

JAVELIN — UNKNOWN



Builder: UNKNOWN

Year Built: 1897

Model: Classic Yacht

Price: PRICE ON APPLICATION

Location: Italy

LOA: 85' 0" (25.90m)

Beam: 14' 2" (4.30m)

Max Draft: 9' 7" (2.90m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **JAVELIN — UNKNOWN** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **JAVELIN — UNKNOWN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

| | |
|------------------------------|----|
| TABLE OF CONTENTS | 2 |
| SPECIFICATIONS | 3 |
| Overview | 3 |
| Basic Information | 3 |
| Dimensions | 3 |
| Speed, Capacities and Weight | 3 |
| Accommodations | 4 |
| Hull and Deck Information | 4 |
| Engine Information | 4 |
| DETAILED INFORMATION | 5 |
| Accommodations | 5 |
| Engine /Mechanical Equipment | 5 |
| Galley | 6 |
| Remarks | 6 |
| Safety And Fire Protection | 8 |
| Sails and Rigging | 9 |
| Tenders | 10 |
| Exclusions | 10 |
| Disclaimer | 10 |
| PHOTOS | 11 |
| CONTACTS | 13 |
| Contact details | 13 |
| Telephones | 13 |
| Office hours | 13 |
| Address | 13 |

SPECIFICATIONS

Overview

Javelin was designed in 1896, launched in 1897 and the information taken from the **Lloyds, Royal Yacht Squadron** and **Royal Corinthian Y.C. archives states:** "the wooden sailing ketch *Javelin* was included in the *Lloyd's Register of Yachts 1898/99* edition. She was built by *Payne & Sons, Southampton (later Summer & Payne Limited)* and designed by *A. E. Payne*. She was completed in 1897 and registered in *Southampton*. Her length: 63'5", breadth: 14'3" and depth: 9'8". Her sails were made by *Ratsey & Laphorne* in 1897. At the turn of the century her registered owner was: *E.R.T. Croxall of Manor Aldridge, Staffordshire* who also owned the 9 ton *Shulah*. With *Javelin*, *Mr. E.R.T. Croxall* won the second prize at the ocean race from *Cowes to Weymouth* After different owners In 1950, the boat moved to the Mediterranean and then we lost track of her. We only know that she was registered at the **Real Clube Nautico** of Barcelona but we do not know the name of her owner. In the summer of 2002, her name was changed to "**Javelin of Northam**" and she was in a state of complete abandonment in the port of **Soto Grande** near Gibraltar. *Mr. Herve' Decker*, in charge, for Spain and Marocco, of the Sailing Channel - the European satellite television station specialising in the world of sailing - saw her and fell in love with her. **Mr. Decker** realised immediately that the boat was of immense interest and that her resurrection could be a great story to document and to present to enthusiasts.

Basic Information

Category: Classic Yacht

Model Year: 1897

Year Built: 1897

Country: Italy

Cockpit: Yes

Dimensions

LOA: 85' 0" (25.90m)

Beam: 14' 2" (4.30m)

Max Draft: 9' 7" (2.90m)

Speed, Capacities and Weight

Displacement: 110000 Pounds

Accommodations

Total Cabins: 2

Total Berths: 4

Sleeps: 4

Total Heads: 1

Crew Berths: 3

Crew Sleeps: 3

Crew Heads: 1

Hull and Deck Information

Hull Material: Wood

Deck Material: Teak

Exterior Designer: Arthur E. Payne

Interior Designer: Paola Moretto

Engine Information

Engines: 2

Manufacturer: Steyr

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Accommodations

The **AFT-quarters** are occupied by the owner. This cabin features **2 x low beds, vanity, desk, 2 x wardrobes, skylight and a bathroom with a WC, basin and "the bath tub",** the status symbol for a lady of those times.

Forward is a **double guest cabin with wardrobe on the starboard side** and WC with basin and shower

In mid quarters the **Saloon offers a seating area with a table seating 6 people, skylights and 2 x sofas and a fireplace which was reintroduced after restoration.**

Companionway from the dog house with small divans and chart table

Engine room with access on the starboard side

Fore peak dining table

Entrance from the deck with ladder

WC with a basin and a shower

Equipped Galley is on the left forward w/ by skylights

The fore peak houses the crew in 3 x berths.

Hold for sails and Stowage space and **the aft lazarette**

Engine /Mechanical Equipment

| | | |
|--------------------|----------|--|
| Engines: | 2 | x Steyr 166 hp 2600 rpm |
| | 2 | x Linde-Gueldner hydraulic motors |
| Propulsion: | 2 | x Max Prop screws |
| Batteries: | | Sonnenshein 800 A gel |
| Chargers: | 1 | x Battery charger unit |
| Inverter: | 1 | x Inverter unit 4500 W |

| | | |
|-----------------------|----------|--|
| Hydraulics: | 2 | x Linde-Guedner hydraulic pumps |
| Water Maker: | 1 | xSpectra 250 I/H |
| Water System: | 2 | x Electronic autoclaves for hot and cold water supply |
| Toilet System: | 1 | xTecma electric WCs |
| Sewage System: | 1 | xWaste water system |
| Passerelle: | 1 | xBoarding ladder |
| Ground Tackle: | 3 | x 50 kg admiralty anchors |

Galley

1 x Samsung oven

1 x Hob with 3 flames on gimbals

1 x Freezer 24 V

2 x Refrigerators 24 V

Remarks

Restoration between 2002 and 2006

To restore a boat means bringing it back to a new life without changing its soul or character. All the work on Javelin is based on these principles and the necessity to make concessions to modern times has been kept discrete and toned down on purpose.

