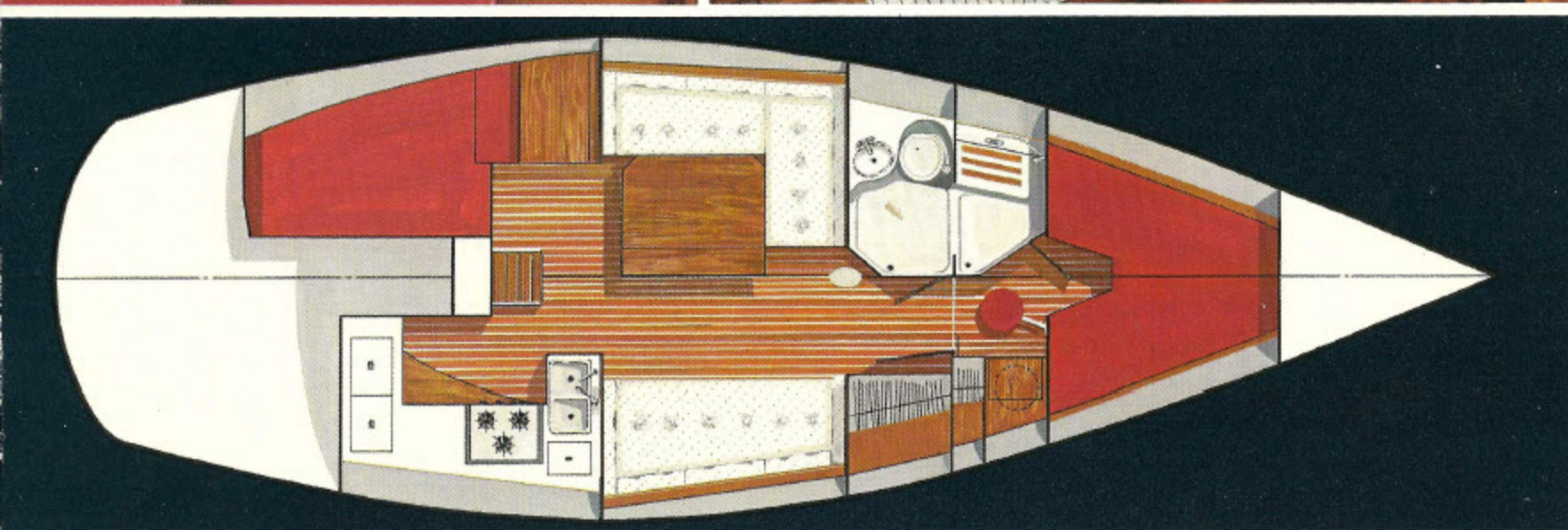




Endeavour 38

Designed by JOHAN VALENTIJN



ENDEAVOUR 38

Endeavour Yacht Corporation is giving a dynamic new dimension to the cruising life with the introduction of the Endeavour 38.

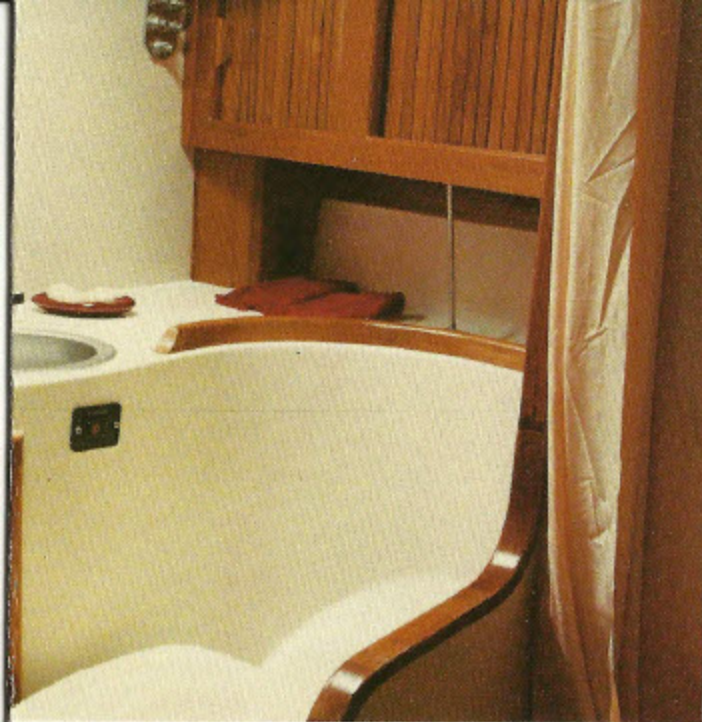
She's sleek and swift, and her lines portray the heritage of a winner. Designed by Johan Valentijn, world renowned Naval Architect and designer for the America's Cup, she is a Statement Of Excellence produced by the uncompromising craftsmen

