

SAUNDERS-ROE 45 FT MEDINA CLASS TWIN SCREW MOTOR YACHT 1938/2018



Specification

MAGYAR

SAUNDERS-ROE 45 FT MEDINA CLASS TWIN SCREW MOTOR YACHT 1938/2018

Designer	Saunders-Roe Ltd	Length waterline	43 ft 0 in / 13.11 m	Gross Tonnage	23 Tons
Builder	Saunders Shipyard Ltd., Cowes	Beam	11 ft 0 in / 3.35 m	Engine	2 x Beta 75hp Diesels (2017)
Date	1938	Draft	4 ft 3 in / 1.3 m	Location	United Kingdom
Length overall	45 ft 0 in / 13.72 m	Displacement	22 Tonnes	Price	GBP 495,000
Length deck	45 ft 0 in / 13.72 m	Construction	Wood		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Saunders Roe is a name mostly associated with aviation innovation, but with roots in boatbuilding on the Thames, then Cowes. Their 1930s Medina Class of fine, teak-hulled motor yachts gained an enviable reputation for seagoing properties and comfort; so well-built from the finest materials that they have survived mid to late 20th Century deprivations to become highly desirable restoration subjects. Now rejuvenated Medina Class yachts are ranging further than their builders could ever have imagined, to the Baltic and the Mediterranean. None finer than the last built, MAGYAR; meticulously restored by Harbour Marine Services of Southwold for an owner used to the strict disciplines of classic car restoration, and an experienced sailor under sail and power. MAGYAR represents an opportunity to enjoy classic motor yachting in the greatest of comfort and style, at sea and in port.



• SANDEMAN YACHT COMPANY •  
• Brokerage Of Classic & Vintage  
Yachts •

[www.sandemanyachtcompany.co.uk](http://www.sandemanyachtcompany.co.uk)

---

SAUNDERS-ROE 45 FT MEDINA CLASS TWIN SCREW MOTOR YACHT 1938/2018

---

Specification  
RESTORATION

MAGYAR underwent an extensive four-year restoration at Harbour Marine

Services of Southwold, Suffolk. During this process, the hull had some frames replaced or repaired and new additional wood floors added. The planking being teak was exceptionally sound with only local repairs required and one small section of new planking where previously damaged. The entire deck was re-laid and much of the wheelhouse and aft coach roof was re-built.

Some of original interior panelling and doors had been removed or altered beyond re-use under earlier ownership, so the interior was re-constructed to the original style with the original Saunders Shipyard joinery retained where possible and the rest completed with original interior joinery salvaged from KELVINIA - built alongside Magyar in 1938 - and these then pulled together and updated by Harbour Marine Services. Small areas of the interior were re-planned, along with much finessing of the design of areas such as the galley and heads.

All systems are either new or refurbished, with the inclusion of full heating and hot water. All fuel and water tanks replaced. All new through-hulls and seacocks. All chrome/ bronze/ galvanized fittings - either original or salvaged from sistership KELVINIA - were reconditioned/ re-plated/ re-galvanized and re-fitted.

MAGYAR is as near to a new vessel as it's possible to get, whilst still using the vast majority of her original timber and fittings.

2019 Post-restoration survey available.

---

Specification  
AWARDS

CLASSIC BOAT AWARDS 2019

- Nominated 'Restored powered vessel, over 40ft' category

THAMES TRADITIONAL BOAT FESTIVAL 2019

- The prestigious Osland Trophy for the Best Structural Restoration

- The Bill Gardham Trophy for Restoration and Presentation

- The Thames Heritage Cup for General Traditional Appearance of Boat and Crew

---

Specification  
HISTORY

SAUNDERS-ROE/ SAUNDERS SHIPYARD YARD NO. 1810

The last of eight Saunders-Roe 45' Medina class motor yachts built between 1935 and 1939, MAGYAR was bought from the yard by Squadron Leader Richard J.A. Ford, a career Royal Air Force Bomber Command officer from Folkestone, Kent, and son of the highest ranked Royal Marines officer, Sir Richard Vernon Tredinnick Ford, KCB, CBE.

MAGYAR is one of the two boats mentioned in period advertisements, KELVINIA being the other. They were built side-by-side in the Saunders Shipyard at East Cowes and advertised throughout 1938 before finally being sold in 1939, almost days before the Second World War broke out. During this same period, Saunders Roe designed and built Sir Malcolm Campbell's BLUEBIRD K3 which took the water speed record at over 130 mph.

The Medina Class had gained fine reviews in the contemporary yachting press, including by the editors of 1938's 'Yachtsman's Annual and Who's Who': "We can... claim to have had some experience of these craft under give-and-take seagoing conditions - a very different matter to a test in sheltered water... On both occasions we formed a very favourable impression of the abilities, and the behaviour in a seaway, of a hull which is well adapted for coastal cruising; the design of which has, save for comparatively unimportant details, remained almost unaltered for several years."

In 1954/ 55 Ford sold MAGYAR to very brief ownership by fellow RAF Yacht Club member J.H. Mathers of Hamble, Hampshire. By the summer of 1955 her third owner became Royal Channel Islands Yacht Club flag officer J.S.H. Morgan of Guernsey. Then in 1958, via the briefest of ownership by Mrs E.M. Briggs of Lancing, Sussex, MAGYAR's home port moved east and north to Lowestoft, Suffolk with Little Ship Club member W.P. Thompson of Kings Lynn. By 1961 she was back in Folkstone ownership (home port Dover) by Dr O.P. Allcock.

