



ENDEAVOUR — CAMPER & NICHOLSONS



Судостроитель:

CAMPER & NICHOLSONS

Год постройки: 1934

Модель: Крейсерская яхта

Цена: 17 500 000 € EUR

Местонахождение: Spain

Длина общая: 129' 10" (39.56m)

Ширина: 22' 4" (6.80m)

Мин. осадка: 15' 9" (4.80m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 13 Kts. (15 MPH)

Купить ENDEAVOUR — CAMPER & NICHOLSONS а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания Atlantic Yacht and Ship 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 ENDEAVOUR — CAMPER & NICHOLSONS а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **8 800 234-4456** (бесплатно по РФ).

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Основная информация	3
Размеры	3
Скорость, вместимость и масса	3
Размещение	3
Корпус и палуба	4
Информация о двигателе	4
ПОДРОБНОЕ ОПИСАНИЕ	5
DETAILED SPECIFICATIONS	5
Исключения	12
Отказ от ответственности	12
ФОТОГРАФИИ	13
КОНТАКТЫ	18
Контактная информация	18
Телефоны	18
Время работы	18
Адрес	18

ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1934

Год постройки: 1934

Год обновления: 2012

Страна: Spain

Размеры

Длина общая: 129' 10" (39.56m)

Длина по ватерлинии: 88' 4" (26.90m)

Ширина: 22' 4" (6.80m)

Мин. осадка: 15' 9" (4.80m)

Длина привального бруса: 129' 10"
(39.56m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 13 Kts. (15 MPH)

Чистый вес: 100 Pounds

Вместимость воды: 999.89121682
Gallons

Объем топливного бака: 5674.944021064
Gallons

Размещение

Всего кают: 4

Спальные места: 8

Спальных мест экипажа: 7

Корпус и палуба

Материал корпуса: Steel

Дизайнер экстерьера: Dykstra

Дизайнер интерьера: John Munford /
Adam Lay

Информация о двигателе

Двигатели: 1

Производитель: Scania

Модель: DI 12065M

ПОДРОБНОЕ ОПИСАНИЕ

DETAILED SPECIFICATIONS

TYPE	Sailing Yacht
HULL NO.	739711
BUILDER	Camper & Nicholsons
NAVAL ARCHITECT	Charles Nicholson / Dykstra & Partners
DESIGN	J-Class
EXTERIOR DESIGN	Dykstra
INTERIOR DESIGN	John Munford / Adam Lay
YEAR	1934
REFIT	1989/2011/2012
CALL SIGN	ZCPQ4
CLASSIFICATION	CIS Small Commercial Vessel Certificate (allows charter)
CONSTRUCTION	Steel hull
CREW	7
FLAG	Cayman Islands
ENGINES	1 x 430hp Scania DI-12065M
GT	100 tons
NT	30 tons
DISPLACEMENT	178,000 kg (178tons)
DIMENSIONS	
LOA	39.56m/ 130'
LWL	26.90m/88'
BEAM	6.80m/22'2"
DRAFT	4.80m/15'8"
MAXIMUM SPEED	13knots
CRUISING SPEED	10knots
FUEL CONSUMPTION	35 litres/hour Approx
RANGE	1,600nm under power
ACCOMMODATION	8 x Guests in 4 cabins
CREW	7 x Crew including the captain
FUEL	5,675 litres / 1,500 US gallons

FRESH WATER	3,785 litres / 1,000 US gallons
GREY WATER	2 x Holding tanks
BLACK WATER	2 x Holding tanks, + Ecomar sewage treatment unit
MASTER STATEROOM	Double berth, en-suite shower and head
GUEST STATEROOMS	1 x Twin berth cabin (bunks) starboard 1 x Double berth with en-suite shower & head, Stb' 1 x Double berth with en-suite shower & head, Port
SALOON/ DINING	Combined Saloon and Dining room Saloon side L-shaped sofa plus seat in leather. Dining table to seat 8
MAIN DECK	Deck house with seating
GALLEY/PANTRY	Galley forward of mast port side
CREW	1 x Captain single berth stb fwd 2 x Crew twin berth crew cabins fwd 1 x Crew twin berth cabin aft
DECK	Navigation station aft port side.
ENGINES	1 x 430Hp Scania DI 12065M - original
ENGINE HOURS	1,449 hours on January 22, 2015
GEARBOX	Twin Disc EC300
PROPULSION	Single screw
PROPELLERS	Hundersted variable pitch electric
RUDDER ANGLE	35 degrees
STEERING SYSTEM	Cable and quadrant
THRUSTERS	Hydrosta Swing 60
BOWTHRUSTER	1 x 60hp Hydrosta
GENERATORS	2 x 38kW Northern Lights (replaced during refit @ at Yachting Development in NZ)
GENERATOR HOURS	January 22, 2015 Port: 2,744 hours Starboard: 2,477 hours

