



G. L. WATSON  
YACHTS SINCE 1873

# MADIZ

55.40m | Ailsa Shipbuilding, Troon | 1902 (2006)



## GENERAL INFORMATION

Builder:	Ailsa Shipbuilding, Troon	Material:	Steel Hull
Length:	55.40m (200')	Engines:	2 MTU 650 HP
Beam:	6.86m (22' 6")	Speed:	10/11 knots (approx)
Draft:	3.99m (13' 1")	Accommodation:	12 guests in 6 cabins
Year:	1902 (2006)	Crew:	10
Gross Tonnage:	359	Location:	Greece



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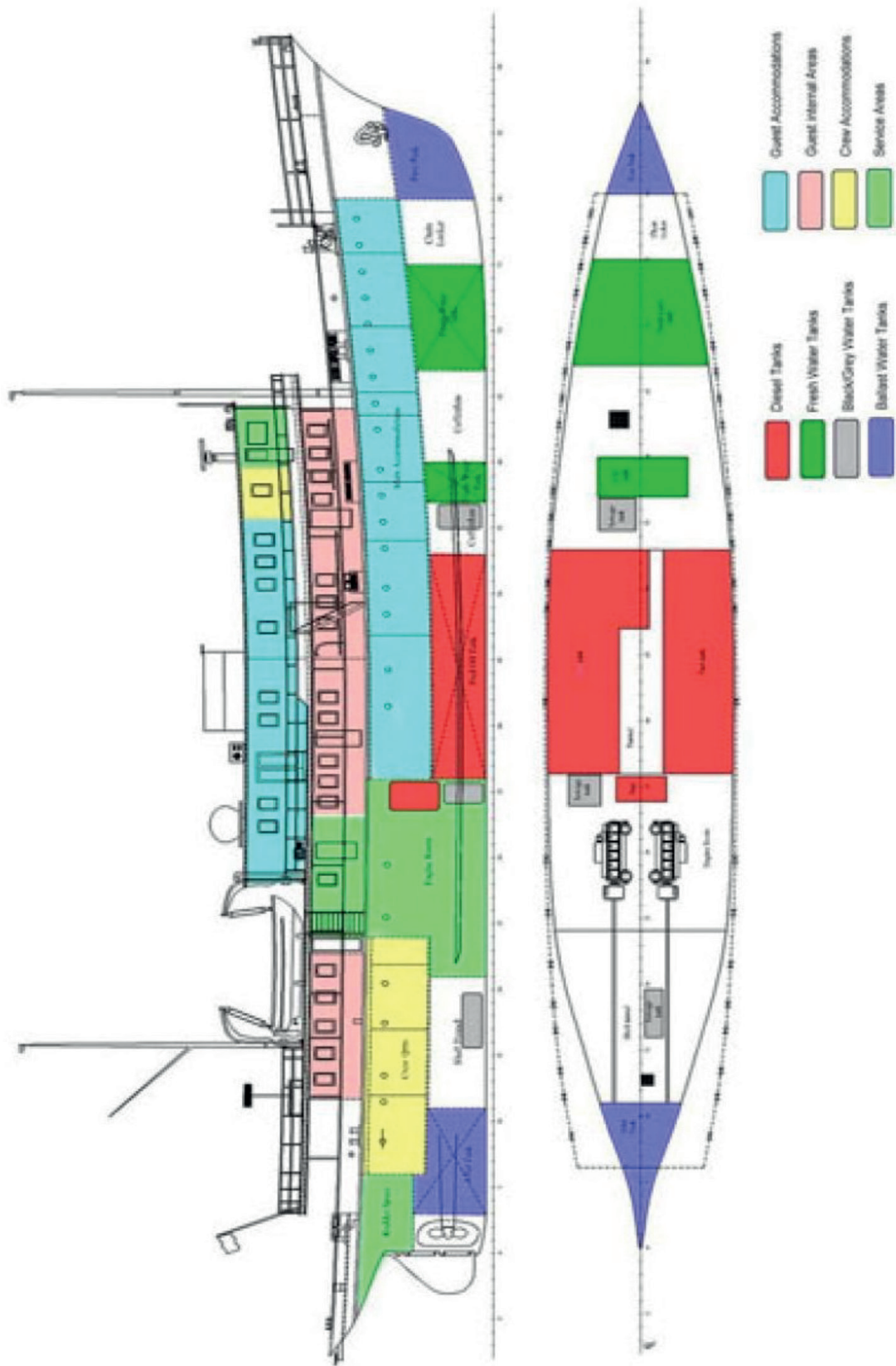




