

STELLA FIERA II - FEADSHIP



Builder: [FeadShip](#)

LOA: 198' 0" (60.35 m)

Year Built: 1979

Beam: 31' 0" (9.68 m)

Model: N/A

Max Draft: 34' 2" (10.42 m)

Price: - Subject to change.

Cruising Speed: 15 Knots (17.26 MPH)

[See full listing on our website](#)

Location: Genoa, Italy

Max Speed: 19 Knots (21.86 MPH)

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OVERVIEW

At 60.55 metres overall, this distinguished Feadship motor yacht, launched by Royal Van Lent in 1979, is arranged to welcome 16 guests across eight staterooms and is supported by a crew of 20. Powered by twin MTU diesel powerplants, she maintains a comfortable cruising speed of 15 knots, achieves a top speed of 19 knots and offers an approximate range of 4,451 nautical miles when operated economically. The yacht's elegant interior comprises an owner's suite, a private cinema and sophisticated entertainment lounges, while her wellness provisions include a Jacuzzi, gym, steam room and massage room, complemented by a temperature-controlled wine cellar. Equipped with state-of-the-art communications and navigation suites, she also carries an extensive fleet of tenders and a full array of watersports gear.

SPECIFICATIONS

Basic Information

Model Year:
1979

Country:
Italy

Year Built:
1979

Dimensions

LOA:
198' 0" (60.35 m)

Max Draft:
34' 2" (10.42 m)

Beam:
31' 0" (9.68 m)

Speed, Capacities and Weight

Cruise Speed:
15 Knots (17.26 MPH)

Water Capacity:
14529.46 Gallons

Max Speed:
19 Knots (21.86 MPH)

Fuel Capacity:
30379.79 Gallons

Gross Tonnage:
847 Pounds

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

N/A

Deck Material:

Steel

Interior Designer:

N/A

Hull Configuration:

Full Displacement

Engine Information

Engines:

2

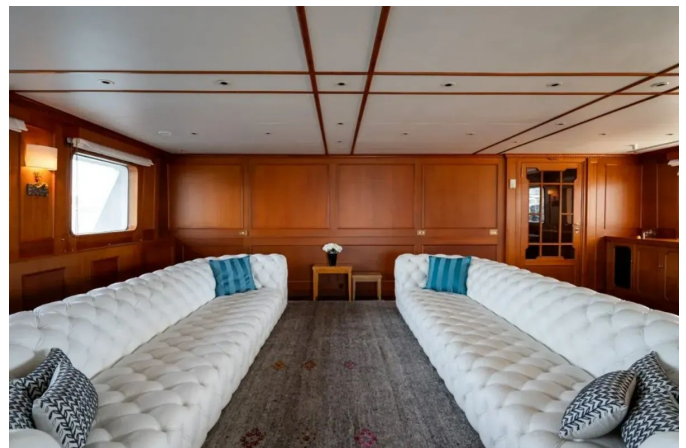
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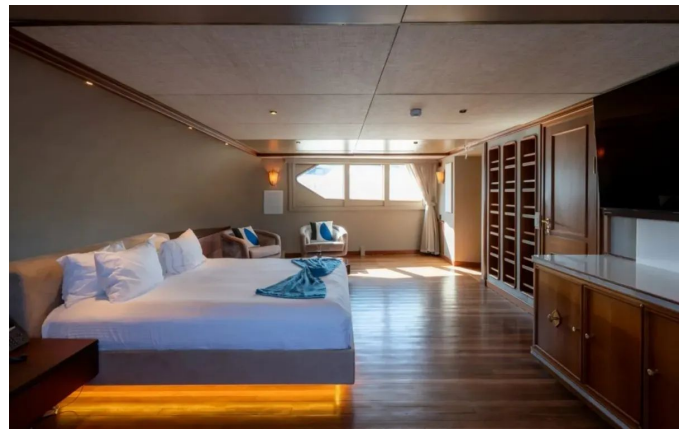
Inboard

