

## JAVELIN — UNKNOWN



**Судостроитель:** UNKNOWN

**Год постройки:** 1897

**Модель:** Классическая яхта

**Цена:** **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

**Местонахождение:** Italy

**Длина общая:** 85' 0" (25.90m)

**Ширина:** 14' 2" (4.30m)

**Макс. осадка:** 9' 7" (2.90m)

Купить **JAVELIN — UNKNOWN** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **JAVELIN — UNKNOWN** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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# ХАРАКТЕРИСТИКИ

## Обзор

**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 & Lapthorne* 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.

## Основная информация

Тип судна: Классическая яхта

Модельный год: 1897

Год постройки: 1897

Страна: Italy

Кубрик: Да

## Размеры

Длина общая: 85' 0" (25.90m)

Ширина: 14' 2" (4.30m)

Макс. осадка: 9' 7" (2.90m)

## Скорость, вместимость и масса

Водоизмещение: 110000 Pounds

## Размещение

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Всего кают: 2

Всего коек: 4

Спальные места: 4

Всего ком. состава: 1

Койки экипажа: 3

Спальных мест экипажа: 3

Комм. состав экипажа: 1

## Корпус и палуба

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Материал корпуса: Wood

Материал палубы: Teak

Дизайнер экстерьера: Arthur E. Payne

Дизайнер интерьера: Paola Moretto

## Информация о двигателе

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Двигатели: 2

Производитель: Steyr

Тип двигателя: Inboard

Тип топлива: Diesel

# ПОДРОБНОЕ ОПИСАНИЕ

## 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

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

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

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## Galley

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**1 x Samsung oven**

**1 x Hob with 3 flames on gimbals**

**1 x Freezer 24 V**

**2 x Refrigerators 24 V**

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## Remarks

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**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

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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 18<sup>th</sup> 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

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## **Safety And Fire Protection**

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**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

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

## Tenders

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1 x Dinghy 12'

1 x Outboard 50 Hp

Crane:

2 x Davits

## Исключения

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При продаже яхты исключаются личные вещи владельца.

## Отказ от ответственности

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Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

# ФОТОГРАФИИ





# КОНТАКТЫ

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## Время работы

Понедельник – Суббота: 9:00 - 21:00  
EDT

Воскресенье: Закрыто

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STE 213, Dania, FL 33004