

Yacht

Mahroussa

A Journey in the Royal Yacht

Introduction

Ismail Serageldin

Compilation

Mahmoud Ezzat

Translation

Kholoud Said

2015



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In the name of Bibliotheca Alexandrina

*The Bibliotheca Alexandrina dedicates this Catalogue to
the Egyptian Navy Commanders, Officers and Soldiers*

*Dr Ismail Serageldin
Director of the Bibliotheca Alexandrina*





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Booklet (2)

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Introduction

Mahroussa (guarded by God's blessing) narrates the history of modern Egypt. Within its walls, it embraces uncountable memories and great events. Hence was my preoccupation to complete such a Catalogue covering the history of Mahroussa Yacht, one of the world's rarest naval pieces to-date.

The history of royal yachts, which dates back to the oldest times, reached its golden age in the second half of the nineteenth century and the onset of the twentieth century. Later on when the number of monarchies in Europe shrunk following World War I, republican and presidential regimes scarcely attempted building yachts for presidents; one of the rare examples is President John Kennedy's yacht.

All European royal yachts are owned by the State, controlled by the Navy, and assigned to monarchs as long as they are reigning. Such is the case in Britain, Denmark, the Netherlands, and other countries. When Egypt became a Republic, the State retained the Royal Yacht Mahroussa which became an integral part of the history of Egypt.

Mahroussa was the very first ship leading the procession through the Suez Canal inauguration in 1869. It was one of the largest royal vessels in the second half of the nineteenth century—the golden age of royal yachts. It had two significant alterations, its length was extended by 12 meters in 1872, with a further 5 meters added in 1905, and was refitted in 1950. It is currently berthed in Alexandria as a training ship for the Egyptian Navy, and is a historic site for notable State guests.

It is noteworthy that Mahroussa is the world's oldest floating yacht that is still in use, and one of the largest as well. In 2013, in spite of its age, it ranked seventh in the world's list of the largest ten yachts—it first sailed nearly 150 years ago.

For a century and a half, Mahroussa has been an integral part of the history of Egypt; thus the Bibliotheca Alexandrina had to document this history and narrate the story of Mahroussa.

Khedive Ismail sought to support the Navy with an outstanding royal piece, and hence ordered the construction of a personal yacht.

In 1865, the Samuda Brothers of London completed the building of the vessel in the Arsenal of London, and it was named Mahroussa. It first sailed in August of the same year from the London Port to Astana, where the Khedive was staying at the time, and then home to Alexandria.

In the Egyptian waters, Mahroussa witnessed and recorded visits and journeys which are not only significant but, more often than not, changed the course of the history of modern Egypt.

The Royal Yacht first gained fame when it joined in the Suez Canal Inauguration Ceremony in November 1869; it accompanied Khedive Ismail in his journey to invite Europe's monarchs.



Mahroussa was also the first ship leading the procession through the Suez Canal—a turning point in the Egyptian maritime navigation—in its inauguration on the morning of 17 November 1869, with Khedive Ismail, Empress Eugenie, the Prince and Princess of the Netherland, Franz Joseph I; Emperor of Austria-Hungary, and Prince Fredric Germany’s Crown Prince on board.

In 1879, Khedive Ismail boarded Mahroussa to Italy after being overthrown from power, and Tawfiq Pasha, his son, was his successor. In 1899, Mahroussa sailed from Alexandria to Port Said with Khedive Abbas Hilmi II on board to unveil the statue of Ferdinand de Lesseps, the French Engineer who supervised the construction of the Suez Canal.

On 12 July 1914, Mahroussa took Khedive Abbas Hilmi II to Turkey, but he was denied return by orders of the British Forces. Due to the outbreak of World War I, it was anchored in Astana port until 3 January 1919.

Mahroussa was assigned to carry kings, princes and presidents of sister and friendly countries during their visits to Egypt, such as King Abdul Aziz Al-Saud of Saudi Arabia, King Paul of Greece, President Tito of Yugoslavia, Russian President Khrushchev, Iraqi President Abd El-Salam Aref, Algerian President Ahmed Ben Bella, and Sultan Qaboos of Oman.

One of Mahroussa’s famous journeys is when it sailed to Italy with King Farouk on board following his abdication upon the 1952 Revolution, following the steps of his ancestor Khedive Ismail.

By a presidential decree from President Gamal Abdel Nasser on 18 July 1956, the Yacht’s name was changed from Mahroussa to Horria (Freedom).

The name was kept during the reign of President Mohamed Anwar El-Sadat and participated in numerous occasions, including the United States Bicentennial when it visited the ports of New York, Washington, Philadelphia and Charleston. This was also its longest journey—12700 miles, and it was very well-received by the American people. The US First Lady Betty Ford, as well as other 10,000 guests visited the Yacht. Horria sailed to Arish to commemorate raising the Egyptian flag to celebrate the liberation of Sinai on 25 April 1979. On 4 September of the same year, Sadat boarded Horria on an official visit to Israel during the bilateral peace negotiations.

President Mubarak visited Horria on 10 September 2000, and issued a decree to retain the Yacht’s original name, Mahroussa.

This Catalogue complements the BA mission of preserving different aspects of Egyptian national heritage. The Royal Yacht Mahroussa is among the first naval works that The Memory of Modern Egypt series sought to document.

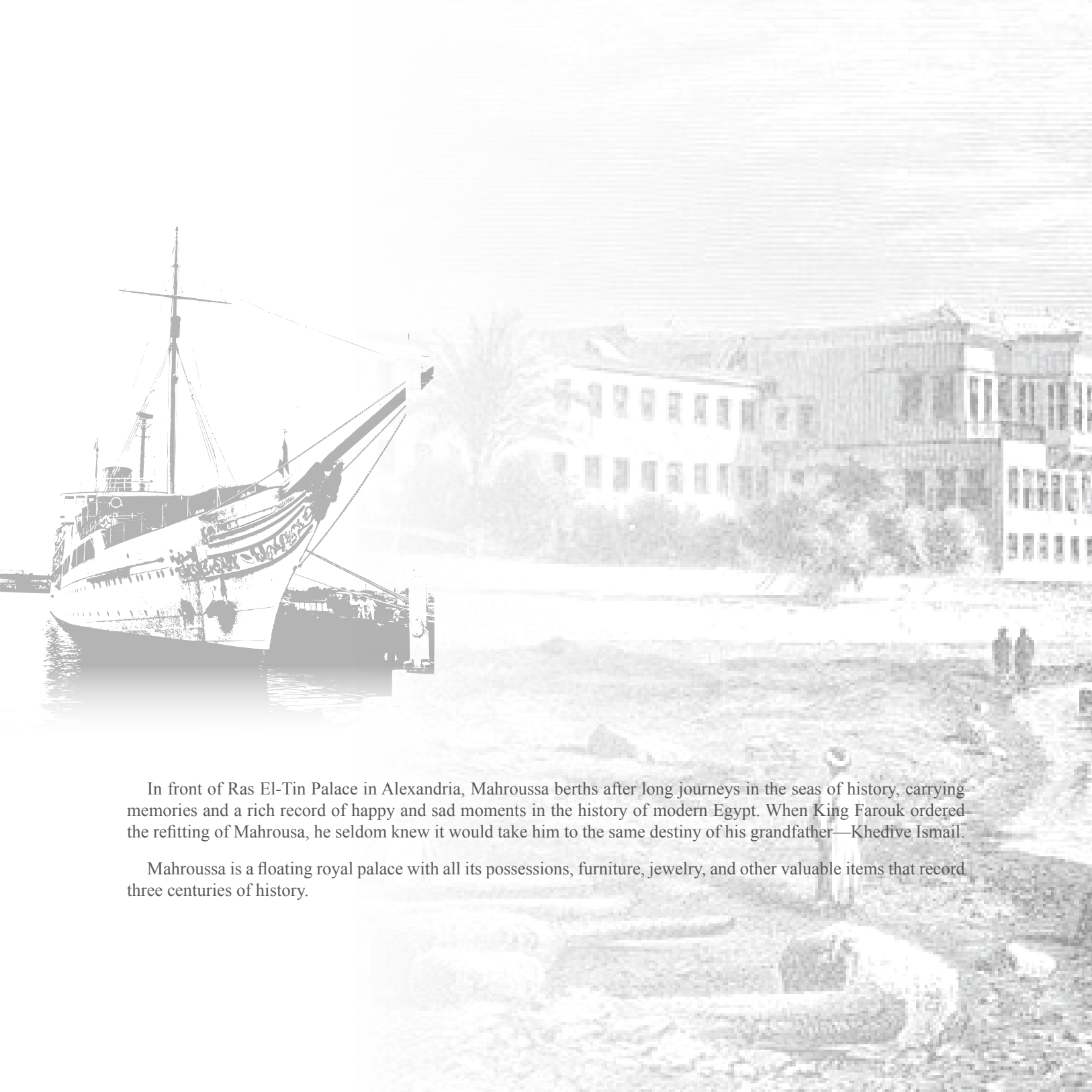
The Catalogue also highlights the cooperation between the Egyptian Navy Forces and the Bibliotheca Alexandrina, and recognizes the role of the Egyptian Navy in protecting the nation's coastlines and the heroic achievements of the Navy throughout Egyptian history. To this end, I can only offer my deep gratitude to the Navy Commander in Chief Vice Admiral Osama El-Gendy for his cooperation to overcome all obstacles hindering the process to produce this Catalogue to meet up with the expectations of the Egyptian Navy and the BA.

I also offer my thanks to the team behind this work, and invite all to sail in the pages of this Catalogue.