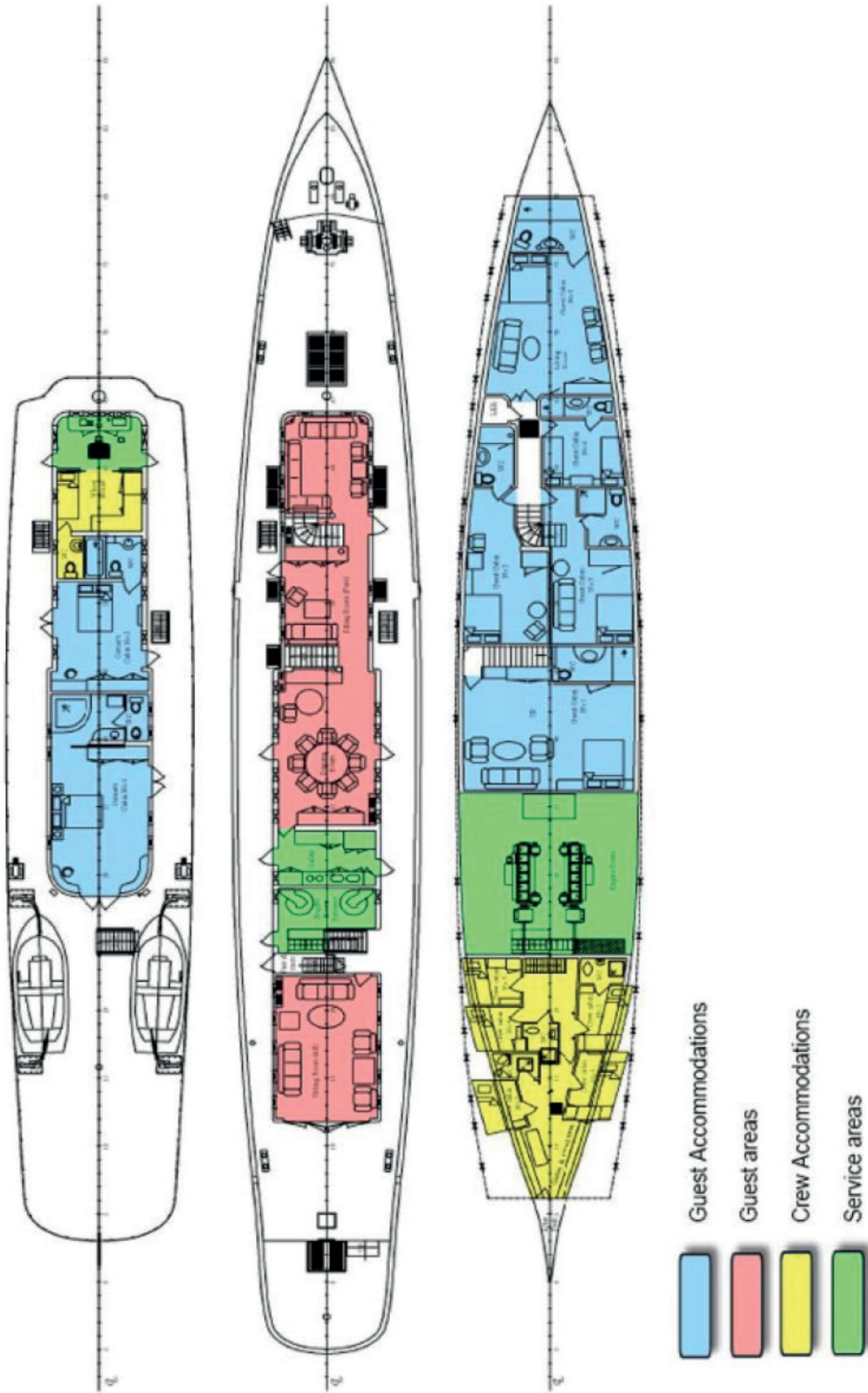
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## 1 CONSTRUCTION

Steel Hull and Superstructure

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## 2 MAIN CHARACTERISTICS

### GENERAL

**Built by:** Ailsa Shipbuilding, Troon  
**Year:** 1902  
**Length:** 55.40m (200')  
**Beam:** 6.86m (22' 6")  
**Draft:** 3.99m (13' 1")  
**Classification:** Lloyds 100A1 +LMC  
**Flag:** Malta  
**Gross tonnage:** 359 t  
**Net tonnage:** 107 t

### CAPACITIES

**Speed:** 10/11 knots (approx)  
**Range:** 2750 @ 10 Knots  
**Fuel capacity:** 50,000 Litres  
(13,209 US Gallons)  
**Water capacity:** 40,000 Litres  
(10,567 US Gallons)  
**Black water capacity:** 3,900 Litres  
(1,030 US Gallons)  
**Grey water capacity:** 3,900 Litres  
(1,030 US Gallons)  
**Fuel consumption:** 106-170 lph @ 10 knots

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## 3 MACHINERY

**Engines:** 2 MTU 650 HP  
**Engine model:** MTU Mercedes Maybach  
**Engine hours:** Port: 10000hrs  
(30-Nov--0001)

**Starboard:** 10000hrs (30-Nov--0001)  
Fully overhauled in 2006 under Lloyd's special survey. Worked about 300 hours since then.

