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Endurance 37

£47,000 GBP

United Kingdom

Robust offshore cruising ketch in great condition

Manufacturer/Model	Endurance 37
Name	MOORHEN
Designer	Peter Ibold
Year	1980
Category	Sail
New or used	Used
Status	Available
Price	£47,000 GBP

Price comment

Robust offshore cruising ketch in great condition

Lying

Argyll, United Kingdom

Specifications

Length overall	11.30 m
Length waterline	8.13 m
Beam	3.35 m
Draft	1.52 m
Displacement	8,165 kg
Hull	GRP hull with encapsulated keel
Keel	Full keel

Propulsion

Engine	Mercedes OM636 39hp 4 cylinder, naturally aspirated, indirectly cooled ZF Hurst mechanical reversing gearbox Twin lever morse controls, with dual control stations
Fuel	Diesel
Fuel capacity	450 litres

Accommodation

Drinking water capacity	650 litres
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Description

The Endurance 37 is a heavy displacement offshore cruising design which has gained a loyal following among serious offshore cruisers. The hulls were available for yards or home builders to purchase and fit out. MOORHEN is a professionally finished example of the Endurance 37 fitted out by the Capistrano Yacht Company, Hamble. Laid out below decks with a master cabin forward, bunk cabin with two single berths and an additional 3 berths in the saloon she is ideally suited to family cruising

MOORHEN was purchased by the present owners in Falmouth in 1999 and sailed up to Scotland where she has been cruised since. During 2007 – 2011 the boat benefitted from a comprehensive refit and has been very lightly cruised since her relaunching in 2011. Her extensive cruising inventory includes:

Mercedes OM636, professionally rebuilt 2007/08
Aquadrive anti-vibration coupling (2010)
Rope Cutter
Autopilot
Lowrance HDS 5m chart plotter (2011)
NASA speed and depth instruments
Advantsea Wind instrument (2011)
C-Tek M200 marine battery charger (2010)
Mobicronic Sinus Wechselrichter Invertor (2009)
Adverc charge controller for alternator
Black and Grey water holding tanks
Masthead cutter rig with all standing rigging replaced 2021
Roller reefing systems for both genoa, Profurl (1999) and staysail, Furllex (2006)
Sailtrack low friction mainsail mast track (2014)
Harken self-tacking track and car for staysail (2007)
2x Lewmar 40ST primary winches (2011)
1x Lewmar 40EST electric reefing winch (2011)
Mainsail by Owen Sails (2014)
Staysail by Owen Sails (2020)
Mizzen by Owen Sails (2007)
Lofrans 1000w electric windlass (2010)

Avon RIB Lite tender with outboard

Now lying ashore for the winter. The Endurance 37 MOORHEN is available for viewing at Kilmelford Yacht Haven by prior arrangement.

OWNER'S COMMENTS:

In 2007 she was transported to our house in the Borders for a comprehensive refit project. Works including:

Epoxy coating of the hull as a precaution (no evidence of osmosis was found)

Painting of the topsides, coachroof and cockpit etc.

Complete refurbishment of the teak deck (including replacement of all the caulking)

Removal and professional refurbishment of coach roof windows and the four deck hatches

Complete replacement of internal headlining

Rewiring of all electrical systems with marine grade tinned cable

The two fuel tanks were extracted from the bilges, cleaned and painted (externally)

The Mercedes OM636 engine was fully reconditioned by Westfield 4x4 (see their website)

New engine bearers fitted along with an Aquadrive unit.

New engine controls for cockpit and inside

New quadrant tiller arm

Engine space sound insulated

All rigging attachments and cleats were removed and rebedded on strengthened supports

Internally, new drawers and shelves were built to improve storage and appearance.

Lots of new equipment was installed as part of the works including:

New electric windlass fitted

2 new Lewmar 40ST winches

1 new Lewmar 40EST electric winch

Mainsheet traveller system fitted

2 new electric bilge/grey waste pumps

Inverter

Calorifier

Battery charger

Chartplotter

Wind instruments.

The re-fit was a labour of love completed to our own high standard. Moorhen was relaunched in 2011 and been lightly used since because of intermittent health problems and then Covid restrictions. We have loved our time aboard Moorhen finding her a reliable friend.

CONSTRUCTION

Hull Construction:

GRP moulded hull

Heavy weight, hand consolidated laminate

GRP formed internal structural members

White International Perfection 2-part paint to finish hull topsides (2010)

Underwater hull epoxy coated with Blakes epoxy, 2-coats applied in 2008

Underwater hull finished with Blue antifouling

Deck & Superstructure Construction:

GRP moulded deck, deck house and self draining cockpit

White International Toplac paint to finish deck and superstructure moulding

Laid teak deck to finish decks

Laid teak deck panels to finish cockpit seating

Keel & Rudder:

Long encapsulated fin keel

Full depth keel hung rudder

MACHINERY

Engine & gearbox:

Mercedes OM636

39hp

4 cylinder, naturally aspirated, indirectly cooled

ZF Hurst mechanical reversing gearbox

Twin lever morse controls, with dual control stations

Aquadrive coupling (2010)

