

Endeavour 37

by Earl R. Hinz

In the Tampa Bay area of Florida you will find a larger proportion of cruising sailboat manufacturers than anywhere else in the United States. The result is a competition that brings untold values to the customer in terms of quality, features and price. One of the lesser known companies is Endeavour Yachts. The company's low profile is due to the fact that it has been able to sell its output with little formal advertising.

Quietly, Endeavour has put into production three cruising boats of 32-, 37- and 43-ft. lengths. SEA Trials felt it time to look at a product from this company and selected the Endeavour 37 for examination.

The Endeavour 37 design concentrates on the needs of cruising with few compromises. It has a spoon bow, long waterline, a short counter and a transom stern. The keel is long but not full length, being cut

Sea trials

Sea staff photos



away at the forefoot and deeply notched just ahead of the rudder. The notch gives the effect of a skeg/rudder combination with the propeller operating in the notch. Both rudder and propeller appear well protected in case of a grounding. The hull has modest draft and the cross section is that of a wine glass with a deep bowl and thick stem.

Above the waterline the boat shows a high freeboard with a modest curve in the sheerline, a straight unbroken cabin trunk profile and a dominant sweeping coaming for the aft cockpit.

The sailing rig is a low aspect ratio masthead sloop with a relatively large mainsail. There is no bowsprit on the standard boat.

Construction of the boat will delight the conservative sailor. The hull is made of solid fiberglass and laid up in a one-piece mold. Cabin and deck are made as a fiberglass sandwich layup with a 3/8-in. plywood core. Hull and deck are joined at the sheerline with an overlapping joint bonded and bolted together. A teak capstrip covers the assembled joint.

Two interior arrangements are offered to the buyer to complement his style of boating. One is the private stateroom design and the other is the conventional open cabin. In the conventional cabin you can sail with a large number of people since it can berth eight. The galley is aft by the companionway and the head compartment separates the salon from the forecabin. The private stateroom design is aimed at the sailing couple or the small family where Mom and Dad would like a little privacy and an unobstructed cabin area for socializing.

The boat available for SEA Trials had the private stateroom interior with several interesting features. The centrally located galley, for instance, gives the impression of being part of the social area of the boat rather than a service function stuck off in the corner. It is still an efficient U-shaped design with plenty of counter space although a bit light on storage. There is a built-in ice chest as well as an AC/DC refrigerator. The cook will have to experiment with the preferred use of both but I can see the refrigerator becoming the haven for happy hour supplies. If that does become the routine, you can have happy hour only on port tack because if you open that refrigerator door on the starboard tack you are going to have an unhappy mess on your cabin sole.

At the forward end of the salon is the large dinette better described as a luxurious dining booth with nautical motif. The large tapering table can comfortably seat all of your guests and the counter ledges surrounding the dinette seats provide attractive display areas for books and nautical treasures.

At first glance the louvered door in the forward bulkhead looks like any other door leading to a chain locker; however, this one leads to a dignified sail bin between the dinette and the chain locker in the forepeak. The dignity is put there by a full fiberglass hull pan making a clean, dry sail storage area.

Opposite the galley in the central cabin area is a hanging locker and the head compartment. Although the head compartment is attractively built, I would prefer, for aesthetic reasons, that the door not open directly toward the galley.

Done well is the private stateroom located in the port quarter of the boat. It has a dressing area, hanging locker

and bureau of drawers, a built-in seat and what appears to be a comfortable double berth. Both natural light and ventilation are good even though it is a closed compartment.

The interior of the boat has a warm feeling with teak used for trim and paneling but with abundant white surfaces on overheads, countertops and hull liners to keep it bright.

The Endeavour 37 cabin will be a delightful place for socializing but it is also functional for sailing chores like navigating. The nav station is to starboard of the companionway at the head of the quarterberth. The top is large enough for most navigation work and there is chart storage under the top. Electronic gear can be mounted under the deck ledge or on the partial bulkhead separating it from the galley. The navigator would be hard put, however, to find a convenient place to store his books and instruments.

Ventilation of the entire boat is excellent: 10 opening ports with screens, two top hatches and a large companionway hatch. Most interior cabinets and lockers are provided with louvered doors to help ventilate them. There is only one thing missing in the way of ventilation and that is provisions for foul weather. There are no water trap vents on the boat and it is hard to put them on neatly after the boat is built.

Lighting of the boat also is very good with fixtures mounted under the deck ledge all around the main cabin. Ports and hatches provide abundant natural light and the light-colored cabin overhead distributes the light nicely throughout.

There were several interesting features on the Endeavour 37 worth a special look. The foredeck area was one. High bulwarks help give a dry foredeck, provide a safe working area and prevent things like loose sails from sliding overboard when you run out of hands to hold them in place.

The anchor well was another feature. Large enough to hold a 22-lb. Danforth high-tensile anchor, it had its own covered deck pipe inside leading into the forepeak for anchor rode storage. While the deck pipe is an excellent idea, it probably should be located higher in the well so that it doesn't become another anchor well drain.