**Fuel:** Diesel  
**Propulsion:** Prop Shaft  
**Gearboxes:** Reintjes, ratio 5.88:1, (approx 200-250 RPM at propeller)  
**Steering:** Original mechanism (converted from steam to electrical)

### GENERATORS

1x 105 KVA Deutz (2004)  
1x 50 KVA Kubota (2002) insulated for silent operation

### ELECTRICITY

380 volts, 50 cycles  
220 volts, 50 cycles - via 2 transformers  
**Shore power:** 380 volts  
**Batteries:** 4 x 220 amp/hrs - main engines  
2 x 220 amp/hrs - generators  
4 x 220 amp/hrs - emergency lights and night operation

### AIR CONDITIONING

New

### OTHER MACHINERY

**Sewage System:** Triton 408 (4,080 litres/day)

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## 4. ACCOMMODATION

### “Owner’s” Suite

Large stateroom with seating area, situated on the upper deck, featuring 2 sets of double window doors opening onto the deck.

### “President” Suite

Full beam master stateroom with double bed and large seating area. Situated amidships for most comfortable motion.

### “Lord’s” Suite

Large stateroom with seating area, one of the original staterooms, with part of the original mahogany panelling. Situated in the forward lower accommodations.

### “Lady’s” Suite

Large stateroom with seating area, the other one of the original staterooms, with part of the original mahogany panelling. Situated in the forward lower accommodations.

### “Athenian” Suite

Large stateroom, partly original, with seating area, situated in the forward part of the ship, featuring a large central skylight.

### “Ambassador” Suite

Airy stateroom on the upper deck, featuring double window doors that open onto the deck.

1 x Smaller stateroom, with 2 single beds and bathroom en suite facilities, useful for guests, children or accompanying personnel. This is also one of the original rooms.

All bathrooms have showers, basin and toilet and vanity unit

## Crew Quarters

### Upper deck

Captain’s cabin with bathroom en suite, situated aft of the bridge.

### Lower deck

1 x Double cabin with bathroom en suite 1 x Single cabin

3 x Double bunk cabins 2 x Common bathrooms

### Crew Mess

Crew kitchen and mess, with seating for 6 crew.

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## 5. COMMUNICATION EQUIPMENT

- VHF: 1 x Sailor RT 144C
- Inmarsat: Furuno TM I200B

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## 6. NAVIGATION EQUIPMENT

- Radar: Samsung SMR 3600, 35 NM
- GPS: Furuno GP-70
- Echo sounder: Furuno L56100
- Autopilot: Furuno FAP 55
- Compass: Gyro compass & magnetic compass

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## 7. TENDERS & TOYS

- Riva Superflorida, 6m, 320HP, (1957)
- Classic launch, 6 m, Lister diesel (overhauled 2007)
- Watersport: One inflatable boat with 35HP engine. One jet ski
- Davits: 2xElectric driven classic davits, one for each tender.

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## 8. DECK EQUIPMENT

- Windlass: Original windlass (converted from steam to electric drive)
- Anchors: 2x400 kg with 5 shackles on each chain

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## 9. SAFETY & SECURITY EQUIPMENT

- Life-rafts: 2 x 20 people (to be installed)
- Life-jackets: 27 x Adult & 6 x Children
- Fire fighting: 6 x Fire line points with hoses.

Full complement of fire extinguishers as per fire plan. Automatic overhead extinguishers for engine room

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## 10. REFIT HISTORY

(Refit - Lloyd's special Survey - February 2003 to October 2007)

MADIZ underwent a major refit under the Owner's careful and strict supervision in Perama, Greece that included a 17 month dry dock period.

The main works done are as follows:

### Steel works

Replacement of approximately 50 tons of plating (internally and externally) with 8 mm and 10 mm steel, including bulkheads, tanks and the majority of frames below the waterline in forward and aft areas. Some areas were completely rebuilt.