Dr Ismail Serageldin
Librarian of Alexandria
Director of the Bibliotheca Alexandrina



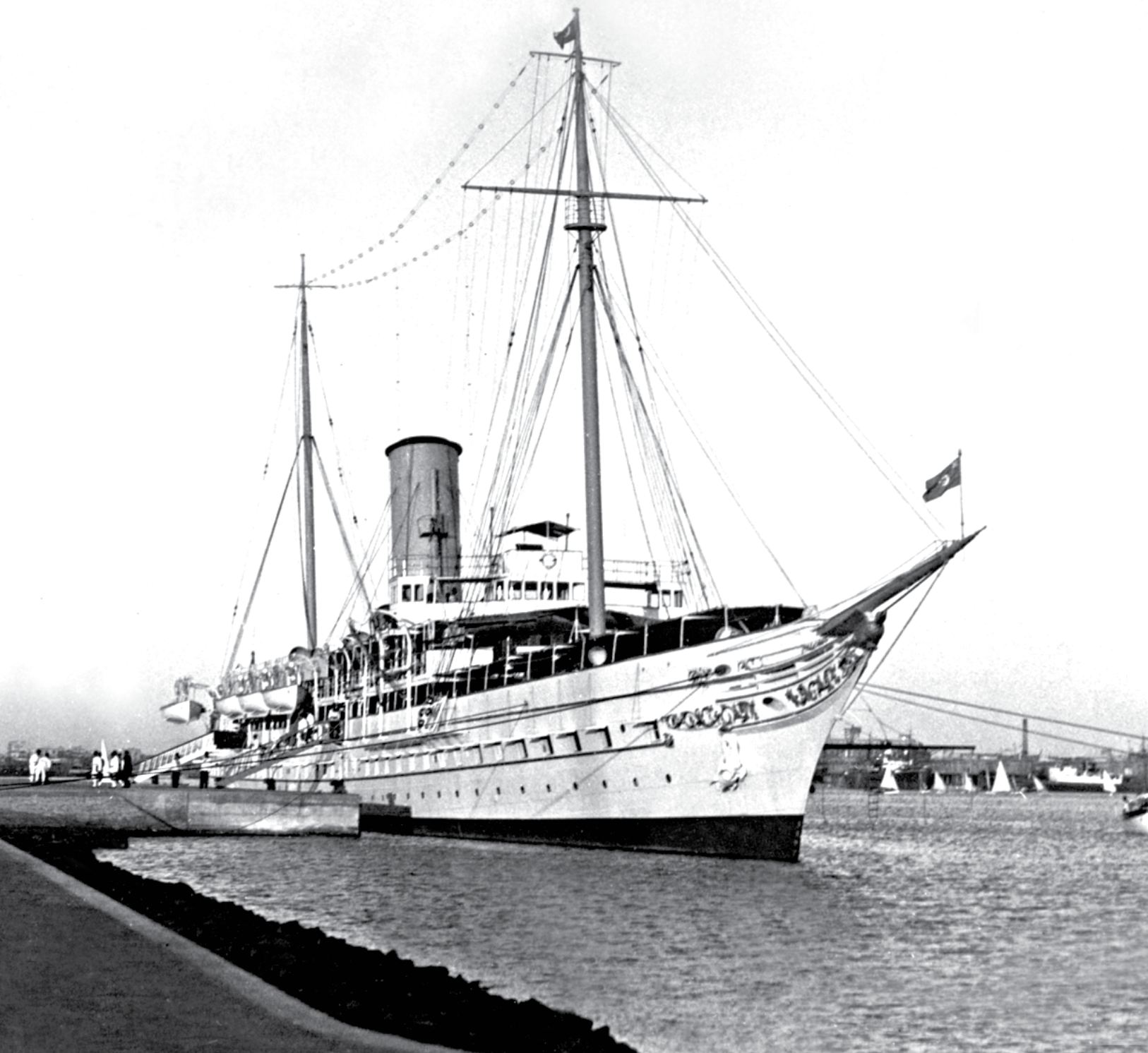
A Journey in the Royal Yacht



In front of Ras El-Tin Palace in Alexandria, Mahroussa berths after long journeys in the seas of history, carrying memories and a rich record of happy and sad moments in the history of modern Egypt. When King Farouk ordered the refitting of Mahrousa, he seldom knew it would take him to the same destiny of his grandfather—Khedive Ismail.

Mahroussa is a floating royal palace with all its possessions, furniture, jewelry, and other valuable items that record three centuries of history.





The Yacht was built during the reign of Khedive Ismail for his personal use after offering the Royal Yacht Fayed Gehad to the Ottoman Khedive Abdul Aziz Khan on the occasion of his visit to Egypt to congratulate Khedive Ismail on the reign of Egypt. The Samuda Brothers started the construction of the iron-hulled yacht in 1863.

The Yacht was launched in 1865 and was named Mahroussa. It was delivered to a commissioning crew of Egyptians who specifically travelled to London to bring it to Alexandria in August 1865.

At the time, Mahroussa was 411 feet (125 meters) long and its width was 12 meters with 3417 gross tonnes. Steam turbines provided power. Its maximum speed reached 16 knots. It had two smokestacks (funnels) and was armed with eight Armstrong cannons. These served as yacht decoration, as well as to defend the Yacht in case of any maritime attack.

Given its incomparable grandeur and unprecedented size, Mahroussa is considered a true legend.

The Yacht is composed of five levels:

- The Basement includes the machines, yacht boilers and fuel tanks.
- The Ground (Main) Level includes the living rooms, kitchens, warehouses, the Winter Suite and the Pharaonic Hall, in addition to the princes and princesses suites.
- The First Level houses the bow of the yacht, the anchorage and the load cranes, besides the Dining Room and the Smoking Room.

- The Second Level contains the artillery, winter and summer gardens, the Summer Suite and the Blue Room.
- The Third Level is occupied by the passage (esplanade) and the lifeboats. The Yacht has four elevators including one solely for the Royal Suite. It also includes the garage of His Majesty's red car.

In 1867, Mahroussa led the 10-vessels fleet that transported the expedition to suppress the revolution in Crete.

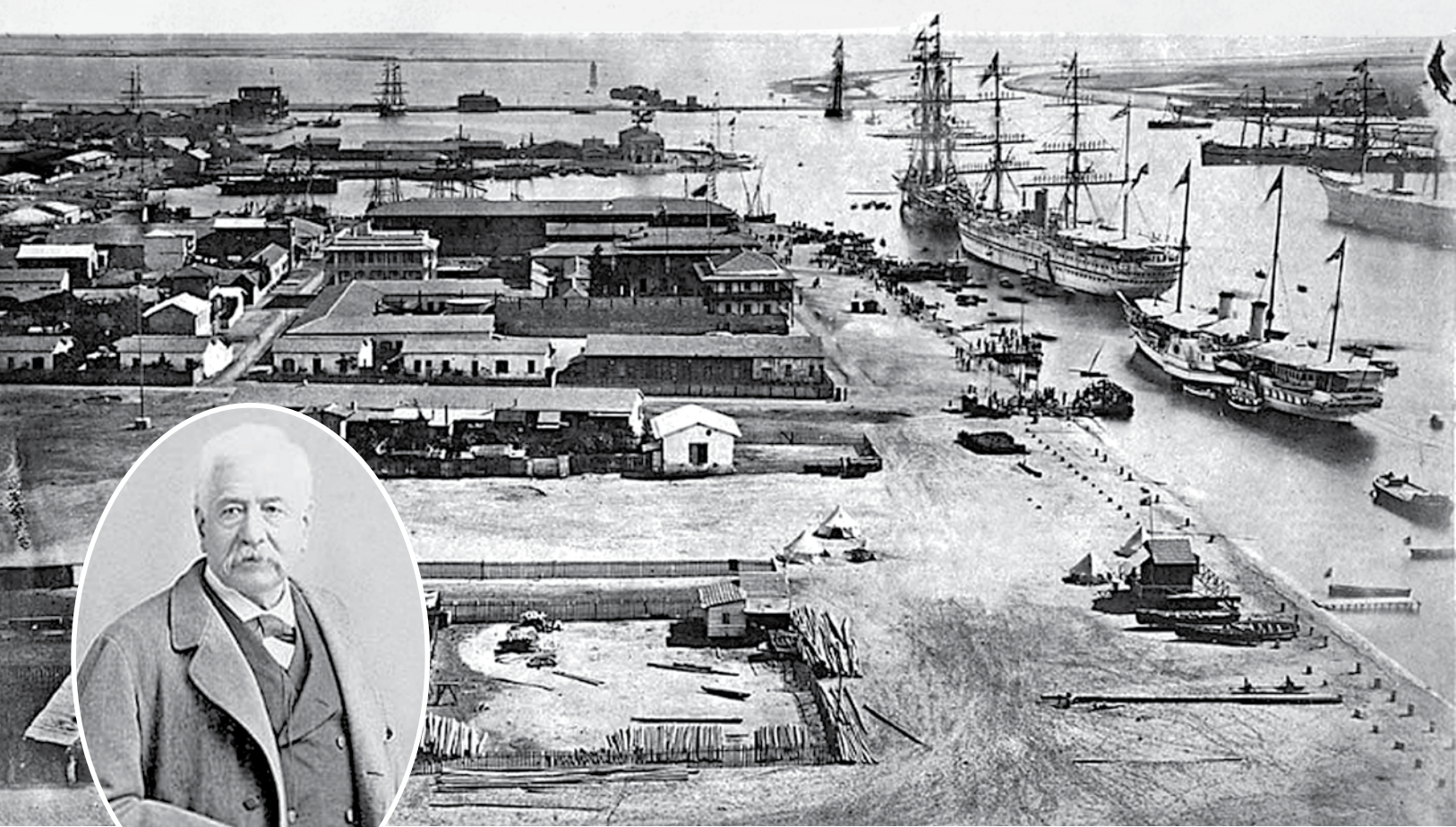
At end-1867, Khedive Ismail travelled on board the Yacht to Paris to attend the art exhibitions there.

In 1868, Mahroussa sailed with Khedive Ismail to Marseille to invite European presidents, kings and princes to the Suez Canal inaugural ceremony.

