

# ENDEAVOUR — CAMPER & NICHOLSONS



**Builder:** CAMPER & NICHOLSONS

**Year Built:** 1934

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Spain

**LOA:** 129' 10" (39.56m)

**Beam:** 22' 4" (6.80m)

**Min Draft:** 15' 9" (4.80m)

**Cruise Speed:** 10 Kts. (12 MPH)

**Max Speed:** 13 Kts. (15 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ENDEAVOUR — CAMPER & NICHOLSONS** 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 **ENDEAVOUR — CAMPER & NICHOLSONS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Basic Information

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**Category:** Cruising Sailboat

**Model Year:** 1934

**Year Built:** 1934

**Refit Year:** 2012

**Country:** Spain

## Dimensions

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**LOA:** 129' 10" (39.56m)

**LWL:** 88' 4" (26.90m)

**Beam:** 22' 4" (6.80m)

**Min Draft:** 15' 9" (4.80m)

**MFG Length:** 0' 0" (0.00m)

## Speed, Capacities and Weight

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**Cruise Speed:** 10 Kts. (12 MPH)

**Max Speed:** 13 Kts. (15 MPH)

**Gross Tonnage:** 100 Pounds

**Water Capacity:** 1000 Gallons

**Fuel Capacity:** 5675 Gallons

## Accommodations

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**Total Cabins:** 4

**Sleeps:** 8

**Crew Sleeps:** 7

## Hull and Deck Information

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**Hull Material:** Steel

**Exterior Designer:** Dykstra

**Interior Designer:** John Munford / Adam Lay

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## Engine Information

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**Engines:** 1

**Manufacturer:** Scania

**Model:** DI 12065M

# DETAILED INFORMATION

## DETAILED DESCRIPTION

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### 1. MAIN CHARACTERISTICS

<b>TYPE</b>	◦ Sailing Yacht
<b>HULL NO.</b>	◦ 739711
<b>BUILDER</b>	◦ Camper & Nicholson
<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 obtainable (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
<b>NT</b>	◦ 30
<b>DISPLACEMENT</b>	◦ 178,000 kg (178 tons)

### 2. DIMENSIONS

<b>LOA</b>	◦ 39.56m / 130'9"
<b>LWL</b>	◦ 26.90m / 88'
<b>BEAM</b>	◦ 6.80m / 22'4"