Manufacturer:

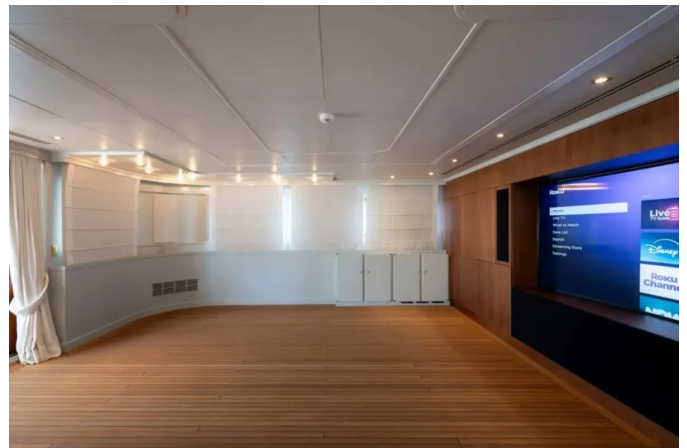
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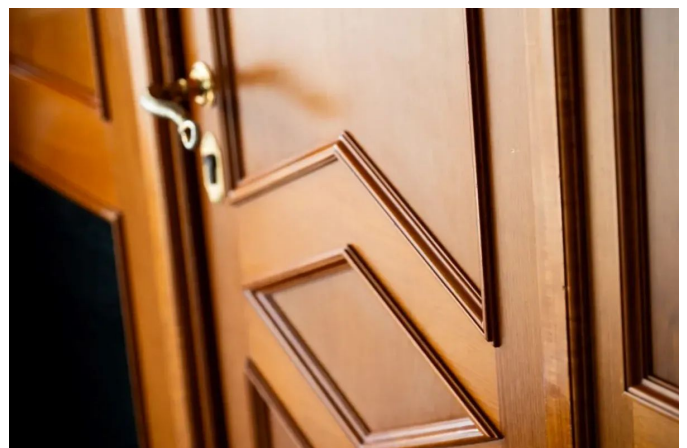
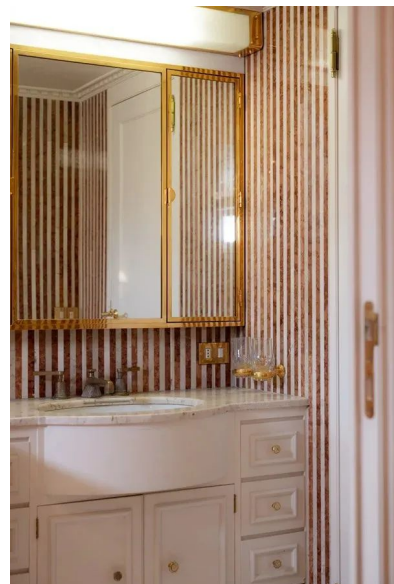
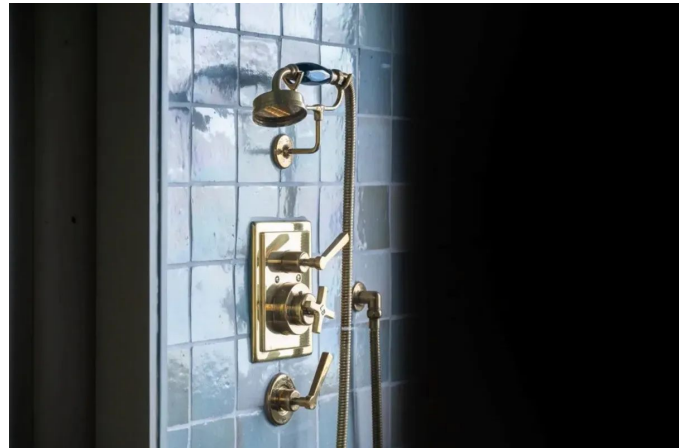
GALLERY

