

## Endeavour TrawlerCat 40

BY PIERCE HOOVER

**A**s the popularity of power cats grows, designers and builders continue to explore new ways to move living and sleeping areas out of the narrow confines of the hulls and into the open upper deck. One of the most successful comes from a Florida-based builder who has been in the power cat game since the '80s.

Endeavour's recently introduced TrawlerCat 40 is an unapologetic example of form following function. Its topside lines came not from a trendy designer's sketchpad, but from the dictates of the living spaces within. Any perceived styling irregularities, however, are more than offset by ample helpings of practicality and comfort.

Cats destined for charter use or extended families place two, three or even four similar-sized staterooms down in the hulls. By contrast, the majority of the TrawlerCat's living areas are located above the hulls, allowing the interior to mirror the layout of a conventional monohull trawler, with the salon aft, galley amidships,

pilothouse forward, and a full-width master stateroom in the bow.

With its wide windows, full headroom, generously sized storage lockers and a walkaround queen berth, the master would be unexpected on most any 40-footer, two hulls or not. Ditto for the extra roomy, same-level head that sits adjacent and the massive shower stall that fits into the starboard hull.

The Endeavour design team did a commendable job of maximizing both storage and living space on the 40. As a result, there is ample room for a couple to live aboard full time, as well as a commodious second stateroom and head that will accommodate guests or offspring without compromising privacy.

Elbowroom and storage capacity are themes that repeat throughout the interior, and even the compromise that plagues all small and midsize cats — access to the engine spaces — is dealt with in the best possible way. Hatches fore and aft of the engines allow full access while standing in the open hatchways. Other ship's systems are similarly located for contortion-free servicing.

A boat-show walk-through is all that is required to discover the exceptional qualities of the 40's layout. A visit to the company's Clearwater, Florida, factory will instill an equal appreciation for what lies beneath.

Endeavour is a family-operated company that intentionally limits production to fewer than 20 boats per year and places tremendous emphasis on indi-



**The TrawlerCat 40's unique profile allows for a spacious interior that includes a traditional salon/galley arrangement aft, an amidships pilothouse and flying bridge, plus a spacious forward master stateroom.**

vidual customer support and satisfaction. The company is willing and able to customize many aspects of a particular boat's layout to suit the customer's needs. Already there is talk of a version of the 40 that deletes the pilothouse to create a single-level interior and enlarges the master stateroom to accommodate a king-sized berth.

Construction details are top-notch, with topsides, decks and structural bulkheads fabricated from biaxial cloth and vinyl ester resins that are vacuum-bagged to Nida Core. The all-glass hulls are fabricated for robust strength, with



WALT STEARNS (3)

twin keels on each hull that flank and fully protect the props and rudders, along with water intakes set 18 inches above the keels. Though obviously not recommended, the builder says the hulls are designed to survive a full-throttle grounding without damage.

On hull No. 1, which is fitted with twin 240-hp Yanmars, full-throttle

#### SPECIFICATIONS

**LOA:** 40'

**Beam:** 16"

**Draft:** 38"

**Fuel Capacity:** 600 gal.

**Power:** Twin 240-hp

**Price Range:** \$419,000 to \$460,000

**Information:** 727-573-5377

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operation produced a 16-knot top speed, while a 14-knot cruise yielded a 10- to 12-gph fuel burn. Dialing back to 8 knots netted almost 2 nautical mpg, while single-engine operation showed the potential for speeds of up to 11 knots at 2,500 rpm.

The 40's talent for frugal operation at double-digit cruise speeds is matched

by its potential for self-sufficiency. With good natural ventilation and an ample bank of deep-draw batteries coupled to an inverter, it can live comfortably on the hook without constant dependence on the generator and air conditioning. A 6-kW gen set is fitted into the lazarette, but the hardtop can also be fitted with a suite of solar panels that keep up with the boat's DC and occasional AC power needs.

Taken together, the attributes of the 40 make it not only an ideal candidate for weekenders on remote harbors, but also a viable option for the cruising masses who dream of cruising seasonally or full time. Of all the new power cats coming onto the market, this may be the one best-suited to shifting the loyalties of die-hard trawler enthusiasts who are willing to consider something a bit different. 🌟