

ENDEAVOUR — DEVONPORT YACHTS



Builder: DEVONPORT YACHTS

Year Built: 1992

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 67' 0" (20.42m)

Beam: 17' 3" (5.26m)

Min Draft: 9' 6" (2.90m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ENDEAVOUR — DEVONPORT YACHTS** 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 — DEVONPORT YACHTS** 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

Overview

Iconic Challenge yacht built to circumnavigate our planet against prevailing winds and currents. Hardcore metal yacht with new rig and much more, pitstop now required.

Basic Information

Category: Cruising Sailboat

Model Year: 1992

Year Built: 1992

Country: United Kingdom

Dimensions

LOA: 67' 0" (20.42m)

LWL: 55' 0" (16.76m)

Beam: 17' 3" (5.26m)

Min Draft: 9' 6" (2.90m)

Speed, Capacities and Weight

Water Capacity: 290.5892572 Gallons

Fuel Capacity: 501.9268988 Gallons

Accommodations

Total Cabins: 6

Total Berths: 14

Hull and Deck Information

Hull Material: Steel

Hull Designer: David Thomas

Engine Information

Engines: 1

Manufacturer: Perkins

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Comments

The Challenge 67' Class yachts were designed for The Challenge Business by David Thomas, specifically to race around the world “the wrong way”. The design brief called for exceptionally strong, seaworthy, fast, attractive, modern, steel yachts that were able to sail to windward across the Southern Ocean in relative comfort.

Safety was paramount both in terms of structural strength and crew safety. Because of the One Design nature of the race, the design was not influenced or distorted by any rating rule and a sensible displacement was specified. Other important design considerations include, ease of access to the structure, equipment, systems, wiring and fittings for maintenance and inspections both at sea and in harbour. Every piece of equipment had to be robust enough to survive a race around the world with minimum maintenance.

Many of the design principles were based on Sir Chay Blyth’s (then unique) experience of sailing around the world single handed against the prevailing winds and currents.

Devonport Yachts (DML) were chosen to build the fleet to Bureau Veritas highest notation. The construction method allows relatively simple and cost effective alterations to the interior layout.

Broker's Comments

During her career with Challenge Business and with the Ministry of Defence ENDEAVOUR has safely sailed many thousands of miles. She is now being offered as is, where is, and prospective purchasers are encouraged to examine the yacht carefully to satisfy themselves as to her structural and operational state. She has a new rig and mainsail, but requires a full inspection of her bilge area to be re-coded to Category 0 as well, communications equipment and a repair to her topsides, on the starboard side.

Dimensions

LOA: 67ft 0in - 20.42m

LWL: 55ft 0in - 17.76m

Beam: 17ft 3in - 5.26m

Draught: 9ft 6in - 2.82m

Top of mast from waterline: 85ft 3in - 25.98m

Displacement: 38 tons half load

Ballast keel: 12 tons

Tankage

Fuel: 385 gallons - 1900 litres

Water: 242 gallons - 1100 litres

Sail Areas

Including 100% foretriangle: 1,932 sq ft - 179.49 sq m

Main: 926 sq ft - 86.01 sq m

Genoa: 1,480 sq ft - 137.49 sq m

Spinnaker: 3,780 sq ft - 351.17 sq m

Yacht Designer and Design Team

Designer: David Thomas

Working Drawings: Thanos Condylis of C & S Yacht Designs

Structural Engineering: Roger Scammell

Builder: Devonport Yachts Ltd

Build Date: Challenge Business 21 through to 30 first launched 1992; Challenge Business 31 through to 35 first launched 1996

Safety Standards, Surveys and Regulatory Bodies

All the Challenge yachts have been built under Bureau Veritas supervision to their highest yacht notation.

