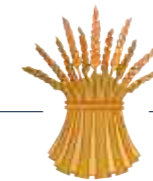




IIONA OF KYLESKU
1907
RYS



IONA OF KYLESKU



The epitome of dignified, timeless elegance, Ilona of Kylesku boasts both an impressive naval service record and a fascinating and eclectic civilian history. Designed by William Stoba and built by James Armour & Sons of Fleetwood in Lancashire in 1907, she was originally and until 2001 named Mauna Loa after the Hawaiian volcano that erupted shortly before her launch.



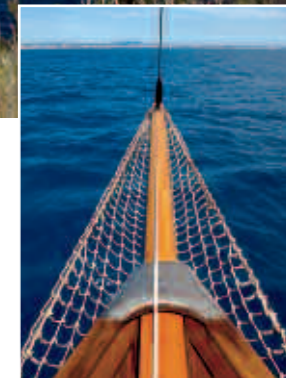




From stem to stern, she gleams proudly. Her recent extensive programme of restoration and modernisation returned her to peak condition, with every detail having been carefully thought out and sympathetically treated. She once again exudes the charm and finesse of an aristocratic Edwardian Lady.







Earth has not anything to show more fair:
Dull would he be of soul who could pass by
A sight so touching in its majesty:

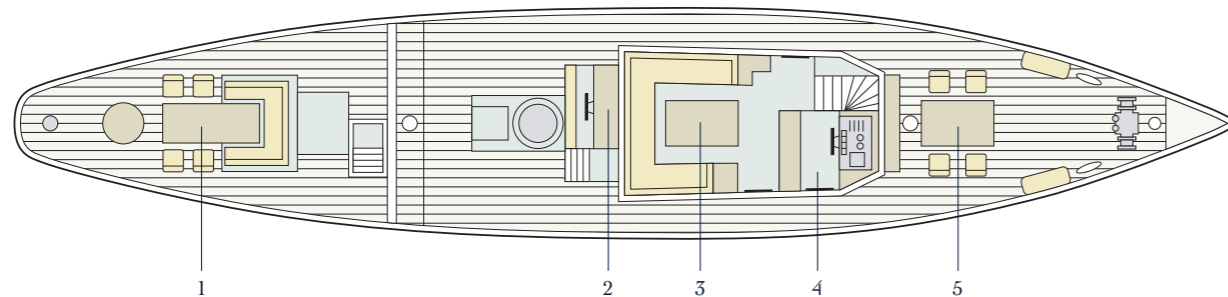
from "Upon Westminster Bridge" by William Wordsworth





IJONA OF KYLESKU

- 1907** Launched at Fleetwood, Lancashire. At that time and until 2001 when her present owner re-christened her, the yacht was named Mauna Loa. She belonged to Henry Calvert, a local textiles magnate until his death in 1922. She was then sold to her devoted captain, Robert Rawlinson.
- 1914 - 1918** During the First World War, she was chartered by the Navy and put into service on the River Mersey. Later, she was used as a minesweeper in the English Channel and the Irish Sea. She was in a bad way on her return, with a broken mast and painted battleship grey. Mr Calvert had her restored to her former glory.
- 1924** Sold to Charles Henry Alexander, 6th Marquis of Anglesey. In 1931 she had a major refit at Southampton. Works included the replacement of her steam engines for petrol.
- 1939 - 1945** At the beginning of the Second World War she was converted into an 'armed yacht' with a machine gun mounted on the foredeck. She was reputedly one of the 'Little Ships', helping with the evacuation of British troops, under enemy fire, from Dunkirk.
- 1947 - 1984** She had two further refits at Southampton, in 1947, when she was converted to diesel engines, and again in 1955. She gradually deteriorated under several owners, until she was sold in 1984 to Raymond Wells.
- 1986** Two years into a major refit in Palma de Mallorca, she was badly damaged by a hurricane. Mr Wells continued her restoration over some years and eventually sold her in 1994.
- 2001 - 2004** Her present owner bought her in 2001, when an extensive programme of restoration and modernisation to the very highest standards began at Southampton Yacht Services in Southampton.



- 1 Dog house
- 2 Upper wheelhouse
- 3 Saloon
- 4 Lower wheelhouse
- 5 Dining alfresco

- 6 Lazarette
- 7 Captain's cabin
- 8 Crew cabin
- 9 Engine room

IJONA OF KYLESKU

Technical Specifications

Ship type	Twin screw motor schooner
Official No.	124691
Hull	Pitch pine over oak frames
Gross reg. tonnage	56.40 tonnes
LOA	28m / 92'
Beam	4.7m / 15' 6"
Draft	1.8m / 6' 2"
Propulsion	Twin GARDNER 6LW diesels
Electrical power	Two ONAN gensets
Fresh water	Produced by reverse osmosis
Fuel	Two fuel tanks of 1500lts each
Range	Aprox. 900nm at 8kts

Equipment

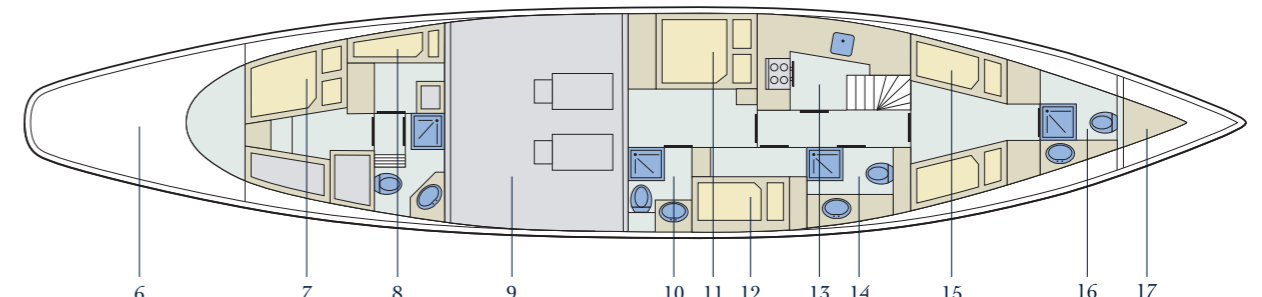
Zodiac 4.2m jet drive dinghy suitable for the carrying of 6 persons or pulling one skier
Two 8 man Solas "A" life rafts on upper deck

Communications

One "Three station" fixed DSC VHF ships radio
Two hand held DSC VHF radios
One long range GMDSS SSB ships radio
Telephone / Internet by GSM or Satcom

Accommodation

Accommodation for 5 guests
(optional two guests in saloon) and 4 crew



- 10 Master bathroom
- 11 Master cabin
- 12 VIP cabin
- 13 Galley
- 14 Day bathroom
- 15 Forepeak cabin
- 16 Forepeak bathroom
- 17 Chain locker



1910 - Fleetwood



1986 - Palma de Mallorca



1994 - South France



2001 - Fleetwood



2001 - Kylestrome



2003 - Kylestrome



2004 - Caledonian Canal



2004 - Urquhart Castle



2004 - Trogir, Croatia



2004 - Trogir, Croatia



2005 - Formentera



2005 - Mallorca