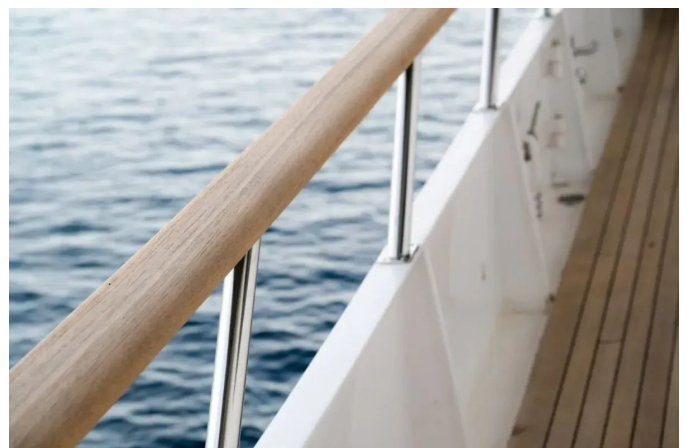
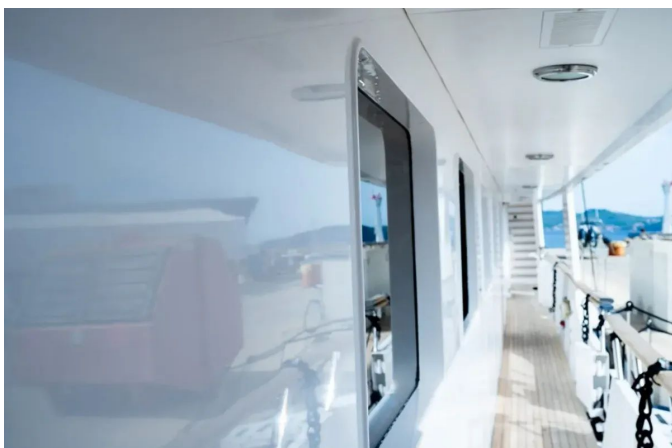


