surveys and grit blasting revealed the extent of the damage – the hull needing around 30 square metres of new steel. Without the 1980s pilothouse, TIKY was back to her original open deck but with a replacement pilothouse that is easily removable.

All the mild steel and aluminium deck fittings were replaced with stainless, including a new stainless guardrail, and many vintage fittings acquired to replace those missing or in poor condition. In fact, apart from the rebuilt hull and the sides of the saloon structure, the only elements of TIKY that remain original are the anchors, the saloon coffee table and the compass - and all now totally refurbished.

The owner meanwhile had set about redesigning the interior. As a steel boat and with no bulkheads left inside, he had carte blanche. His new plan opened up the galley to the saloon and removed a small guest cabin aft enabling enlargement of the owner’s cabin and en suite, fitting a double bed in place of the V-berth. Thus the yacht has three good cabins, all en suite, and a saloon with a modern L-shaped sofa.

The interior was originally of mixed exotic woods, but light oak and a teak cabin sole were chosen for the refurbishment. All the accommodation was given air conditioning and forced ventilation. Comprehensive lighting and plumbing systems were fitted and black granite worktops and high-grade equipment were installed in the galley. The engine room was totally rewired and re plumbed.

In December 2011 the yacht was moved by road to Fox’s Marina & Boatyard in Ipswich to be finished, painted, and commissioned. Notwithstanding a period of serious illness causing more delay, the owner recovered and for the next 12 months, spent at least a day a week at the yard as well as hundreds of hours sourcing gear and equipment. Finally; eight years after buying her, in May 2014 TIKY was deemed fit enough to meet his high standards, launched and delivered to San Remo in Italy. An experienced local skipper was taken on two months were spent cruising between San Remo and St Tropez with family and friends. “We’ve all loved every minute of being aboard TIKY and barely a day goes by without someone stopping and asking about her” her owner says proudly. “Everyone who comes aboard marvels at how bright and fresh her interior feels”.

Specification
CONSTRUCTION

- Steel hull
- Teak laid deck, hand and toe rails
- Teak superstructure
- Teak fore and aft bulkheads, windows and doors
- Composite wheelhouse; teak doors removable and stowable in aft deck seating

- Wheelhouse itself can be removed by undoing 16 s/s bolts - reverting to original design
 - Light oak interior furniture and bulkheads
 - Teak cabin sole
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ACCOMMODATION AND DOMESTIC EQUIPMENT

Summary

- Total 3 sleeping cabins; one double berth in owner's cabin and 2 x single berths in each of 2 cabins
- Saloon settee converts to double bed
- Wheelhouse seat converts to full-size single berth
- 3 x Heads and showers

Wheel house

- Entire wheelhouse superstructure removable by undoing 16 s/s bolts and using small crane; c 1 hour
- American oak interior joinery and teak cabin sole
- Varnished teak aft bulkhead with louvred doors
- Doors removable and stowable in sun loungers aft of WH to make for fully open aft to aft deck
- Electric opening windows on aft bulkhead
- H&C deck shower stbd side aft end wheelhouse
- 2 x Varnished fixed teak sun loungers with stowage inside controlled by remote fob
- 2 x Portable teak sun loungers
- 4 x Stainless steel ventilators
- Full set window sunshade meshes
- Spotlights in deck head
- Chart table on fwd window shelf
- Lockers against aft bulkhead stbd
- Banquette to port converts to pilot skippers berth
- Ships Hamble wheel on centreline with engine instruments
- Raymarine instrument repeaters; ST60 + wind, speed and depth
- Raymarine ST 600Z smart pilot
- From wheel house take 3 steps down forward to

Main saloon

- L shaped sofas convert to double berth
- Large table
- Isolator panel mounted on aft saloon bulkhead
- Venetian blinds against on 6 fixed side windows
- Opening windows with wooden pelmets ready for blinds or curtains to be fitted
- 2 x small hatches in deck head
- Courtesy lights throughout
- Down 3 steps forward to

Galley to port

- Black granite worktop surfaces with stainless steel sink with fresh H&C mixer tap
- Gaggenau CI 263 112 induction hob and electric oven
- John Lewis Dishwasher
- Microwave
- 2 Frigoboat large fridge / freezers
- Comprehensive range high quality pots/pans, kettle /toaster/crockery /cutlery/glasses
- U shaped dinette to stbd with rise and fall table