On 17 November 1869, the Yacht participated in the inauguration of the Suez Canal, and led the procession with several eminent personalities on board including Empress Eugenie of France, wife of Napoleon III. On this occasion, the Empress granted an antique piano built especially for her in Stuttgart, Germany, in 1868. It is still on board the Yacht intact.

The length of Mahroussa was extended by 40 feet in 1872 in London, thus became 451 feet (137.5 meters) long.





Ferdinand de Lesseps

In 1879, Khedive Ismail boarded Mahroussa to Italy to reside there after he was ousted from the throne of Egypt. His son, Tawfiq, was his successor.

In 1894, the Yacht boilers were changed at Hassabo Bek Mohamed Arsenal in Alexandria, where it also underwent some repairs.

In 1899, Mahroussa left Alexandria to Port Said with Khedive Abbas Hilmi II on board to unveil the

statue of Ferdinand de Lesseps, the French Engineer who supervised the construction of the Suez Canal.

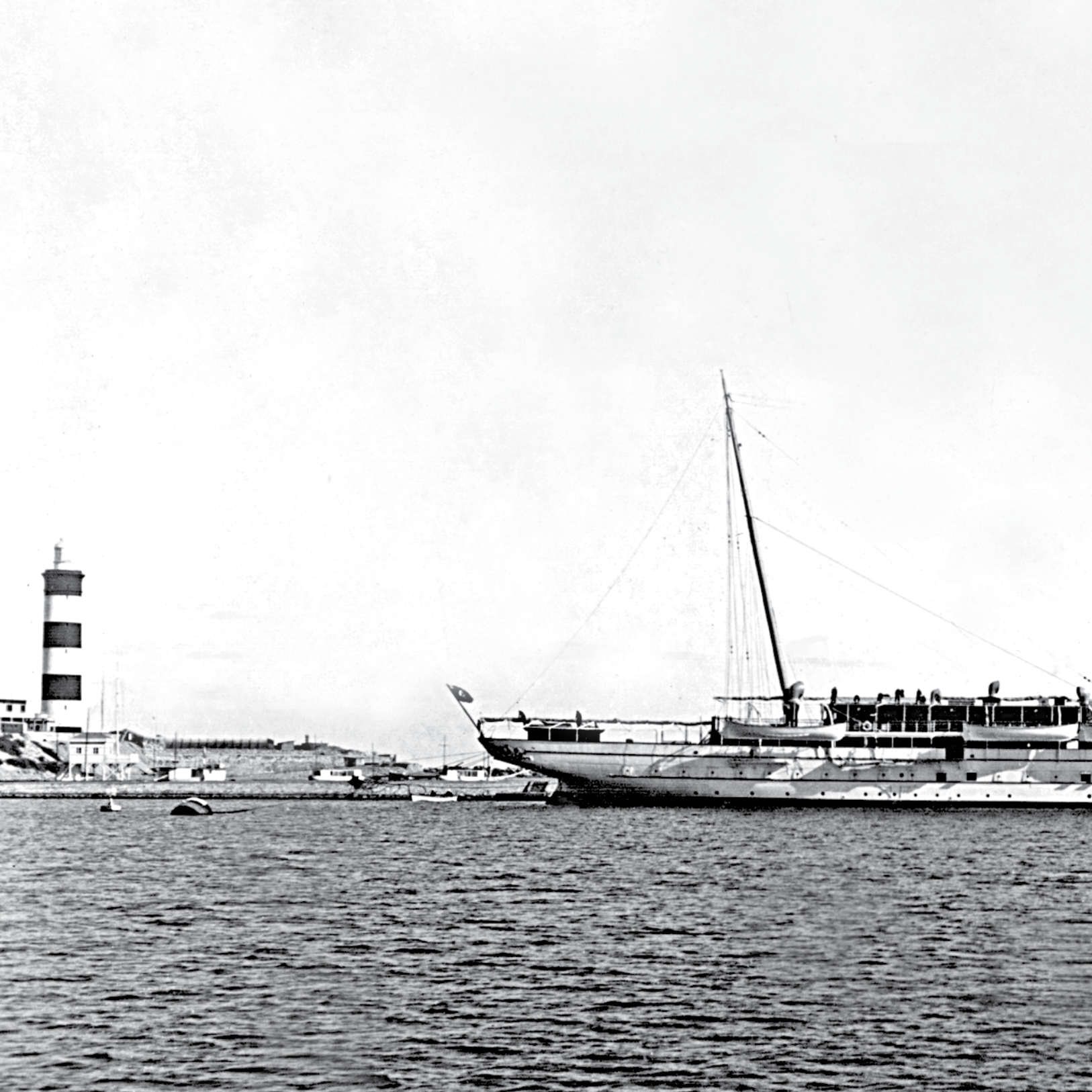
In January 1905, the Yacht was sent to the Glasgow Arsenal, Scotland, to replace its engines with three turbines. Mahroussa was then the second ship in the world with this kind of motorization. It could, therefore, work efficiently with a single funnel (smokestack) instead of two. The Yacht also underwent some repairs, and its side wheels (paddle

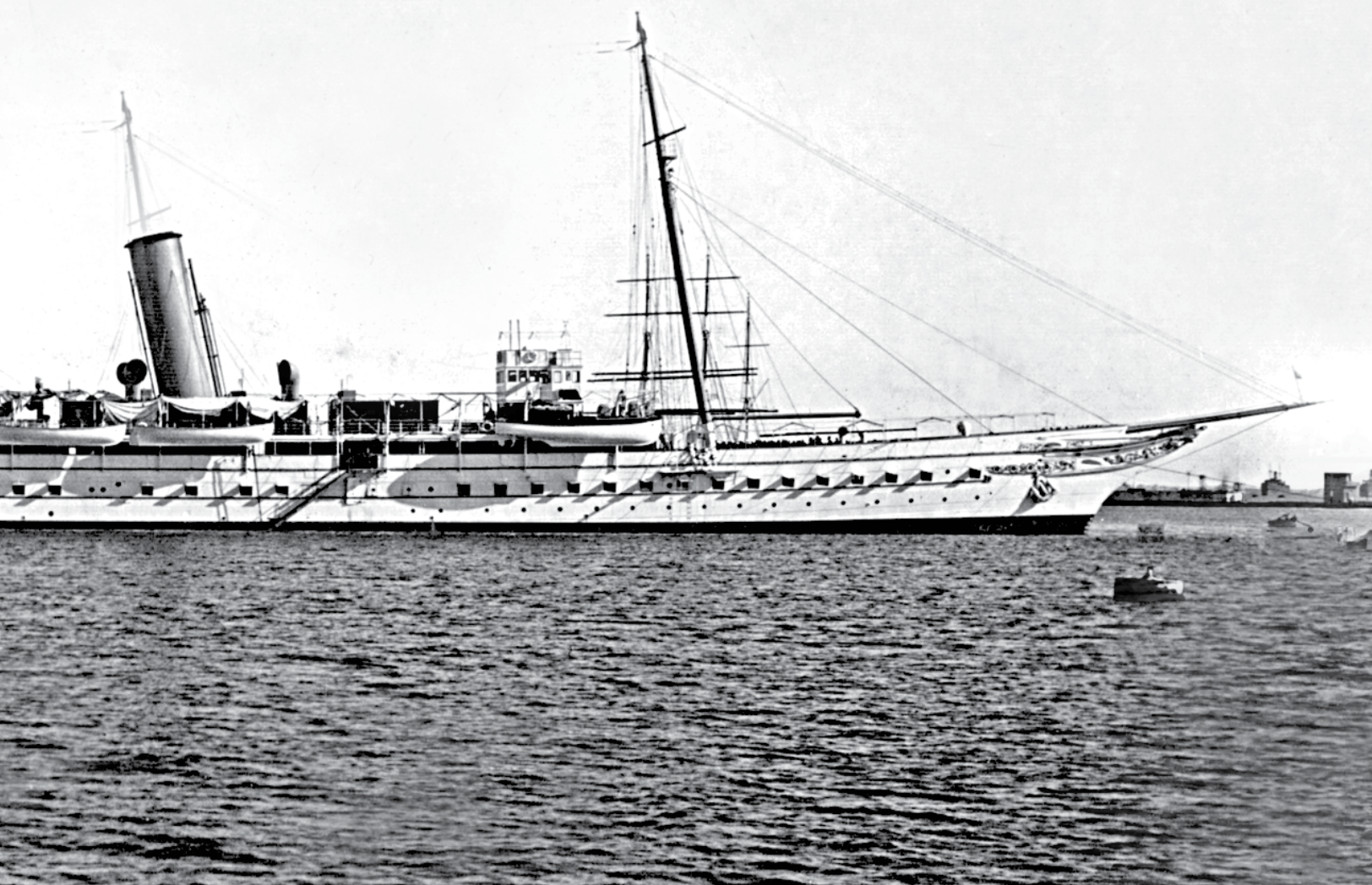




Khedive Ismail

Empress Eugenie





steamers) were replaced by three propellers at the stern.

In 1912, wireless telegraph was installed on the Yacht for the first time.

On 27 February 1912, Mahroussa transferred Turkish immigrants from Turkey to Alexandria after the onset of the Turkish revolution led by Mustafa Kemal Atatürk.

On 12 July 1914, Mahroussa sailed with Khedive Abbas Hilmi II to Turkey, who was denied return by orders of British Forces. Due to the outbreak of World War I, it was anchored in Astana Port until 3 January 1919.

In June 1919, Mahroussa was sent to Portsmouth, England, where the shape of its stern was changed and its length increased by 27 feet (8 meters), making it 478 feet (146 meters) long. The fuel used was changed from coal to Mazut (fuel oil). Necessary restorations were also made, in addition to changing the furniture. The Yacht was painted black as well.

In 1925, it regained its white color.

On 27 September 1930, King Fuad I sailed to Tawfiq Port in Suez on board the Mahroussa to inaugurate the new Petrol Port.

