

ENTERPRISE — MINNEFORD YACHT YARD



Builder: MINNEFORD YACHT YARD

LOA: 66' 0" (20.12m)

Year Built: 1977

Beam: 12' 1" (3.68m)

Model: Racing Sailboat

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ENTERPRISE — MINNEFORD YACHT YARD** 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 **ENTERPRISE — MINNEFORD YACHT YARD** 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

Designed by Sparkman & Stephens *ENTERPRISE* was built at Minneford Boat Yard to vie as a defender for the America's Cup in 1977. Developed and optimized under the leadership of Lowell North, she sailed as the 'trial horse' for *FREEDOM* in her quest and ultimate success in winning the America's Cup in 1980.

Following a number of years in Europe, initially as a 'trial horse' within Italian and French challenges for the America's Cup and several years as a 'cruiser/racer', *ENTERPRISE* returned to the US in 2007.

In 2016 a client approached the Sparkman & Stephens office searching for an S&S designed 12 Metre built in the US, with the potential to win. *ENTERPRISE* was the perfect 'fit,' particularly as according history or folklore: she missed out on being defender of the Americas Cup in 1980 by the 'flip of a coin.'

The owner handed Sparkman & Stephens a revised brief; "The goal is to win the 2019 12 Metre World Championship to be held off Newport, RI."

The project commenced in July of 2017. Following the removal of her 'cruising interior', including engine, machinery and plumbing, she was measured in the water as per the 12 Metre Rule. From there every item of hardware was removed and the hull re-faired and finished. A thorough examination of her construction was undertaken followed by a laser scan of the hull, interior and appendages. From those scans 3D models were created to facilitate extensive design studies, which included:

- Weight tracking throughout project
- Cockpit layout optimization, design and construction
- Performance analysis of multiple rudder and bustle options
- Performance analysis of multiple keel and trim tab options
- Performance analysis of rig and sails by North Sails
- Velocity Prediction Program (VPP) calculations performed throughout studies to find optimum solutions
- RANS-based Computational Fluid Dynamics (CFD) analysis of individual components
- CFD analysis of complete hydrodynamic and aerodynamic package (including new weights, appendages, sail plan and sails).

Following months of reviewing data the decision was made to cast a new keel, build a new rudder and trim tab. Orders were placed for a new mast, deck hardware package including coffee grinders and hydraulic system. The schedule calls for *ENTERPRISE* to be launched for measuring at the beginning of September 2018.

ENTERPRISE has been a "passion project" for this owner. An avid yachtsman who has restored

three significant yachts in the past decade he was impressed by the history and potential of *ENTERPRISE*. Her optimization and refit has been conducted with the same high standards of quality and attention to detail. After the multi-year restoration of a 1929 'classic' he is enjoying the fruits of that cost and labor racing in Maine with the European Classic Series slated for next year. Similarly the ongoing refinement and optimization of his Super-Yacht for the 2019 Caribbean Series is seeking attention. Meanwhile, cruising on his 72' modern day (1993) classic provides quality time away from the racecourse. With limited room for another major racing campaign *ENTERPRISE* is being offered for sale.

Documentation is available reflecting total expenditure of approximately \$1.5m. The asking price of \$800K reflects the owners earnest wish to see *ENTERPRISE* under new stewardship and attain the originally stated goal. "Win the 2019 World Championship"

Basic Information

Category: Racing Sailboat

Sub Category: Classic Yacht

Model Year: 1977

Year Built: 1977

Refit Year: 2018

Refit Type: EXTENSIVE

Country: United States

Cockpit: Yes

Dimensions

LOA: 66' 0" (20.12m)

LWL: 45' 6" (13.87m)

LOD: 66' 0" (20.12m)

Beam: 12' 1" (3.68m)

Hull and Deck Information

Hull Material: Aluminum

Deck Material: Aluminum

Hull Configuration: Fin & Spade

Hull Color: Unpainted

Hull Designer: Sparkman & Stephens

Exterior Designer: Sparkman & Stephens

Interior Designer: Sparkman & Stephens

DETAILED INFORMATION

Electronics

Enterprise has been fitted with a full B&G H5000 racing electronics system with Grand Prix processor. Electronics hardware includes:

- 4x - 20/20 Displays
- 5x - H5000 GFDs
- 2x - 10/10 Displays
- Toughbook PC w/Expedition
- Pepwave router

Rigging & Sails

A full grand-prix running rigging package has been completed for Enterprise

Deck & Hardware

Central to Enterprise's full racing optimization was the development of a brand new racing deck layout. In the Fall of 2017, Sparkman & Stephens studied and designed a maximum-efficiency cockpit for the boat within the scope of the updated 12 Metre class rules for layout.

As part of the ongoing refit, a full Harken racing package of deck hardware and hydraulics were ordered for the boat, including:

Winches:

Primaries x2: Harken 1111 Carbon Fiber - Pedestal Driven

Mainsheet: Harken 1111 Carbon Fiber - Pedestal Driven

Runners x2: Harken 990 Carbon Fiber - Pedestal Driven

Pit: Harken 990 Carbon Fiber - Pedestal Driven

All pedestals are Harken Carbon Fiber with the ability to drive any winch on the boat

Hardware & Blocks:

- Harken Pro-Trim Traveler system

- Harken carbon-fiber, high-speed string drop "wheel"
- Harken V-Block or Ropeye turning blocks and fairleads throughout
- Harken Big-Boat 32mm Genoa Car lead system

Hydraulics:

New Harken hydraulic rams for: Headstay, Jib Tack, Fraculator, Genoa Leads, Checkstay, Vang, Outhaul, Cunningham, Floating Tack and Deck Ram.

Hydraulic pumps for this system include one America's Cup style pedestal powered Rotary pump for most functions, as well as one hand operated pump for each jib lead and one for the mainsail trimmer.

Specialized equipment in this system includes a 10L pressurized composite fluid reservoir and a pressure transducer linked into the headstay ram.

Mast & Spars

For the project, Sails Spars Designs were commissioned to build a new aluminum mast, carbon-fiber boom, and carbon-fiber spinnaker pole. The mast was upgraded with three in-line spreaders and jumpers as well as a Victory '83-style mast step with mast-mounted boom vang.

Keel & Rudder

Hull, keel, trim tab, and bustle optimizations were performed in 2017 by Sparkman & Stephens. An optimal keel and hull design was selected through extensive Computational Fluid Dynamics, RANs, and VPP testing.

Additionally, a new and fully optimized, rudder and quadrant were designed by S&S in 2018 and built by Moore Brothers/Composite Solutions Inc. in Bristol Rhode Island.

Engines

As part of her optimization for racing, the inboard diesel engine, machinery, tankage, propeller shaft and engine controls have been removed.

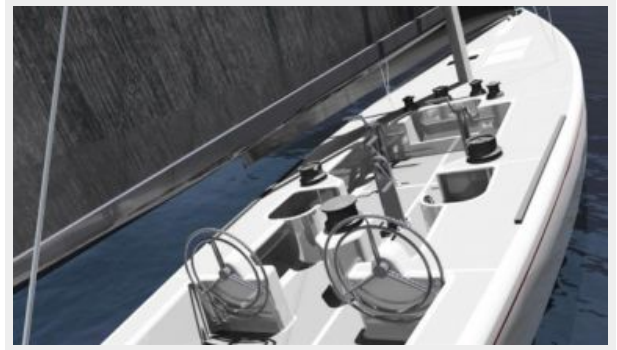
Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS



CONTACTS

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