



## 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).

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# 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

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**Материал корпуса:** Steel

**Дизайнер экстерьера:** Dykstra

**Дизайнер интерьера:** John Munford /  
Adam Lay

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Scania

**Модель:** DI 12065M

# ПОДРОБНОЕ ОПИСАНИЕ

## DETAILED SPECIFICATIONS

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

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

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

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



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

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## Исключения

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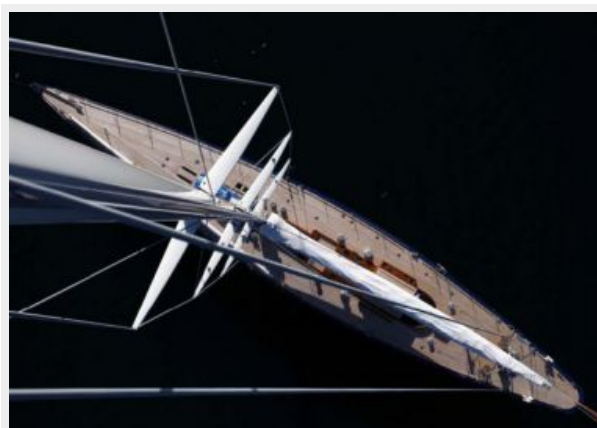
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## Отказ от ответственности

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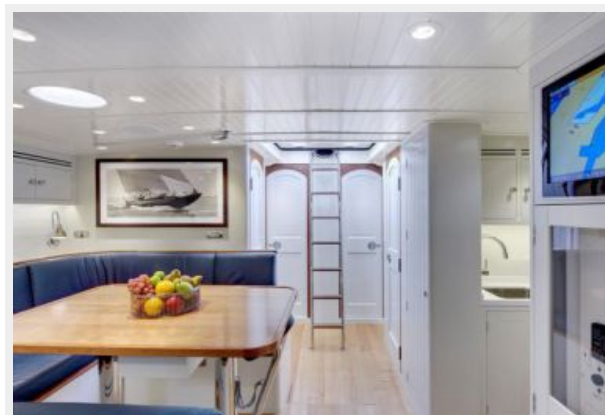
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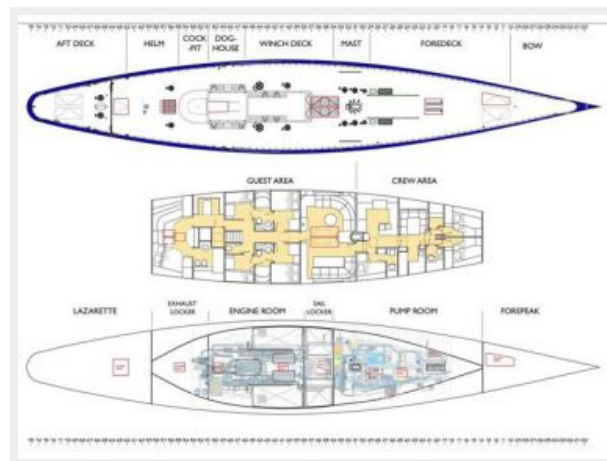












# КОНТАКТЫ

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Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Atlantic Yacht and Ship Inc. Официальный представитель Atlantic Yacht and Ship Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

## Контактная информация

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## Телефоны

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США, Майами, Флорида: **+1 954 274-4435**

## Время работы

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

Воскресенье: **Закрито**

## Адрес

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Harbour Towne Marina, 850 NE 3rd St,  
STE 213, Dania, FL 33004