MAGYAR's owner from 1962/63, London-based Lloyds insurance underwriter Thomas Geoffrey Wilkinson, converted MAGYAR to a substantially rigged for her type sail-assisted motor ketch with 650 sq ft of Ratsey & Lapthorn sails, and took her to the Mediterranean. Lloyd's Register of Yachts reported her home port in 1964 as Menton, France, and, from 1965, Porto Santo Stefano, Tuscany, Italy. By 1967 her first Mediterranean sojourn was over and MAGYAR's home port was recorded as Hamble.

33 years of stable ownership at Lymington, Hampshire by local newspaper proprietor Teddy Curry followed from 1970. Then in the early 2000s new owner James Wallrock re-engined MAGYAR with Ford Mermaid diesels and returned her to the Mediterranean. Ownership transferred at Mallorca in 2008 to Breck Macey who reacquainted MAGYAR with the south coast of France where in 2014 her present owner found her at Frontignan with Marc

Saunders Roe never resumed production of private motor yachts after the war, concentrating on aviation and leaving the remaining Medina class yachts as some of the finest examples of pre-war Motor Yachts afloat.

Lamaison and Betty Delmas who had been owners since 2010.

©2025 Iain McAllister/ Sandeman Yacht Company Ltd.

Like other motor yachts of her type, MAGYAR entered war service. Commandeered by the Royal Navy in May 1942, she was used for 'miscellaneous naval duties'. Both boat and owner survived the war, with Ford, by now a Group Captain, finding increasing time to enjoy her after placement in 1950 on the RAF reserve list. Also in 1950, her original 6-cylinder 71 hp American Gray Marine petrol engines were replaced by Perkins 6-cylinder 65 hp Diesels - most probably "P6s". Remarkably for an engine manufacturer that has become so well known - and had produced over 12,000 units during the war - in the 1950 edition of Lloyd's Register of Yachts, MAGYAR was one of only 20 of the total 7500 yachts listed there to be fitted with Perkins engines, and many of those were converted wartime vessels.

Specification

CONSTRUCTION

- 1¼ in Teak planking on oak and Canadian Rock elm frame
- Planking copper boatnail and rove fastened
- Other fastenings in bronze and stainless steel
- Rock Elm and Oak centreline structures
- Cast iron ballast keel, 2 tonnes
- Epoxy resin coated bronze keelbolts
- Rudder of laminated Marine ply; epoxy resin; woven glass mat
- Stainless steel stock in bronze stuffing box stern gland in a bronze stock
- Bronze rudder heel fitting
- Sawn and laminated oak floors
- Rock elm and oak beam shelves
- Rock elm stringers and carlins
- New composite moulded t&g cedar/ plywood/ laid teak decks
- Teak/ oak/ plywood superstructure

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

During the restoration the interior of the vessel was completely stripped out and rebuilt as closely as possible to the original Medina Class layout employing a combination what was original and could be saved, elements salvaged from sistership KELVINIA, and new hardwood and English Oak veneered Marine plywood. Soft furnishings in multi-coloured (antique style) fabric, predominantly browns/fawns/ gold cloth covered foam. Approved by MCA fire retardant as required by coding.

WHEELHOUSE/ DECKHOUSE

- Teak carpentry
- Forward
- Leather strap controlled drop down panes port and starboard
  - Companionway to fwd accommodation offset to starboard
  - Helm position to port
  - Fold-up helm seat
  - Fold-up chart table to starboard of helm
  - Chart reading light
  - Engine instrumentation
  - 2 x Raymarine repeaters
  - Saunders Roe 'Morse' controls
  - Chromed steering compass binnacle
  - Ship's isolator panel
  - Battery isolator: domestic; emergency parallel; engine
  - Bow thruster control
  - Tank gauges fuel and water
  - Bilge water alarm
  - Sestrel ship's clock and barometer

Aft

- Leather upholstered banquettes port and starboard
- Ship's Bell

- Bookshelf outboard
- Sideboard with drawer and drinks press To Starboard
- Sideboard/ dresser
- Drawers and lockers
- Hanging locker

FORWARD TO GALLEY

- 3 x Deckhead lights
- 2 x Opening ports To port
- 4 x Burner Hotpoint gas hob
- Thetford gas grill and oven
- Sliding lockers under
- Utensil/ cup/ glasses racks outboard and fwd bulkhead To Starboard
- Work surfaces
- 'Belfast' sink
- Mixer tap
- Top opening fridge
- Plate racks
- Drawers and lockers

FORWARD TO FORECABIN

- 2 x Opening ports
- 1 x Deckhead light
- 2 x Davey brass and frosted glass reading lights
- Spacious v-berth
- Stowage under
- Raised hatch in deckhead
- Access hatch to chain locker fwd

RETURN TO WHEELHOUSE/ DECKHOUSE

- Companionway to aft accommodation
- 2 x Deckhead lights

#### TO FORWARD ACCOMMODATION DOWN 3 x STEPS

- Oak carpentry throughout

#### SALOON

- 8 x Art deco bulkhead lights
- Butterfly skylight over
- 4 x Opening ports To port
- L-shaped sofa to port
- Stowage under
- Drop leaf table

#### AFT DOWN 3 x STEPS TO PASSAGE AFT

#### SINGLE CABIN TO STARBOARD

- Large single berth
- Large hanging locker
- 2 x Bulkhead lights
- 2 x Large train carriage type opening ports

#### WC COMPARTMENT TO PORT

- 2 x Large train carriage type opening ports
- Planus electric sea toilet
- Ceramic wash basin; folding mixer tap
- Period bevelled glass mirror
- Lockers under
- Towel rail radiator (220 V )
- Separate shower space with folding door
- Period bulkhead light

#### MASTER CABIN AFT

- Double berth to port
- Dresser to starboard
- Large and normal drawers
- Bookshelf
- Hanging locker
- 4 x USB ports
- Mirror
- 3 x Art deco bulkhead lights
- Hatch in deckhead