**DRAFT**    ◦ 4.80m / 15'8"

### 3. SPEED & RANGE UNDER POWER

**MAXIMUM SPEED**    ◦ 13 knots

**CRUISING SPEED**    ◦ 10 knots

**FUEL CONSUMPTION**    ◦ 35 litres / hour approx

**RANGE**    ◦ 1,600nm under power

### 4. CAPACITIES

**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

### 5. ACCOMMODATION

**MASTER CABIN**    ◦ Double berth, ensuite shower & head

◦ 1 x Twin berth cabin (bunks) starboard

**GUEST CABINS**    ◦ 1 x Double berth with en-suite shower & head, Stbd

◦ 1 x Double berth with en-suite shower & head, Port

◦ Combined Saloon and Dining room

**SALOON / DINING**    ◦ 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

◦ 1 x Captain's single berth stb fwd

**CREW**    ◦ 2 x Crew twin berth crew cabins fwd

◦ 1 x Crew twin berth cabin aft

**DECK**    ◦ Navigation station aft port side

### 6. MECHANICAL EQUIPMENT

**ENGINES**    ◦ 1 x 430Hp Scania DI 12065M (2011)

**ENGINE HOURS**    ◦ 3,180 hours 16th September 2019

**GEARBOX**    ◦ Twin Disc EC300

**PROPULSION**    ◦ Single screw

**PROPELLERS**    ◦ Hundersted variable pitch electric

**RUDDER ANGLE**    ◦ 35 degrees

**STEERING SYSTEM**    ◦ Cable and quadrant

**BOWTHRUSTER**    ◦ 1 x 60Hp Hydrosta Swing

**GENERATORS**    ◦ 2 x 38kW Northern Lights (replaced during refit @ at Yachting Development in NZ)

<b>GENERATOR HOURS</b>	<ul style="list-style-type: none"> <li>◦ September 2019</li> <li>◦ Port 6,540 / Stbd 5,965 hours</li> </ul>
<b>ELECTRICITY</b>	<ul style="list-style-type: none"> <li>◦ 110 V, 60 Hz</li> </ul>
<b>SHORE POWER</b>	<ul style="list-style-type: none"> <li>◦ Asea AC 45HF</li> </ul>
<b>BATTERIES</b>	<ul style="list-style-type: none"> <li>◦ 6 x Mastervolt Mli 24/160 Li-ion</li> </ul>
<b>MAIN ENGINE START</b>	<ul style="list-style-type: none"> <li>◦ Electronic via 12 volt start batteries</li> </ul>
<b>START BATTERY</b>	<ul style="list-style-type: none"> <li>◦ 24V</li> </ul>
<b>GENERATOR START</b>	<ul style="list-style-type: none"> <li>◦ Electronic remote Wavetech via 12 volt start batteries</li> </ul>
<b>CHARGERS</b>	<ul style="list-style-type: none"> <li>◦ Master volt</li> </ul>
<b>CONVERTERS</b>	<ul style="list-style-type: none"> <li>◦ Mastervolt</li> </ul>
<b>EMERGENCY HYDRAULICS</b>	<ul style="list-style-type: none"> <li>◦ 24 volt Emergency battery system</li> <li>◦ Onboard systems NZ, custom ring main x 4 PTO &amp; AC pump</li> </ul>
<b>AIR CONDITIONING</b>	<ul style="list-style-type: none"> <li>◦ Marine Air with 2 x compressors</li> </ul>
<b>TOILET SYSTEM</b>	<ul style="list-style-type: none"> <li>◦ 6 x Marine electric model: Planus</li> </ul>
<b>SEWAGE SYSTEM</b>	<ul style="list-style-type: none"> <li>◦ Ecomar</li> </ul>
<b>FUEL FILTERS</b>	<ul style="list-style-type: none"> <li>◦ Racor</li> </ul>
<b>WATER MAKER</b>	<ul style="list-style-type: none"> <li>◦ Danfoss, Sea Recovery</li> <li>◦ Head hunter Mach 5 pump</li> </ul>
<b>WATER SYSTEM</b>	<ul style="list-style-type: none"> <li>◦ Watermaker</li> <li>◦ UV Steriliser</li> </ul>

## 7. SAILS & RIGGING

<b>SAILS</b>	<ul style="list-style-type: none"> <li>◦ North Sails NZ</li> </ul>
<b>SAIL AREA</b>	<ul style="list-style-type: none"> <li>◦ 933sqm / 10000sft (upwind)</li> </ul>
<b>UPWIND RACE AREA</b>	<ul style="list-style-type: none"> <li>◦ 498 + #1 Lt/med 429 = 927 m2 - Up wind combined</li> <li>◦ Race main</li> </ul>
<b>MAIN SAIL</b>	<ul style="list-style-type: none"> <li>◦ North 3dl fully batten 490m2</li> </ul>
<b>STAYSAIL</b>	<ul style="list-style-type: none"> <li>◦ North 3dl 110m2</li> </ul>
<b>YANKEE</b>	<ul style="list-style-type: none"> <li>◦ North 3dl 157m2</li> <li>◦ Includes:</li> </ul>
<b>CRUISING SAIL INVENTORY</b>	<ul style="list-style-type: none"> <li>◦ Cuben Code O</li> <li>◦ Storm Trysail</li> <li>◦ Storm staysail</li> <li>◦ All by North NZ:</li> </ul>

**RACE SAIL INVENTORY**

- Main 3Di,
- #1 3Di, #2 3Di, #3 3Di,
- A1, A2, A3, A4, S4

**BOOM & MAST**

- Southern Spars NZ Carbon

**POLE**

- Southern Spars NZ Carbon

**JOCKEY POLE**

- 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
- All Hydraulic Harken aluminium

