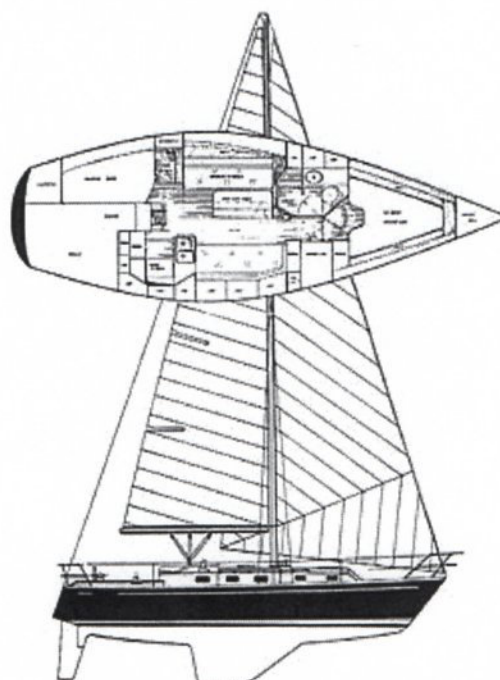


THE Endeavour 35



OVERVIEW

DESIGNER: Bruce Kelly

PRODUCTION: 1983-1987

HULLS: Approx 300

SPECIFICATIONS

LOA: 35'5"

LWL: 29'6"

BEAM: 12'2"

DRAFT: 4'11"

DESIGN & HISTORY

The **Endeavour 35** page is under construction.

HULL & DECK

The hull is molded as a single unit of a combination of polyester resin fiberglass, and closed cell polyvinyl foam core. The keel is molded integrally with the hull and all ballast is contained inside.

The exterior finish is a pigmented gelcoat molded onto the fiberglass. The boot and sheer stripes are a sprayed coating of Imron.

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. Closed cell polyvinyl and plywood coring is incorporated between layers of fiberglass in the cabin top, deck, seat, and cockpit sole areas to give additional stiffness. All exterior deck surfaces area

DSPL: 13,250lbs

BALLAST: 5,630lbs (internal lead)

MAST: 53'10.75" DWL

SAIL AREA: 671.5 sq ft

100% FT:

MAIN:

I = 50'

J = 15'10"

P = 43'6"

E = 13'

See Rigging Specifications for specifics

HEADROOM:

BERTHS: 6

FUEL: 33 gal (diesel)

WATER: 76 gal (hot/cold)

HOLDING TANK: 15 gal

STATISTICS

D/L RATIO: 230
(less than 100 = ULDB
100-200 = light,
200-300 = medium,
+300 = heavy)

SA/D RATIO: 19.19
(14 = low, 22 = high)

BAL/D RATIO: 42.5%
(33-45 is average, higher=more stability)

LWL/BEAM: 2.42
(2.3=low, 3.0=high)

pigmented gelcoat molded onto the fiberglass.

The hull-to-deck joint is an integral '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. When the bolts are tightened, the excess compound is forced into all the crevices and out the sides. The teak cap is then installed, bedded in a heavy layer of the same compound and secured in place, doubly insuring water tightness.

All ballast is internally mounted inside the keel, which is molded integrally with the hull. Cast pieces of lead are placed in the hull, encapsulated in polyester bonding resin, and then covered with a layer of woven roving to form a fiberglass cap. When finished, the ballast becomes a structural part of the hull.

RUDDER & STEERING

The rudder is molded as a single piece of solid high density foam with a protective skin of fiberglass and a gelcoat finish. The foam material is of high strength structural grade and has exceptional toughness. The rudder post, molded integrally with the rudder, is solid stainless steel, which is welded to a steel blade in the interior of the rudder. Where the rudder post passes through the hull, water tightness is ensured by means of a stuffing box.

The pedestal steering system operates with stainless steel cables rotating a radial quadrant bolted and keyed to the rudder post.

SPARS & RIGGING

All spars (mast, boom, and spreaders) are extruded aluminum 6061-alloy, with a protective coating on all external surfaces. The mast on the E-35 is stepped through the cabin roof onto the keel. The masts and booms we've seen on the E35 were Kenyon double spreader masts, and booms with single or double reefing capabilities and sheeting about mid boom with the traveler spanning the coach roof.

The standing rigging is made of stainless steel wire. The forestay attaches to the stem head fitting at the bow. This is fabricated of welded stainless steel and through bolted to the hull with back-up plates. All stays and shrouds are attached to stainless steel chainplate (with adjustable turnbuckles) at the edge of the deck and are through bolted to heavy structural bulkheads. The forestay, backstay, and upper and lower shrouds are made of 9/32" stainless steel wire.

INTERIOR

CAPSIZE RATIO: 2.06
(Less than 2.0 is preferred)

MOTION COMFORT: 23.28
(RANGE = 5 - 60: Higher number means more comfort in a sea)

AUXILARY

HULL SPEED: 7.28 knt

ELECTRICAL SYSTEM

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E35 BROCHURES:

[E35 Sail Plan \(240k\)](#)

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