Fore cabin

- 2 x singles Vee berth
- Stowage under

- Hanging locker
- 3 x Opening ports
- Spotlights in deck head
- 2 x Reading lights
- 2 x Air fans
- Hoover washer dryer
- Stainless steel ladder
- Round hatchway exit to fore deck

En suite wet room head compartment to stbd

- Opening port
- Jabsco manual flush fresh water WC wired / plumbed to change to electric and or seawater
- Shower
- Ceramic wash basin with H&C fresh mixer
- Electric towel rail

Coming aft back up through saloon and down 4 steps abaft engine room access to corridor aft

Guest wet room head compartment on left hand side to stbd

- Opening port and spotlights in deck head
- Jabsco auto electric fresh water WC
- Large shower compartment
- Ceramic wash basin with H&C mixer
- Electric towel rail

Guest cabin on RHS to port

- 2 x Opening ports and spotlights in deck head
- 2 x Single berths up and over
- Hanging locker
- Drawer stowage
- 2 x Reading lights
- 2 x Air fans

Owners cabin on centreline aft

- 5 x Opening ports, spotlights and hatch in deck head
- Very large double berth
- Expansive stowage lockers
- Shelving both sides
- Full length hanging locker

Doorway forward access to en suite

- 2 x Opening ports and spotlights in deck head
- Jabsco auto electric WC
- Shower compartment
- Ceramic wash basin with H&C mixer
- Cabinets and lockers
- Electric towel rail

Accommodation services summary

Lighting/ Sockets

- 24 V LED overhead lighting throughout
- 24 V reading lights at all berths
- 240 V ring with 13 A sockets in all areas

Air Conditioning

- 4 x Independent Cruisair (reverse-cycle) units
- Owner's cabin unit
- Port side saloon unit - output shared between guest cab and saloon,
- Starboard saloon unit - output shared between saloon and galley,

- Fwd cabin unit
- All fully service August 2020
- Plus alternative ventilation provided by
- Fan assisted forced-air ventilation to all sleeping cabins
- Fans in all sleeping cabins and in Pilot House

Specification

DECK LAYOUT EQUIPMENT AND GROUND TACKLE

- All hull and deck fittings in mirror polished 316 stainless steel (e.g. window frames, hawse holes, fairleads, cleats, chain handling gear, hull protection plate, anti chaff strips etc)
- Stainless steel rubbing strake
- Varnished toe rail
- Stainless steel stanchions with varnished teak hand rail
- Aft deck passarelle with Simpson stainless steel lifting davits
- Access gates in stern handrail and P&S handrail
- 2 x Large stainless steel mooring cleats; one each side
- 2 x Bench seats; one each side of stern gate
- Mediterranean "Admiral's" teak side boarding ladder stowed by stbd rail
- Hatch to lazarette with s/w deck wash, 24 V and 240 V sockets, compressive tools and spares
- Access to steering gear
- Crew 2.5 m inflatable with 4 HP Mariner outboard also stowed in aft lazarette
- Aft deck awning with removable s/s mounting poles (upgraded 2019)
- Full set of winter covers in tonneau for aft deck seating
- Hatch over owner's cabin
- 2 x Stainless steel tender cleats; one each side
- Vertical stainless steel boarding ladder
- Courtesy lighting along side deck
- Teak burgee mast with nav lights, high water flood alarm strobe and flag fittings etc
- Wheel house
- Stainless steel and varnished teak hand rails and on wheel house
- Teak deck over cabin roof forward
- Stainless steel swan neck vents port and stbd forcing draft down over fore cabin and head
- 2 x Francis vintage searchlights fully restored and upgraded fore end of coach roof
- 3.4 m Ribeye RIB with 20 HP Yamaha stowed to stbd on demountable stainless steel chocks
- Atlas 1600 carbon fibre 500 kg SWL davit with portable electric drive
- Large ships bell mounted on gantry at foredeck
- 2 x Hatches in foredeck
- Bow lazarette locker has seawater deck wash and 12V, 24V and 240V sockets
- Original Lofrans windlass with twin gypsy capstans and warping drum
- Remote winch control on wandering lead or from helm
- Deck light
- 2 x 40 Kg stockless anchors
- 2 x 60m 12.5mm dia. grade 30 short link chains calibrated to 37.5mm pitch
- Hawse pipes have integral seawater chain wash
- 2 x Large stainless steel mooring cleats; one each side
- Large original chromed Feadship crest at bow
- Numerous fenders including 4 large inflatable white Avon fenders
- Full set warps & lines incl spare winter lines with stainless chain ends and rubber snubbers