- Diesel tanks extended and rebuilt
- New water tanks
- New black and grey water tanks
- All tanks were pressure tested under Lloyd's supervision

### Plans

A full new set of plans was drawn up and approved by Lloyd's

## Machinery

- Almost all piping replaced
- New sewage treatment plant installed
- All pumps either renewed or overhauled
- The majority of electrical wiring replaced
- New main electrical switchboard and 220 transformer
- New main engine control panels
- New generator added
- Emergency lighting and alarms renewed
- Lignum vitae bearings renewed
- Main engines - major overhaul
- Shaft bearings re-metalled
- Intermediate shafts, tail shafts and propellers tested
- Main engines and shafting system re-aligned
- Air conditioning system was rebuilt
- Rudder mechanism rebuilt

## Interior

- New (President) stateroom built
- Forward (Athenian) stateroom extended
- Existing wood panelling removed, underlying plating cleaned and painted, woodwork repaired or refurbished.
- Most electrical wiring replaced

## Deck

- Replacement of teak decks on foredeck, aft deck & all of the upper deck
- Refurbishment of all existing panelling and deck fittings
- Anchor windlass entirely rebuilt
- Complete re-paint of all exterior surfaces

## Surveys

- Lloyds Certificate of Class +100A1 Issued on 25/7/2008
- Special survey Completed 07 / 2006
- Intermediate survey Completed 05 / 2009
- Next Docking / shaft survey Due 09 / 2010
- Next Special survey Due 07 / 2011

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## 11. EXCLUSIONS

A complete list of exclusions is available upon request.

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## 12. HISTORY

Madiz is a unique survivor from the early 20th century no other yacht so old, so large or so original remains. She has evolved over her incredible 120 years but still retains significant original features both interior and on deck.

The panelling in the main salon and dining salon would be immediately recognisable to James Coates Jnr who commissioned Madiz from the legendary yacht designer G. L. Watson. The commission stemmed from Coates' requirement for an escort yacht for his schooner Glennifer, which was the largest two masted schooner ever built. Launched from the Ailsa yard as Triton on 27 February 1902, Madiz soon set out as mothership on cruises to the North of Scotland and Scandinavia.

After 10 years' service, Madiz was acquired by Sir George Bullough and renamed Rhouma II. Bullough used her to allow him to travel in comfort to the Isle of Rhum and the vast Kinloch Castle which he had built there as an extravagant palace to welcome his friends.

Bullough did not enjoy Madiz for long and on the outbreak of World War I she was taken over by the Royal Navy. She returned to yachting in 1920 and passed through the hands of series of well-known British yachtsmen becoming Osprey and eventually Hiniestia in the ownership of Sir Frederick Preston. Like Bullough he would not enjoy her long before she was again in naval service. Then, with the return of peace, Madiz hit the headlines as the Royal Patrol Yacht Hiniesta embarking King George VI, the Queen and future Queen Elizabeth II as part of the victory tour of Northern Island.

Post-World War II, the age of large yachts was supposed to be over but enter the Hon. John North, second son of the 8th Earl of Guilford. His ancestors had served King Henry VIII, been prime minister during the American War of Independence and his family still lived in

state. John took up yachting and after sailing extensively in the West Indies, acquired Madiz and headed for the Mediterranean.

Madiz became world famous when she was chartered in 1960 by Frank Sinatra who dully invited the Rat Pack including Samy Davis Jnr, Dean Martin and Peter Lawford. The newly elected president Kennedy's parents were on the guest list along with international playboy Porfirio Rubirosa and Janet Leigh who had recently starred in Hitchcock's Psycho. The cruise was nothing less than a riot.

When in 1968 John North decided to sell his 58-year-old steam yacht he turned to Christies who described her 'as probably the oldest steam yacht in commission and classed 100A1 at Lloyds. As such she is as rare as a Rembrandt.'

But Madiz did not sell. Instead, she languished in Piraeus until she inspired Greek-Iranian businessman Costas Keletsekis to become a yacht owner. It was a total surprise to his wife who could not see past the neglect and work needed 'I could not even imagine what wonderful times we were going to have on it and what a difference it would make to our lives; making them more fascinating and pleasant.' Over the next 40 years they cruised, entertained and grew as a family.

In 2003 Keletsekis who had already re-engined Madiz decided that it was time to give her a full refit and bring her back into class with Lloyds Register. It was a herculean task that lasted four years but one that made history; Madiz is the oldest 100A1 classed yacht in the world.

Madiz was acquired by her current owners in 2010. They have continued the tradition of hospitality and great care for their yacht. The interior has been enhanced by a collection of appropriate British antiques adding a new tier of history to this much storied yacht.



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