

MADIZ - AILSA SHIPBUILDING CO.



Builder: [AILSA SHIPBUILDING CO.](#)

LOA: 181' 0" (55.40 m)

Year Built: 1902

Beam: 22' 0" (6.86 m)

Model: N/A

Max Draft: 13' 1" (3.99 m)

Price: \$10,189,821.82 USD Subject to change.

Cruising Speed: 10 Knots (11.51 MPH)

[See full listing on our website](#)

Location: Athens, Greece

Max Speed: 11 Knots (12.66 MPH)

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OVERVIEW

Madiz is a singular treasure of the early 20th century, an enduring expression of refined taste and masterful shipbuilding. Launched in 1902 by Ailsa Shipbuilding in Troon, Scotland, she remains the largest classic motor yacht presently offered for sale and carries the unique honor of being the oldest operational yacht in service with Lloyd's classification. Conceived by the celebrated designer G.L. Watson for James Coates Jnr, she was originally intended as a mothership to support Coates' grand schooner rigged sailing yacht, her elegant lines and purpose-built spaces reflecting that role.

Her history is woven with service and celebrity: pressed into the Royal Navy during both World Wars, she later played host to members of the British Royal Family and entertained icons such as Frank Sinatra and the Rat Pack. In 2003, under the stewardship of Costas Keletsekis, Madiz was painstakingly restored to Lloyds 100A1 class, and since 2010 her present owners have devoted themselves to safeguarding her status as a living classic.

This 120 year old, steel hulled motor yacht is propelled by two Mercedes 250Hp engines and offers luxurious accommodation for up to 14 guests across seven tastefully appointed cabins, supported by a professional crew of 10. Complementing her graceful presence are a 6m Riva Superflorida tender and a 6m classic launch, ideal for exploring the surrounding blue.

Now lying in Perama, Athens, Madiz may be viewed by appointment. For those seeking a vessel that marries storied provenance with timeless luxury, Madiz presents a singular opportunity on the current yacht sales market at this location.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1902

Sub category:
Motor Yacht

Country:
Greece

Model Year:
1902

Dimensions

LOA:
181' 0" (55.40 m)

Max Draft:
13' 1" (3.99 m)

Beam:
22' 0" (6.86 m)

Speed, Capacities and Weight

Cruise Speed:

10 Knots (11.51 MPH)

Water Capacity:

10566.88 Gallons

Max Speed:

11 Knots (12.66 MPH)

Fuel Capacity:

13208.6 Gallons

Gross Tonnage:

359 Pounds

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

N/A

Deck Material:

Steel

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Fuel Type:

Diesel

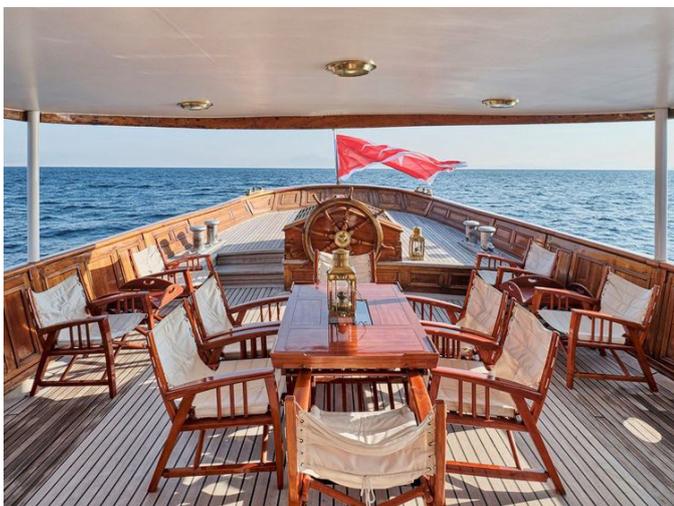
Manufacturer:

MERCEDES

GALLERY















DETAILED DESCRIPTION

Construction

The yacht boasts a robust and meticulously crafted construction, featuring a steel hull and superstructure that together create a vessel of exceptional durability and sea-keeping ability, designed to deliver a smooth and stable voyage across diverse conditions. The steel hull has been expertly engineered to resist the rigors of open water, providing unparalleled protection and long service life, while the steel superstructure complements that resilience with structural cohesion and elegant form, resulting in a harmonious marriage of form and function. This seamless integration of steel throughout the yacht underscores a commitment to quality and performance, promising an extraordinary yachting experience built to endure.