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Access to engine room from 3 locations
- A. Aft companionway steps from saloon to aft accommodation lift with aid of gas struts
- B. Small hatch stbd fwd corner saloon cabin sole with stainless steel ladder
- C. 2 x Large hatches lift with aid of gas struts in saloon sole over engines
- 2 x Gardner 6LXB Diesels give 127 HP@1,500 rpm (280 hrs each @ August 2019)
- Engines received full service by Gardner Marine, 2019
- Morse engine controls in wheel house
- PRM 2:1 reduction gearboxes
- P 501-W Python CV drives on each 2 ½ inch stainless steel prop shafts
- 2 x three bladed 31 inch x 21.5 in props + set of 31 in x 20 ½ in spare props
- Cruising speed 8 knots, max speed 10.5 knots
- Fuel consumption at 8 / 10 knots 12 / 18 LPH; 150 hrs give 1,300 / 1,600 nm range
- HD high output alternators on each engine
- Jabsco HD bilge pump on stbd eng plumbed to all 3 bilge areas
- Hydraulic stabilizer pump on port engine
- Sleipner Sidepower 240 Kw, 24 V electric bow thruster, controlled from wheel house
- Wesmar stabilizer system
- Kohler 18 KVA generator with water separator silent exhaust system
- Saloon roof has large soft hatch to enable engine generator removal if
- 2 banks engine start batteries
- 400 AH 24 V total capacity domestic batteries
- 2 x Bow thruster / windlass batteries
- Mastervolt 24 V 5 KW pure sine wave inverter supplying 240 V from domestic batteries
- 2 x Mastervolt battery chargers
- Isolator panel controlling AC and 24 V DC distribution
- Intake and extract fans to ER
- 2 x Shore power cables – input port side aft end wheelhouse
- 240 V sockets in aft deck fixed seating and in wheelhouse locker
- 1 x additional Francis vintage searchlights fully restored and upgraded
- Courtesy deck lights around base of superstructure and aft seats
- Fuel tank aft 400 gallon / 1,800 litre
- Engine room fuel tank at least 130 gallon / 600 Litre
- Fresh water tank under galley acc to plans 370 gallon / 1,700 litre connected to water maker
- 2 x Grey water (GW) tanks in aft lazarette
- 2 x Black water tanks (BW); one in fore cabin, the other in ER
- GW & BW tanks drain overboard or pump out from deck
- Wema GW & BW capacity gauges in galley
- Remote switching of GW tanks drain valves (electric with manual override) in Wema panel
- Comprehensive set of service spares & tools mixed metric and imperial

needed

- Generator start battery

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Raymarine satnav
 - Raymarine autopilot
 - Raymarine AIS
 - Raymarine C 90 W plotter and digital compass display
 - Raymarine ST60+
 - Raymarine multi function digital compass
 - Provision for radar to be fitted on pilothouse roof
 - Original Sestrel Major steering compass
 - VHF radio at helm
 - 2 x Icom handheld VHF radios
 - Schlatz barometer and clock – in saloon
 - Sony Bravia TV in saloon
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Specification

SAFETY

- Automatic electric bilge pumps in all 3 bilges + engine-mounted HD Jabsco
 - Auto fire extinguisher system in ER
 - Spring loaded baffles to cut off engine room (ER) ventilation in case of fire
 - Smoke alarms in all accommodation areas
 - Compressed air triple trumpet Kahlenburg horn
 - 10 man Solas B liferaft (new 2019)
 - 12 x Auto inflate lifejackets and immersion suits
 - Flare kit
 - Torches, whistles etc
 - MOB lifting harness
 - 2 x Life rings
 - Fire extinguishers fitted throughout boat
-

