



Moravia

YACHTING

LAMADINE

Builder	Camper & Nicholson's
Year/Refit	1967/2024
LOA	29.6m (97' 11")
Beam	5.3m (17' 3")
Draft	2.83m (9' 2")
GT	65
Cabins	3
Guests	6
Speed	12
Price	€980,000



A Hill Robinson Company



Main Salon



Main Salon



Master Stateroom



Master Stateroom



Master Stateroom - En Suite



Master Stateroom - En Suite



Twin Stateroom



Twin Stateroom



Bridge



Main Deck



Main Deck



Main Deck - Dining



Sun Deck







DIMENSIONS

Length	29.6m (97' 11")
Beam	5.3m (17' 3")
Draft	2.83m (9' 2")

GENERAL

Year	1967/2024
Builder	Camper & Nicholsons
Naval Architect	Laurent Giles & Partners
Interior Design	Laurent Giles & Partners
Exterior Design	Laurent Giles & Partners
Hull Construction	Wood
Superstructure	Wood

ACCOMMODATION

Number of Cabins	3
Total Guests	6
Total Crew	5

CERTIFICATIONS

Flag	Greece
Port of Registry	Piraeus
Class / MCA	Lloyds Registry

TECHNICAL INFORMATION

Main Engines	2 x Caterpillar C7 - 253hp
Engine Hours	Port: 491 hours - May 2023 Starboard: 505 hours - May 2023
Generators	2 x Onan - 24kw each
Generator Hours	Port: TBC - Oct 2022 Starboard: TBC - Oct 2022
Gross Tonnage	65
Maximum Speed	12 knots
Cruising Speed	11 knots
Fuel Capacity	5,730 litres (1,513 US Gallons)
Water Capacity	2,360 litres (623 US Gallons)

VARIOUS

Electricity

220 V single phase cycles: 60Hz
Shore power: 220 V amps/hr: 80

Batteries

Service batteries 8 x 220 AH - 12 V each connected in pairs to supply 24 V DC.

Batt. Charger: 1pc Victron Energy Skylla TG24/100 1pc RI-MET SA type 24/100 - 100 A.

Inverter: 1pc Paco 1200W, 1pc Paco 2000W, 1pc Paco 600W, 2pcs

Waeco Perfect Power PP2000W

HVAC

Marine Air Systems	btu's: 16,000	2pcs
Marine Air Systems	btu's: 7,000	2pcs
Marine Air Systems	btu's: 12,000	1pc

OTHER MACHINERY

HRO Horizon Seafari 900-2 watermaker - 142 l/hr
Waterheating: Inox custom made 80 lt.

Sanitary System: Mini-Biocon treatment system 847 l/day and holding tank. Tecma toilets with electric macerator.

Black Water Tank: 1x250 lt.

Grey Water Tank: 1x100 lt and 1x150 lt.

ACCOMMODATION

No. of guest cabins	3
No. of guest berths	6
Arrangement	Two twin guest cabins aft of the engine room One full beam double bed Owner's cabin aft of the guests cabins
No. of crew cabins	3
No. of crew berths	5

Description of the interior and accommodation:

Forecastle - chain locker on centre line, 2 seat lockers to port and starboard and hinge-down pipe cots over, port holes above, skylight hatch in superstructure over forecabin. Doorway to forecabin.

Crew Cabin / Mess (to port and starboard) - Berths to port and starboard, settees to port and starboard, double portlights to ship's side, dining table in the centre. Crew access ladders through sliding hatch to foredeck.

Galley (to port) - access door to galley from crew quarters offset to starboard, large freezer and refrigerator, refrigerated locker, sink, oven, portlight in ship's side. Steps up from galley to main deck saloon.

Crew W.C. (to starboard) - toilet bowl, wash basin, the whole compartment lined with formica

Captain's cabin (to starboard) - single berth, wardrobe, portlight and hand wash basin.

Main Deck Saloon - Large settee and table. Saloons drinks locker and cold cabinet, ship's library, TV, stereo equipment, steps up to wheelhouse. Wooden custom made varnished furniture all around the main saloon, removable ceiling panels in white laca.

Main Wheelhouse - teak spoked, wheel position offset to port, access to wheelhouse offset to starboard, clear view screen on two inner forward windows, large chart table, code flag pigeon stowage, companion way leading to aft accommodation starboard aft. Horseshow-shaped settee with separate helmsman seat at after end of cockpit. L-shaped settee to port at forward end of cockpit. Access doors through high cockpit coamings port and starboard leading to main deck.