While not an Endeavour option, the SEA Trials boat had a 110V AC generator mounted on the Perkins engine. Last month in this magazine I discussed the use of inverters to power household appliances which you may want to take to sea. Here you see an example of another way to get 110V AC on your boat without carrying an auxiliary generator. Pflugie Joo had an Infinity Marine 3-kw generator mounted on, and driven from, the Perkins engine. It takes very little space and would not interfere with engine maintenance. This generator is provided with its own control monitor panel and is wired into the boat's shorepower system. The 8 hp that the generator takes under full load is trivial for the 50-hp Perkins and the opportunity for microwave cookery is tantalizing.

The sailing rig of the Endeavour 37 is a conventional masthead sloop with a keel-stepped aluminum mast, stainless steel stays and shrouds and roller bearing mainsheet traveler. Shroud and backstay chain plates are made of stainless steel and bolted to the inside of the hull.

Endeavour Yachts offers some interesting sailing rig options which a potential buyer should look at very closely

before he signs his order. They include a ketch rig and a 3-ft. bowsprit which makes the sloop into a cutter allowing the use of a free luff staysail, if desired.

Powering performance was good, as expected, in a boat that was obviously designed to move easily and it has 50 hp to move it. It was no problem to reach hull speed and only a small amount of vibration was noticed from the two-blade propeller. The purpose of a two-blade propeller is to be able to line it up with keel and rudder and thereby minimize drag. I would question how often that would be done in cruising and would prefer to have the improved efficiency and smoothness of a three-blade propeller.

One real advantage of this boat is its price; it lists for \$61,900 base, amounting to \$3.45 per pound of boat. Among the factory options that I would recommend are the bowsprit to extend the forestay, lifeline gates, steering pedestal guard and wheel brake, and the emergency tiller which, together, would add \$3000. A suit of sails would come to \$1850 and the basic safety and anchor gear another \$500. All up, in sailaway condition, you are looking at a \$67,000 37-ft. boat which has to be one of the better bargains in cruising sailboats today.

Design Comparisons

Boat	Esprit 37	CSY 37	Endeavour 37
Design parameters			
Displacement—lbs.	17,000	19,700	20,000
Displacement/length ratio	238	353	331
Sail area/displacement ratio	16.2	13.4	12.6
Price*—\$/lb.	5.18	3.86	3.45

*FOB factory for base boat

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ENDEAVOUR 37

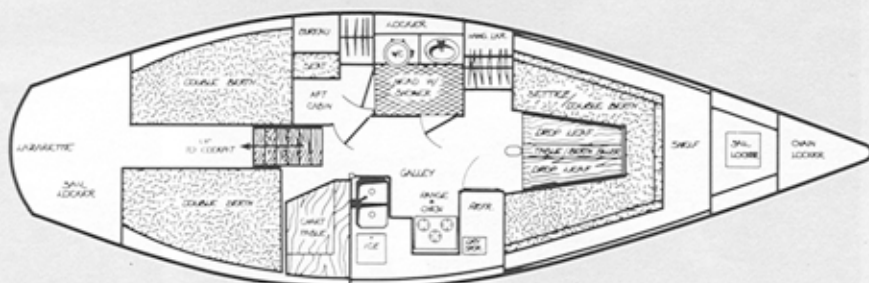
Builder: Endeavour Yacht Corp.
11700 S. Belcher Rd.
Largo, FL 33543
Telephone (813) 541-3553

DESIGN INFORMATION

Length, overall	37 ft. 5 in.
Length, waterline	30 ft.
Beam	11 ft. 7 in.
Draft	4 ft. 6 in.
Freeboard, stem	5 ft.
Freeboard, stern	4 ft.
Mast height	46 ft.
Fresh water capacity (one tank)	100 gals.
Displacement	20,000 lbs.
Ballast	7,500 lbs.
Displacement/length ratio	331
Beam/length ratio	.31
Ballast/displacement ratio	.38
Sail area/displacement ratio	12.5
Theoretical hull speed	7.3 knots

PROPULSION INFORMATION

Engine: Perkins 4.108 4-cylinder diesel
50 hp at 4000 rpm
Gearbox: Warner hydraulic
2.57:1 reduction
Propeller: General Propeller 2-blade
17-in. diameter by 17-in. pitch
Fuel capacity: 55 gals. in one tank



SAIL INFORMATION

Type of rig: Sloop	
I = 43 ft.	J = 15 ft.
P = 36 ft.	E = 14 ft.
Sail area—total	575 sq. ft.
100% foretriangle	323 sq. ft.
Main	252 sq. ft.

PRICE

Base price (FOB Largo, FL): \$61,900

Includes:

Perkins 4-cylinder diesel engine
Bronze strut with cutless bearing
Stainless steel propeller shaft
Two 95 amp.-hour marine batteries
115V AC shorepower with cable
Hot and cold pressure water
Electric and manual bilge pumps
Gate valves on underwater through hulls
Copper tubing water system
10-cu.-ft. ice chest

3-burner alcohol stove with oven
AC/DC refrigerator
Pedestal steering with stainless steel wheel
5-in. compass in binnacle
Bow and stern pulpits and double lifelines
Aluminum spars
Four winches
Mainsheet traveler
Genoa gear and sheets
Mainsail slab reefing

FACTORY OPTIONS

Bowsprit to extend headstay	\$2250
Bowsprit anchor platform only	2000
Ketch rig	1900
Lifeline gates (port and starboard)	440
Stainless steel anchor roller	250
Stern rail gate	175
Steering pedestal guard	125
Steering pedestal wheel brake	100
Emergency tiller	90