Specification

RESTORATION

TIKY has undergone a major restoration, the full details of which can be made available to a serious enquirer. Articles in at least three

publications “Boat International”, “Classic Boat” and “Motor Boat and Yachting” all bear testament to the quality of the work done.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY













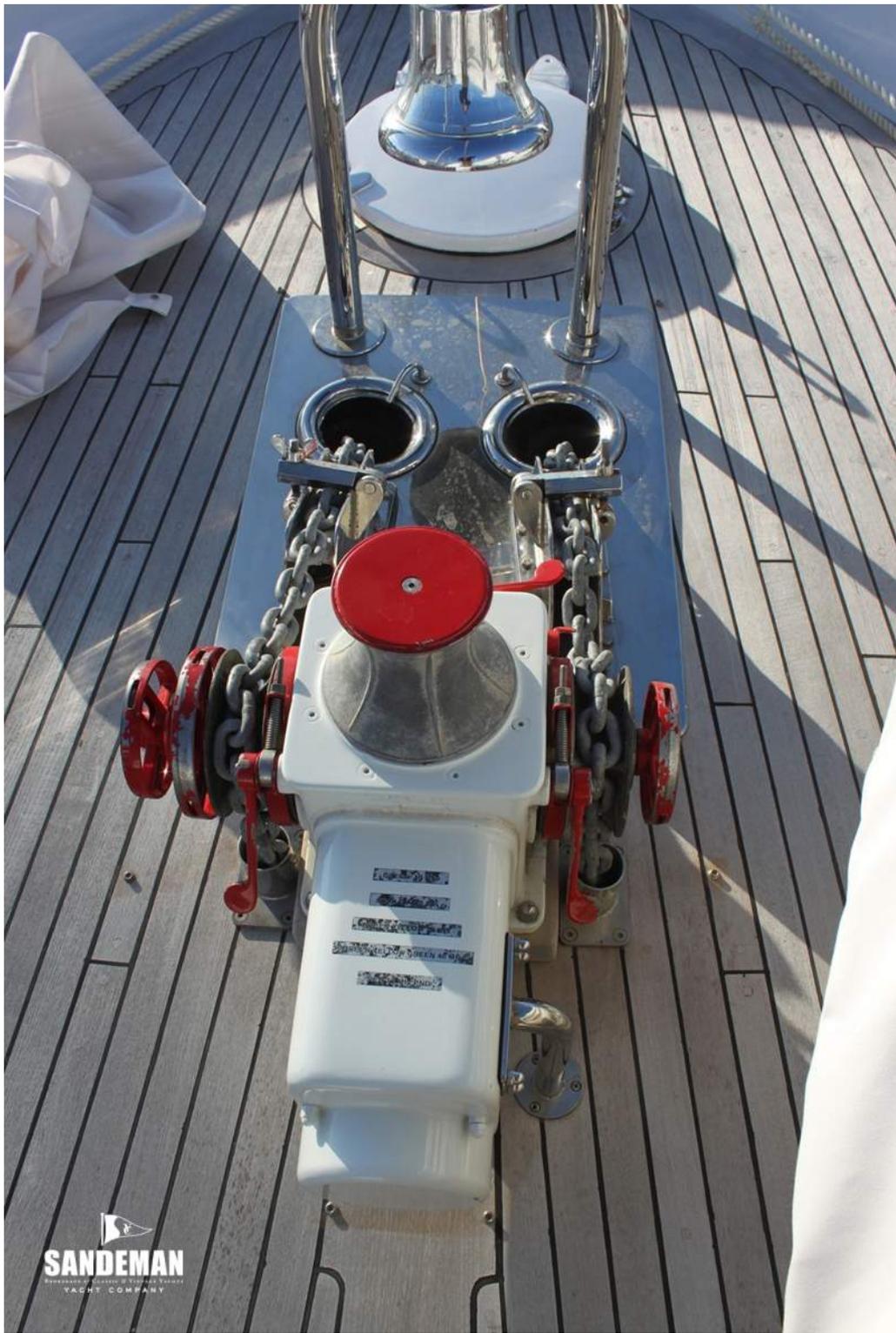





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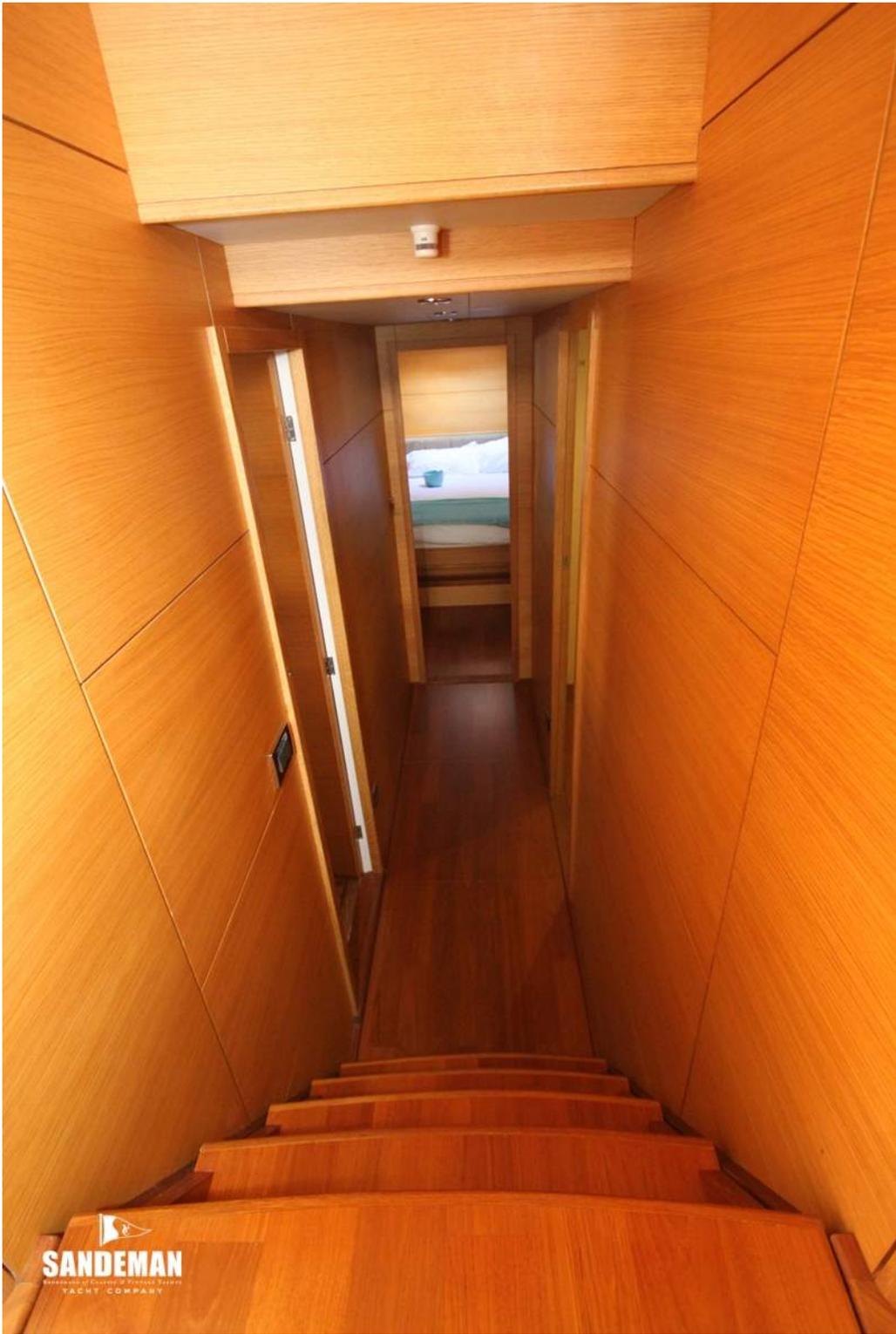