- 2 x 990

- 6 x 1111 (with high speed 1st via smart valve)

- 2 x 1130

- 2 x 1145

- 2 x 1135

**WINCHES****8. NAVIGATION EQUIPMENT****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 v plug at helm & bow

**CAMERAS**

- 2 x Engine room and end of boom, passerelle view

**9. COMMUNICATION EQUIPMENT****SATCOM**

- 2 x FB250 units

**VHF**

- Simrad RS86 black box handsets at nav station & crew mess, plus Wifi mobile helm unit

**LOUDHAILER**

- Kahlenberg single fog horn & compressor, with auto signal unit

**TELEPHONE EXCHANGE**

- Panasonic digital exchange

**INTERCOM**

- Panasonic phones in Owner's cabin, nav station, Captain's cabin & crew mess

**IT**

- 2 x HP computers Comms. & Nav.



## 10. DECK EQUIPMENT

<b>MANUFACTURER</b>	<ul style="list-style-type: none"> <li>o Harken / Yachting Developments</li> <li>o Deck blocks Harken titanium</li> </ul>
<b>ANCHOR WINDLASSES</b>	<ul style="list-style-type: none"> <li>o Lewmar V8</li> </ul>
<b>ANCHORS</b>	<ul style="list-style-type: none"> <li>o Rocnor NZ 110kg Super high holding plus Aluminium fortress</li> </ul>
<b>ANCHOR CHAINS</b>	<ul style="list-style-type: none"> <li>o Main 150m x 14mm galvanised chain plus back up</li> <li>o 30m x 14mm plus 150m 38mm warp</li> </ul>
<b>BOAT CRANE &amp; DAVITS</b>	<ul style="list-style-type: none"> <li>o Custom Carbon Anchor launch &amp; recovery davit</li> </ul>
<b>PASSERELLE</b>	<ul style="list-style-type: none"> <li>o Multiplex carbon 4.0m</li> </ul>
<b>SIDE BOARDING LADDER</b>	<ul style="list-style-type: none"> <li>o Aluminium swim ladder</li> </ul>
<b>AWNINGS</b>	<ul style="list-style-type: none"> <li>o Antigua sails full over boom awning &amp; North sails NZ foredeck awning</li> </ul>
<b>COVERS</b>	<ul style="list-style-type: none"> <li>o North sails NZ mainsail cover &amp; tender cover</li> <li>o Full set of brightwork covers</li> </ul>

## 11. ENTERTAINMENT EQUIPMENT

<b>MAIN SALOON</b>	<ul style="list-style-type: none"> <li>o Sonos plus Denon AV a&amp; Samsung TV</li> </ul>
<b>DINING</b>	<ul style="list-style-type: none"> <li>o Sonos</li> </ul>
<b>SEATING AFT DECK</b>	<ul style="list-style-type: none"> <li>o Sonos Wi-fi speaker</li> </ul>
<b>OWNER'S CABIN</b>	<ul style="list-style-type: none"> <li>o Sonos plus Panasonic car stereo</li> </ul>
<b>GUEST CABINS</b>	<ul style="list-style-type: none"> <li>o Sonos</li> </ul>
<b>CREW</b>	<ul style="list-style-type: none"> <li>o Sonos plus Denon AV &amp; Samsung TV</li> </ul>

## 12. GALLEY &amp; LAUNDRY EQUIPMENT

<b>GALLEY</b>	<ul style="list-style-type: none"> <li>o Wolf oven</li> <li>o Wolf induction hob</li> <li>o Micro wave</li> <li>o Under floor custom freezer</li> <li>o Cospolitch fridge</li> <li>o Sub Zero drawer freezer</li> </ul>
<b>LAUNDRY</b>	<ul style="list-style-type: none"> <li>o 1 x Bosch Washing machine</li> <li>o 1 x Bosch dryer</li> </ul>
<b>CREW QUARTERS</b>	<ul style="list-style-type: none"> <li>o Drinks pull out draw fridge</li> </ul>

