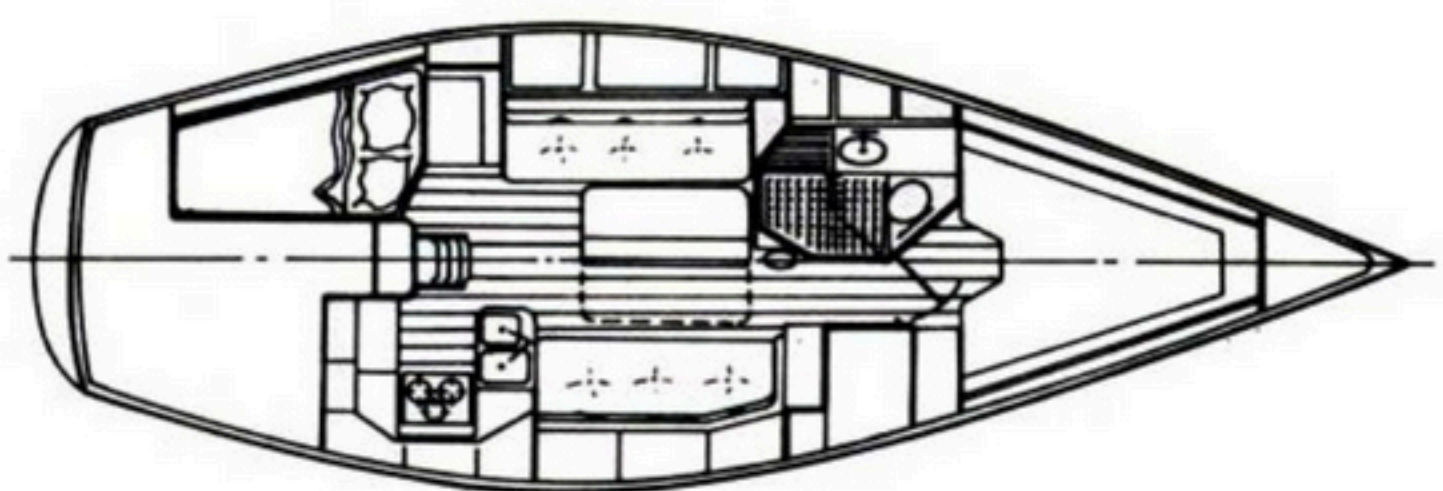
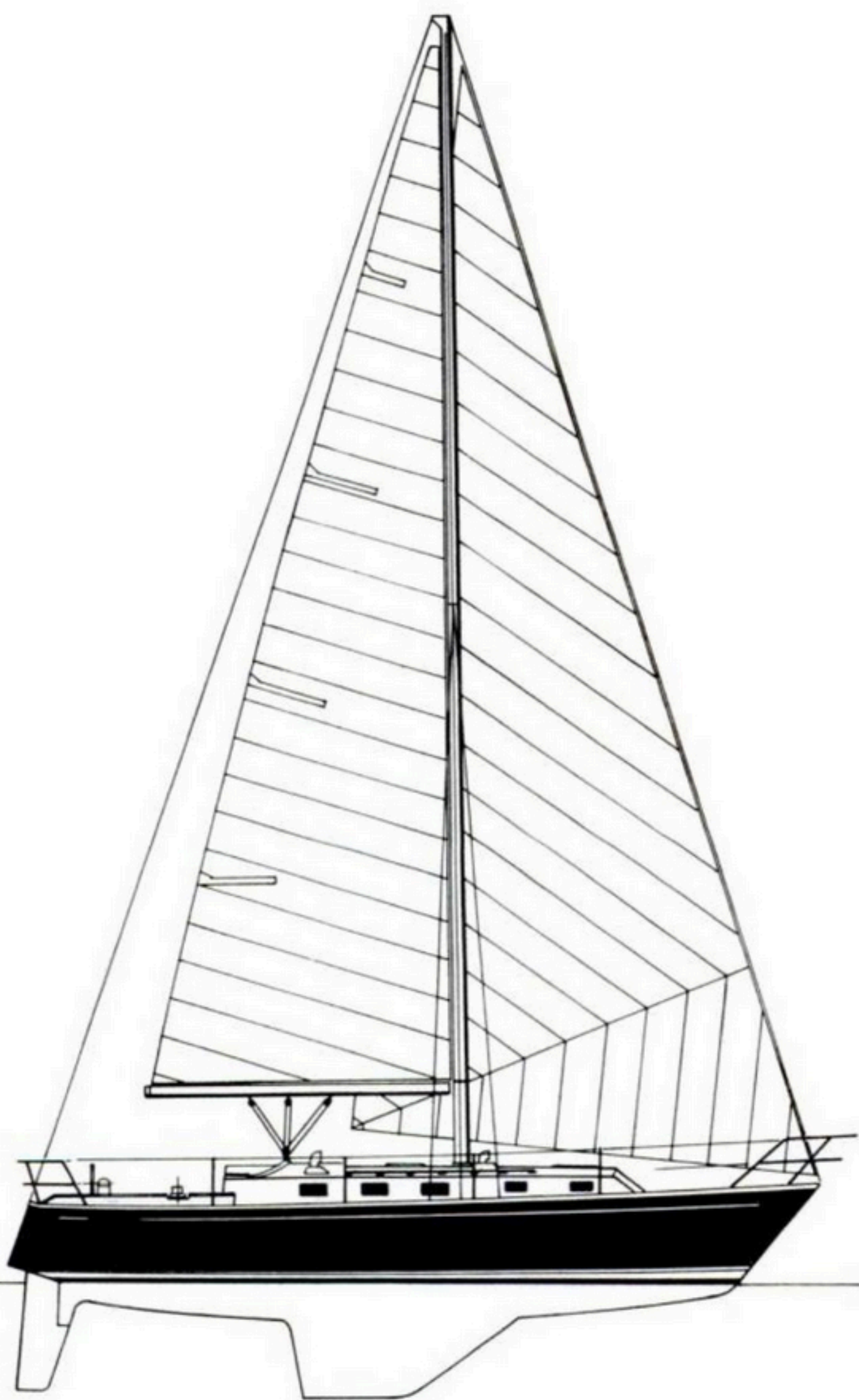