From 16 to 21 February 1946, King Abdul Aziz Al-Saud boarded the Yacht from Saudi Arabia to visit Egypt, and returned also on board. King Farouk received him with a ceremonial military parade.

From 4 May to 12 July 1946, Mahroussa was anchored in Lake Timsah, close to the Suez Canal, due to the outbreak of World War II.

On 8 October 1949, Mahroussa sailed from Alexandria to La Spezia Port, Italy, for a complete maritime refurbish carried out by Ansaldo Company. The machinery were replaced with two steam turbines, and two propellers replaced the previous three. Its total power reached 7500 hp, its tonnage 4760 tons, load of Mazut 422 tons and its draft 17.48 feet (5.3 meters). The refurbishing process lasted until 23 February 1952. The wharf (dock) in La Spezia Port on which Mahroussa was berthed was named after the Yacht, and still carries this name to-date.

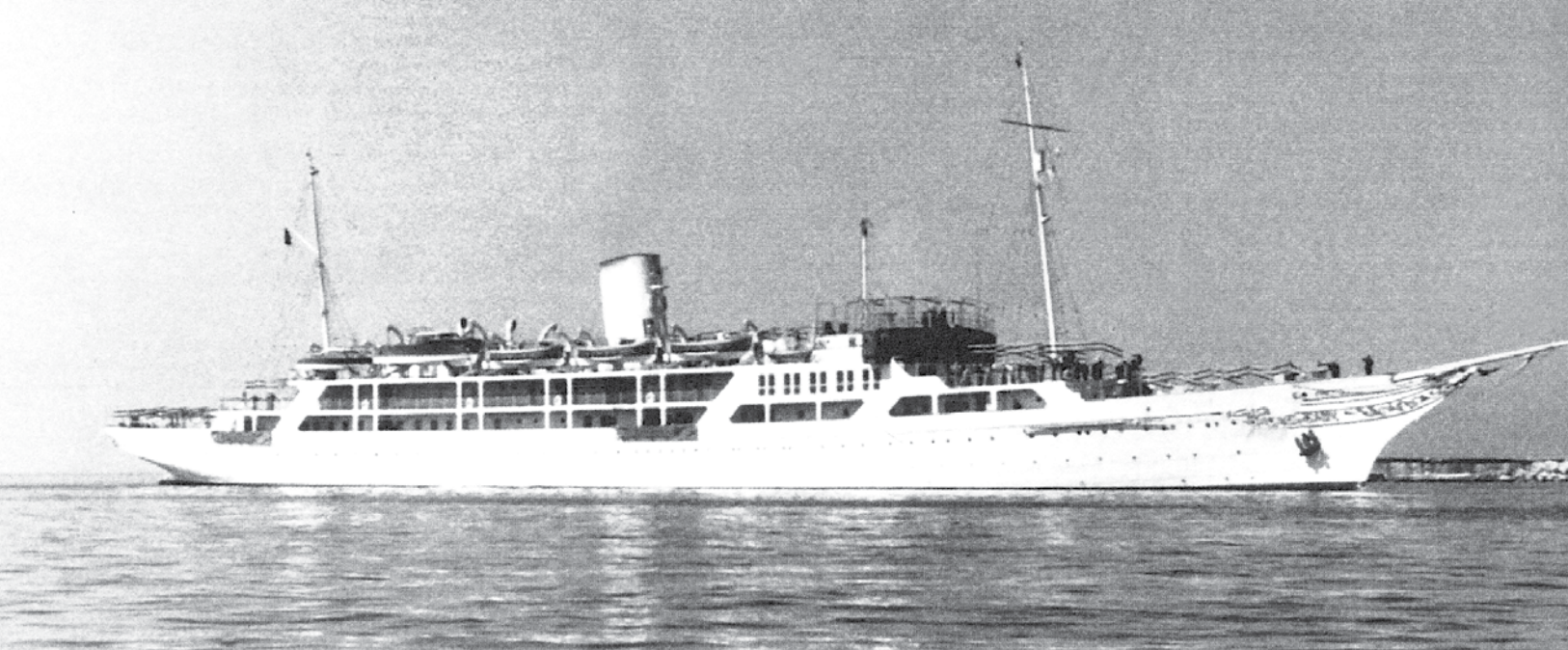
On 26 July 1952, and upon stepping down from monarchy after the 1952 Revolution, King Farouk boarded Mahroussa to Italy, following the steps of his grandfather—Khedive Ismail.

In 1954, the Yacht sailed towards Port Sudan to carry the venerable El-Mirghani to Egypt, then return him to Sudan.

From 21 April to 9 June 1955, Mahroussa sailed to Gibraltar, Lisbon, Brest, Rotterdam, Aarhus and Stockholm, on a training journey for the Egyptian Naval Academy students.

During 1955, the Yacht carried the Egyptian pilgrimage delegation to and from Saudi Arabia.





On 18 July 1956, by a presidential decree from President Gamal Abdel Nasser, the Yacht's name was changed from Mahroussa to Horria (Freedom).

From 16 May to 9 June 1958, Horria sailed to Cartagena, Genoa, and Pula on a training journey for the Egyptian Naval Academy students and returned to Alexandria.

From 28 June to 19 July 1958, President Nasser boarded Horria to the ports of Dubrovnik, Split, Pula and Brindisi on a visit to Yugoslavia and Italy.

From 21 September to 19 November 1958, the Yacht sailed to Hodeidah to carry Imam Ahmed of Yemen.

From 2 to 30 May 1959, Horria sailed to Hodeidah, Port Sudan, Port Said, Latakia and Tripoli, then

returned to Alexandria on a training journey for the Egyptian Naval Academy students.

From 12 to 18 February 1960, Nasser boarded Horria to Syria, the Northern Region of the United Arab Republic. The President then visited the Northern Region again 3–18 March, also on board the Yacht.

From 5 to 18 June 1960, the Yacht sailed to Piraeus Port, Greece, with Nasser on board to meet King Paul Fredrika of Greece on an official visit during which Nasser also visited the Greek arsenals and maritime companies.

From 28 June to 14 September 1960, Horria sailed from Alexandria to Genoa, Italy, for machine refurbishing carried out by Mariotti Company.



From 13 to 20 October 1960, Horria took Nasser to the Northern Region of the United Arab Republic one more time.

From 13 to 26 December 1960, the Yacht sailed in the Red Sea on a training journey with the Yugoslav Vice-President on board.

From 19 February to 8 March 1961, Horria sailed to Latakia for a fourth time with Nasser on board to visit the Northern Region.

From 28 December 1961 until 13 January 1962, Horria carried Nasser to Casablanca, Morocco, to attend the Casablanca Conference.

From 8 to 14 February 1962, the Yacht sailed with President Nasser, accompanied by Yugoslav President Marshal Tito, on board on a visit to the Red Sea ports of Bernice and Hurghada.

From 30 April to 16 May 1963, Nasser boarded the Yacht to Algeria, then Yugoslavia.

In 1963, Horria sailed from Alexandria to Port Said with President Nasser on board to welcome the troops returning from Yemen.

On 12 April 1964, the Yacht received the Egyptian Assembly members to attend the Naval maneuvers.

From 9 to 19 May 1964, Horria sailed to the Red Sea to accompany the ship Syria which boarded President Nasser, Russian President Khrushchev,

Iraqi President Abd El-Salam Aref, and Algerian President Ahmed Ben Bella.

From 17 to 27 August 1965, Nasser boarded the Yacht to Jeddah in a visit to the Kingdom of Saudi Arabia.

From 4 to 10 December 1965, the Russian delegation headed by Marshal Grechko; the Russian Deputy Defense Minister, boarded Horria on a trip to the Red Sea.

During the reign of late President Anwar Sadat, the Yacht made around five important journeys, if not its most important ones.

In 1974, Horria participated in the Naval maneuvers, with Sadat and late King Faisal of Saudi Arabia on board.

On 6 June 1975, the Yacht took part in the re-inauguration of the Suez Canal, also boarding President Sadat.

From 7 June to 26 August 1976, Horria participated in the United States Bicentennial and visited the ports of New York, Washington, Philadelphia and Charleston. This was also the Yacht's longest journey—12700 miles, and it was very well-received by Americans. The US First Lady Betty Ford, as well as 10,000 guests visited the Yacht.



On 25 April 1979, Horria was anchored in Arish Port to commemorate raising the Egyptian flag, celebrating the liberation of Sinai.

On 4 September 1979, Sadat boarded Horria to Haifa seaport on an official visit to Israel during the bilateral peace negotiations.

On 10 December 1980, Sadat inaugurated the New Eastern Branch of the Suez Canal on board the Yacht.

Between 1984 and 1986, Horria underwent a revamping process carried out by the Naval Shipbuilding Workshops. The Alexandria Naval Arsenal Company took care of the hull and machinery. Professor Sabry Abd El-Rahman, Professor of Décor, Faculty of Fine Arts, Alexandria University, contributed to the renovation of the Yacht's interior.

On 10 September 2000, former President Mubarak visited Horria and issued a decree to retain the Yacht's original name, Mahroussa.