## 13. SECURITY &amp; SAFETY EQUIPMENT

- o 1 x Ocean safety Liferrafts, 10-pax in canister
- o 2 x 8-Pax in soft valise
- o 2 x Grab bags
- o 28 x Lifejackets (10 Kru, 18 Baltic)

**SAFETY**

- 10 x AIS MOB transponders
- 2 x Jon buoy units
- 2 x Throwable life rings
- 3 x EPIRB
- 2 x SART
- Novec fire suppression system fitted in Engine room
- AC fire pump supplying ring main to outlet at bow, ER & aft deck
- 14 x Hand held fire extinguishers located throughout vessel
- Portable fire pump – Lombardini 15 LD

**FIRE FIGHTING**

## 14. TENDERS &amp; WATERSPORTS EQUIPMENT

**TENDERS**

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

**WATER SPORTS**

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

**DIVING**

- 2 x Bottles plus BCU, Assorted masks & fins

## 15. 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.

## 16. 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. She won best refitted sailing yacht at the 2013 World Superyacht Awards.

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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## Exclusions

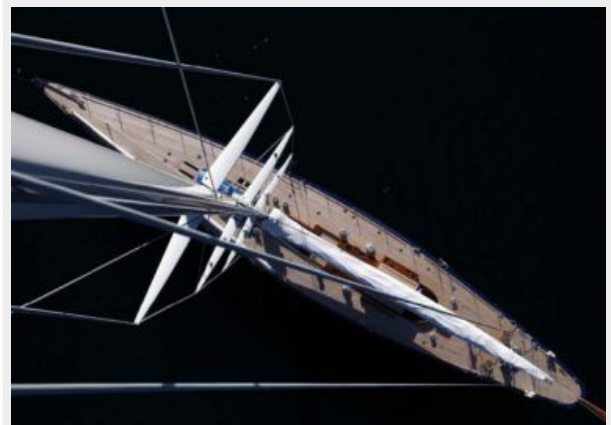
Owner's personal belongings.

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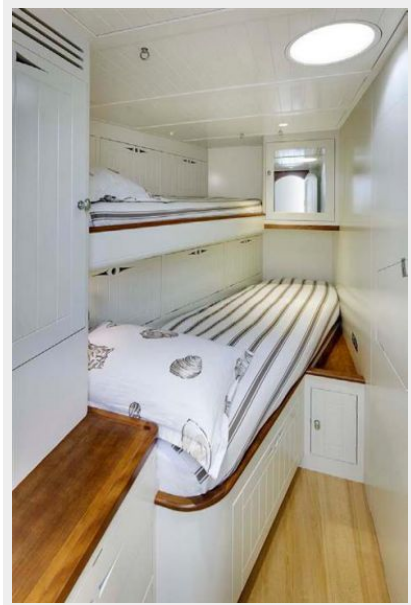
## Disclaimer

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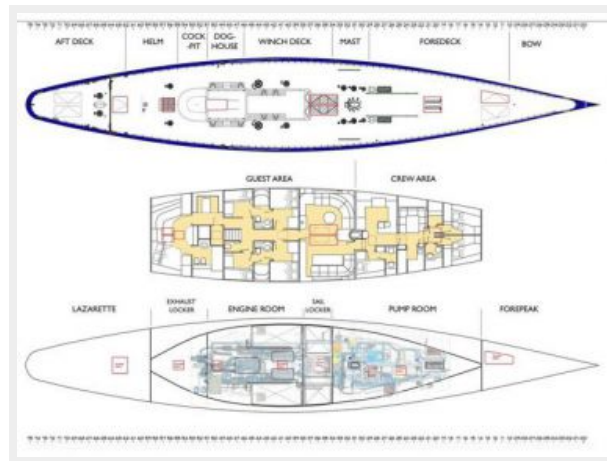
# PHOTOS













# CONTACTS

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## Office hours

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Sunday: **closed**

## Address

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