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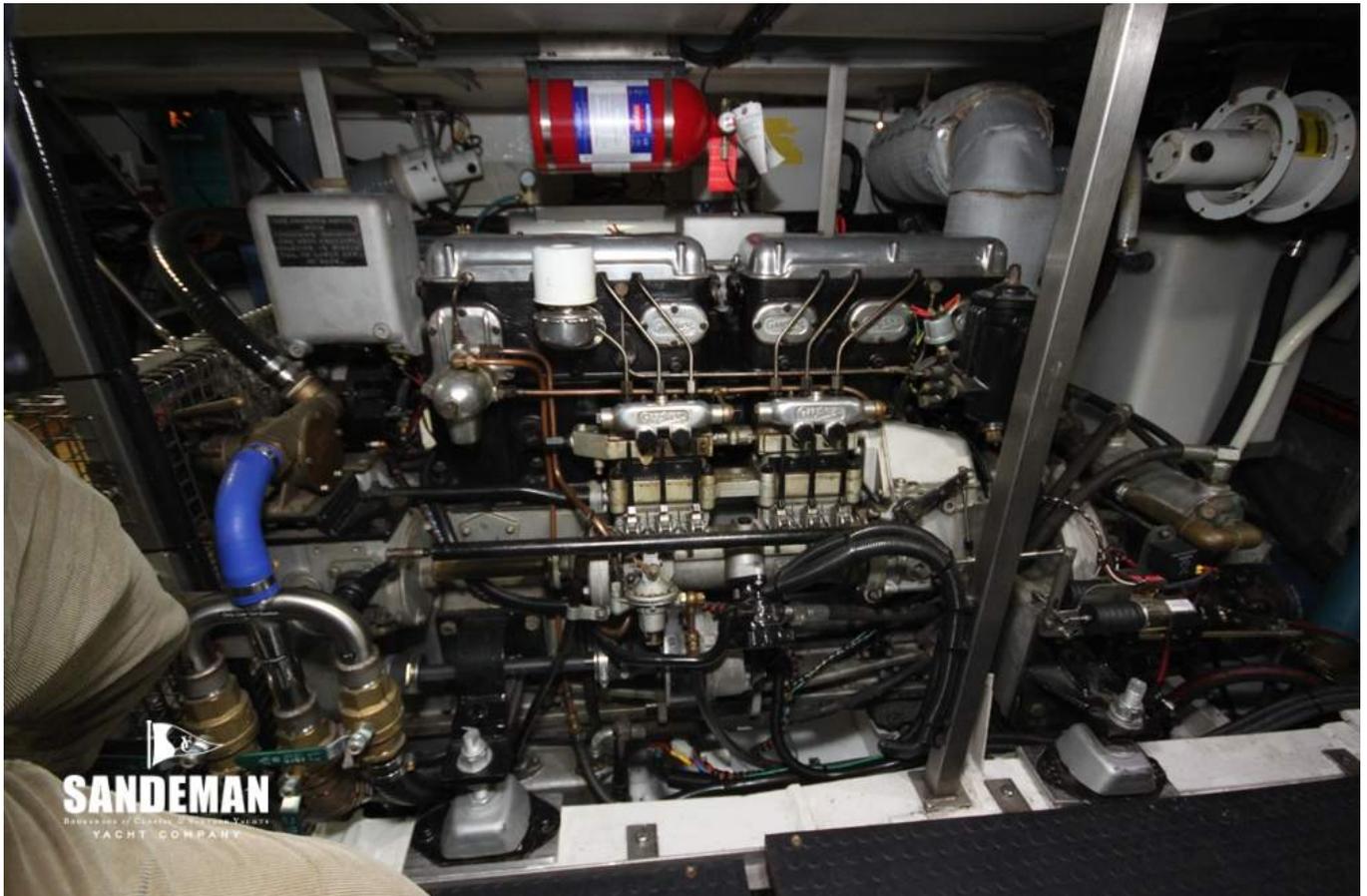