### Specification

## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

#### Air draft 8' 3"

- Raw teak laid deck; varnished covering boars and king planks
- Varnished teak deck superstructures
- Original pattern galvanized steel stanchions
- Galvanized steel guard rails at aft deck
- Stainless steel guard wires
- Rigged with blocks and halyards AFT DECK
- Emergency tiller stock head
- Chromed ensign staff socket
- Passarelle socket
- Chromed bronze bollard cleats port and starboard
- Raised hatch to lazarette & steering flat; chromed bronze mushroom vent

#### AFT TRUNK CABIN

- Varnished teak uprights; painted roof
- SARO pattern windows port and starboard
- Varnished teak hatch over master cabin
- Tender and stowage chocks on roof
- Varnished teak in chromed fittings grab rails
- Chromed bronze mushroom vents port and starboard fwd
- Folding 'mast step' to starboard

#### STARBOARD SIDE DECK

- Galvanized davits with ash blocks and tackle
- Stainless steel hand winches; very easy and practical to launch

#### 'SUNK' WHEELHOUSE/ DECKHOUSE

- Varnished teak; painted roof
- Sliding doors port and starboard
- Stainless steel window surrounds

- Varnished teak in chromed fittings grab rails
- Chromed searchlight
- Dorade and cowl engine space vents
- Klaxon
- Running light boards
- Boathook stowage

#### STEP UP FROM SIDE DECKS TO FORWARD RAISED DECK

- Chromed bronze spring line bollard cleats port and starboard
- Stowage boxes port and starboard (gas bottles to port)
- Chromed courtesy lights on boxes
- Fine butterfly skylight over saloon
- Dorade boxes and cowls port and starboard
- Port to galley; stbd to bilge
- Hatch over fore cabin
- Chromed bronze mushroom vents port and starboard
- Chromed bronze mooring fairleads port and starboard
- Chromed bronze bollard cleats port and starboard
- Raised teak toerail forward
- Chromed bronze mooring fairleads port and starboard
- New stainless steel stem head fitting
- Self stowing anchor housing with roller to stbd
- 2nd Roller to port of stemhead
- 12 V 1500 W Lofrans Cayman 88 anchor winch
- Horizontal gipsy and warping drum; cleat
- Control from steering position
- 20 kg Lewmar Delta bower anchor
- 60 m 10mm stainless steel chain
- Fortress FX 37, 9 kg kedge anchor
- 8mm short link cable and warp



- Leather strap controlled drop down panes port and starboard
- Chromed windscreen wiper at port windscreen

- Galvanized anchor davit with ash blocks & tackle

#### Specification

### MECHANICAL, ELECTRICAL AND TANKAGE

#### MECHANICAL

- 2 x Beta 75hp Diesels (2017)
- 2 x PRM 280 2:1 gearboxes
- Bullflex couplings
- Bronze stern tubes and stuffing boxes
- 2 x 1½ in Stainless steel shafts
- Bronze “A” brackets
- 2 x 3-Bladed bronze outward turning 21x14 propellers
- Disc type rope cutters HYDRAULIC
- Ultraflex steering ram ELECTRICAL
- Vetus 5kW bow thruster operating in GRP tube
- 2 x Gel battery banks: engines and domestic; total 720 Ah
- Charging by engine alternators
- Victron Energy 712 smart battery monitor; Bluetooth with Victron App

- Charging by Victron shore power charger

#### HEATING

- Webasto diesel blown air ducted system

#### TANKAGE/ PUMPS

New Tec Tanks and associated pipes and pumps

- Water – under saloon sole: 400 L
- Diesel – under side decks amidships. Port 305 L Stbd 295 L
- Waste holding tanks:
- 1 x 105 L under port side deck amidships
- 1 x 276 L under berth in skippers cabin to stbd
- Calorifier hot water tank
- to galley and heads taps/ shower
- Electric water pressure pumps and shower pump out
- Parmax 4 12 V deck wash/ fire pump

#### Specification

### NAVIGATION, ELECTRONICS AND COMMUNICATIONS

#### NAVIGATION/ ELECTRONICS

Notes by the navigation technology suppliers, Digital Yacht Ltd:

MAGYAR is a classic boat in every way but with modern systems fitted throughout to enable warm, dry and safe operation utilising the latest 21st Century technology. From heating to steering, engines to electronics, the best in materials and equipment have been specified throughout.

During the navigation and instrumentation fit out, it was important not to ruin MAGYAR’s sleek but classic look, so rather than fitting a large screen chart plotter into the wheelhouse, the decision was taken to use Apple iPads running the Navionics Boating app. This then allowed Harbour Marine to specify the rest of the system: a series of smart black boxes that could be hidden away behind the beautiful wooden panels.

The results were perfect, retaining all of the classic features, but with the merest hint of the cutting edge technology working in the background. One or more iPads or iPhones can be used anywhere on board, to wirelessly receive the navigational data generated by Digital Yacht’s WLN10 Smart NMEA server,

The full installation included:

- Digital Yacht’s AIT2000
- WLN10 Smart wifi adaptor
- SPL2000 splitter
- Main VHF antenna is used by the AIS
- Black box Icom VHF with command mic
- Raymarine i70 display: speed, log and depth
- Raymarine p70 autopilot linked to the hydraulic steering
- Raymarine rudder indicator

#### COMMUNICATIONS

- ICOM 400 BB VHF Radio
- ICOM IC 33 Handheld VHF

#### Specification

### RIG AND CANVASWORK

#### RIG

- Spruce signal mast in new stainless steel tabernacle
- Nav lights; satnav and VHF aerials

- Flag halyards

#### CANVASWORK

- Total covers for all varnished deck structures
- Tender cover

#### Specification

### SAFETY

#### CODING MCA

- Small Commercial Vessel Coded
- MCA SCV2A, 10 persons Cat.2.