Steering pedestal with repeaters of navigational equipment and sailing control unit. Guest Cabins (to port and starboard aft of the engine room) - locate port and starboard of the centreline passageway. Access doorways at aft end of compartments. Opposed berths two (2) in each cabin, wash basin, cabinet, hanging wardrobe, lockers, drawers and sideboards. Centreline passageway leading to aft WC, shower and Owner's compartments.

Separate WC and shower compartment (to starboard and aft of guest cabins) - shower tray built in cabin sole, hand wash basin, electric toilet bowl with macerator, Samuel Heath taps and accessories, hot water tank and stowage for linen in lockers and drawers.

Owner's Cabin - full beam cabin with double bed on the centreline, drawers and lockers to the sides of the bed, wardrobes to the port & sbrd side to the forward end. Triple portlights to port and sbrd and dressing mirrors.

Owner's WC compartment (to port and forward end of Owner's Cabin) - hand wash basin, electric toilet bowl with macerator, full length bath, Samuel Heath taps and accessories.

Aft Lazarette - locate aft of Owner's Cabin. Entrance through hatch on deck. Large storage space, steering tiller stock from balanced skeg, fresh water maker.

The quality of the original Camper & Nicholson's joinery and outfit is evident and recent alterations blend harmoniously with this. This yacht has charm and character and is clearly a vessel that combines comfort with genuine sea going ability for the serious yachts man.

The cockpit and deck shelter make an attractive area for living on deck, dining is in the open but with shelter for sun or wind, a comfortable place to sit whilst the yacht is under sail. The area is clear of the yachts sailing gear and can be enjoyed by inexperienced guests in safety and comfort.

CONSTRUCTION

LAMADINE is often regarded as a sister ship to the legendary BLUE LEOPARD, although at 97 feet she is a little shorter, she has very similar accommodation and the same thoroughbred performance.

Construction is a multi-stringer system over mahogany frames with four layers of laminated mahogany and cedar planking all glued together and tightened by bronze woodscrews and rivets. The floors, mast girders and engine beds are of light alloy. Decks are composite foam sandwich and plywood with internal framing and teak laid. The whole emphasis in construction is light weight combined with high strength and robustness, achieved by efficient use of high quality materials.

SAILS

Sails	Crosscut with acrylic UV protection Mainsail, mizzen, genoa, jib
Year	TBC
Rigging	– Furling System: Reckmann electric in-mast furlers for mainsail and mizzen – Reckmann hydraulic furler for the forestay – Reckmann manual furler for the inner stay
Type of rig	Cutter rigged
Masts and Spars	Hood Yacht Spars, aluminium Last revision / paint: 2021
Rigging (type and material)	Standing rigging of stainless steel with swaged ends and Norseman terminals, Holmarto hydraulic backstays. Running rigging made of dyneema and polyester braid on braid Holmarto hydraulic boomwangs for main and mizzen
Winches & Sail Equipment	Antal blocks and winches by Lewmar

GENERAL OVERVIEW

Few yachts have become established in yachting “folk law” almost from their inception. They represent milestones in their construction, size or performance, but rarely all three; they possess an élan which they retain throughout their lives.

Lamadine is such a fine pedigree yacht, designed and built originally for the Frye family following in the footsteps of ‘Blue Leopard’ and she is often regarded as a sister ship to her, although at 97 feet she is a little shorter, she has very similar accommodation and the same thoroughbred performance. Designed three years later, Lamadine provided the opportunity for Jack to capitalise on his earlier experience, to produce a vessel unsurpassed in comfort, performance and seaworthiness.

Combine this unique design lineage with the skill and craftsmanship of Camper & Nicholsons at their very best, and one can understand why the yachting press of the day were so flattering in their reviews.

“Lamadine is a motor sailer with an impressive performance under sail or power. This is due to a great extent to the care which has been taken in keeping weight to a minimum” – Yachts & Yachting, June 1967.

“Lamadine is a yacht which can be summoned up in the succulent phrase ‘de grand luxe’....Some British designers and some British yards, when given their head, can between them build a finer yacht that you will see anywhere else in the world.” – Yachtsman, April 1967.