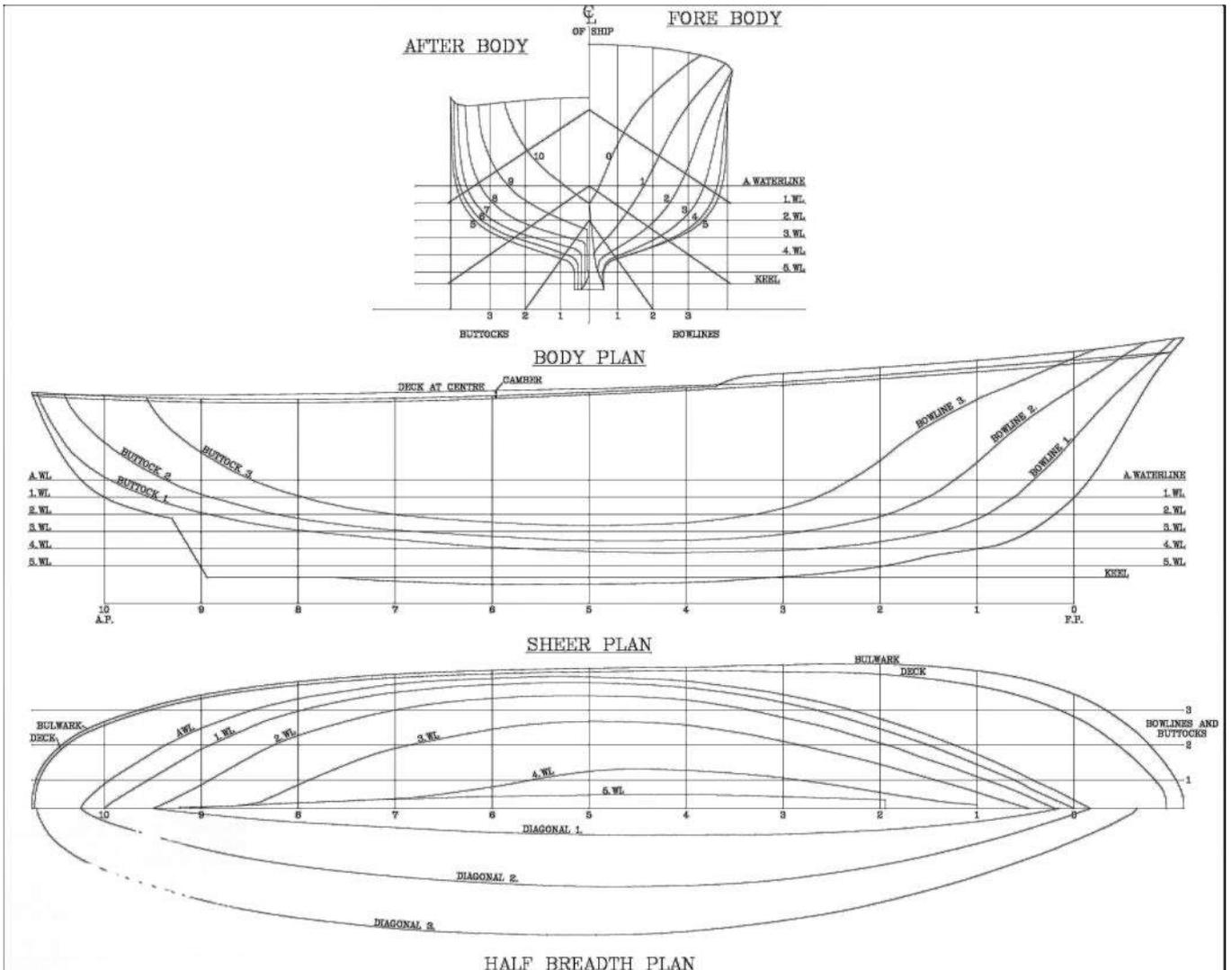
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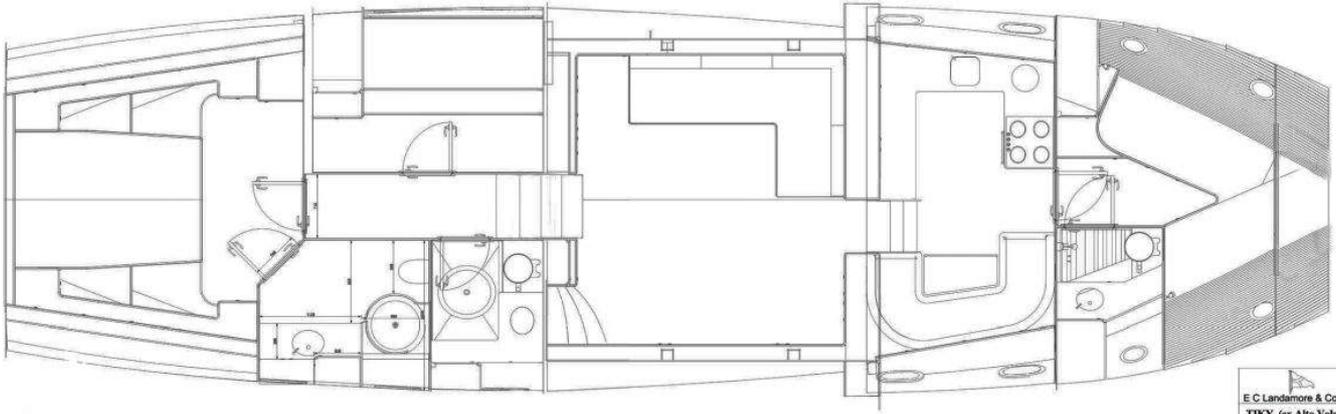