ENDEAVOUR 35

LOA	35'5" (10.8 m.)
LWL	29'6" (9.0 m.)
Beam	12'2" (3.7 m.)
Sail Area	672 sq. ft. (62.4 sq. m.)
Hull	Fiberglass
Spars	Aluminum
Ballast	5,630 lbs. (2,554 kg.)
Displacement	13,250 lbs. (6,010 kg.)
Berths	6
Designer	Bruce Kelley



Designer **Bruce Kelley** comments on the **Endeavour 35**:

I have always firmly believed that a cruising yacht should have at best the performance potential of a racing **boat** of the same size, and I am grateful to Endeavour for the opportunity of developing the 35 with the full freedom a **designer** needs to achieve this.

Our objective with the design was to provide a quick and able yacht with outstanding performance and accommodation using wherever possible the proven weight-saving methods of construction that have been developed over the past 10 years in offshore racing. In particular, the hull and deck are of sandwich construction, the core material being of closed cell structural polyvinyl foam. The laminates are of high grade polyester resin using E-glass mats and rovings together with Cormat and local reinforcements of unidirectional material. Manufacturing controls ensure compliance with design specifications and tolerances. The results of the efforts with the engineering department have made possible the design's performance potential. As a consequence of the building materials and methods used, we have chosen a displacement to length ratio of 230, slightly lower than the best state-of-the-art IOR designs—together with a sail area to displacement ratio of 19.19 which is just higher than the best IOR boats of the day. The computer-generated performance predictions show the E-35 to have slightly better reaching and downwind performance than our 38-foot SORC design *Chloe* in light to moderate air with upwind potential rivaling the best One-Tonners. This kind of performance has to be experienced before it becomes really meaningful!

The accommodations of the E-35 are remarkably spacious and reflect the builder's and designer's years of experience in human engineering. Starting forward there is a V-berth fully 6'9" long that is complemented by a bureau and hanging locker in the forward stateroom. The large head sports a shower stall together with the usual amenities, which means that you do not have to wipe down the whole head after each shower. Small things do make life more pleasant!

The main cabin utilizes the 12'2" beam to full advantage with big comfortable settees, storage lockers to starboard and abundant drawer space. The galley is sumptuously appointed and the navigator is well provided for with chart table, instrument and document shelves together with his own private drawer bank. There is a double quarter berth aft to port. The interior appointments are set-off in style by Endeavour's renowned and truly exceptional teak woodwork.

The deck features a generous bulwark capped with teak, wide side decks and T-shaped cockpit incorporating a built-in ice chest, a line locker, seat locker and two lazarette hatches. Deck gear is of the highest quality. In summary, the Endeavour 35 combines the beauty and comfort of a traditionally styled yacht together with race bred performance and the latest state-of-the-art building materials and methods.

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