Since Lamadine came to the present ownership in 1997 she has been lavished with great care and maintained in excellent condition. There have been several refits to the yacht, however the most recent and major of which was completed in 2022; an entire upgrade of the yacht’s systems, interior, hull paint and rigging equipment brought this yacht on the market for sale.

Lamadine has never been a finer yacht than today.

EXCLUSIONS

A complete list of exclusions is available upon request.

2022

- Hull paint removed to bare hull, inspected, protected, & fully repainted
- New decks
- New bathrooms
- Machinery overhaul
- Navigation equipment

2017/2018

- Full teak replacement
- Entire interior refurbishment including wall panels, wooden flooring & carpets, re-varnishing, new upholstery, etc.
- New sail wardrobe & rigging
- Winches overhauled
- Exterior seating area refurbishment, new awnings, & loose furniture
- New generators & main engines overhauled

2012

Hull

- The hull paint was removed to bare wood by scraping & sanding; no heat/flame applied
- The hull was 'faired' with sandpaper
- Old screws were removed & replaced
- New pilot holes were drilled, & additional screws fitted
- Screws fitted were Silicon Bronze cut-thread, countersunk Frearson woodscrews
- The hull planking was thoroughly inspected, & maintenance carried out
- The hull was sanded, primed, 'faired' & painted

Electrical

- Complete refurbishment of the electrical installation
- All wiring removed & replaced. Installation updated
- New switchboards for 220VAC & 24VDC
- New service batteries, engine batteries, generator batteries, chargers & inverters
- Design & equipment approved by class

Machinery

- New propulsion engine (Caterpillar C7 254 bhp / 189 kW) fitted.
- CPP hydraulic units completely overhauled with new ball bearings & gears

Piping System

- The bilge, fire, fresh water & HVAC piping systems were completely renewed with new pumps, piping, valves & fittings
- The water tanks were opened, cleaned, & disinfected
- The grey water system was totally renewed
- The crew WC & associated piping was totally refitted
- All fuel piping was dismantled, cleaned, & refitted
- Fuel tanks were opened & cleaned

Masts - Rigging

- The aluminium masts & booms were removed & stripped of all fittings & accessories for treatment & painting. Complete refurbishment & upgrading of rigging & sailing equipment was carried out: New modern rigging, terminals, sheets, clutches, runners, halyard tensioners, hydraulic backstays, boom vang for main & mizzen booms, genoa & jib roller furlers, in-mast furlers for main & mizzen mast, new chainplates, new sails

Superstructure

- Complete maintenance & coating of aluminium superstructure was carried out, including sanding to bare metal & coating.
- The Inox side windows & Inox deck fittings were removed & polished

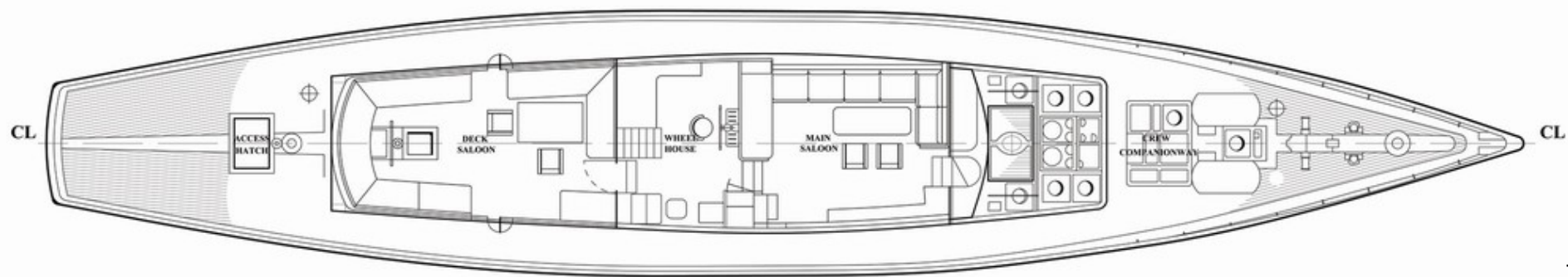
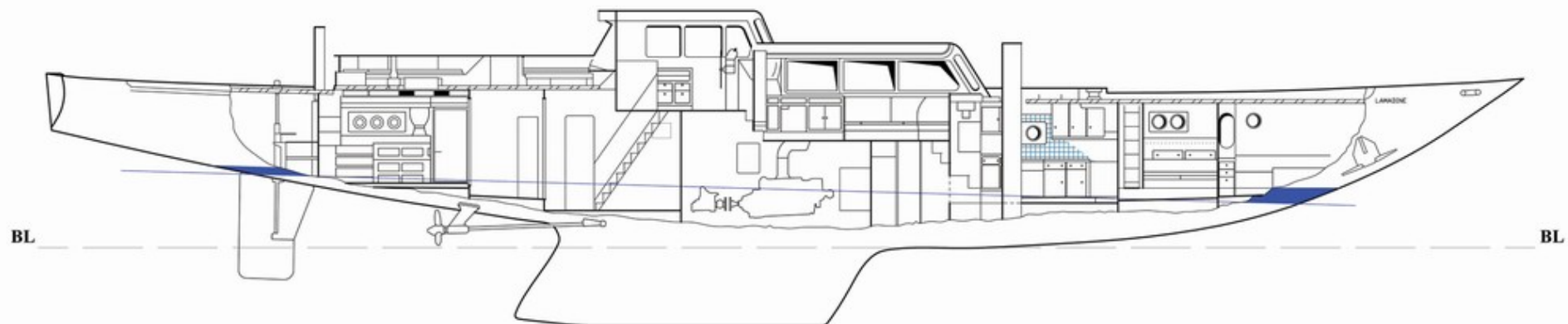
Carpentry