ELECTRICITY	110 V, 60 Hz
SHORE POWER	Asea AC 45HF
BATTERIES	6 x Mastervolt Mli 24/160 Li-ion
TYPE	Li-ion
MAIN ENGINE START	Electronic via 12 volt start batteries
START BATTERY	24V
GENERATOR START	Electronic remote Wavetech via 12 volt start batteries
CHARGERS	Master volt
CONVERTERS	Mastervolt
EMERGENCY	24 volt Emergency battery sytem
HYDRAULICS	Onboard systems NZ, custom ring main x3 PTO and AC pump
AIR CONDITIONING	Marine Air with 2 compressors
AC CHILLER 1 HOURS	3,307 hours on January 22, 2015
AC CHILLER 2 HOURS	2,424 hours on January 22, 2015
WATER MAKER	Danfoss, Sea Recovery
WATER SYSTEM	Head hunter Mach 5 pump
TOILET SYSTEM	6 x Marine electric model: Planus
SEWAGE SYSTEM	Ecomar
FUEL FILTERS	Racor
SAILS	North Sails NZ
SAIL AREA	933sqm / 10000sft (upwind)
UPWIND RACE AREA	498 + #1 Lt/med 429 = 927 m2 - Up wind combined
MAIN SAIL	Race main
STAYSAIL	North 3dl fully batten 490m2
YANKEE	North 3dl 110m2
CRUISING SAIL INVENTORY	North 3dl 157m2
	Includes:
	Cuben Code O
	Storm Trysail
	Storm staysail
RACE SAIL	All by North NZ:
	Main 3Di,
	#1 3Di, #2 3Di, #3 3Di,

BOOM&MAST	A1, A2, A3, A4, S4
POLE	Southern Spars NZ Carbon
JOCKEY POLE	Southern Spars NZ Carbon
RIGGING	2 x Southern Spars Carbon
STANDING RIGGING	EC6+ Continuous Carbon rigging
RUNNING RIGGING	EC6+ Carbon runners & checks
ROPES	HS dynema with technora covers
FURLING GEAR	Equiplite code 0 manual line furler
WINCHES	All Hydraulic Harken aluminium
	2 x 990
	6 x 1111 (with high speed 1 st via smart valve)
	2 x 1130
	2 x 1145
	2 x 1135
MAGNETIC COMPASS	1 x Drigo Alinco V
GYRO COMPASS	B&G Halcyon
ECHO SOUNDER	B&G H3000
RADAR	Furuno navnet 24inch dome
AIS	Furuno class B
DGPS	Furuno navnet
CHART PLOTTER	Maxsea timezero
NAVTEX	Sat C Thrane and Thrane
LOG	B&G H 3000 x2 paddle wheel units
WIND INSTRUMENTS	1 x B&G H 3000 carbon vertical wand 1.4m
SEARCHLIGHTS	1 x Handheld 24 volt plug at helm and bow
CAMERA(S)	2 x Engine room and end of boom, passerelle view
SATCOM	2 x FB250 units
VHF	Simrad RS86 black box handsets at nav station and crew mess, plus Wifi mobile helm unit
LOUNDHAILER	Kahlenberg single fog horn and compressor, with

TELEPHONE EXCHANGE	auto signal unit Panasonic digital exchange
INTERCOM	Panasonic phones at Owner's cabin, nav station, Captain's cabin & crew mess
IT	2 x HP computers comms & Nav
MANUFACTURER	Harken / Yachting Developments Deck blocks Harken titanium.
ANCHOR WINDLASSES	Lewmar V8
ANCHORS	Rocnor NZ 110kg Super high holding plus Aluminium fortress
ANCHOR CHAINS	Main 150m x 14mm galvanised chain plus back up 30m x 14mm plus 150m 38mm warp
BOAT CRANE & DAVITS	Custom Carbon Anchor launch and recovery davit
PASSERELLE	Multiplex carbon 4.0m
SIDE BOARDING LADDER	Aluminium swim ladder
AWNINGS	Antigua sails full over boom awning & North sails NZ foredeck awning
COVERS	North sails NZ mainsail cover and tender cover
MAIN SALOON	Sonos plus Denon AV and Samsung TV
DINING	Sonos
SEATING AFT DECK	Sonos Wi-fi speaker
OWNER'S STATEROOM	Sonos plus Panasonic car stereo
GUEST CABINS	Sonos
CREW	Sonos plus Denon AV and Samsung TV
GALLEY	
· Gaggenau Cooker	
· Wolf induction hob	
· Micro wave	
· Under floor custom freezer	

- Cospolitch fridge and draw freezer

LAUNDRY

- 1 x Miele Washing machine
- 1 x Miele dryer
- Drinks pull out draw fridge

SAFETY

- 1 x Ocean safety Liferrafts 10 pax in canister
- 2 8 x Pax in soft valise
- 2 x Grab bags
- 28 x Lifejackets (10 Kru, 18 Baltic).
- 10 x AIS MOB transponders
- 2 x Jon buoy units
- 2 x Throwable life rings

FIRE FIGHTING

- Novec fire suppression system fitted in Engine room
- Hydraulic fire pump supplying ring main to outlet at bow, engine room and aft deck.
- 14 x Hand held fire extinguishers located throughout vessel

TENDERS

- 1 x 4.2m Zodiac classic roll-up with alloy floor and 20 Hp Yamaha 4 stroke

WATER SPORTS

- 2 x 9ft 6inch Red paddle inflatable SUP boards

DIVING

- 2 x Bottles plus BCU, Assorted masks and fins

HISTORY

Endeavour was commissioned by Sir T.O.M. Sopwith to challenge for the America's Cup in 1934. Having prepared his campaign in Shamrock V, Sopwith was keen to ensure that this yacht was the most advanced design possible. With his experience designing aircraft Sopwith applied aviation technology to Endeavour's rig and winches and spared nothing to make her the finest vessel of her day. From launching in 1934 she continued her preparation by competing against Shamrock V (then owned by Sir Richard Fairey) and the newly launched Velsheda (owned by W.L Stephenson).

