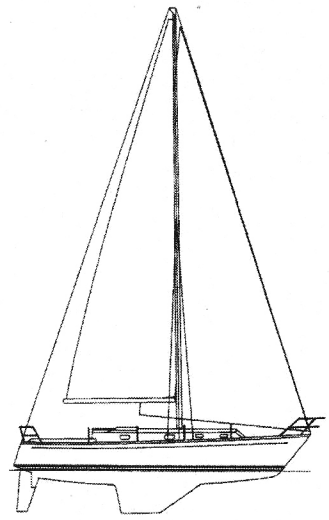
# Used Boat Marketplace

*with Jack Hornor*



## Endeavour 35

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| LOA 35'5" | LWL 29'6" |
| Beam 12'2" | Draft 4'11" |

Displacement 13,250 lbs

**Offering a considerable improvement** on the lackluster performance and dated styling of their 1970s era models, Endeavour Yachts, of Largo, FL, introduced the stylish new Endeavour 35 with the 1983 model.

Design credit goes to Bruce Kelly, who combined a straight stem, reverse transom, and conservative sheer line for a contemporary look that has stood the test of time and, I believe, is still a good looking boat more than 20 years later. Endeavour's generous use of teak and teak plywood interior joiner work resulted in a rich looking interior that rivals more expensive boats. The result was a popular model that stayed in production for five years with about 300 boats sold.

By the time the Endeavour 35 was introduced, cored fiberglass construction utilizing balsa wood cores was old hat and well proven in the recreational boat business. However, in an effort to get a leg up on their competition, Endeavour chose to go with newer technology utilizing Klegecell, a polyvinyl foam core, rather than the more traditional balsa wood. While there are clearly advantages and disadvantages to each of these materials, Klegecell works best for well engineered applications in which conditions can be tightly controlled. However, it has not gained a great deal of popularity with production boat manufacturers over the years.

The Endeavour 35 was open molded and hand-laid with fiberglass cloth, polyester resin, and the Klegecell core throughout most of the hull, decks, and cabin top. Plywood was used in areas where hardware was attached to the deck to prevent crushing the composite. My experience with aging Endeavour 35s has found that most suffer some degree of delamination (separation of the core from fiberglass skins) over deck areas and the cabin top, and some have delamination of the hull sides and bottom. The severity of delamination varies considerably, although it is typically found around areas subject to repeated loading and unloading, such as around rigging shroud chain plates, sail tracks, and other deck hardware. Boats that have had considerable offshore service or repeated impacts with docks and pilings may have delamination around impact areas of the hull. A careful inspection by someone experienced with cored composites will be time and money well spent.

The butt end of the mast and the mild steel mast step are also problem areas that must be inspected closely.

The deck layout is clean and orderly with a personal favorite of mine, a molded bulwark with teak cap rail around the foredeck and side decks. This is a difficult feature to incorporate in a 35-foot boat without resulting in excessive freeboard or inadequate headroom below, but the designer has done a great job in this case. The biggest weakness of the deck arrangement, a small and shallow foredeck anchor locker, is at least partially the result of the aforementioned bulwark design. The cockpit is T-shaped and a little small, but this allows the designer to maximize cabin space. Except for the mainsheet, controls are within easy reach of the helmsman, and there is a large starboard seat locker with plenty of storage.

Below deck, the Endeavour 35 is a typical arrangement and very stylish with lots of teak, including teak veneered plywood joiner work. The V-berth master cabin is forward followed by a head and stall shower to port with hanging locker and storage to starboard. The saloon features a centerline drop-leaf table. A slide out settee to port makes a small double berth, and there is a six foot settee to starboard. Adjacent to the companionway is a single quarter berth and navigation station to port and U-shaped galley to starboard. There is excellent storage throughout.

Leaks around plastic opening ports commonly cause damage to woodwork around them, but this is not a structural concern and can be replaced by an experienced handyman. Water stains on bulkheads could indicate a more serious problem.

Auxiliary power is provided by a freshwater cooled, 27 horsepower Westerbeke diesel, which has plenty of power for the design and is located so that it is reasonably accessible for service. Parts and service technicians are readily available.

A 1983 promotional article from the manufacturer touts, "a displacement to length ratio of 230, slightly lower than the best state of the art IOR designs ... a sail area to displacement ratio of 19:19, which is just higher than the best IOR boats." Of course, a modern race boat with these numbers would be considered a slug, but the Endeavour 35 is not a slug. Her performance is respectable, and she has none of the IOR design characteristics that resulted in cranky and difficult handling, particularly downwind. Her modest draft of four feet and 11 inches hurts her windward performance just a bit, and the high aspect mainsail and large genoa make it difficult to balance the boat and leave the helm unattended for any length of time, but most owners give good overall performance marks.

At the end of July, there were seven Endeavour 35s offered for sale at *www.yachtworld.com* with an average asking price of $44,000. A check of sales over the last year found 10 reported sales with an average asking price of $46,500 and an average selling price of $35,100. This 25 percent difference between the asking and selling prices is considerably greater than typical and likely indicative of greater than average concerns discovered on survey of the boat.

Because the jury is still out on structural problems that may result from severe use, I find it difficult to recommend the Endeavour 35 if your long term sailing and cruising plans call for offshore sailing. However, for Bay sailors who are looking for a stylish boat with comfortable accommodations and a reasonable price tag, the Endeavour 35 has a lot to offer.

**About the Author:** Jack Hornor, N.A. is the principal surveyor and senior designer for the Annapolis-based Marine Survey & Design Co. *www.msdco.com.*