In this way, above all, her motorization, non existent at the time she was launched, will give the boat much more speed and the manoeuvrability of a motor yacht thanks to two engines and two screws with hydraulic transmission. This does not interfere in the slightest with the interior layout of the boat which retains its original form and this choice was motivated by the desire to keep the original helm 100% in tact.

The same can be said for the electronics, which cannot be done without today. They are, however, completely invisible except for when they are in use. Whilst there are modern accessories in the galley and in the bathrooms, we did not want to relinquish the Victorian style and the master bathroom boasts the presence of "the bath tub", the status symbol

for a lady of those times.

The saloon, which incorporates numerous fittings, of the epoch is further embellished with the reintroduction of the fireplace which existed when the boat was launched but eliminated in later years: in Beken's photo of the period the chimney pot is clearly visible on the deck. The sails reflect in the closest detail the boat of 1897 whilst rigging has been assisted by the use of electric winches, strictly in bronze.

All the hardware on deck is also in bronze whilst we have been able and have preferred to keep the original hardware in forged steel for the masts.

Interior Design

The interior designer Paola Moretto has concentrated herself deep in the Victorian soul to give back life to all the inside arrangement and taking care of every small details like colours and fabrics.

The interior layout of the boat retains its original form. This choice was motivated by the desire to keep the original helm 100% in tact.

Carpenter

Thank to twenty years work in Argentina in the shipyard of German Freres father , Fabian Lomez took care of the wooden work from the wood choice to the coordination of the five carpenters involved in this huge refitting: he built one by one all the new frames, he built the teak deck and brought the vessel back to the water

Alto Adriatico Shipyard Team

“Artists” the only correct word to present the team of Alto Adriatico Shipyard - the smallest Italian structure specialized in the refitting of antique vessels. Thank to their work that is not carpentry but high level woodworking, thank to their experience which comes from years work under the keen supervision of the great “Maestro Sciarrelli”, they gave back structure and life to the inside arrangement

Rigging Restoration

The rigger Pier Francesco got alive again the soul of the boat. Everything is made by hand

in the over 1000 meters of ropes that Javelin needs with full sails.

Enrico Parovel Sail maker

Javelin the needed the handwork, care and love, which only the tradition and more than 50 years of work has given Enrico Parovel. He was the ideal person as having the tradition of sail making for generations in the family. After seeing photographs of Javelin he came to the conclusion that everything had to be done just like in the end of the 18th century and that they were the right people for doing that.

Chief engineer Marzio

On board there is a lot of hidden and invisible technology, which doesn't burden on the grace and the agility of the boat created engineless: the invisible motorisation makes use of 2 km of electric cables and electronics and enables the boat to run with a speed of 10 knots and to be handled like a motoryacht. Methodology and precision are essential on every boat and even more on Javelin: the motorisation that makes use of a hydraulic transmission and the control electronics borrowed by the aeronautics don't allow improvisations

Materials used in Restoration

Hull with original planks in pitch pine 58 mm and Siam teak 58 mm & oak

New oak frames

New beams in white pine and red pine/

Burma teak deck

Masts all Douglas Fir

Original fittings in galvanized forged iron

Fastenings in Aluminium Bronze, Inox aisi 316 L

Original rudder Siam teak

Ballast Plomb

Safety And Fire Protection

1 x EPIRB

2 x liferafts AVON for 6 people

6 x Bilge pumps

1 x Set of Sea Water fire-fighting equipment

1 x Set of Engine room fire-fighting equipment

Fire extinguishers in all the cabins

Mandatory equipment

Sails and Rigging

| | |
|----------------------------|--|
| Douglas Fir Mast/s: | 1 x Bowsprit |
| | 1 x Lower mainmast |
| | 1 x Main mast |
| | 1 x Main boom |
| | 1 x Main trysail gaff |
| | 1 x Mizzenmast |
| | 1 x Mizzen boom |
| | Original galvanized iron & inox |
| Current Rigging: | Textile cable |
| Winches (electric): | 2 x LV manual drums mm (bronze) |
| | 5 x LV electric drums 140 mm (bronze) |
| Blocks: | 115 x In wood and bronze |
| Deck Hardware: | Aluminium bronze |
| Screw Couplings: | Galvanized iron |
| Shrouds: | Inox cable with traditional splicing |

Tenders

1 x Dinghy 12'

1 x Outboard 50 Hp

Crane:

2 x Davits

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS





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