- New capping rails were fitted
- Reconstruction of aft deck settee
- All wooden structures on deck were varnished & the teak deck was recaulked & sanded

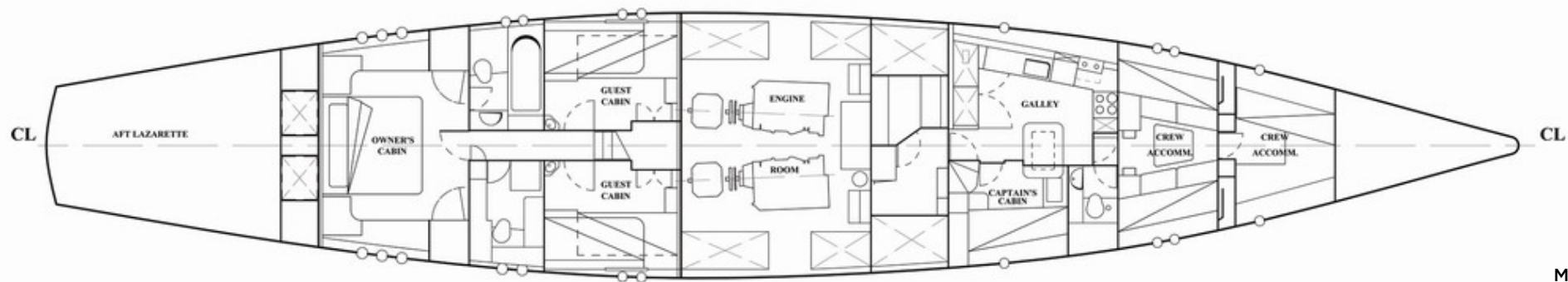
Accommodation

- Complete varnishing of all furniture
- Refurbishment of wheelhouse with new wooden panels & fabrication of new ceiling
- New ceiling for main saloon was fitted plus new wallpaper in all passenger accommodation areas
- Replacement of taps in showers & WCs & installation of a new freezer in galley
- New interior lighting was installed

General Arrangement



TOP DECK



MAIN DECK



Moravia

YACHTING

Contact

Adam Papadakis

Head of Sales / Senior Sales Broker

+377 6 78 63 39 60 | adam.papadakis@moraviayachting.mc

moraviayachting.mc

While every effort has been made to ensure that the information contained in this document is accurate as at the date of production, the accuracy of such information cannot be guaranteed. Moravia Yachting gives no representation, warranty or undertaking, express or implied, as to the accuracy, reliability, completeness or reasonableness of the information contained in this document; the condition of a featured yacht and/or its equipment; the seaworthiness of a featured yacht; or the suitability and/or availability of a featured yacht for purchase or charter. The fees, specifications, figures, images and comments included in this document are subject to change without notice. This document has been produced by Moravia Yachting at the request of the person identified on the front cover for discussion purposes only and is confidential. This document must not be copied or distributed to any third party, in whole or part, without Moravia Yachting's express written permission. Moravia Yachting hereby expressly excludes any liability howsoever arising in respect of any inaccuracies or errors in the information contained in this document, to the fullest extent permitted by law.