Vetus Exhaust temperature alarm

Maintenance & Performance:

Engine last serviced autumn 2023

Full engine recondition by Westfield 4x4 2007/08, re-fitted and commissioned 2011

Engine running hours since rebuild – 474 hours

Cruising speed under engine 5.5kts

Propulsion & Steering:

Stainless steel prop shaft

Greaser fed stern gland

Rope Cutter

Bronze, 3 blade fixed prop

Whitlock rod driven steering system with dual helm stations (installed 1998)

Emergency tiller

Autopilot:

Navico WP5000 wheel pilot

Belt driven wheel drive unit

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

230VAC shore power system

Shore Power System:

Extension lead to connect to shore power supply

Single 16amp connection point

Consumer unit with RCD protection

3 pin UK sockets, battery charger, immersion heater

Battery Banks:

Domestic Battery – 3x 12VDC, 100Ah, lead acid batteries

Engine Battery – 1x 12VDC, 100Ah, lead acid batteries

Battery Charger:

C-Tek M200 marine battery charger (2010)

230VAC – 12VDC, 15amp

Inverter:

Mobitronic Sinus Wechselrichter Invertor (2009)

12VDC – 230VAC, 600w

Alternators:

Single engine driven alternator

Adverc charge controller for alternator

Solar Panel:

Photonic Universe folding mobile panel

Victron solar charge controller

Other Electrical:

12VDC charging sockets in saloon

Windscreen wiper for port forward windscreen

Marlec HRDi charge controller fitted for potential addition of wind generator

PLUMBING & GAS SYSTEMS

Fresh Water:

Pressurised hot and cold water system

Mixer tap in galley

Mixer tap in heads, extending for use as shower

Wash hand basin with hot and cold taps in forward cabin

Hot water provided from calorifier, heated by engine cooling water or immersion heater.

Bilge Pumps:

Manual Bilge Pump – 1 located in cockpit. 1 located in saloon

Electric Bilge Pump – Manual and auto switching

Grey Water:

Grey water draining to bilge tank

Independent automatic bilge pump to discharge grey water tank

TANKAGE

Fuel:

Dual fuel tanks

Steel construction

Each tank of approximately 225ltrs capacity

Approximate total tank capacity 450ltrs

Tanks remove, cleaned, painted and re-fitted as part of 2007-2011 refit

Fresh Water:

Three separate tanks

1 GRP tank, 2 steel construction

Approximate total tank capacity 650ltrs

Black Water Holding Tank:

Single holding tank

Plastic moulded tank

Discharging overboard by gravity

Grey Water Holding Tank:

Single tank

GRP tank construction

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth – NASA Clipper repeater

Speed/Log – NASA Clipper

Wind – Advansea Wind-a (2011)

Plotter – Lowrance HDS 5m (2011)

Below Decks:

Depth – NASA Clipper

Communications Equipment:

DSC VHF – Icom IC-M601 DSCVHF

Handheld VHF – Icom IC-M31

DOMESTIC EQUIPMENT

Galley:

Galley Stove – Gimbal mounted gas cooker with three burners, oven and grill, fitted with pan clamps

Fridge – Built-in top loading fridge with Isotherm ASU chiller plate and compressor

Double stainless steel sinks

Mixer tap with option manual foot pump if electric pump fails

Heads:

Toilet – Lavac manual marine toilet

Wash hand basin

Mixer tap, extending for use as shower

Heating & Ventilation:

2 X Dorade vents in saloon

3 x Mushroom vents in hanging locker, heads and starboard cabin

1 x solar powered vent in forward cabin

Ducting in place for blown air heating system

Lighting:

Overhead lighting throughout

Bulkhead mounted reading lights in cabins

Entertainment:

Pioneer Radio/CD/FM radio headunit

Speakers in saloon

ACCOMMODATION

Summary of Accommodation:

Double cabin forward

Heads

Starboard bunk cabin with 2 single berths

Saloon with pilot berth and up to 2 occasional berths

Accommodation Finish:

Joinery work in teak veneered plywood with solid teak trims

Joinery finished in varnish

Hull sides lined with carpet

Headlinings finished with vinyl covered panels

Cabin soles finished with smooth treadmaster type material in a faun colour

Description of Accommodation from Forward:

Passage way leading aft to saloon with locker to port side of companionway forward, locker containing holding tank.

