

ENDEAVOUR — CAMPER & NICHOLSONS



Судостроитель:

CAMPER & NICHOLSONS

Год постройки: 1934

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

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 **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 **ENDEAVOUR — CAMPER & NICHOLSONS** 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

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: 0' 0" (0.00m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 13 Kts. (15 MPH)

Чистый вес: 100 Pounds

Вместимость воды: 1000 Gallons

Объем топливного бака: 5675 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 DESCRIPTION

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1. MAIN CHARACTERISTICS

TYPE	◦ Sailing Yacht
HULL NO.	◦ 739711
BUILDER	◦ Camper & Nicholson
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 obtainable (allows charter)
CONSTRUCTION	◦ Steel Hull
CREW	◦ 7
FLAG	◦ Cayman Islands
ENGINES	◦ 1 x 430hp Scania DI-12065M
GT	◦ 100
NT	◦ 30
DISPLACEMENT	◦ 178,000 kg (178 tons)

2. DIMENSIONS

LOA	◦ 39.56m / 130'9"
LWL	◦ 26.90m / 88'
BEAM	◦ 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)

GENERATOR HOURS	<ul style="list-style-type: none"> ◦ September 2019 ◦ Port 6,540 / Stbd 5,965 hours
ELECTRICITY	<ul style="list-style-type: none"> ◦ 110 V, 60 Hz
SHORE POWER	<ul style="list-style-type: none"> ◦ Asea AC 45HF
BATTERIES	<ul style="list-style-type: none"> ◦ 6 x Mastervolt Mli 24/160 Li-ion
MAIN ENGINE START	<ul style="list-style-type: none"> ◦ Electronic via 12 volt start batteries
START BATTERY	<ul style="list-style-type: none"> ◦ 24V
GENERATOR START	<ul style="list-style-type: none"> ◦ Electronic remote Wavetech via 12 volt start batteries
CHARGERS	<ul style="list-style-type: none"> ◦ Master volt
CONVERTERS	<ul style="list-style-type: none"> ◦ Mastervolt
EMERGENCY HYDRAULICS	<ul style="list-style-type: none"> ◦ 24 volt Emergency battery system ◦ Onboard systems NZ, custom ring main x 4 PTO & AC pump
AIR CONDITIONING	<ul style="list-style-type: none"> ◦ Marine Air with 2 x compressors
TOILET SYSTEM	<ul style="list-style-type: none"> ◦ 6 x Marine electric model: Planus
SEWAGE SYSTEM	<ul style="list-style-type: none"> ◦ Ecomar
FUEL FILTERS	<ul style="list-style-type: none"> ◦ Racor
WATER MAKER	<ul style="list-style-type: none"> ◦ Danfoss, Sea Recovery ◦ Head hunter Mach 5 pump
WATER SYSTEM	<ul style="list-style-type: none"> ◦ Watermaker ◦ UV Steriliser
7. SAILS & RIGGING	
SAILS	<ul style="list-style-type: none"> ◦ North Sails NZ
SAIL AREA	<ul style="list-style-type: none"> ◦ 933sqm / 10000sft (upwind)
UPWIND RACE AREA	<ul style="list-style-type: none"> ◦ 498 + #1 Lt/med 429 = 927 m2 - Up wind combined ◦ Race main
MAIN SAIL	<ul style="list-style-type: none"> ◦ North 3dl fully batten 490m2
STAYSAIL	<ul style="list-style-type: none"> ◦ North 3dl 110m2
YANKEE	<ul style="list-style-type: none"> ◦ North 3dl 157m2 ◦ Includes:
CRUISING SAIL INVENTORY	<ul style="list-style-type: none"> ◦ Cuben Code O ◦ Storm Trysail ◦ Storm staysail ◦ All by North NZ:

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

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

11. ENTERTAINMENT EQUIPMENT

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

12. GALLEY & LAUNDRY EQUIPMENT

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

13. SECURITY & 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

FIRE FIGHTING

- 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

14. TENDERS & 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.

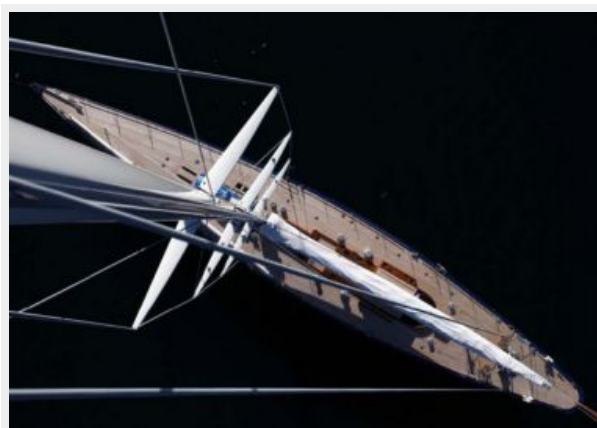
Исключения

При продаже яхты исключаются личные вещи владельца.

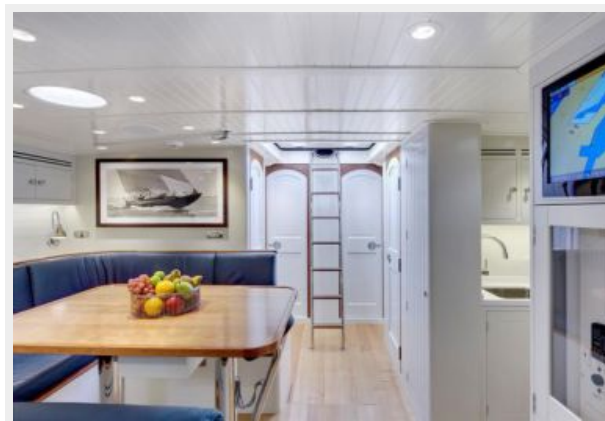
Отказ от ответственности

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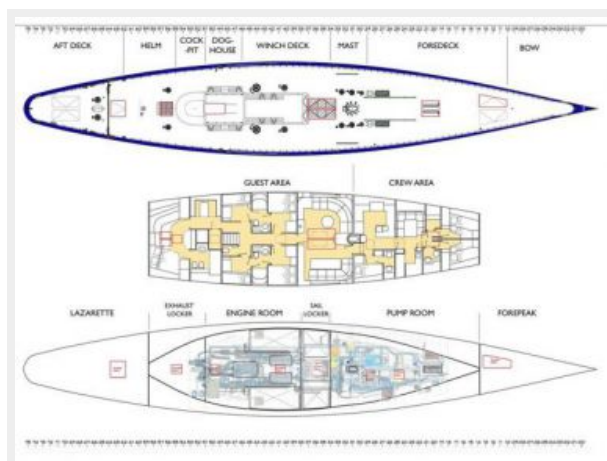
ФОТОГРАФИИ











КОНТАКТЫ

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

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Время работы

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

Воскресенье: **Закрито**

Адрес



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