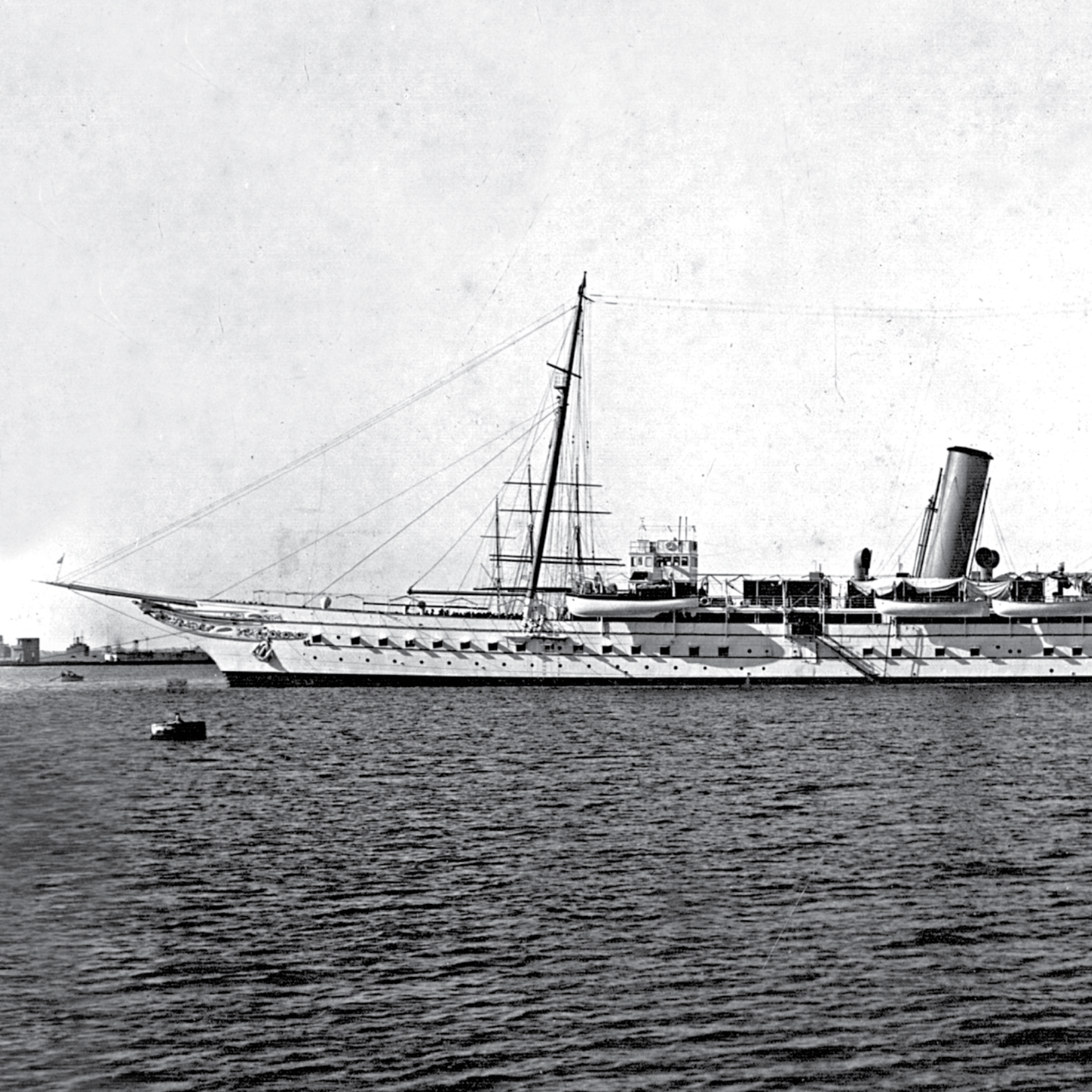
The Cabinet's visit to Mahroussa after being refurbished (1952).

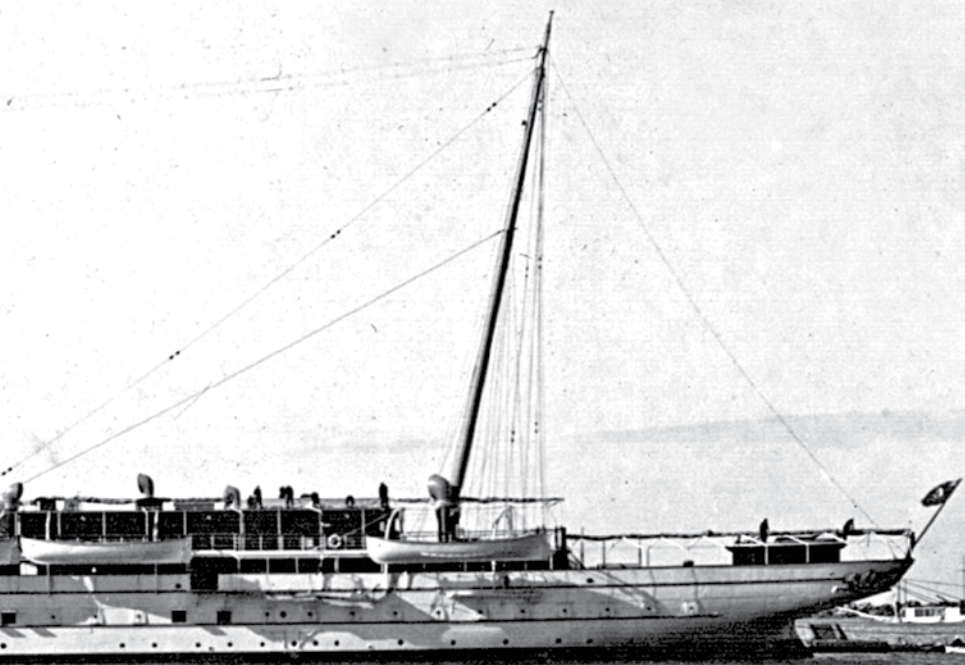


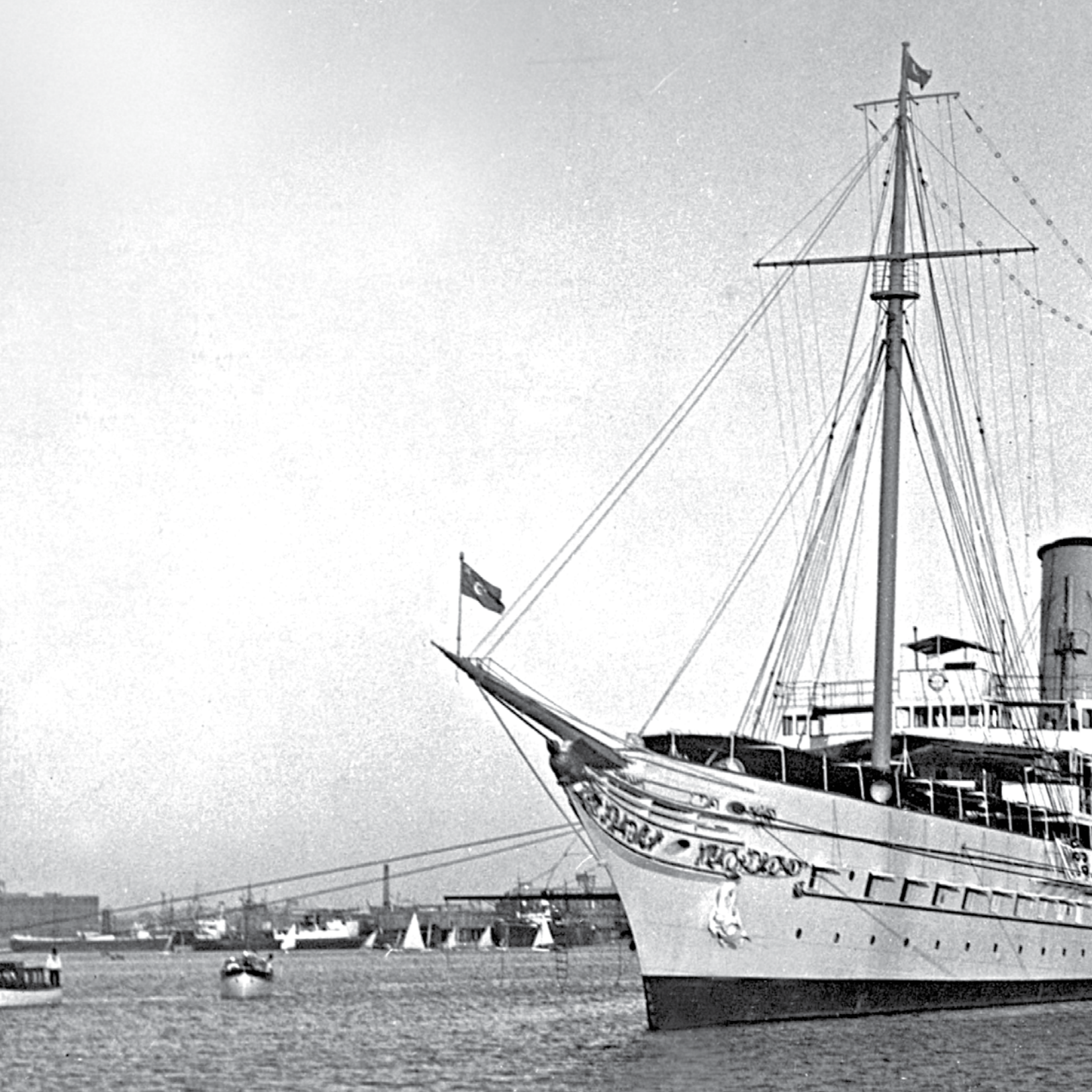




Photo Archive of
Monarchs and Leaders on
Board Mahroussa









The Yacht's arrival to Alexandria Port with Iranian Crown Prince Mohammad Reza Pahlavi (3 March 1939).



King Farouk receives a foreign delegation on board Mahroussa.



King Farouk and Queen Nariman on board Mahroussa.



King Abdul Aziz Al-Saud's visit to Egypt (1946).



King Farouk receives King Abdul Aziz (1946).



Royal Decree number 65 for the year 1952: King Farouk abdicates the throne in favor of his son Crown Prince Ahmed Fuad (26 July 1952).



Major General Mohamed Naguib bids farewell to King Farouk on his departure from Egypt (26 July 1952).





The Yacht with its new name Horria (18 June 1956).



Visit of Sheikh Abdullah Al-Mubarak Al-Sabah, Deputy Ruler of Kuwait, accompanied by Mr. Mohamed Anwar Sadat (1956).



Gamal Abdel Nasser and Yugoslav President Josip Broz Tito on board Horria Yacht in Yugoslavia (10 July 1958).



Tahia Kazem, Nasser's wife, on board Horria in Yugoslavia (11 July 1958).