Forward Cabin:

Double V-bunk forward

Shelves running the length of the bunk outboard to port and forward overhead

Standing room aft of bunk
Wash handbasin unit to port with lockers below and outboard
Hanging locker aft to port
Countertop outboard to starboard with locker above, outboard and storage rack below
Full height shelved locker aft
Two large bin type storage lockers beneath bunk

Bunk Cabin:

Located to starboard side of passageway forward
Two single bunks in stepped configuration outboard
Standing space inboard of bunks
Hanging locker forward of standing space
Bunk side countertop aft of standing space with drawers beneath
Storage locker beneath bottom bunk, running full length of bunk

Heads:

To port side of passageway forward
Manual marine toilet, inboard forward
Counter top unit outboard with inset wash hand basin and locker beneath
Shelve outboard of countertop running length of compartment

Saloon:

Internal helm station forward to port with timber steering wheel, engine dash panel, engine controls, depth sounder display and ships switch panel
Bench settee aft of helm station
Pilot berth outboard of settee
Storage drawers beneath pilot berth forward and bench settee
U-shaped settee outboard to starboard
Folding leaf saloon table mounted on height adjustable pedestal
Table drops down to convert U-shaped settee to double berth
Storage shelves outboard of starboard settee

Nav Station:

Aft facing chart table at aft end of saloon to port side of companionway
Navigator sits on aft end of port side settee
Chart storage within table top
Locker aft of table
Companionway steps lift out to provide access to a large locker space beneath chart table and wet locker aft of steps.

Galley:

To starboard side of companionway
U-shaped galley
Galley stove outboard, gimbal mounted with stainless steel crash bar.
Worktop running width of galley forward with two inset stainless steel sinks inboard
Top loading fridge below outboard section of forward worktop
Aft thwartships worktop divided into section for use as storage
Selection of drawers and lockers beneath worktop
Storage racks outboard of cooker.

DECK EQUIPMENT

Rig:

Masthead, cutter rigged ketch
Deck stepped, single spreader main mast
Deck stepped, single spreader mizzen mast
Stainless steel standing rigging with chromed bronze rigging screws

All standing rigging replaced in 2021
Profurl roller reefing system for genoa (1999)
Furlex 200S roller reefing system for staysail (2006)
Slab reefing mainsail
Sailtrack low friction mast track system for mainsail (2014)
Slab reefing mizzen
Harken self-tacking track and car for staysail (2007)
Block and tackle kickers for mainsail
Main halyard, topping lift and two reefing lines lead aft to cockpit with winch and rope clutches on deckhouse roof
Lazyjacks for mainsail

Winches:

Primary Winches – 2x Lewmar 40, two-speed, self-tailing (2011)
Halyard / Reefing Winch – 1x Pontos Compact, two-speed, self-tailing (2017)
Genoa Reefing Winch – 1x Lewmar 40, electric, two-speed manual, self-tailing (2011)
Main Mast Mounted Winches – 1x Lewmar 8, single speed, 2x Gibb 7STA, single speed, self-tailing

Sails:

Mainsail – White dacron, slab reefing, 2+2 battens. Owen Sails (2014)
Genoa – White dacron, blue UV strip, roller reefing (1999)
Staysail – White dacron, blue UV strip, roller reefing. Owen Sails (2020)
Mizzen – White dacron, slab reefing. Owen Sails (2007)

Anchoring & Mooring:

Bower Anchor – 25kg Delta plough anchor on 50m, 10mm chain rode
Kedge Anchor – FX23 Fortress alloy anchor on 40m chain and warp rode
Electric Windlass – Lofrans Kobra 1000w electric windlass with foot button controls on foredeck (2010)
Mooring Warps – Selection
Fenders - Selection

Canvas Work:

Mainsail Cover – Backpack type cover with mast boot and lazyjacks
Mizzen Cover
Cockpit Cushions

Tender:

Dinghy – Avon 2.6m RIB Lite. (2004)
Outboard – Yamaha 2.5hp 2-stroke, serviced autumn 2022

General:

Stainless steel bowsprit with hardwood treads
Double bow rollers at aft end of bow sprit
Stainless steel pulpit rail wrapping around bowsprit
Alloy deck mounted mooring cleats forward and aft
Stainless steel mooring cleats midships
Panama style fairleads through toerail forward
Deck mounted stainless steel stanchions supporting double tier plastic coated stainless steel guardwires
Stainless steel pushpit rail
Anchor locker accessible from bow, locker fitted with internal shelf for rope storage
Anchor windlass mounted centrally on foredeck
Harken self-tacking track for mizzen mounted on deck immediately forward of main mast
Hardwood grabrails running along outboard edges of deck house roof to port and starboard
Mainsheet track mounted on teak horse, spanning coachroof immediate forward of companionway
Primary winches and roller reefing winch mounted on cockpit coaming tops outboard of cockpit
U-shaped seating wrapping around forward end of cockpit with thwartships bench seat aft
Whitlock steering pedestal mounted centrally in cockpit with stainless steel grabrail and instrument pod housing

instruments

Cockpit lockers beneath forward port and starboard seating and below bench seat aft

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Navigation Lights:

Masthead Tri colour

Anchor light

Steaming Light

Low Level Nav lights

Deck light

Life saving:

Oscar MOB recover system

Horseshoe lifebuoy with dan buoy

Personal Locator Beacon – McMurdo FastFind 200, 406MHz

Webbing jackstays

Harness securing points in cockpit

Gas Alarm – Pilot twin channel with sensor in bilge and gas locker

Gas leak bubble detector with remote shut off solenoid controlled from galley.

Cradle to accommodate 6 person cannister liferaft

DISCLAIMER

In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice









