



Si Belle

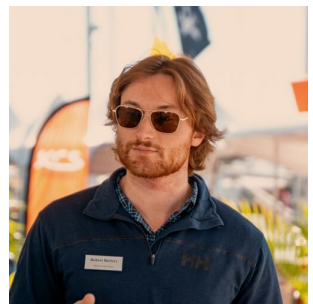
40' (12.19m) 1984 Endeavour 40
New Orleans Louisiana United States



OVERVIEW

\$64,500

Manufacturer:	Endeavour		
Engines:		Hull Material:	Fiberglass
Engine Model:		Cruise Speed:	
Engine HP:		Max Speed:	
Beam:	13' 0"	Cabins/Heads:	2 / 2
Max Draft:	5' 0"	Fuel Type:	Diesel
Water:	170 G (643.52 L)	Fuel:	75 G (283.91 L)



Data Sheet

Category: Center Cockpit
Condition: Used
Model Year: 1984
Refit Year: 2022
Beam: 13' (3.96m)
Max Draft: 5' (1.52m)
LOA: 40' (12.19m)
LWL: 32' (9.75m)
Cabins: 2
Heads: 2

Fuel Type: Diesel
Hull Material: Fiberglass
Air Conditioning: Yes

Displacement: 25000 Fuel Tank: 75 gal
(283.91 liters)
Fresh Water: 170 gal (643.52 liters)
Builder: Endeavour Yaht Corp.
Designer: Robert K. Johnson
HIN/IMO: ENC40247M84H

Engines/Generators

Summary/Description

First introduced in 1981, the Endeavour 40 has developed a reputation as an enduring, seaworthy model. The owners of this boat spared no expense in their 2022 refit of this classic, center-cockpit cruising sailboat.

ACCOMMODATIONS

- Layout: 2 Cabin, 2 Head Center Cockpit Sloop
- The interior of the Endeavour 40 is built up of wood. First, a framework of floor timbers is constructed and placed in the bilge and heavily bonded in place with woven roving. A plywood sole is glued and screwed on top of these floor timbers and bonded to the hull all around its periphery with woven roving.
- All timbers and plywood are saturated with polyester resin before assembly to seal all exposed wood. All bulkheads are bonded to the hull with two layers of woven roving on both sides.
- The interior is finished with varnished teak with soft white overheads. The cabin sole is teak parquet flooring, bonded in place with a waterproof adhesive.
- The interior layout is typical with a V-berth forward, the head (to starboard) and lockers (to port) which divide it from the main salon area which has a fold-up dining table with port and starboard settees. Aft and to starboard is a nav station with the electrical panel and to port is the galley with refrigeration, a gimbaled 3-burner gas stove with oven.
- The engine area is insulated and can be accessed via the starboard hallway or underneath stairs. The private owner's stateroom aft has a queen size berth, hanging lockers, chest of drawers, and a private head with shower. Mattress replaced with memory foam in 2021.
- There are 14 opening ports (Beckson) and 4 large Atkins-Hoyle deck hatches (strong drop forged aluminum with 3/4" Lexan), one each over the v-berth and aft cabin and 2 over the salon area.

ELECTRONICS

- Autopilot - 4/2022
- Radar
- AIS Receive
- Plotter
- Wind
- Speed
- Depth
- GPS
- VHF

ELECTRICAL

- Shore power and battery charger
- LiFePo Batteries, 200A x2 - 10/2023 - 4/2022
- AGM battery 200 A - 11/2023
- Solar Panels, Victron MPPT and DC-DC Chargers - 5/2023
- 2KW Inverter System - 9/2023
- LED Lighting for interior, headlights, cockpit light, stern lighting,

SAILS & RIGGING

- Main & jib, estimated within last 5 years. In need of minor stitching.
- Roller furling jib estimated within last 5 years.
- Sail bag and lazy jacks - 6/2023

DECK & HULL

- Last Bottom job 09/23 - *Pettit Trinidad 2 Coats with 3rd coat to waterline*
- Bottom cleaned and zincs replaced every 6 months
- Anchor, windlass, and remote.
- Full enclosure bimini, dodger enclosure with single pull zippers - 19/2022
- Canvas hatch covers - 10/2022
- Solar: 3 9BB Cell 200 watt 12V solar panels - 4/2022
- Navigation lights, anchor light, steaming and deck light combination
- Lifeline gates
- Fenders and lines

MECHANICAL

- Engine - Perkins 4-108 (50hp) auxiliary
- No hour meter
- Engine oil changed 10/2023
- Transmission fluid changed 10/2023
- Impeller changed 10/2023
- Throttle control handle - 9/2022
- The diesel is fitted with a mechanical gearbox transmission.
- Dripless shaft seal: The propeller shaft is made of 1-1/4" stainless steel and exits the hull through a stuffing box. It is supported at the inboard, or engine end, by the shaft coupling, and at the aft end by a cutlass bearing mounted in a stainless steel shaft log bolted to a fiberglass skeg immediately aft of the keel. The skeg is integrally molded with the hull.
- The standard propeller was a 17" x 17 2-blade prop or an optional 17" x 16 3-blade prop
- Generator
- Air conditioning - CitiMarine 16k btu and 10k btu - 8/2022
- 30 GPH Watermaker
- 150 gallon water tank, fiberglass, replaced 2023
- 75 gallon water tank, fiberglass, replaced 2023

