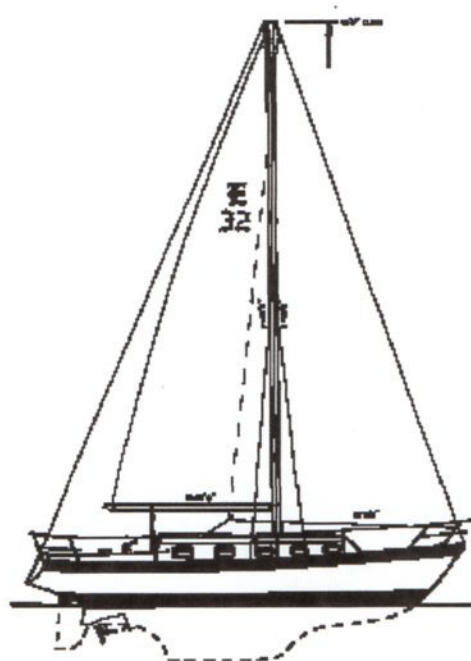


THE Endeavour 32



SPECIFICATIONS

LOA: 32'4"

LWL: 25'6"

BEAM: 10'0"

DRAFT: 4'2"

DSPL: 11,700lbs

BALLAST: 5,000lbs (internal lead)

MAST: 43' DWL

DESIGN & HISTORY

The **Endeavour 32** began life back in 1970 as the Irwin 32. Ted Irwin designed her as a dual-purpose cruiser-racer before the development of IOR. By 1975, the IOR was in full swing, and boats such as the Irwin 32 were obsolete as racers, since PHRF had not yet emerged to help handicap non-competitive boats raced at the club level.

Although the Irwin 32 had been out-designed for racing, the hull was still a nice, clean, conservative, and comfortable design for cruising. The molds for the Irwin 32 formed the basis for Endeavour Yacht Corporation, which built about 600 Endeavour 32s until 1982. Our membership records show hull 571 being built in December of 1981.

Although the Irwin 32 and the Endeavour 32 look identical and have the same displacement, the E32 is listed by the builder

SAIL AREA: 470 sq ft

100% FT: 257 sq ft

MAIN: 207 sq ft

I = 39'6"

J = 13'0"

P = 34'6"

E = 12'0"

HEADROOM: 6'3"

BERTHS: 6

FUEL: 20 gal (diesel)

WATER: 65 gal (hot/cold)

HOLDING TANK: 15 gal

STATISTICS

D/L RATIO: 315
(less than 100 = ULDB
100-200 = light,
200-300 = medium,
+300 = heavy)

SA/D RATIO: 14.59
(14 = low, 22 = high)

BAL/D RATIO: 42.73%
(33-45 is average, higher=more
stability)

LWL/BEAM: 2.55
(2.3=low, 3.0=high)

CAPSIZE RATIO: 1.76
(Less than 2.0 is preferred)

MOTION COMFORT: 30.38
(RANGE = 5 - 60: Higher
number means more comfort in

a sea)

as 4" wider, and 4" longer overall, and 6" longer on the waterline.

The Irwin 32 was originally available as a keel/centerboard boat drawing 3'6", or with a long fin keel drawing 5'. The Endeavour 32 was originally built as keel/centerboarder with the same configuration as the Irwin 32 (3'6" board up, 7'10" board down), or with a fixed shoal keel with 4'2" draft. The original Irwin deeper keel was discontinued.

Later in its history, Bob Johnson (of Island Packet fame) updated the E32 and beginning in 1979 the keel/centerboard model was discontinued in favor of the shoal keel version. Among the modifications were a different coach roof line and port configuration, cockpit coaming modification, additional interior storage and access, galley modification, integral companion way stairs, and a teak cabin sole.

HULL & DECK

The hull is molded as a single unit of a combination of polyester resin and fiberglass woven roving and multi-directional chopped strand fiber (MCSF). The keel is molded integrally with the hull and all ballast is contained inside. The deck and cockpit, like the hull, are molded as a single unit of a combination of polyester resin and fiberglass woven roving and MCSF. Plywood coring is incorporated between layers of fiberglass in the cabin top, deck, seat, and cockpit sole areas to give additional stiffness. The non-skid finish is molded into the deck. The exterior finish is pigmented gelcoat molded onto the fiberglass. The boot and sheer stripe are also gelcoat molded permanently into the hull.

The hull-to-deck joint is a 'flange' type, which during assembly, is liberally coated with a combination adhesive/sealant. The deck is then lowered onto the hull and fastened in place with stainless steel thru-bolts. The toe rail is then installed, bedded in a heavy layer of the same compound and secured in place.

There is an anchor well at the bow with a haws pipe feeding the anchor rode into the v-berth locker, there are teak grab rails on the cabin top and a large aft cockpit with good back rests and storage lockers. The companionway goes down to seat height, about 12" above the cockpit sole, and has three drop boards.

RUDDER & STEERING

The rudder is molded as a single piece of solid high density