- 4 x 2kg dry powder fire extinguishers
- 18in Octahedral radar reflector
- Gas alarms for Co/ Co2/ Nat Gas

- 60 miles from safe haven in favourable conditions

EQUIPMENT

- Emergency tiller operates on stock head
- Nav lights/Shapes/ Sound Signals
- Flares; buoyant/ hand smokes
- Parmax 4 deck wash fire pump
- 2 x Fire buckets with lanyard
- Fire blanket in galley
- 2 x FM200 thermal bulb engine room fire extinguishers

- 2 x Horseshoe lifebuoys with drogues
- Throw over MOB recovery ladder
- 12 x Life Jackets
- 10 x Thermal Protective Aids
- First Aid Kit/First aid book Cat “C”
- 3 x Rule 2700 electric bilge pumps; float switches; bilge alarms
- Henderson MkV manual bilge pump

Specification

OTHER EQUIPMENT

- Purpose made solid teak deck table to seat 8 (or 10 at a pinch)
- 4 x Directors chairs
- Accommodation ladder/ platform
- Clinker tender stowed on trunk cabin roof chocks
- Tender reputed to have been the 12-Metre FLICA's

Specification

CREDITS

- Video - Classic
- Boat magazine

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

SAUNDERS-ROE 45 FT MEDINA CLASS TWIN SCREW MOTOR YACHT 1938/2018

---

Specification  
GALLERY

























































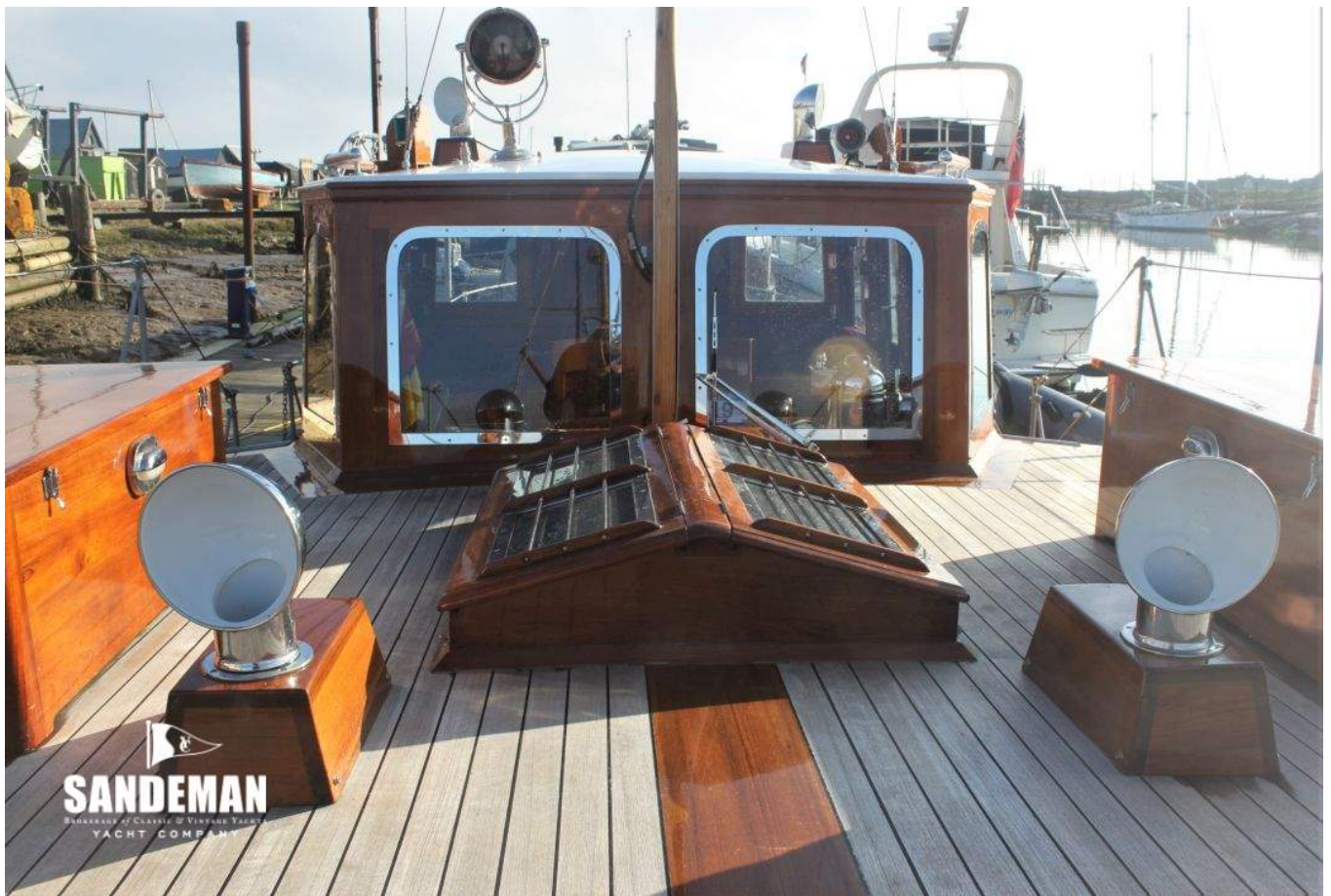




















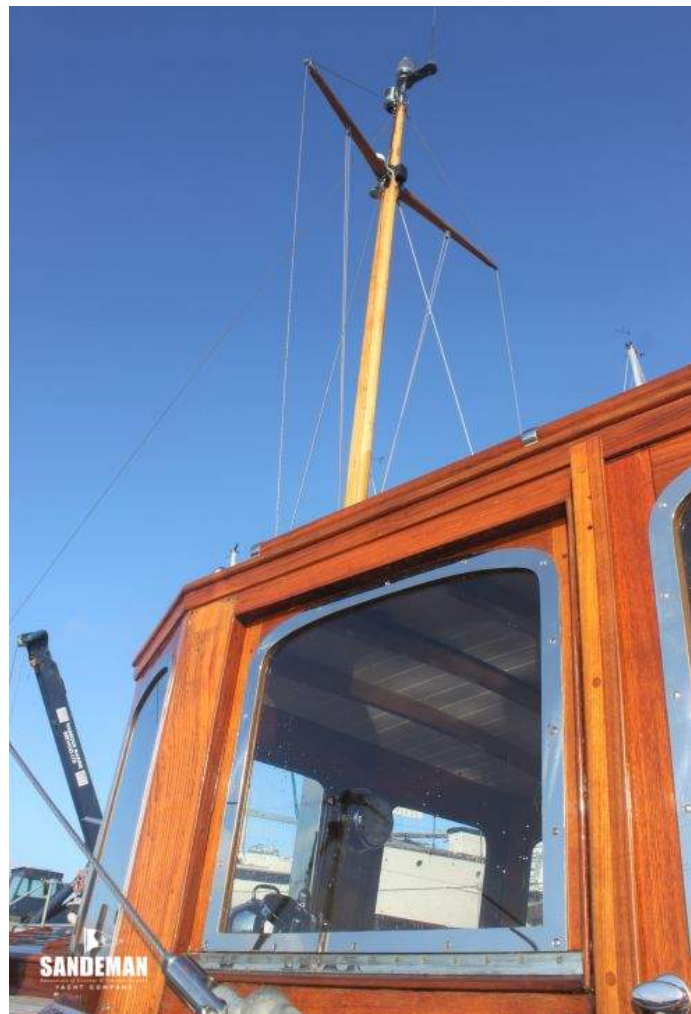








































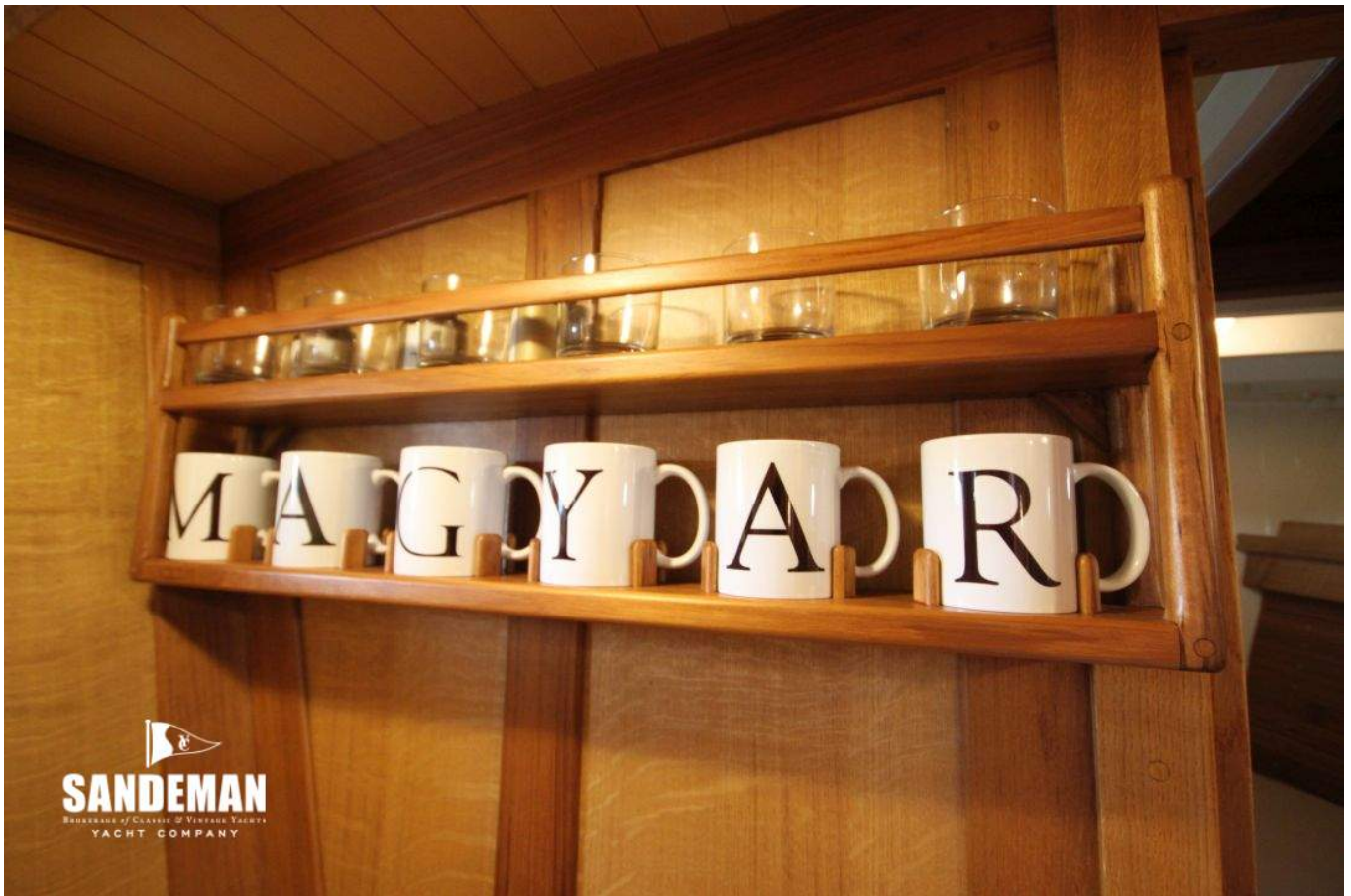
























































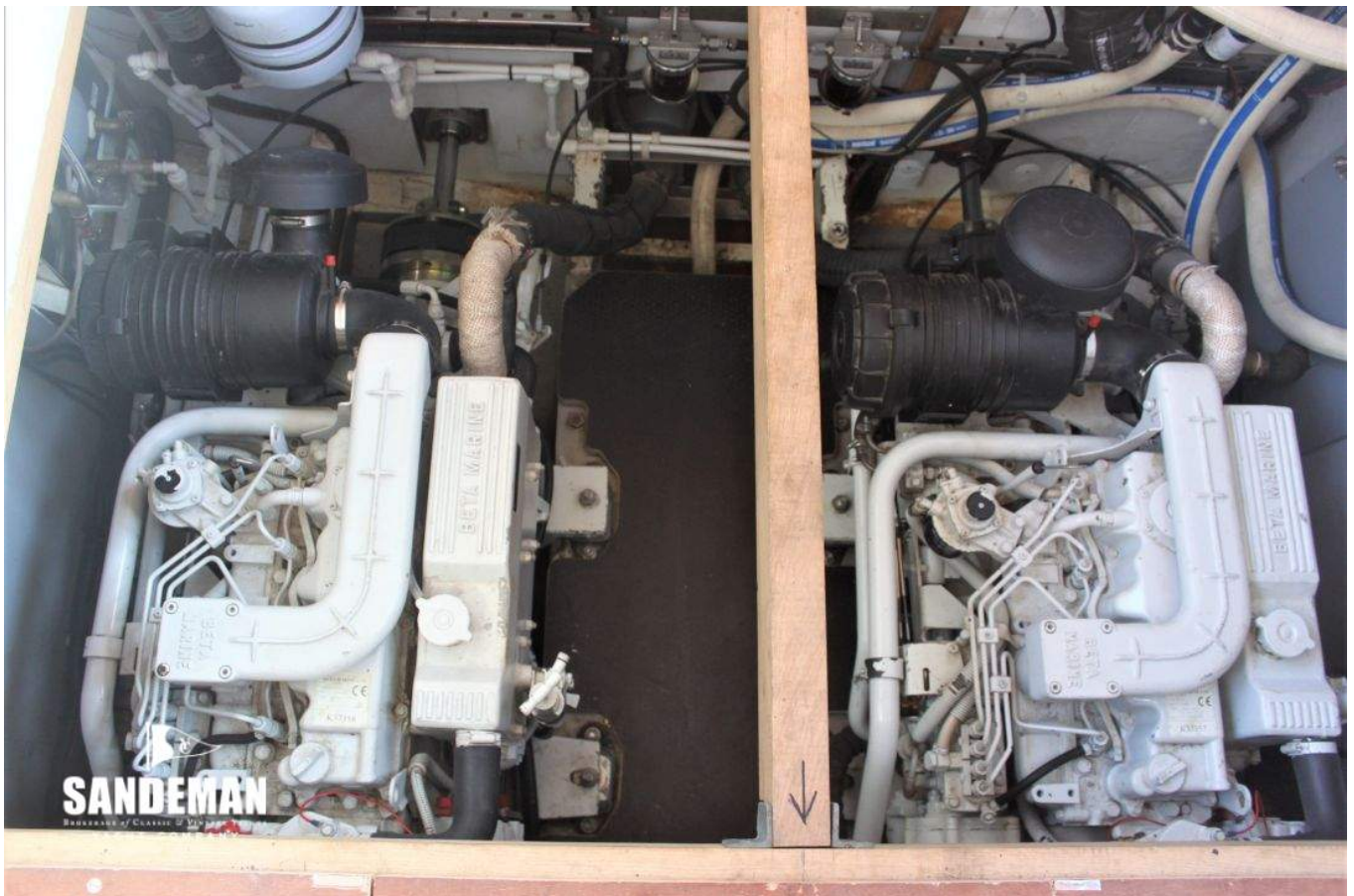
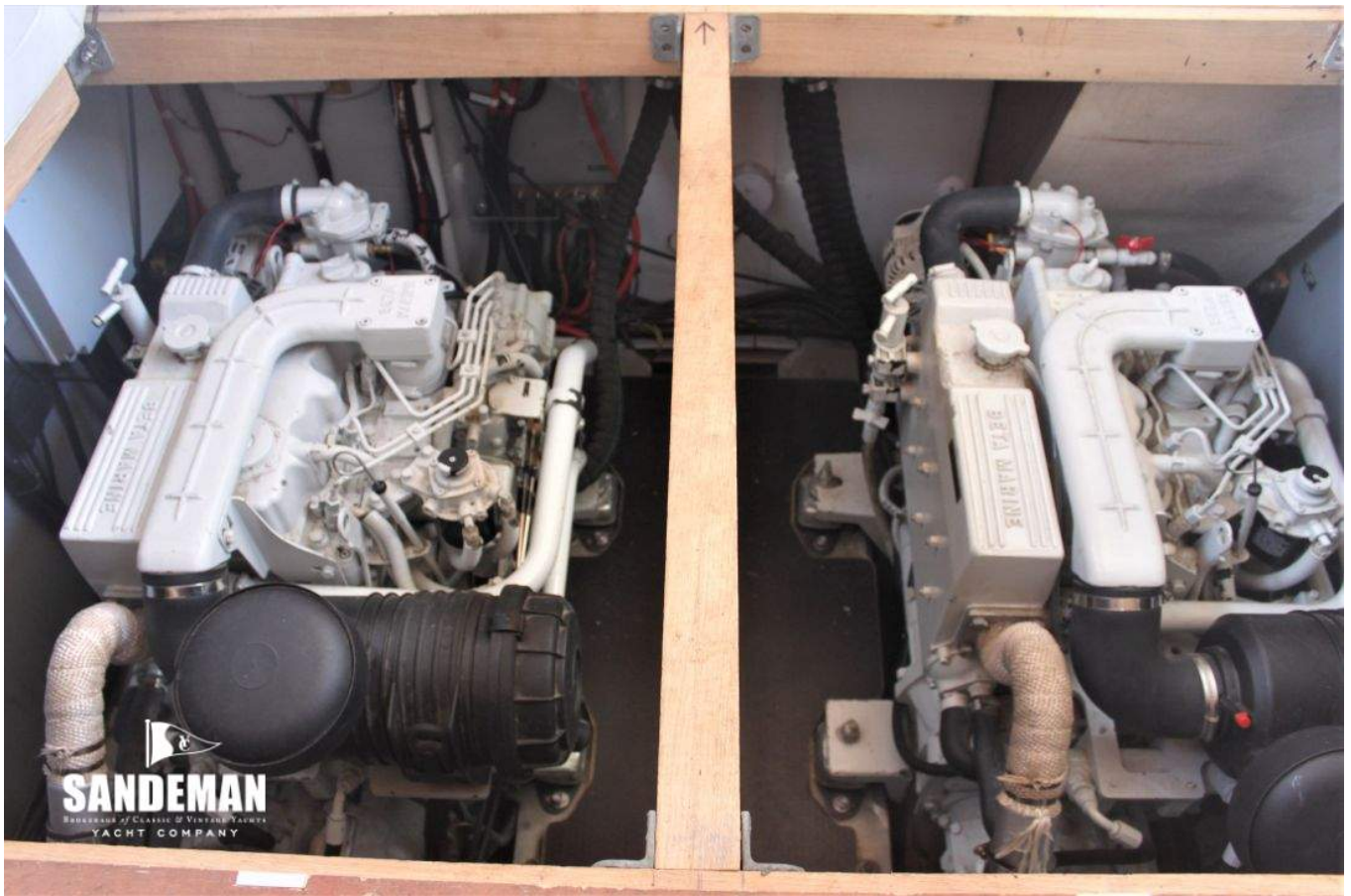