at Endeavour. This high performance cruising yacht is a stand-out in any fleet, anywhere.

State of the art methods of construction apply to exterior forms, while traditional materials provide a warm and inviting interior. The hull and deck are cored with Klegecell (closed-cell polyvinyl foam) allowing tremendous weight-to-strength ratio. A rigid steel grid contributes to a very stiff hull.

Extraordinary deck space features inboard chainplates and genoa tracks allowing that fine trim for closehailed work. Self-tailing winches are standard equipment.

There are six opening deck hatches and fifteen opening ports with screens. A large T-cockpit has the unique feature of a built in insulated icechest, minimizing the need to go below and maximizing conservation of the main refrigeration system. The sole



of the cockpit contains a life raft stowage compartment.

Below deck reflects the culmination of years of experience in designing for creature comfort. The forward stateroom has its own hanging locker and vanity with a swing-out stool. There is even a separate shower stall in the head.

The main salon is unencumbered, oriented to comfort. The port and starboard settees slide out to each make a double

berth. All interior teak is hand-rubbed and satin varnished.

There is ample provision for the navigator ahead of the huge double quarter berth to port. The berth makes into a semi-private stateroom by drawing a curtain.

Her long list of standard equipment is impressive.

The Endeavour 38 is a remarkable boat, blending the best in hi-tech hull design with all the features of a lavish cruising

interior. She's a yacht that will remain the best in class and value for years to come!



Johan Valentijn has provided the following Designer's Comments which will be of interest to you:

"THE ENDEAVOUR 38" was designed as a high performance Cruiser. She is meant to be a competitive club-racer which the family can take out for the local yacht club events and score top places. She is a rather large 38 footer for her size compared to the opposition. Her large beam provides a very roomy interior.

THE HULL has a medium displacement for its waterline length. The waterlines in the bow are kept fine for the windward abilities of the yacht. The section shape forward is a soft "V" that goes into an almost flat bottom amidships. Aft the sections stay

flat and full with straight diagonals to enhance the reaching performance. This type of midship section increases the stability of the yacht as well as the span for the keel. With this we can have a shallow draft yacht that will still have great windward performance ability. The keel sections are developed from systematic testing that was done on America's Cup Contenders which were designed by us.

THE RIG is a sloop rig. The size is large enough to give her adequate power in lighter airs and not too large for windy days. This rig combined with the excellent stability of yacht will insure that the yacht is not overpowered too early and thus avoiding unnecessary sail handling for a

shorthanded crew. The aspect ratio of both the fore triangle and the mainsail is chosen to give maximum performance for a given sail area.

CONSTRUCTION of the hull consists of GRP with a $\frac{3}{4}$ " Klegecell core. The inside and outside shell have a minimum thickness of $\frac{1}{4}$ " solid fiberglass each in the bottom and slightly less in the topsides. The interior bulkheads are glassed in and form part of the total structure. The keel area, maststep, chainplates and engine beds are made with special steel structure to increase strength and stiffness of those highly loaded areas. With its GRP hull the maintenance will be kept down to a minimum.



LOA	38'3"
DWL	32'0"
BEAM	12'6½"
DRAFT	4'11"
DISPLACEMENT	17,600 lbs.
BALLAST	8,800 lbs.
SAIL AREA	704 sq. ft.