Main characteristics

This magnificent yacht, built by Ailsa Shipbuilding in Troon in 1902, is a testament to timeless craftsmanship and enduring elegance, measuring 55.40 meters (200 feet) in length with a beam of 6.86 meters (22 feet 6 inches) and a draft of 3.99 meters (13 feet 1 inch), a presence that commands attention on the water. Her robust construction carries the Lloyds 100A1 +LMC classification, assuring the highest standards of safety and reliability, while proudly flying the Maltese flag and registering a gross tonnage of 359 tons and a net tonnage of 107 tons, figures that reflect her substantial capacity and seafaring stature. Designed by the renowned naval architects G.L. Watson & Co., she is engineered for both comfort and efficient performance, cruising gracefully at ten to eleven knots and offering an impressive range of 2,750 nautical miles at ten knots, ideal for extended passages. Fuel capacity is generous at 50,000 liters (13,209 US gallons) with water capacity of 40,000

liters (10,567 US gallons), and black and grey water tanks of 3,900 liters (1,030 US gallons) each, while fuel consumption of 170 liters per hour at ten knots demonstrates a balance of efficiency and capability for long distance luxury cruising.

Machinery

The yacht is powered by two robust Mercedes engines, each delivering 250 horsepower, with Maybach engineering ensuring dependable performance, and both port and starboard units showing 3,300 hours since their rebuild in 2008 following an extensive overhaul undertaken during Lloyd's special survey in 2006. These diesel engines transmit power through a prop shaft via Reintjes gearboxes with a ratio of 5.88:1, producing approximately two hundred to two hundred and fifty RPM at the propeller, while the original steering gear has been sensitively converted from steam to electric control to preserve classic lines while improving operation. Electrical generation is provided by a 105 KVA Deutz generator installed in 2004 that has recorded zero hours since its W6 service in 2024, alongside a 100 KVA ONAN from 2012 with 13,700 hours, and the onboard electrical system operates at 380 volts and fifty cycles with an additional 220 volts at fifty cycles available via two transformers and shore power supported at 380 volts. The battery complement is comprehensive, including four 220 amp/hour batteries for the main engines, two for the generators, and four dedicated to emergency lighting and night operations. Comfort and systems modernization include a new air conditioning installation, a Triton 408 sewage treatment plant capable of processing 4,080 liters per day, and a Seafari watermaker, together ensuring a self sufficient and luxurious onboard environment.

Accommodation

The yacht presents an exquisite accommodation layout where each suite has been crafted to balance historic character with contemporary comfort, beginning with the Owner's suite on the upper deck — a large stateroom with a seating area and two sets of double window doors that open directly onto the deck for seamless indoor–outdoor living. The President suite is a full beam master stateroom positioned amidships for the most comfortable motion and features a double bed and a spacious seating area for relaxed living. Forward on the lower deck, the Lord's and the Lady's suites each offer a large stateroom with seating areas and retain portions of the original mahogany paneling, while the Athenian suite in the forward section boasts a large stateroom with seating and a dramatic central skylight that artfully blends original features with modern appointments. The Ambassador suite on the upper deck is an airy stateroom with double window doors opening to the deck, enhancing light and connection to the sea. A smaller guest stateroom with two single beds and an en suite bathroom provides comfortable accommodation for children or staff and remains one of the original spaces that contribute to the vessel's charm; all bathrooms across the yacht are fitted with showers, basins, toilets and vanity units for convenience and style. Crew accommodation is thoughtfully arranged with the captain's cabin aft of the bridge on the upper deck, complete with an en suite bathroom, and the lower deck housing a double cabin with en suite, a single cabin with en suite and three double bunk cabins supported by two shared bathrooms, while the crew galley includes a mess area with seating for six, ensuring a comfortable environment for the team that maintains the vessel.