Khaled Gamal Abdel Nasser on board Horria in Yugoslavia (11 July 1958).

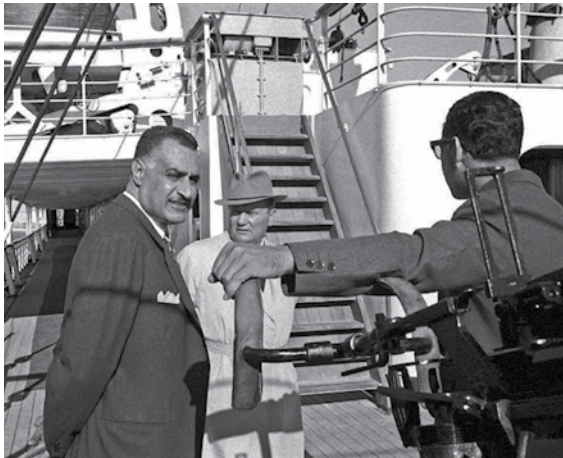




Nasser and Josip Broz Tito, Yugoslav President, on a voyage in the Red Sea (2 July 1962).



Nasser's departure from Alexandria Port on board Horria towards Algeria (30 April 1963).



Nasser on board the Yacht heading from Algeria to Yugoslavia (12 May 1963).





Visit of King Faisal bin Abdul Aziz Al-Saud and his meeting with President Sadat (1975).









Sadat on board Horria during the re-inauguration of the Suez Canal (1975).





Sadat receiving Sultan Qaboos on board Horria (May 1977).







Yacht Mahroussa during the celebration of the United States Bicentennial with Betty Ford, US First Lady, on board (1976).



A Tour on board the Yacht



A photograph of a luxurious lounge area. The room features a polished wooden floor with a parquetry pattern. In the foreground, there are two dark brown leather armchairs facing each other, with a dark wood coffee table between them. A large, patterned rug is partially visible under the chairs. In the background, there are more leather armchairs, some in a lighter tan color, arranged around a small table. The walls are a deep red color with decorative vertical panels. Two large windows with white frames are visible, and the ceiling has several recessed circular lights.

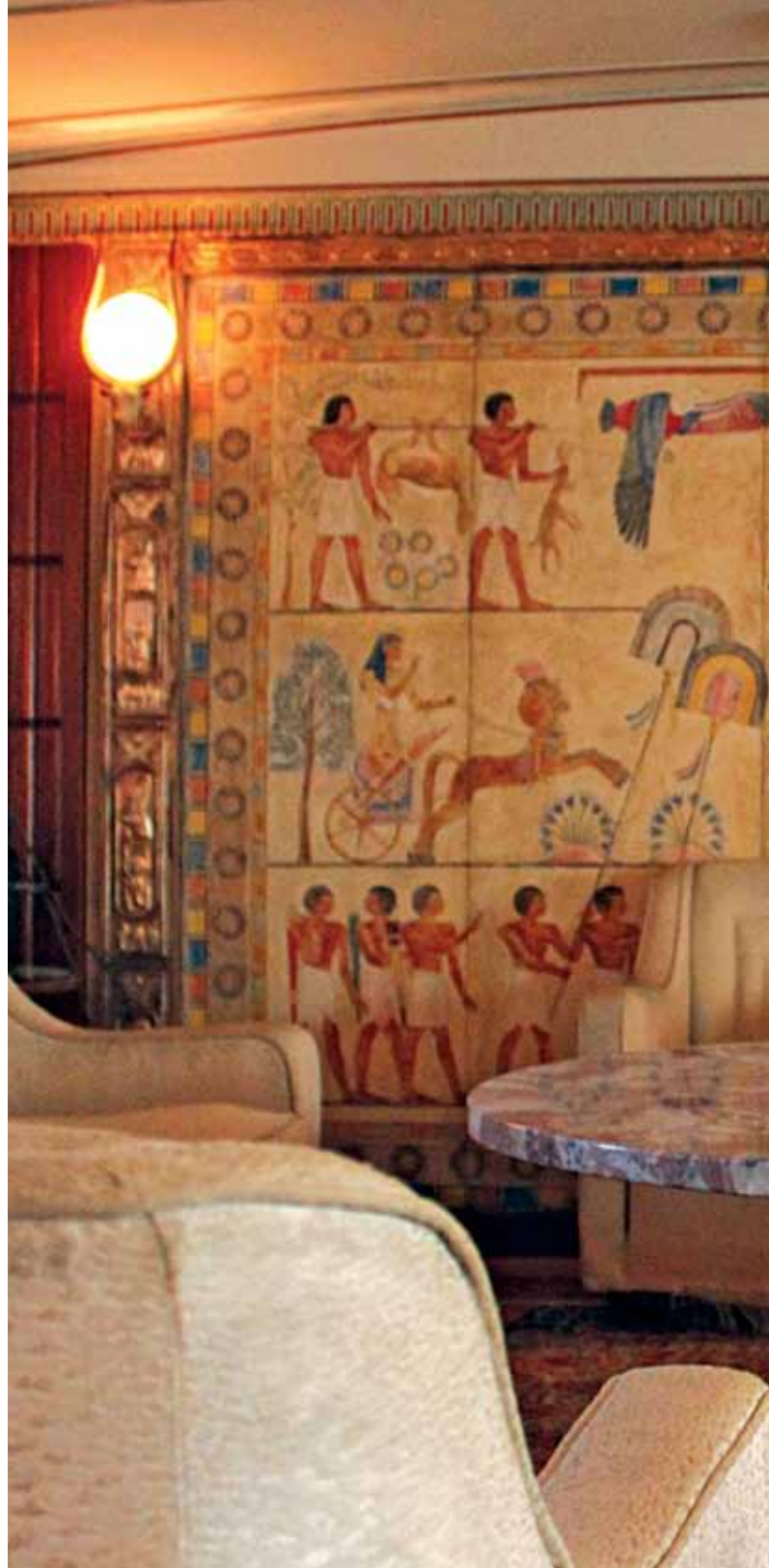
The Ground (Main) Level

The Pharoanic Hall





Mural in the Pharaonic Lobby showing Ramses III riding a chariot.







The King's Winter bedroom.







The King's Winter Office.







The Queen's Winter Office.









The Queen's Winter Office.





The Queen's Winter bedroom equipped with two gyroscope chairs.



The First Level

The Main Dining Room with its large table made from a single piece of wood. It can accommodate up to 30 chairs.





The initials of the Royal Couple “Farouk and Farida”
engraved on one of the mirrors in the Dining Room.







A glass showcase (vitrine) containing silverware and crystals used in serving food.



One of the Yacht's clocks, all adjusted with the principal clock.







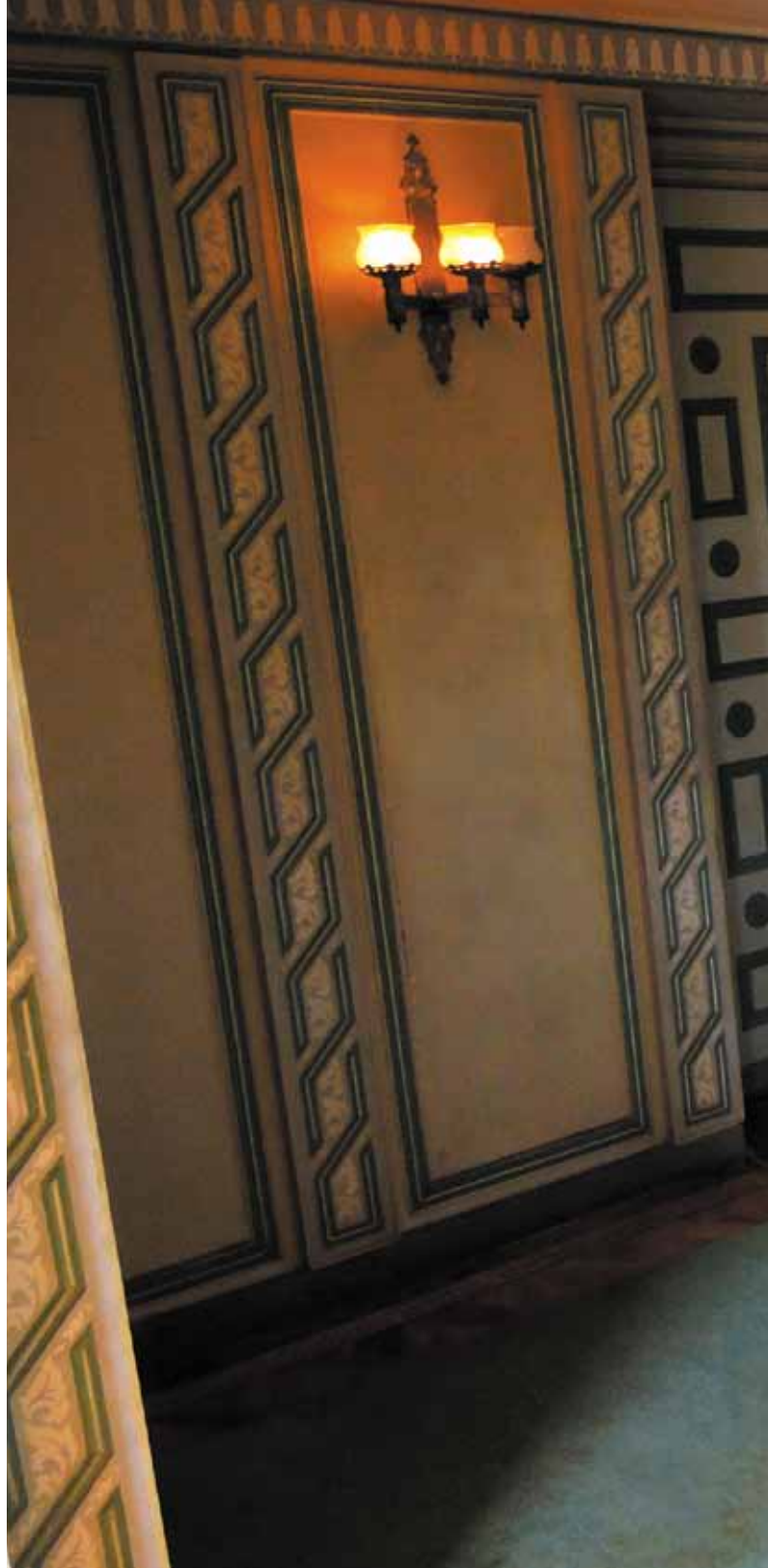
The Smoking Room.