Design Approval: Bureau Veritas

Classification Authority: Bureau Veritas

Bureau Veritas Class: +I 3/3 Charter Yacht /S (yacht removed from class by Challenge Business in Sept 2000)

MCA compliance Surveys & Inspections by: MECAL (Certifying Authority of the Institute of Marine Engineers)

Royal Ocean Racing Club: ORC Cat 0

Construction and Fit Out Detail

The yachts were designed to be exceptionally strongly built of steel in order that they could face all that the Southern Ocean might throw at them, with absolute confidence. The hulls are constructed of high tensile steel shell plating over “T” bar longitudinals and angle ring frames. A full depth skeg and ertalite bearings provide support for the steel rudder and good engineering ensures absolute reliability.

The entire deck and superstructures are of stainless steel in order to reduce maintenance to a minimum. The stainless steel fuel, water and sullage tanks are provided with good access for cleaning. The International Paint coating systems are the best that current paint technology can provide with the result that on return from the world’s toughest yacht race, the yachts looked as if they had returned from a summer cruise.

Above the waterline the hull and deck are lined with approximately 60 mm of sprayed Polyurethane foam to provide thermal and sound insulation. The extensive use of Warerite laminates in the interior fit out, ensure light, bright accommodation, which is easy to maintain and keep clean. Maple hull liners and Afrormosa trim are highlighted by the white bulkheads and provide a warm comfortable feel to the accommodation.

Hull Shell Plating & Stringers: British Steel - 50A Steel

Hull & Deck Framing: British Steel - 43A Steel

Deck, Deckhouse, Coamings & Plinths: British Steel - 316 Stainless Steel

Ballast Keel: Cast Iron by Iron Brothers Ltd

Keel Bolts: 16 x 30mm Bolts

Interior: Marine plywood with Waverite laminate surfaces

Interior Trim: Aframosia and Maple bright work in accommodation, Iroko bright work in sailroom

Non Slip Deck Covering Material: TBS.

In 2005/06 it was found that the plating thickness in the hull beneath the waterline on CHALLENGER was unacceptably thin. Accordingly, Berthon removed the interior joinery, shot blasted the whole interior bilge, cut out all areas of thin plating and re-plated these areas. This involved around 70% of the original plating between the aft and forward watertight bulkheads. The steel work was then repainted. The bilges were repainted in 2008 prior to her last circumnavigation.

ENDEAVOUR was purchased from the Challenge Business by the Ministry of Defence and has been used for training purposes up to the present. Since this time she has had water tight bulkheads fitted, has had a full repaint & has been routinely maintained to a high standard. She had a new spar, standing and running rigging in 2013 as well as new mainsail. She has been coded to MCA Category 0. She is not being sold in class and requires a full inspection before she can be recoded together with new safety and communications equipment. The Notifying Body will require a full inspection of the bilge beneath the tanks before they can re-code the yacht. She also recently sustained some damage to the starboard hull side which requires work and an indication of cost is available on request.

Rig

Type: Bermudan Cutter

Mast & Spars: Atlantic Spars Ltd, Brixham, Devon

These were new in 2013 and are painted in Awlgrip white. At that time the standing and running rigging was also replaced and there are Antal ball bearing cars on the mainsail track. There are 2 carbon fibre spinnaker poles

Deck Layout & Equipment

The deck layout was designed to be safe, seaman like, efficient and provide as much protection for the crew as practically possible, even in extreme Southern Ocean conditions. The deck

hatches are defended from wave action by plinths. Dorade vents keep the accommodation well ventilated even in extreme conditions.

The aft cockpit is particularly comfortable and the bridgedeck area ideal for corporate entertaining.

During their circumnavigation's both Mike Golding and Sam Brewster illustrated that the yachts can be sailed single handed fast, safely and efficiently.

The deck equipment was selected for its efficiency, robustness and ease of maintenance. All the equipment used fully justified its selection and remains in good condition.

Deck Equipment

Blocks: Lewmar Marine Ltd & Atlantic Spars Ltd

Companionway Hatch: Goiot

Deck Hatches & Port-lights: Lewmar Marine Ltd

Jammers, Genoa Tracks & Cars: Atlantic Spars Ltd

Mainsheet System & Foot-blocks: Lewmar Marine Ltd

Pulpits Stanchions & Fabrications: Hercules CSMD

Steering Gear & Wheels: Edson

Radar Mounting Structure: Scanstrut

Winches: Harken self-tailing winches with stainless steel drums 2 x 66st, 7 x 56st, 2 x 53st, 2 x 32st. Muir anchor windlass

Stainless steel boarding ladder

Electric Windlass: Muir with motor beneath the deck

Fenders and fender cloth

2 lifebuoys and 2 rescue lines, jackstays in cockpit and brackets at transom for canister liferafts

The amount of deck gear, manufacturer and condition is not warranted.