Communication equipment

The yacht is equipped with essential communication equipment to ensure

safety and connectivity at sea, featuring a VHF GMDSS system by FURUNO that provides reliable short range maritime communications, while noting that there is no Inmarsat satellite system presently installed; prospective owners may therefore wish to consider additional satellite communication options depending on their cruising profile and long range communication requirements.

Navigation equipment

The yacht is fitted with a comprehensive navigation suite designed for precise and reliable passage making, centered on the Furuno Navnet radar/plotter which integrates radar and chart plotting for superior situational awareness, supported by a Furuno LS 6100 echo sounder for accurate depth readings and a Furuno SC 502 satellite compass/GPS for precise heading and position data; a traditional magnetic compass remains aboard as a proven backup, and an EM Track A200 AIS enhances safety by broadcasting the vessel's position and receiving traffic information from nearby ships, together delivering confidence for any voyage.

Tenders & toys

The yacht's collection of tenders and toys enhances the onboard lifestyle with both vintage allure and contemporary reliability, highlighted by a Riva Superflorida, a six metre tender dating from 1957 and powered by a Chrysler petrol engine that evokes classic elegance and spirited rides, alongside a six metre classic launch from 2019 driven by a Nanni diesel engine that marries modern engineering to traditional lines. Two electric driven classic davits, one dedicated to each tender, provide smooth and stylish deployment and recovery, underscoring thoughtful integration of handling equipment and ensuring guests can enjoy waterborne activities with ease and refinement.

Deck equipment

The deck equipment reflects a considered preservation of heritage alongside modern practicality, centered on the original windlass which has been thoughtfully converted from steam to electric drive to retain historical character while delivering contemporary convenience. The anchoring system comprises two substantial 400 kg anchors, each fitted with five shackles on their chains, providing secure and reliable mooring capability across varied conditions and reinforcing the yacht's blend of tradition and operational robustness.

Safety & security equipment

Safety and security aboard are comprehensive and prominently prioritized, with two liferafts each capable of accommodating up to twelve people, a network of six fire line points with hoses for rapid response, and a full complement of fire extinguishers arranged in accordance with the fire plan. For advanced firefighting needs the yacht carries two fireman's outfits complete with breathing apparatus and spare air bottles, and four Emergency Escape Breathing Devices provide essential respiratory protection in smoke or toxic atmospheres; a multi zone fire detection system covering the main deck, engine room and crew areas ensures early warning and swift action, delivering peace of mind for passengers and crew alike.

Refit history

The yacht's refit history is extensive and testament to meticulous stewardship, having been reclassified by Lloyd's in 2003 and 2007 and completing a special survey in 2007, followed by a major owner supervised refit in Perama, Greece that included a seventeen month dry dock period and comprehensive

structural renewal. Approximately fifty tons of internal and external plating were replaced with eight millimetre and ten millimetre steel, including bulkheads, tanks and the majority of frames below the waterline in forward and aft areas, with some sections fully rebuilt and diesel tanks extended and reconstructed alongside new water, black and grey water tanks, all pressure tested to Lloyd's approval and supported by a new complete set of plans drawn and submitted for classification. Machinery and systems were overhauled extensively: almost all piping was renewed, a new sewage treatment plant installed, pumps replaced or refurbished, the majority of electrical wiring renewed along with a new main electrical switchboard and 220 transformer, new main engine control panels and an additional generator fitted, emergency lighting and alarms upgraded and lignum vitae bearings replaced; the main engines underwent major overhaul, shaft bearings re-metalled, intermediate and tail shafts and propellers tested and aligned together with the main engine and shafting system, while the air conditioning and rudder mechanism were rebuilt. Interior works included construction of a new President stateroom and extension of the forward Athenian stateroom, removal and restoration of original panelling with repainting of underlying plating and repair or refurbishment of woodwork, the replacement of most electrical wiring and the installation of a new galley in 2010. Deck works saw teak decks on the foredeck, aft deck and all of the upper deck replaced, refurbishment of paneling and deck fittings and a complete rebuild of the anchor windlass, and the exterior received a full repaint in 2023, all combining to preserve the yacht's heritage while upgrading her systems and appearance to exacting standards.

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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