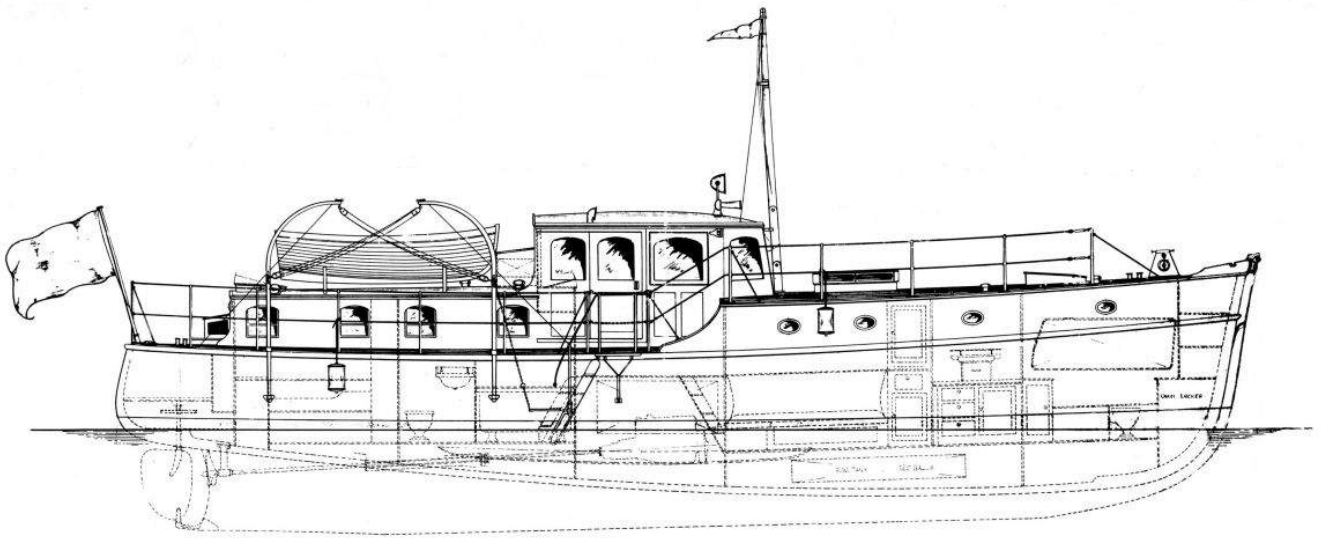








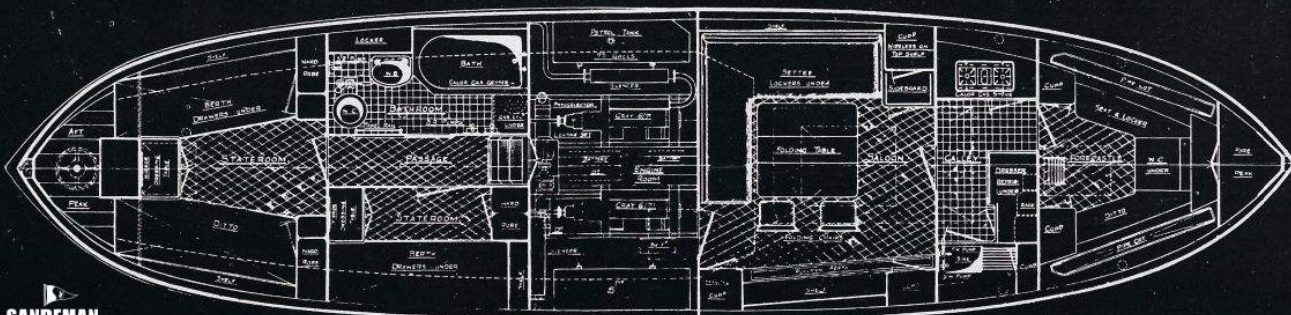
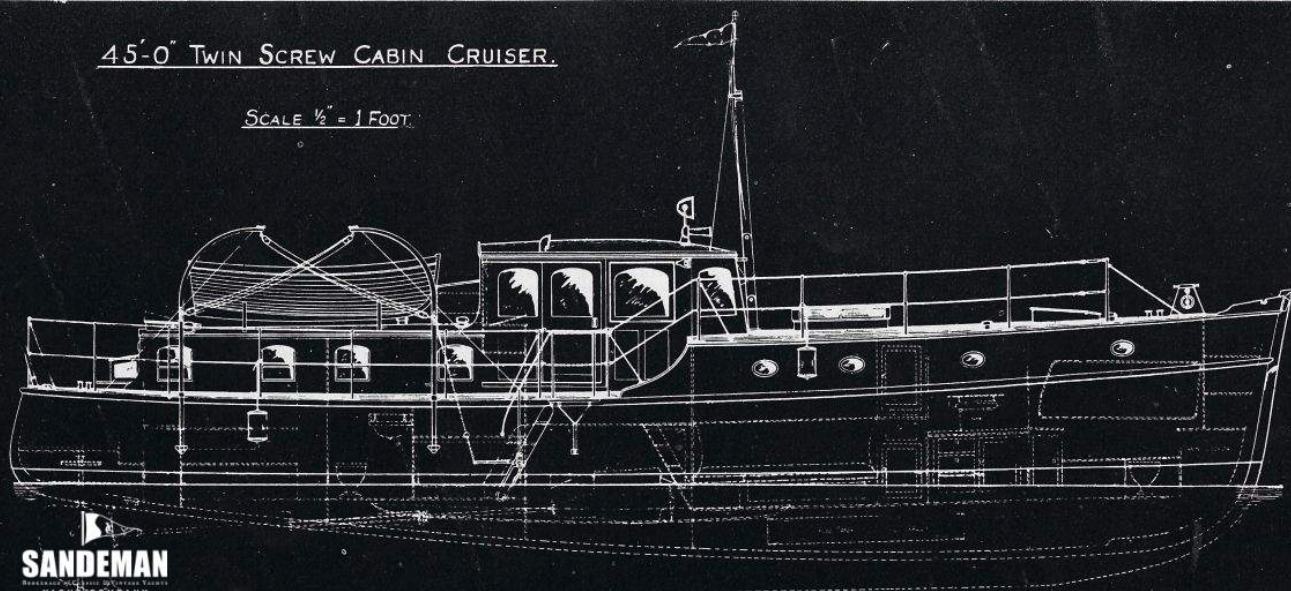






45'-0" TWIN SCREW CABIN CRUISER.

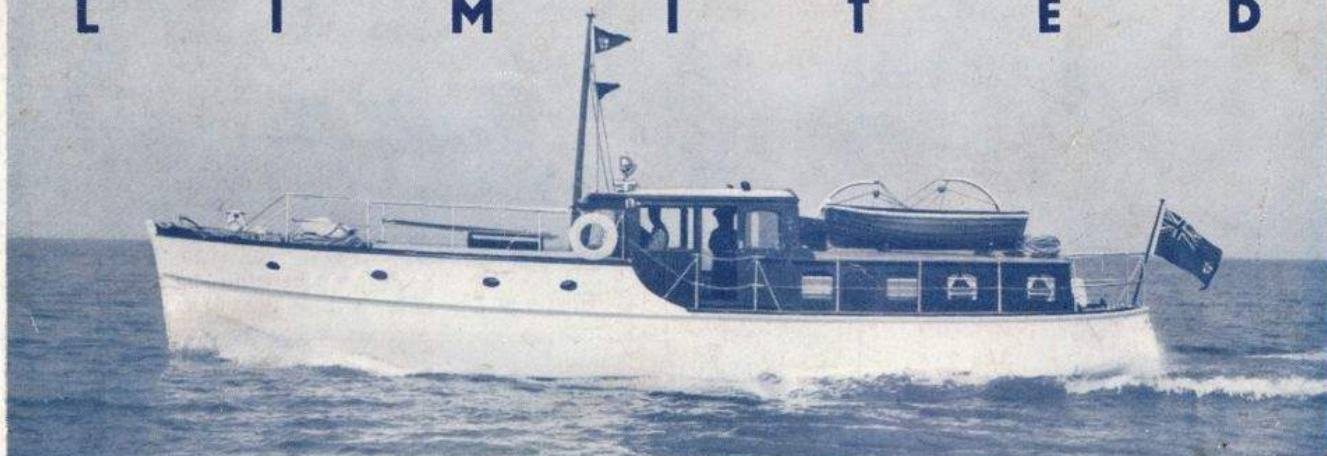
SCALE  $\frac{1}{2}" = 1 \text{ FOOT}$





# SAUNDERS SHIPYARD

L I M I T E D



**READY FOR DELIVERY AT EASTER, TWO STANDARD  
45 ft. CRUISERS.** Plan and Specification on request. PRICE

Inspection of these Cruisers at our Yard at East Cowes is invited.

**£2,850**

**SANDEMAN**  
BOULDER & COASTAL & TOWNSHIRE YACHTS  
YACHT COMPANY

SAUNDERS SHIPYARD LIMITED, CORNUBIA YARD, EAST COWES, ISLE OF WIGHT. 'Phone : COWES 567/8









  
**SANDEMAN**  
SANDERSON OF GENEVA & BIELLEUX YACHTS  
YACHT COMPANY