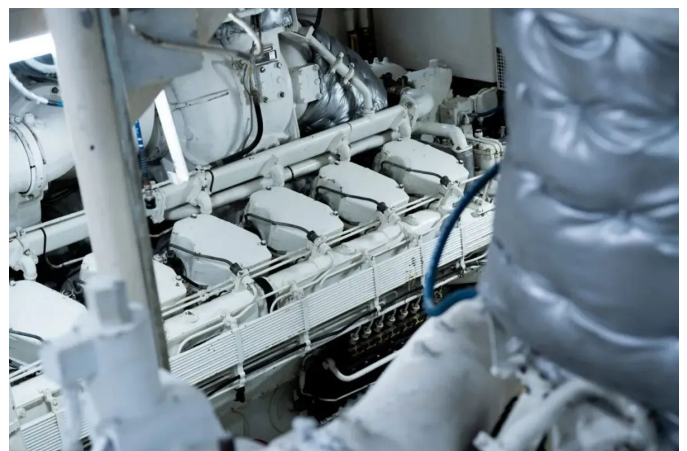
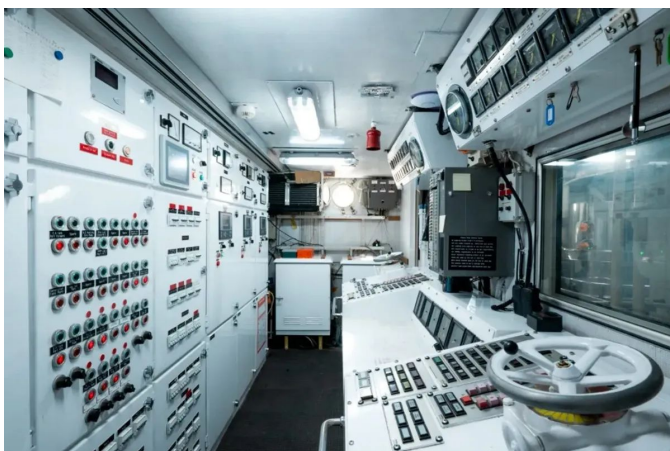
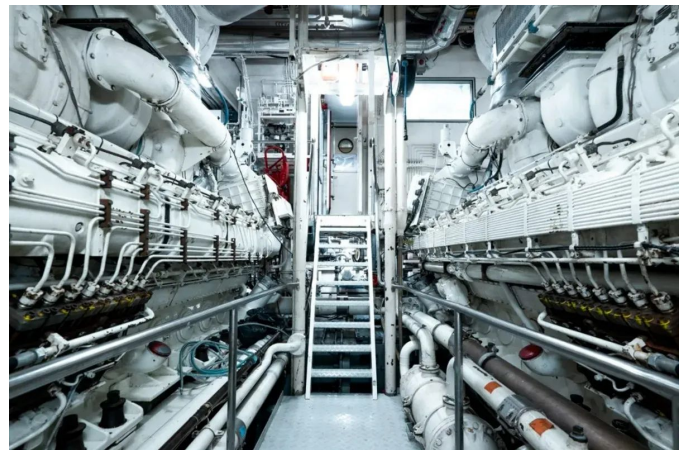
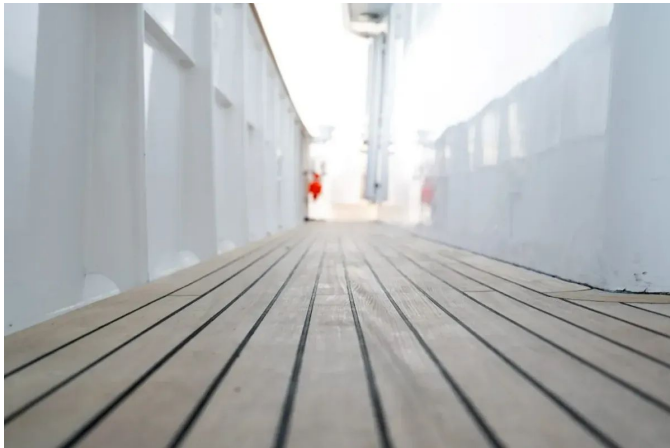














DETAILED DESCRIPTION

Overview

STELLA FIERA II (ex SANOO) is a 60m classic Feadship, launched in 1979, which has recently completed "Phase 1" of an extensive refit — the technical program that recommissioned and relaunched her after a prolonged period ashore. She now sits afloat with every system serviced, inspected and returned to full operational condition, including the recent installation of Starlink. The initial refit phase was conducted under the oversight of a highly respected superyacht surveyor renowned for work on large new builds and comprehensive rebuilds, and conversations with class are well progressed toward her formal reinstatement.

This preparation creates an exceptional opportunity for a new owner to undertake the next stage: a sympathetic restoration that honours her heritage while introducing personal refinement. Unlike many vessels of her era, STELLA FIERA II has not been stretched; she remains at her original 60m length with a gross tonnage of 847GT. Her internal volume provides unusually generous accommodation, configured as 8/9 staterooms, and she is equipped to carry up to 20 crew, with expansive exterior deck areas that complement the spacious interior. A rare offering in this market, she awaits a discerning connoisseur who understands and values the timeless qualities of a classic Feadship.

Main characteristics

Built by Feadship (Royal Van Lent) in 1979, this 60.55m yacht is classed Lloyd's 100 A1 + LMC (renewal in progress) and is registered under the flag of the Cook Islands. DeVoogt Naval Architects are responsible for both the naval

architecture and the exterior styling, while the interior was originally conceived by Pierre Tanter and later refined during a refit by Zaniz Jakubowski Design. Sporting a white hull, she accommodates sixteen guests in eight cabins and is serviced by a crew of twenty. With a beam of 9.70m and a draft of 3.20m, she records a gross tonnage of 847 Tons and a displacement of 154 Tons.