Stairs leading to the First Level.







Dashboard indicating time, sea state, temperature, and atmospheric pressure.



Stairs leading to the Hall containing Empress Eugenie's piano.







The Suez Canal inauguration ceremony photo album.

The Piano offered by Empress Eugénie, wife of Napoleon III, on the occasion of the Suez Canal Inauguration. Made in Germany, in 1867, it is considered the world's oldest and most expensive piano.







Lighting units of various shapes.







The Second Level

The Main Hall





The King's Summer Office.





A three-dimension oil painting by French Painter Leonardo Rio depicting the Yacht's seagoing capabilities.



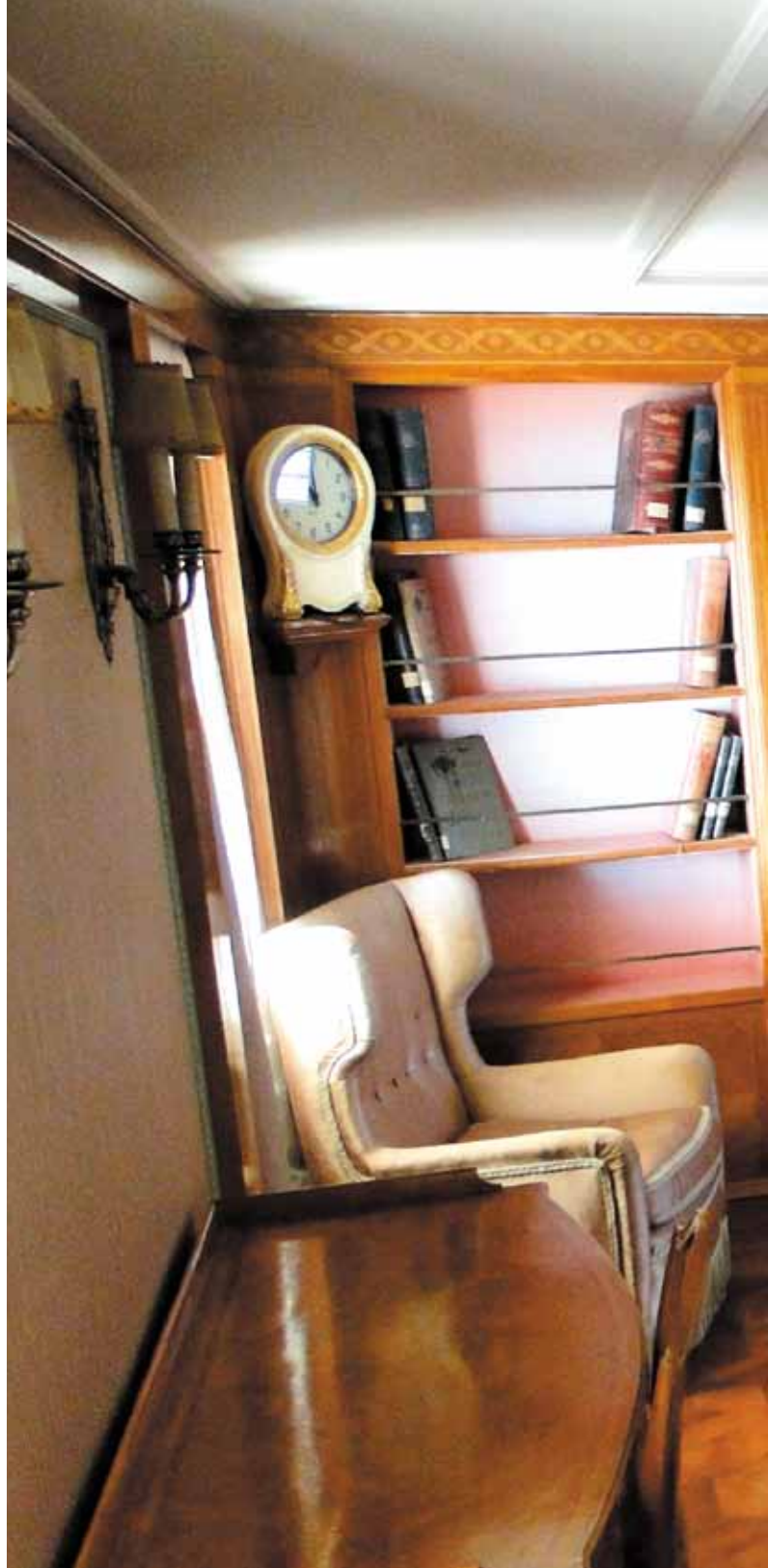
The King's Summer Office.







The Queen's Summer Office.







Silver-plated lighting unit in the King's Summer bedroom.



The King's Summer bedroom.







The Queen's Summer bedroom.







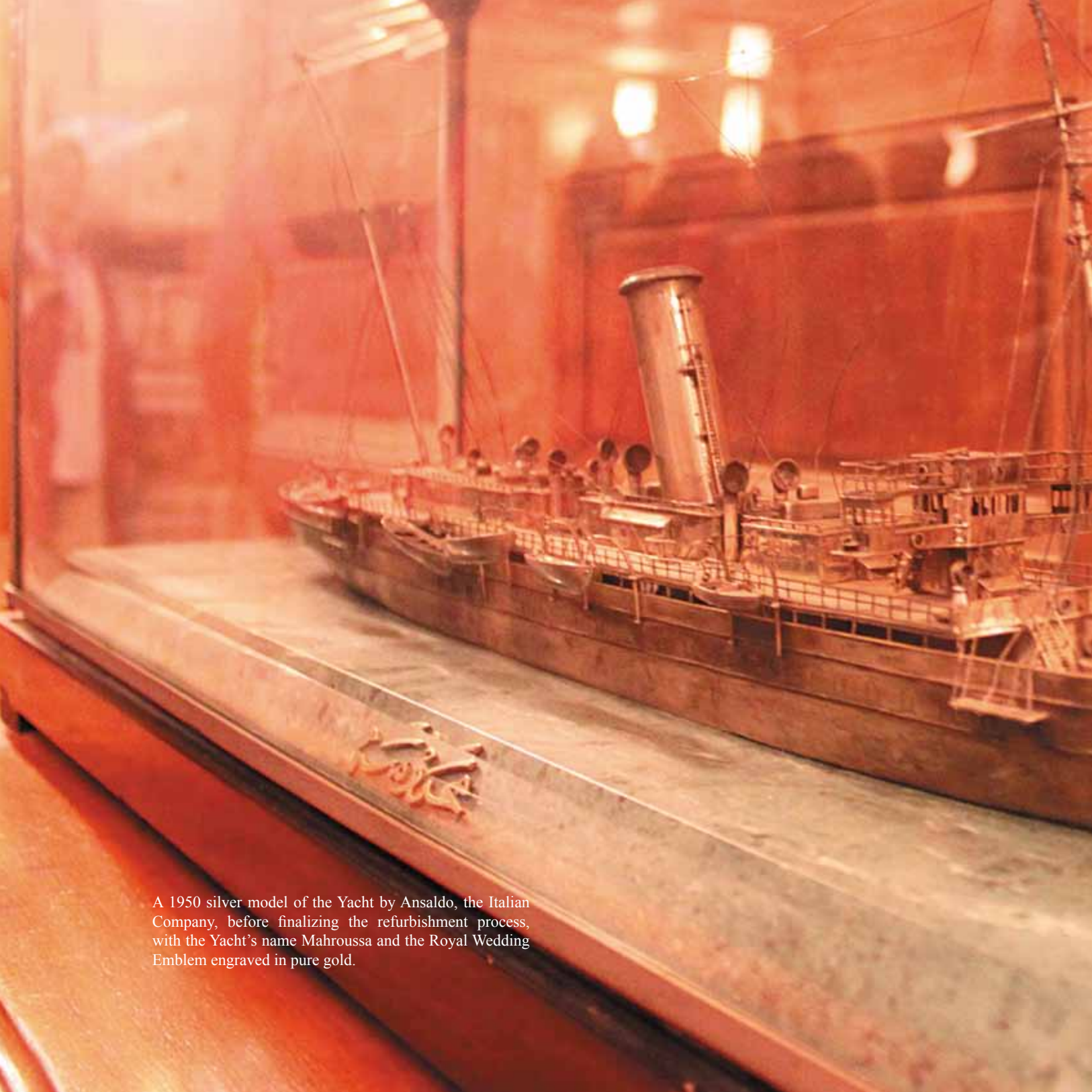
The Captain's Cockpit.



The Winter garden.







A 1950 silver model of the Yacht by Ansaldo, the Italian Company, before finalizing the refurbishment process, with the Yacht's name Mahroussa and the Royal Wedding Emblem engraved in pure gold.