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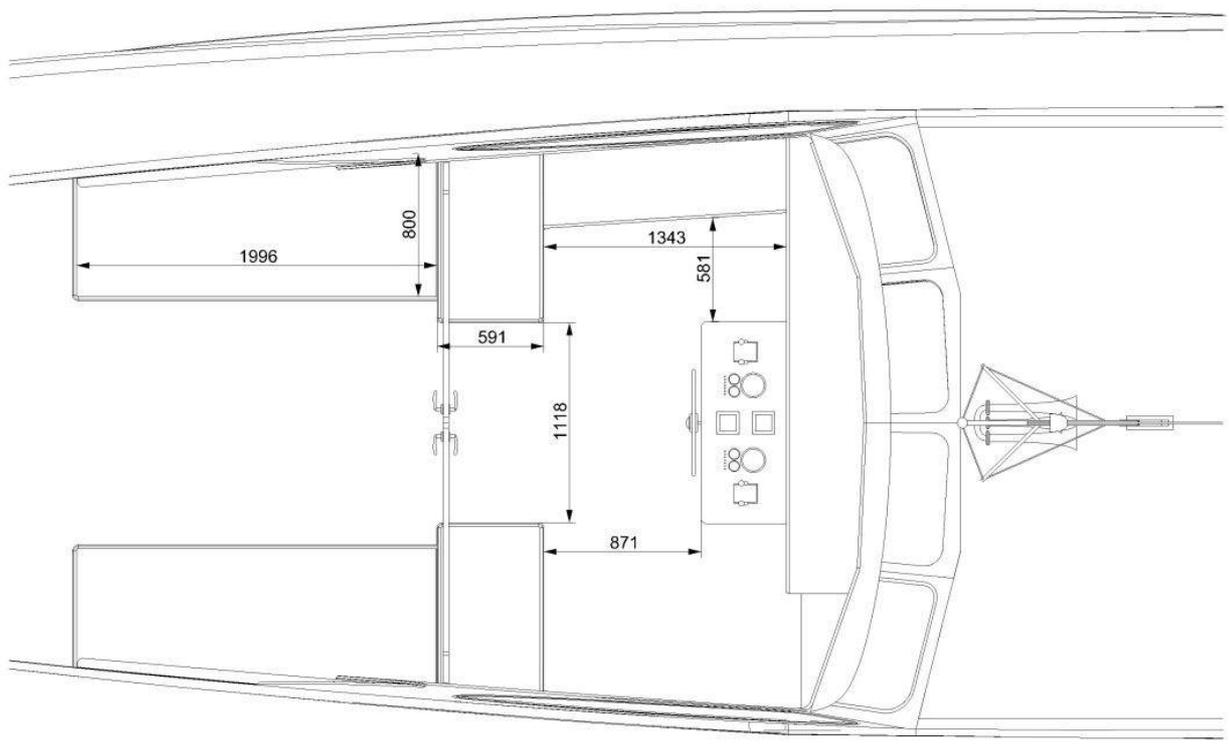






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 TIKY (ex Alto Volante)
 Scale 1:20 on A3 Drawing No.: 05.01



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 Alto Volante
 Pilot House Layout
 Scale 1:20 on A3 Drawing No.: 10.01