Capacities

Designed for extended, effortless passages, the yacht comfortably sustains a cruising speed of approximately 15.0 knots, reaches a maximum of approximately 19.0 knots and is most economical at approximately 11.0 knots. Endurance is supported by substantial tankage: a fuel capacity of 115,000 litres (39,625 US Gallons), a fresh water capacity of 55,000 litres (14,530 US Gallons), a black water capacity of 6,000 litres (1,585 US Gallons) and a grey water capacity of 9,000 litres (2,377 US Gallons). This combination of performance and storage yields a range of approximately 1,820 nm at 19.0 knots, approximately 2,970 nm at 15.0 knots and approximately 4,451 nm at 11.0 knots, while fuel consumption has been recorded at 1,800 litres per hour at 19.0 knots, 400 litres per hour at 15.0 knots and 310 litres per hour at 11.0 knots.

Electricity

Designed to deliver substantial onboard power, the yacht is equipped for 380 V service and complemented at the dock by a pair of ASEA shore power converter units, which provide pristine, dependable current wherever you choose to moor. Energy storage is handled by eight batteries, each rated at 225 amp-hours, supplying generous capacity for all onboard systems and assuring confident autonomy when away from the quay.

Accommodation

Expertly arranged for private enjoyment and seamless entertaining, the yacht's living spaces begin on the Main Deck with a magnificent full-beam owner's stateroom forward, a family suite composed of a VIP double with an adjoining twin, and an additional VIP stateroom. The owner's suite is a lavish, self-contained retreat occupying the full beam and offering two bathrooms alongside an adjoining walk-in dressing room; the suite also includes a separate private lounge and a dressing-room bathroom to ensure exceptional privacy and comfort. The Main Deck family suite has been conceived for family life, pairing a VIP double with an en-suite shower to an adjoining twin intended for children, both sharing the same en-suite to keep companions close, while an additional VIP on the Main Deck provides a further shower en-suite for preferred guests.

Completing the guest accommodation on the Lower Deck are three generous double staterooms, each with its own en-suite bathroom, together with a twin stateroom served by an en-suite shower; situating the guest cabins on the Lower Deck maintains a discreet separation between the social areas and private quarters. Crew facilities have been planned for efficiency and discretion and comprise one double Captain's cabin, eight twin cabins and two single cabins, with overall provision for twenty crew. Apart from the Captain's cabin and two bunks reserved for the boss's assistants, all crew accommodation is located on the Lower Deck, while the Captain's and Chief Officer's cabins are positioned on the Bridge Deck aft of the wheelhouse, the Captain's cabin to starboard and the two bunks to port.

Security and professional service are addressed throughout the yacht with a comprehensive distribution of safes: two within the Owner's suite, one located in each guest cabin, and an additional safe for the Captain. Two more safes are provided in the Chief Engineer's accommodation and the two-bunk cabin, and there is an extra safe in the galley to support high-standard service operations.

AV and IT equipment

Seamless connectivity envelops the yacht, with Wi-Fi extending across both interior and exterior spaces to enable effortless streaming and centralized control. The Owner's Stateroom lounge is appointed for cinematic evenings with Apple TV, Sky TV, Blu-ray, Airplay and Sonos input, driven through a B&W amplifier with in-wall speakers and a Marantz amplifier feeding a flatscreen TV. The adjoining office is configured for work and presentations, offering Airplay and Sonos input, a Marantz amplifier and a Microsoft Surface Hub, while the Owner's cabin mirrors the lounge's entertainment package—Apple TV, Sky TV, Blu-ray, Airplay and Sonos input—augmented by a B&W amplifier with in-wall speakers, a Marantz amplifier, a flatscreen TV and a MacIntosh amplifier with speakers.