HISTORY OF VESSEL

The current owners bought *Sibelle* in 2022 and made significant upgrades over the last 3 years. The fuel and water tanks have been replaced with fiberglass and the fuel system rebuilt. The rudder bearing, rear seal, and cutlass bearing have all been replaced. An extensive maintenance and upgrade log since purchase is available upon request.



Starboard



Head On



Port





Dinghy, Solar Arch







Cockpit Port



Cockpit Starboard





Salon



Salon, Port Forward



Galley Aft



Galley Forward



Forward Cabin



Forward Head



Starboard Aft



Navstation



Navstation



Starboard Aft



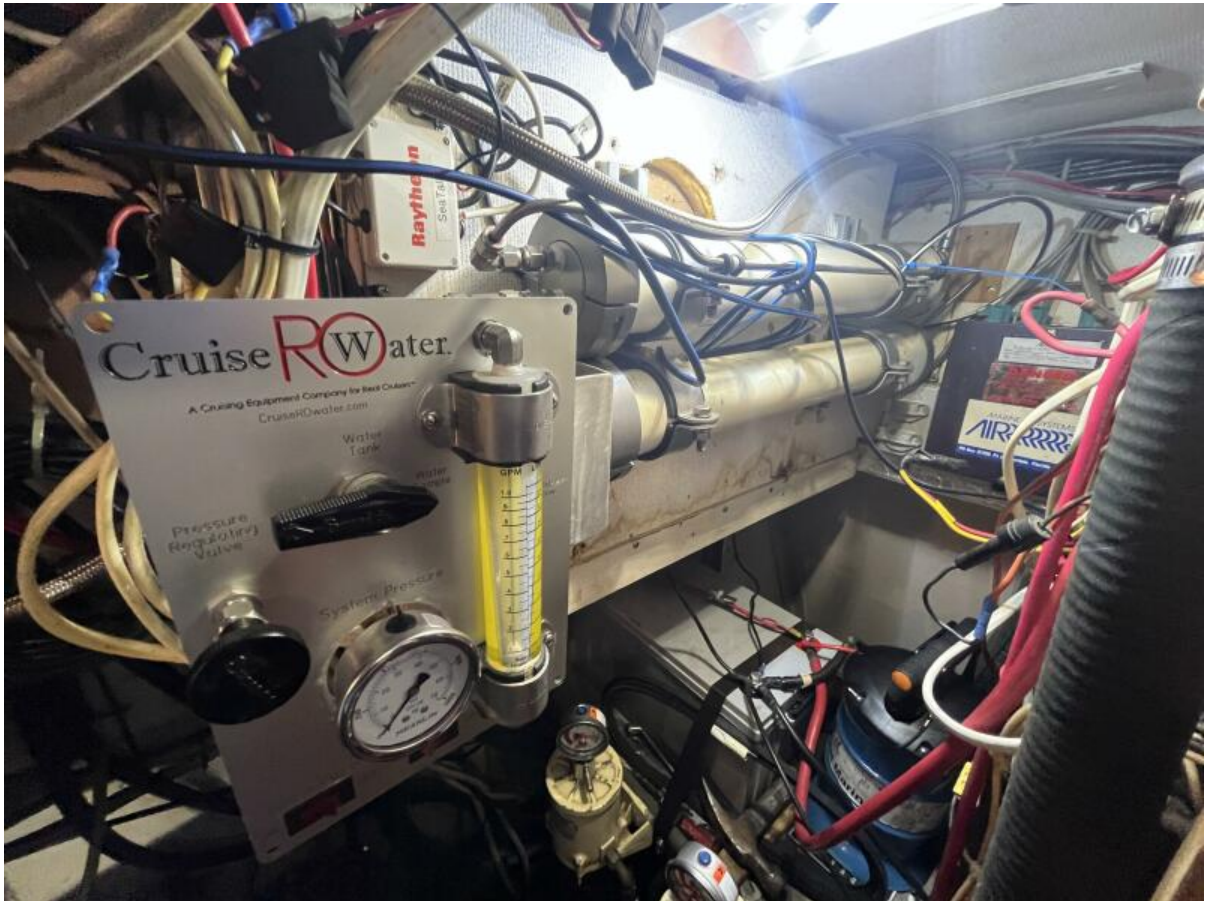
Workstation



Aft Cabin



Aft Head



A/C



Breaker Panel



Engine



Engine Panel