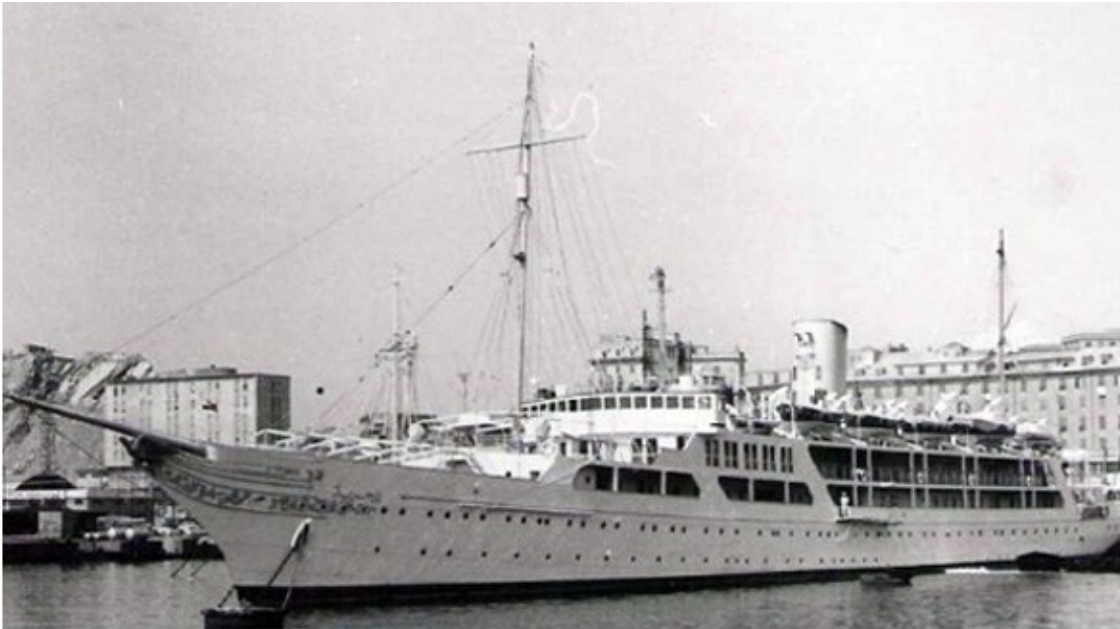


MAHROUSSA



El Horriya

Length: 478 feet

Top speed: 16 knots

Total power: 19,550 hp

The fifth largest yacht in the world is also one of the oldest super yachts still in operation. **El Horriya** was originally built in **London** in **1865** for the **King of Egypt** and the length was extended in **1872** and in **1905** and last **refitted** in **1987**.

The yacht is berthed out of Alexandria and is listed as a training ship by the Egyptian Navy, but it still has the capacity for carrying up to 160 crewmembers.

Motor Yacht MAHROUSSA by SAMUDA BROTHERS



A General Description of Motor Yacht MAHROUSSA

Samuda Brothers finished building motor yacht **MAHROUSSA** in **1865**. Accordingly, she has the distinction of being built country of the United Kingdom. **MAHROUSSA** had yacht design work completed by **Samuda Brothers** and **Oliver Lang**.

SS **MAHROUSSA** (Guarded by God's blessings) is a graceful **478 ft** iron hulled yacht built in England in **1865** by the **Samuda Brothers** of Poplar, **London** for the ruler of Egypt, **Khedive Ismail Pasha** and was the Egyptian royal yacht until the monarchy was overthrown in 1952. After the abdication of the King she was used as a naval training ship by the Egyptian government and renamed El Horria (**Al Horreyya**) and has since served in that role and also as the presidential yacht. The yacht is considered to be an historical shrine by the Egyptian Navy at Alexandria. Her greatest claim to historical fame - she was the first ship leading the procession through the brand new Suez Canal in 1869. During the 19th century she was cut in two and had approximately 40 ft added to her length. She was rebuilt in 1905/6 in Italy and became one of the earliest ships of any size to be fitted with steam turbines. She was more recently refitted in the late 1940s/early 1950s in Italy and was recently reboilered in Alexandria.

The New Build & Yacht Design with respect to Luxury Yacht MAHROUSSA

Samuda Brothers was the naval architecture company involved in the professional superyacht plans for MAHROUSSA. Also the company Samuda Brothers and Oliver Lang expertly collaborated on this project. In 1865 she was actually launched with celebration in London and post sea trials and finishing touches was afterwards delivered to the new owner. muda Brothers completed their new build motor yacht in the United Kingdom. The core hull was crafted from iron. The motor yacht superstructure component is fabricated mostly with ironwood. With a beam of 13 metres / 42.6 ft MAHROUSSA has beamy internal space. A fairly deep draught of 5.3m (17.5ft) selects the amount of certain marinas she can enter, contingent on their individual characteristics. She had refit maintenance and modification completed in 1987.

Engineering And The Speed/Range The M/Y MAHROUSSA :

Coupled to the MAHROUSSA engines are 3sc. She is fitted with 2 engines.

For Superyacht MAHROUSSA There is Passenger Accommodation For Guest:

Under normal conditions she utilises around 160 capable yacht crew to maintain and sail.