Guest quarters maintain the same attention to audio-visual refinement: the VIP stateroom is equipped with Apple TV, a flatscreen TV and a Sonos soundbar, each double guest stateroom provides Apple TV, a flatscreen TV and a Sonos soundbar, and the twin guest staterooms are similarly fitted with Apple TV, a flatscreen TV and a Sonos soundbar. On the upper deck the saloon becomes a dedicated screening environment featuring Apple TV, Sky TV, Blu-ray, Airplay and Sonos input, a B&W amplifier with in-wall speakers, a Marantz amplifier, a large LG one hundred and five inch curved screen TV and a MacIntosh amplifier with speakers.

Wellness areas are designed for immersive sound, with Airplay and Phantom speakers enriching the steamroom, massage room and gym. The main deck saloon and dining room set a refined tone for entertaining with Airplay and Sonos input, a Meridian amplifier and speakers and a vinyl player. Al fresco dining on the sun deck is supported by Apple TV, Sky TV, Blu-ray, Airplay and Sonos input, delivered via a Marantz amplifier with JL Audio speakers and complemented by a projector, while the main deck aft, upper deck aft, sun

deck aft and Jacuzzi zones are configured for open air listening through Airplay and Sonos input with JL Audio speakers.

Central to the vessel's resilience is the AV rack, which integrates Pepwave, twin Starlink terminals, two KNS KA 160 ACU units, two Edge switches and a DVB modem to ensure robust, high bandwidth performance. Thoughtful futureproofing has been installed throughout, with each guest stateroom fitted with two additional untethered CAT6 cables. External areas enjoy comprehensive Sonos and Airplay coverage and the sundeck can be transformed into a nightclub setting complete with professional lighting and DJ decks.

Crew facilities are equally well considered: the crew mess features Apple TV, a flatscreen TV and a Sonos soundbar, while each crew cabin bunk is furnished with a twenty two inch LED HD TV. The onboard IT suite is substantial, with a twenty two inch Apple iMac in the office accompanied by two HP Officejet Pro printers, plus a twenty two inch Apple iMac for the captain, one for the crew and a further twenty two inch Apple iMac located in the engine room.

Other equipment

The sun deck is centered around a capacious Jacuzzi pool that accommodates up to eleven guests, creating an elegant alfresco sanctuary for relaxation and socializing. Entertainment continues on the upper deck with a purpose-built cinema that seats sixteen in refined comfort. Wellness is elevated by a Harvia steam generator configured for two to four people, and a private massage and gymnasium suite, appointed with a professional massage table and a full complement of gym equipment, offers both restorative treatments and invigorating workouts.

Anchor windlass

Twin Stein YMAS-30 anchor windlasses mounted at the bow deliver dependable, immediate power for secure, rapid anchoring, while aft deck operations are eased by two Stein single-direction warping capstans that streamline line handling. The ground tackle specification includes two 750 kg pool anchors, complemented by a carbon crane on the foredeck that was supplied and fitted in 2015, and a forward mast/crane further enhancing on-board utility. Boarding and shore transfers are effortless thanks to a bespoke side hydraulic boarding ladder and a custom electro-hydraulic telescopic passerelle, and evening or low-light manoeuvres are supported by powerful Francis searchlights. Deck comfort is elevated with an awning over the main seating area and an additional sun deck awning, and access to the water is made graceful and safe via a teak-decked swim platform fitted with two custom-made stainless ladders.

Communications equipment

A layered communications suite ensures uninterrupted connectivity and onboard coordination. Core satellite links are provided by KNS V-SAT and Furuno SatC, with entertainment reception handled by a KNS TVRO fitted with a 50-inch dish for dependable television worldwide. Complementing satellite is a Pepwave Max HD cellular/4G system with four bonding SIM cards to deliver robust broadband throughout the vessel, while a Yacht spot Wi-Fi booster antenna captures shore hotspots when at anchor. Mission-critical voice is maintained by two Sailor 62222 VHF-DSC radios (GMDSS) alongside a Sailor MF/HF unit, and an IMCOS sound-powered telephone network connects the bridge, the captain's cabin, the chief engineer's cabin, the crew mess and the engine room for essential internal communications. Twin Maritime Starlink units provide additional capacity and redundancy to the entire system.

