

Endeavour 48

BY PIERCE HOOVER

Some of the most innovative thinking in yacht design is taking place in the catamaran arena. And though powercats still represent a relatively small niche within the cruising-boat market, they have definitely captured our collective fancy with their tantalizing promises of fuel efficiency, stability and roominess.

One recent entry in this field delivers all three, along with a generous serving of innovation. The Endeavour 48 is the creation of father-and-son team Rob and Bob Vincent, who in the past decade have become one of the most successful niche builders of power catamarans in the U.S. market.

Endeavour's first entries in the field, the 36 and 44, shared many features with the company's sailing models. More recently, the Vincents introduced a 40-footer unlike anything else in the world of power catamarans, as it offered a layout very similar to that of a traditional monohulled pilothouse trawler.

The next logical step was to expand on the concept. Based on customer feedback, Rob and Bob knew that there was a market demand for a larger powercat that could provide single-

level living and homelike amenities.

The design for the new 48 began to take shape in January 2006 with a new hull design, one created specifically for power applications. Like all previous Endeavour models, it would still provide the security of grounding keels and fully protected running gear, but it would incorporate a V-shaped bottom to provide a degree of lift at higher speeds. To create an open interior, the top deck was fabricated with stiff, three-inch-thick Nida-Core composite panels, which would allow for a 14-foot-wide clear span in the main salon.

Hull number one was launched in May 2007, and I was able to spend a day aboard shortly thereafter. My first impression upon seeing the 48 dockside was that this was one big piece of fiberglass. Factory fresh and lacking Endeavour's signature green trim and usual range of deck accessories, the boat still presented an impressive profile --- though one that admittedly might not appeal to traditionalists.

With 360-degree walkaround access and the maneuverability of wide-set twin engines, the 48 should be a relatively easy vessel for a couple to dock. And its three-foot draft will allow for moorage in the wide yet shallow inside slips that are common at many marinas.

Those who crave elbow room will find it inside the Endeavour 48. With seven-foot headroom throughout and big windows everywhere, the main salon and open galley have the kind of light and space that should make a Manhattan loft dweller jealous.



Though not a true planing boat, the Endeavour 48 will generate a certain degree of lift at speeds faster than 10 knots (above). The expansive saloon (lower left) provides two pairs of hatches to give either partial or full access to each engine (right).

In a departure from the norm, the galley features a central island that incorporates walk-around access on the starboard side. A large cooktop and turkey-sized convection/microwave oven are evidence that the Vincents truly understand the needs of liveaboard cruisers. So does their use of drawers rather than doors on the lower cabinets in the galley.

The adjoining, same level hallway houses a pair of waist-level refrigerator/freezers (the idea is to run just one for short trips and both for extended cruising), as well as a washer/dryer. This passageway gives access to the second stateroom and to the third --- the upper of which is suitable for a variety of office/workshop applications. Forward it leads to a very generously sized master suite.



Original plans called for either an open or enclosed bridge deck, but all four of the buyers who have placed orders to date have specified an enclosed helm. Take the circular staircase up from the saloon, and you understand why.

With large windows all around, the spacious upper deck offers wonderful views and has the potential to become

SPECIFICATIONS

LOA: 48"

Beam: 18'

Draft: 3'

Displacement: 30,000 lbs.

Fuel Capacity: 1,000 gals.

Power: Twin 380- to 480-hp Yanmars

Price: \$639,000

Information: 727-573-5377

www.endeavourcats.com

anything from a wet-bar-equipped sky lounge to a spectacular home office or studio. In fact, one of the first buyers is an artist who plans to set up his easel on the bridge deck.

Underway, the 48 proved that it is not just a glorified houseboat set on two hulls. Advance the throttles, and you can see the boat rise slightly from the water --- it's not true planing but it is certainly a degree of lifting.

Hull number one was equipped with twin 440-h.p. Yanmars, which is the middle of the three available power

options (380-h.p. and 480-h.p. diesels are the others). With this power, the boat tops out around 20 knots and can cruise at 16 knots when realistically loaded for extended trips. Throttle back to 10 knots, and fuel burn drops to four g.p.h.

You reach the Yanmars through the saloon floor, which small access hatches forward for routine checks, plus full-length hatches that give total access to each engine compartment. The generator is located a ft and is accessed through the cockpit, which keeps sound levels to a minimum when the boat is running at speed.

With sail-away pricing in the \$700,000 range, the 48 compares favorably with traditional, monohulled trawlers of similar size and interior volume. And though there are no guarantees, every Endeavour powercat that has appeared on the used market to date has sold for more than its original price. By all indications, the 48 will prove equally desirable. ❁