محمد قاسم



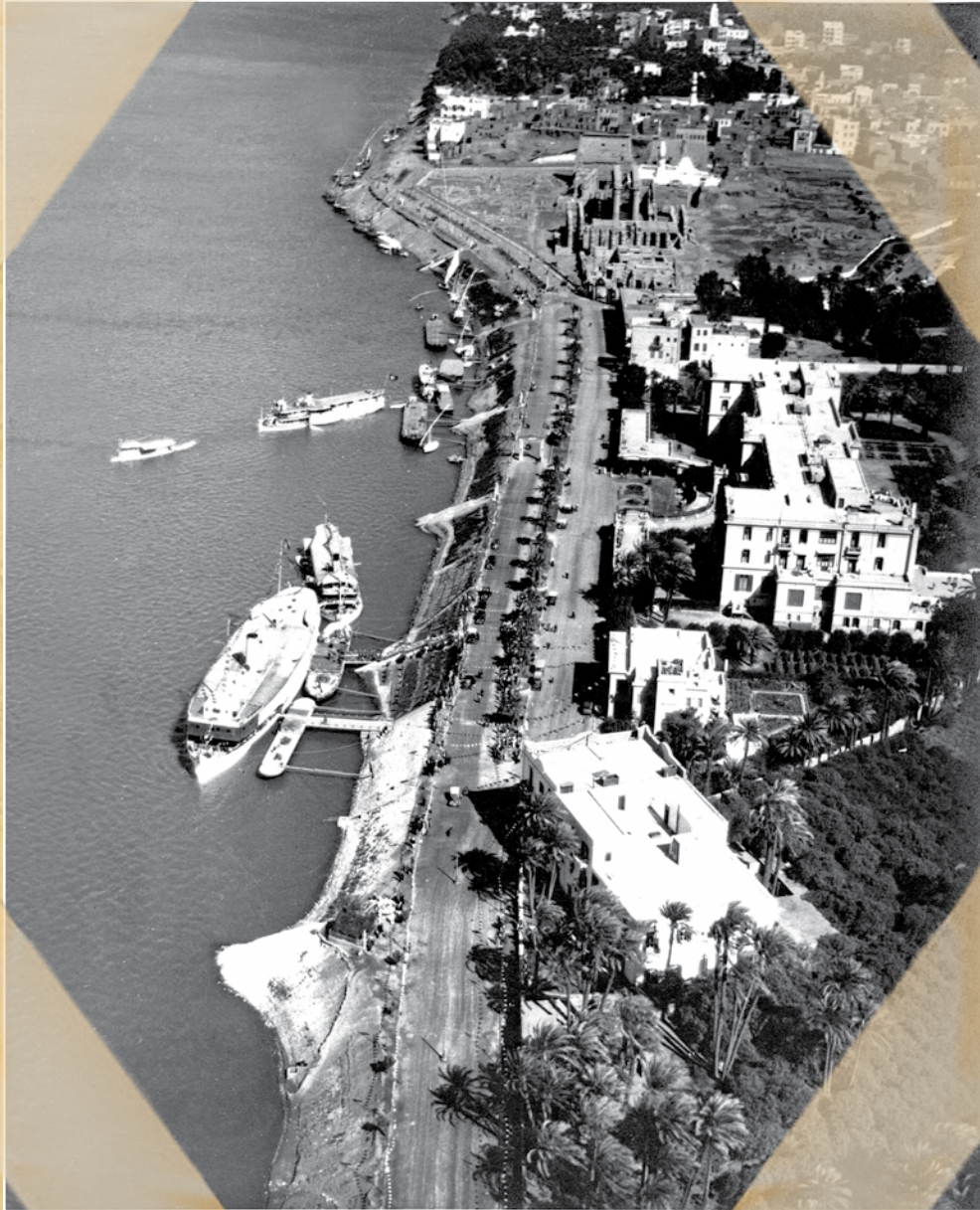
The Stern of the Yacht.



The Bow of the Yacht.







Aerial photograph of the Royal Yacht in Luxor, photograph courtesy of the Army Air Force, Department of the Aerial Photography.

Document Archive



مخبرته الملك

ما زالت هناك أعمال كثيرة باقية بالمحطات ولو أن العمل جارى فيها بسرعة .
لقد أنتهى تقرها مهندس سبالسكى المنتدب من الشركة المشترى منها
هذه الادوات من تركيب أجهزة اللاسكى وستكون المحطة جاهزة للتسليم اعتبارا
من ١٠ يناير . وأنى التمس من مولاي حفظه الله التصريح بسفر هذا
المهندس على اليخت فى عودته من استنيزيا الى الاسكندرية لتبرين مهندسى
اللاسكى التابعين لليخت لان هذه الأجهزة فريدة فى نوعها ويحتاج
الامر الى خبرة كافية .

وأنى أعتقد أن تسليم اليخت لن يكون قبل اواخر يناير
ولو أن الشركة تعتقد أن الأعمال ستتم فى ١٥ يناير .
وسيقوم طاقم اليخت حوالى ٧ يناير من الاسكندرية ليصل يسموم
١٤ هناك حيث أنه لا توجد محلات لاقامة هذه الافراد جميعها .
والامر مفروض .

اميرالى

تحريرافى ١٩٥١/١٢/٢٤

عمارة الحرب





مخبرية الأبحاث

مذكرته

للعرض الشريف -

أشرف بأن أعرض على عتبات مولاي أعزه الله نتيجة التجربة الأولى لليخت الملكي

محروسه

قام ليخت صباح يوم 18/12/1951 الساعة الثامنة صباحا بظهر البحر وعاد للمينا في الساعة 1600 من نفس اليوم - وقد ظهرت عدة ملاحظات في الماكينات تقوم الشركة بأجرائها الآن . وحتى تتم هذه الأعمال سيحدد تاريخ لأجراء التجارب الأخرى .

كانت حمولة اليخت وقت التجربة 4200 طن وقد أجهت تجربة السرعة على مسافة الميسل على لغات مختلفة وكانت آخر سرعة قيست هي 17ر46 عقسدة بعدد 142 لفة في الدقيقة - ثم زيدت سرعة الماكينات الى 154 لفة وقدر له هذه اللغات سرعة 18ر9 عقدة (العقد ينسر على 18 عقدة) الا أنها لم تقاس فعلا على مسافة الميل وينتظر أن تصل أقصى سرعة للماكينات 160 لفة بعد ضبطها وينتظر من هذا 19 عقدة .

تلاحظ أننا التجربة أن صوت ماكينات التربين مسموع بالغرف الملكية السفلى وينتظر أن يخف هذا الصوت عند تكملة تركيب البطانة العازلة للصوت بهذه الغرف . كما تلاحظ اهتزاز في الاسطح ببعض الأقسام باليخت عند المسير بسرعة 124 لفة أي 15 عقدة وقد تبين أن هذه هي السرعة ال Critical Speed وقد زال هذا الاهتزاز تماما دون هذه السرعة أو فوقها بخمسة لغات .

بعده



آخراً شكره من الملاح

بموجب إله الملك

مذكوره

للعرض الشريف ..

أشرف بإحاطة مولاي حفظه الله بأنه قد وصلني من شركة انسالدو اقتراح بحودة اليخت الطكى "مخروسه" الى ورش الشركة بجنوا قبل أنتهاء مدة الضمان ، وذلك لفك وضبط الماكينات الرئيسية ، وعمل الاصلاحات الخبير مرضيه للاتن ، وقد اى اصلاح نطلبه - وتستغرق هذه العطية حوالي الشهر .

وأنى اقتح يا مولاي بسفر اليخت اذا أستخنى عنه فى اول أغسطس لأجراء الاعمال الاتيه ..

١ = فك وضبط التوربينات الرئيسية

٢ - تقوية فتحة الشوامى بالمؤنر

٣ - تخيير الصفارات

٤ - زيادة فتحات اساكل الجنب

٥ - تقوية بطانات الفلايك الصخيره لسحب لنش بدلا من فلوكة

٦ - تكلمة الادوات التى لم تصل للاتن

٧ - درس موضوع الدخنسه

٨ - درس موضوع تخيير نظام الجراج ، وعمل رسم للعرض الشريف ،

حتى يكون الجراج على وليس كما هو الاتن

٩ - تصليح او تخيير بلوف بخار الضمان (*Softly valve*)

فأنا حاز هذا قبولاً لدى مولاي ساجرى الترتيبات اللازمه

والأمير ففوض " " امير البحر *بمولى علويه*

تحريراً فى ١٩٥٢/٦/١٩



رسالة رعاياها

حضرة صاحب العزة اللواء البحري
محمد بك علوي
قائد البحرية الملكية المصرية

من القيادة العامة للقوات المسلحة
إلى اللواء البحري جلال بك علوي قائد البحرية الملكية المصرية

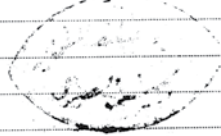
"عليكم الاجام بالبحر الملكي المصرية اليوم
السن ١٨٠٠ اعده لنقل حضرة صاحب الجلالة الملك فاروق
الاول الى خارج البلاد بعد تنازله عن العرش، والعودة
بهذا البحر سلما الى ميناء الاسكندرية مباشرة"

عبد
محمد

القائد العام للقوات المسلحة

مصطفى باشا

الملك فاروق يوم السبت ٢٦ يوليو ١٩٥٢



كشيف
بهيان الحاشية الذين راقبوا الملك السابق علي ظهر البعث الملكي محروسه
وقادوا بالبعث للاسكندرية

خليل كروي
حسين حسن محمد
ابراهيم جوييل
ابراهيم خليل

(ضباط)

عبد الرحمن التهامي حسين	صاغ صطفى
الخریب الحسيبي	يوزياشي
محمد بريا الدين باسني	"
محمد عبد حسن	"
عبد الطعم جفيس	ملزم اول
حسين حسن حسني	" "

تحريراً بر، رالتين في ١٦٥٢/٨/٣



كشيف

بمسان الحاشية ، الذين راتقوا الطوق السابق طرء البحر اليخت " محروسه " ونزلوا في
تابولي بايداليا

علم اهل
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ندام
سيمون تابوريسسا
جانيت ديمير
ان جامبيت
جورين بيسنار
فوليت طلسي
جوزي جيسارو
پرو ديلافاي
ادوارد كافاتسي
يعقوب دنهبر
عابدين سليمان
رستم عبد الرحمن
شاكرايم

تصويرا براسالتين في ١٩٥٢/٨/٣