She swept through the British racing fleet and into the hearts of yachtsmen the World around, winning many races in her first season. Like many before her, Endeavour did not win the Cup but she came closer to doing so than any other challenger.

Endeavour pioneered the development of the Quadrilateral genoa, a two clewed headsail offering immense sail area and power, and still used on J Class yachts racing today. She also had a larger and better designed spinnaker but Sopwith was let down by poor crewing. Just prior to departure for the USA, his professional crew went on strike for more money and Sopwith was forced to round up keen amateur sailors, who had the enthusiasm but not the experience. Afterwards, she returned to England to dominate the British racing scene until 1938 when she was laid up prior to the war.

Over the next 46 years, Endeavour passed through many hands, her fate often hanging by a thread. Among other indignities, she was sold to a scrap merchant in 1947 only to be saved by another buyer hours before her demolition was due to begin. In the seventies, she sank in the Medina River in Cowes. Again at the eleventh hour, she was bought for ten pounds sterling by two carpenters who patched the holes in her hull with plastic bags and got her afloat again. In the early eighties, Endeavour sat at Calshot Spit, an abandoned seaplane base fronting the Solent. She was a complete wreck, a rusting and forlorn hulk with no keel, rudder, ballast or interior.

COMMENTS

In 2010, 2011 and 2012 ENDEAVOUR underwent an extensive 18-month refit at Yachting Developments in New Zealand leaving only the gearbox and propeller untouched.

Absolute care has been taken throughout the refit to preserve as much of the vessel as practical while taking advantage of twenty first century sailing systems, enhanced performance and improved functionality. There has been a philosophy of longevity and serviceability throughout the refit ensuring Endeavour will remain the historic icon she is today for future generations.

The comprehensive 18-month refit included removal and replacement of the weather deck including entire deck equipment. Steel deck framing was relocated to accommodate load paths of the new deck layout.

Dykstra & Partners, naval architects, were instrumental in the design of the new sail plan, deck

layout, rudder and structural engineering. The hull has been repaired, sandblasted and reinforced to accommodate new rig loads. The main engine, generators, hydraulic systems, winches, electrical system, electronics, bow thruster, air conditioning, mast and sails have been replaced or upgraded. The new carbon fibre mast was built by Southern Spars Auckland, the mast features EC6 carbon standing rigging. Accommodation forward of the mast has been reconfigured by John Munford and Adam Lay; the new interior has been built in-house by Yachting Developments tradesmen.

DISCLAIMER

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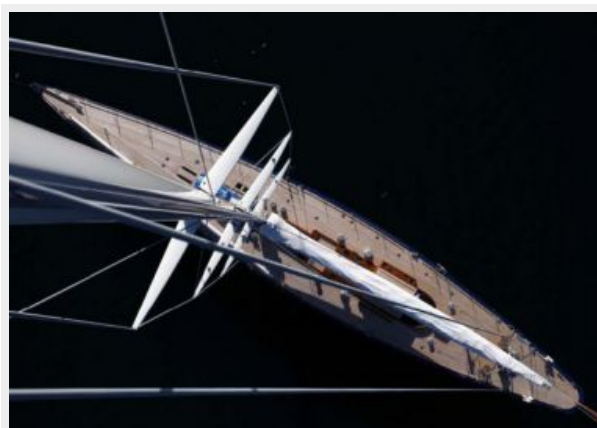
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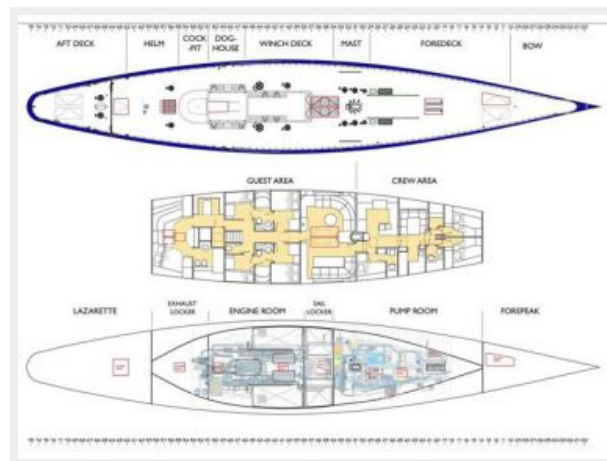
ФОТОГРАФИИ











КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрито**

Адрес



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