Navigation equipment

A Jupiter magnetic compass provides the foundational bearing, while redundant gyro references are supplied by a GYRO YOKOGAWA CMZ 900B alongside an auxiliary Simrad unit to ensure unwavering heading integrity. Precise track-keeping is managed by an Anschutz autopilot, and a Leica log faithfully records speed and distance. Underwater contours are revealed by a Furuno Depth Sounder FCV-1200 BB, while route planning is executed on a Furuno time zero chart plotter integrated with two Leica GPS units. Safety and meteorological broadcasts arrive via a Furuno NavTex, and comprehensive radar surveillance is delivered by Sperry Bridgmaster systems—X-Bank with ARPA complemented by S-Bank with ARPA. A B&G Hydra suite supplies detailed wind and performance data, situational awareness is further enhanced by a single Leica AIS, heading is additionally supported by a Furuno satellite compass, and close-range signaling is handled by one Kahlenberg M-411 time, triple-horn acoustic unit.

Safety and security equipment

Designed to provide absolute reassurance, the yacht is outfitted with an extensive array of lifesaving and medical provisions, including 35 immersion suits and a full CAT A medical kit configured to care for the vessel's entire complement of passengers and crew. Personal flotation is comprehensively addressed with 41 SOLAS inflatable life jackets for passengers and crew, 19 SOLAS rigid life jackets and 10 SOLAS child life jackets, while four 25 man life rafts are positioned for immediate launch. Long range alerting and recovery capability is assured by two Search and Rescue Transponders (SARTs) and two Emergency Position Indicating Radio Beacons (EPIRBs).

Fire protection centers on an Autronica Fire Control system, supported by heat and smoke detectors distributed throughout the yacht, strategically sited fire

extinguishers on every deck and a dedicated galley fire suppression installation. The vessel's professional firefighting capability includes four firemen's suits and breathing apparatus, backed by eight bottles. Security is discreet yet vigilant, with nine CCTV cameras originally supplied and installed in 2015 and comprehensively updated in 2026 to provide dependable surveillance that safeguards guests, crew and the vessel at all times.

Galley and laundry equipment

The yacht's galley has been meticulously outfitted to deliver restaurant-calibre performance, featuring one steam oven, two convection ovens, a blast chiller, two deep fat fryers, two induction plates, a griddle and a small freezer.

Stocking and preparation are simplified by extensive dry stores, cold stores and additional freezers that open directly from the galley, while a dedicated walk-in meat room and a separate walk-in freezer situated in the engine room spares locker provide specialist cold storage. Laundry operations are designed for uninterrupted service, with four Miele Professional compact washers paired with four Miele Professional compact PT7251 dryers, supported by two steam irons and a Miele sheet roller to ensure linens and soft furnishings are finished to a hotel-standard crispness.

Thoughtful service points are distributed throughout the vessel to enhance guest comfort and streamline entertaining. The main deck pantry houses a drinks fridge, and the owner's pantry is fitted to accommodate private dining with a custom ice cream fridge, a Miele drawer warmer, one Miele steam oven, one Miele induction hob, two Miele fryers and one Miele commercial dishwasher. The main saloon bar and dining area benefit from a sink with running water for effortless service, the upper deck saloon includes a drinks fridge, and the 60's Diner is likewise supplied with its own drinks fridge. Private conveniences extend to the owner's stateroom with a small drinks fridge, while the lower deck reveals a bespoke walk-in wine cellar for curated vintages. Crew

facilities are equally well considered: the crew mess is equipped with three fridges, two commercial Miele dishwashers and a microwave to support efficient daily service.