Sail Inventory

Dacron sails: Mainsail - fully battened 2013 with sail cover, Genoa, No 1 Yankee, No 2 Yankee, No 3 Yankee, Staysail, Storm Staysail , Storm Trysail.

Spinnaker: Heavy spinnaker and light

The condition of the sails is not warranted

Accommodation

The Challenge Fleet were designed to be self-sufficient and have adequate stowage to enable them to stay at sea for up to 55 days in any part of any Ocean. The Challenge races have illustrated the yacht's ability to do this with a surprising degree of comfort, in absolute safety. A multitude of handrails & pillars allows safe movement below decks. The saloon is light, airy and dry with good ventilation, which enables food to be prepared in tropical or Southern Ocean conditions in the galley. The comfortable seating area has fabric upholstery.

The fourteen berths are situated in 6 cabins. All berths have high leecloths for security at sea and comfort at any angle of heel. A box stowage system enables dry and orderly stowage of clothing and personal belongings in each cabin. Each cabin has a cowl vent and hatch/skylight.

Accommodation from Forward to Aft

Sailroom: The sailroom is situated aft of the collision bulkhead and the full inventory of sails can be stowed here together with all the warps, fenders, sheets and guys. A central passageway runs aft from the sailroom to the deckhouse

Head & Shower Compartments: Head/shower compartments are situated on either side, each with Exalto Rheinstorm Y4 toilet, washbasin and shower.

Forward Cabins: Mirror image cabins are situated aft of the heads compartments. Each has two berths and box stowage racks.

Amidships Cabins: Each amidships cabin has three berths with box stowage outboard at the forward end.

Chartroom/Deckhouse: The navigation & communication equipment is situated around the full size chart table, as are the Perspex covered switch panels. Off watch seating allows good visibility through the deckhouse windows.

Drying/Oilskin Room: With hanging/drying space for a full complement of foul weather gear.

Cabins: 14 berths in 6 cabins. All berths have very high lee cloths for security at sea. A box stowage system enables dry and orderly stowage of clothing and personal belongings.

Saloon: The whole crew can be seated around the saloon table. Stowage areas and cupboards are arranged outboard and below the comfortable seating.

Galley: A gimballed 4-burner domestic size Calor gas hob is mounted in a custom-made stainless steel housing. Substantial fiddles allow safe preparation of food at sea in virtually any conditions. There is space for a Calor gas oven at the forward end of the proper sea going galley. There is a separate Grunert fridge and deepfreeze fitted.

Aft Cabins: Each aft cabin has two berths and stowage

Mechanical

All the mechanical systems are robust with good access to permit easy and efficient maintenance both at sea and in harbour. The equipment was chosen for reliability and long service life.

Main Engine: 130 hp (96kW) Perkins Sabre M130C 6 cylinder naturally aspirated diesel drives the propeller through a PRM 302 gearbox. Engine mounts replaced 2008.

Propeller: Bruntons Autoprop

Generator: Onan 7.5kw diesel generator (2008).

Heaters: Two Eberspacher Airtronic diesel hot air heaters (2008)

Watermaker: Horizon Seafari (2008)

Electrical

All the electrical wiring together with the switch panels and fittings are of high quality for reliability and safety. The major cable runs are easily accessible with no wiring below the cabin soles. The major systems are all 24 volts.

Batteries: Batteries from 2013. Service - 4 x 200 amp hours, Engine start - 2 x 90 amp hours and Generator start - 1 x 60 amp hour (12 volt).

The batteries condition is not warranted.

Switch Panels: Newmar electrical panels with circuit breakers, ammeters and voltmeters.

Electrical Standards: Bureau Veritas approved cabling and components.