A List of the Specifications of the MAHROUSSA:

Superyacht Name: Motor Yacht MAHROUSSA Ex: El Horria - Built By: SAMUDA BROTHERS - Built in: London, United Kingdom - Launched in: 1865 - Refitted in: 1987 - Length Overall: 145.72 metres / 478.09 feet - Waterline Length:

Naval Architecture: Samuda Brothers and Oliver Lang, Samuda Brothers - Designers Involved in Yacht Design: Oliver Lang - Interior Designers: - Gross Tonnes: 4561 - Nett Tonnes: - Displacement: 3762 - Hull / Superstructure Construction Material: iron / ironwood - Owner of MAHROUSSA: - Cost To Build: - MAHROUSSA available for luxury yacht charters: - Is the yacht for sale: - Helicopter Landing Pad: No - Swimming Pool: - Jacuzzi Spa: - Material Used For Deck: teak

The Country the Yacht is Flagged in: Egypt - The official registry port is Alexandria and her home port is Alexandria, Egypt - Class society used: LR (Lloyds Register) - Completed survey under Maritime & Coastguard Agency (MCA) Large Yacht Code: - Max yacht charter guests - Guest's cabins: - Guests Cabin configuration: - Maximum Number of Guests Whilst Underway: - Number of Crew Members: 160

- Cruise Speed: 13 knots. - Top Speed: 16 knots. - Water: unknown. - Yacht Beam: 13m/42.6ft. - Draught at deepest: 5.3m/17.5ft.

Miscellaneous Yacht Details

This motor yacht has a teak deck.



The Khedival Mahroussa Yacht

http://www.innerwheel95.org/visits_clubDetails.php?visitID=4

Guided tour of King Farouk's royal yacht Al Mahroussa

June 7, 2009, Alexandria,

Guided tour of King Farouk's royal yacht Al Mahroussa

Historical background: On 23 July 1952, the Free Officers Movement under Muhammad Naguib and Gamal Abdel Nasser staged a military coup that launched the Egyptian Revolution of 1952. Farouk, (1920-1965), was forced to abdicate, and went into exile in Monaco and Italy where he lived for the rest of his life. The revolutionary government formally abolished the monarchy, ending 150 years of the Muhammad Ali dynasty's rule, and Egypt was declared a republic.

Departure into exile finally came on Saturday, July 26, 1952 and at 6 o'clock that evening, the king set sail on his royal yacht, Al Mahroussa, for Italy with the protection of the Egyptian army. On his exile from Egypt, Farouk settled first in Monaco, and later in Rome, Italy.

SS MAHROUSSA "*Guarded*" by God's blessings.

The graceful 478 by 43 foot, 3,762 ft iron-hulled SS Mahroussa was built in England in 1865 by the Samuda Brothers of Poplar, London for the ruler of Egypt, Khedive Ismail Pasha. The vessel was designed along the same lines as the British Royal Yacht, HMY Victoria and Albert. The Mahroussa was the Egyptian Royal Yacht until the monarchy was overthrown in 1952. Her greatest claim to historical fame is that, as the Egyptian royal yacht, she was among the first ships leading the procession through the brand new Suez Canal in 1869 with L'Aigle*, imperial yacht of Napoleon III of France. Royal Yacht is in this case a misleading term - Mahroussa was an ocean-going steamer, as big or bigger than many of the liners of its time. She was designed by Oliver Lang (designer of Queen Victoria's first steam yacht, the Victoria and Albert) and built in 1865 at their Poplar works on the Thames by the Samuda Brothers, who were among the pioneers of iron shipbuilding and beginning to specialize in ironclad warships. The original design had paddle wheel propulsion, but the ship was converted in 1905 to turbines and triple screws.

Sometime in the latter 19th century, she was cut in two and had approx. 40' added to her length. She was rebuilt in 1905/6 in Italy and became one of the earliest ships of any size to be fitted with steam turbines. She was refitted and modernized in Italy in the late 1940s/early 1950s. She was recently reboilered in Alexandria. After the abdication of King Farouk, she was taken over by the Egyptian government for use as a naval training ship, and renamed El Horria (Al Horreyya) and has since served in that role and, off and on, as the presidential yacht. She is considered to be an historical shrine by the Egyptian Navy at Alexandria.

In 1976, at the age of 111 years, she steamed to New York to take part in the US bicentennial celebration. The ship's condition is immaculate, and duty in her is considered a great honor in the Egyptian Naval Forces. El Horria goes to sea about three times a year, usually just for the day. The Mahroussa twice escorted Egyptian rulers into Italian exile Khedive Ismail in 1879 and his grandson King Farouk in 1952.



King Farouk, ex-king of Egypt, 11 February 1920 – 18 March 1965. tenth ruler from the Muhammad Ali Dynasty and the penultimate King of Egypt and Sudan, succeeding his father, Fuad I, in 1936.



Egyptian Royal Coat of Arms



A royal yacht with a proud history.



A group of 40 IW club members accompanied the chairman on her presidential visit to the Alexandria IW clubs.



Upon arrival, the group was met with music & flowers.



The captain was on board to welcome the Inner Wheel delegation.



The queen's state bedroom was greatly admired.



Seham El Gohary & Ashnadelle H./Mortagy reflecting on the historical events witnessed by Al Mahroussa.



The king's desk was also admired.



The Egyptian room was one among several theme rooms.



Listening to a historical presentation.



The grand staircase leading to the reception rooms.



Afaf Maged could not resist trying out the antique piano.



Amira Ez El Din started dreamng about Mozart & Chopin.



Ebtessam El Leithy enjoyed the musical interlude.



The captain bade farewell to the IW delegation after having answered numerous questions about the yacht's history.