2026 refit - phase one

Phase one of the 2026 refit delivered a full-scale renewal of the vessel's propulsion, electrical, safety and hotel systems, restoring every major component to optimal condition. The main engines underwent comprehensive servicing, with injectors removed and overhauled by MTU, all pumps and ancillary items inspected and attended to as required, and benefitting from a prior W4 overhaul completed in Holland before layup. The generator set received equivalent attention: injectors were removed and overhauled by MTU, all sea and fuel pumps were fully serviced, alternators tested and confirmed clean and safe for operation, and inlet manifold gaskets were replaced across every unit. The emergency generator was serviced, proven to operate correctly and had its auto-start faults rectified. Both start-air compressors were serviced and inspected, while the service air compressor received dealer-level servicing. The zero-speed stabiliser installation had bearings and seals inspected and greased, the main hydraulic power unit serviced, and the system—which had been new prior to layup—was verified ready for use.

Bilge and fire pumps were removed from their mounts, fully serviced and overhauled, and fresh-water pumps and hydrophores were inspected and fitted with new filters. The hot-water system was flushed and refitted with new heating elements, the sewage treatment plant was returned to operation after servicing, and the oil/water separator was calibrated and certified by the manufacturer's main dealer. Grey- and black-water pumps were overhauled. The air-conditioning overhaul included condenser refurbishment, overhaul of the sea-water and chilled-water pumps, and full gas-level checks on all compressors, noting that two compressor units will require replacement.

Shaft-cooling pumps were tested and serviced, rudders were bump-tested and their gland packing renewed, and a comprehensive water fire-hose test was carried out across all valves, stabilisers, the bow thruster, the passerelle door and every window.

The electrical package was recommissioned in its entirety: main and sub switchboards were inspected, tested and cleaned before return to service, and the power-management system was checked and verified. New 24V battery banks were fitted throughout the vessel. The forward crane received new emergency batteries, a complete service and new electrical contactors. In the propulsion train the starboard shaft was reinstalled with a new deep-sea seal and both gearbox and shaft were aligned to fine tolerances; the starboard gearbox was tested following its rebuild. The port shaft was withdrawn for inspection of the shaft and bearings, and its deep-sea seal was stripped and inspected, noted as being new prior to layup. All overboard discharge valves were replaced with new units and supplied with certification, bilge valves were serviced, and every sea chest was opened, inspected and refitted. Fuel, fresh, grey and black tanks were opened for cleaning and inspection and all bilges were thoroughly cleaned.

Safety and navigation standards were raised across the yacht: the alarm system was checked, the fire-alarm system was serviced by the main dealer with certification issued, and all safety and fire-fighting equipment was removed for overhaul and returned to service with the relevant certificates. CO2 fire bottles were hydrotested. A full bridge navigation-system survey was completed and necessary repairs carried out to ensure full operational capability. Onboard connectivity was modernised with a new network and Wi-Fi system and the addition of two Starlink units. Interior systems were returned to operation with all lighting circuits and power sockets tested, and the entertainment system reinstated with new amplifiers.

Interior and exterior works included the opening, emptying and deep cleaning

of every locker and storage area, followed by meticulous refitting of spares and stores. The Jacuzzi cover and aft awning cover were replaced, all painted surfaces were polished with localised rust and corrosion repaired, and the entire underwater hull was abraded, primed and treated with fresh antifouling, with a certificate issued. All teak decks and handrails underwent multiple deep-clean cycles, and the rear sliding electrical doors on the bridge deck were fully overhauled.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

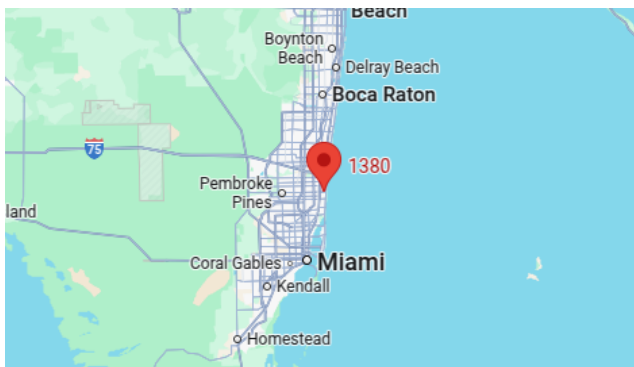
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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