Navigation and Communication Equipment

Raymarine E120 Plotter/radar and repeater at cockpit

Raymarine AJ70

Raymarine ST290 and 2 x repeater in cockpit sailing instrumentation

Raymarine ST60+ Autopilot at cockpit

Raymarine ST290 Wind analogue in cockpit

Suunto pedestal compass.

A new owner will need to fit communications equipment to ENDEAVOUR as she lacks this

currently.

History of Challenge Yachts

Yachts Challenge Business 21, 22, 23, 24, 26, 27, 28, 29 & 30 were part of the ten strong fleet which raced around the world in the British Steel Challenge in 1992/93. During the autumn of 1995 they underwent a series of detailed surveys and inspections. Whilst the yachts and all their systems/equipment were found to be in exceptionally good condition, they underwent a major refit. ENDEAVOUR was built as CHALLENGE BUSINESS 23.

The refit amounted to a virtual rebuild with all the systems and equipment being replaced. This included new plumbing, wiring, engine, generator, batteries, pumps, deck equipment, steering gear, mast, spars, rigging and sails. Exactly the same amount of equipment and components were supplied to the “original yachts” for their refit as for the new yacht build. Shot blasting and repainting further ensured that the yachts were returned to 'as new condition'. As a result it was virtually impossible to identify from which build period each yacht originated. The specification was identical to the newly built yachts, as was their structural and cosmetic condition. In 2013 she was further refitted with a new rig and full service of all her systems before a further sailing programme including a passage to the Caribbean and back as well as the 2015 Fastnet Race.

Yachts Challenge Business 31 through to 35 were built during 1994/95 and launched, together with the refitted yachts, in April 1996. All the Challenge 67' yachts benefited from the lessons learned in the outstandingly successful British Steel Challenge, with many detailed changes/developments being incorporated during this refit.

The Challenge Fleet sailed a combined distance of over two million miles since the proto-type was launched in 1990. The fourteen strong, BT Global Challenge fleet proved to be extremely reliable with identical performance.

Conclusions

The Challenge 67' Class yachts have proven themselves to be outstanding yachts; they are probably the strongest and most seaworthy fleet ever to have raced around the world.

The yachts have an almost legendary reputation for their performance in difficult conditions, comfort at sea and confidence inspiring ability. Their strength and ability also makes them ideal for high latitudes and gives almost unique access to many places that are inaccessible by other means.

The design lends itself to a wide variety of uses as well as Ocean Racing. The deck layout and accommodation makes the yachts suitable for corporate entertaining, adventure sailing, chartering and private use. The accommodation layout could be economically and quickly changed by virtue of the fact that the bulkheads do not penetrate the cabin soles.

The Challenge 67' class yachts quality equipment and sound engineering ensures reliability and low maintenance costs. The frequent and stringent regime of surveys and inspections has illustrated that well built and maintained steel yachts can race around the world at least twice in the World's toughest yacht race and still remain in Bureau Veritas highest notation. The surveys also show that the yachts are in extremely good condition and ready for further Challenges.

Exclusions

Owner's personal belongings.

Disclaimer

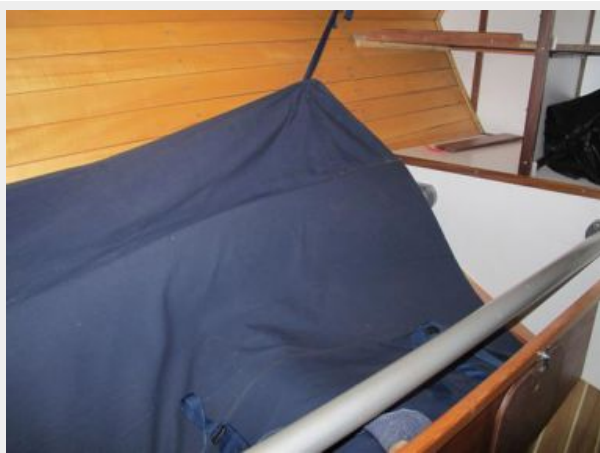
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PHOTOS











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