

Endurance 37

by **Tyler**



ENDURANCE '37'





Endurance 37

It is refreshing to find a design that offers a different accommodation layout from the traditional arrangement. The spacious deck saloon contains the galley, navigation area and dinette, in addition to the inside steering position, all of which makes for a very sociable main activity centre to the boat.

Going forward leads you past the w.c. / shower room, totally enclosed to starboard with the owner's cabin forward of that, sporting a double bunk and hanging locker. To port there is a settee berth and pilot berth and forward of this is another spacious hanging locker. The foc'sle accommodates two further berths.

On deck there is a safe and workable cockpit with the main steering position, an uncluttered deck, making for easy deck work as well as offering plenty of space for sunbathing.

The Endurance 37 certainly has a traditional character about her, but offers all the modern advantages available to the sailor in the seventies.

The ketch rig is ideal for those who have become dis-encharmed with trials of strength in handling larger sails, but this should not be taken as meaning that the Endurance 37 is under canvassed and lacking in performance. She is not. Her performance under sail is startling and for those occasions when you have to get back at a certain time and there is no wind, the more than adequate 80 h.p. Perkins provides an effortless 7 knots.

Peter Ibold, the boat's designer, won a design competition in the United States for his Endurance concept and has gone on to receive World acclaim for his designs ever since.

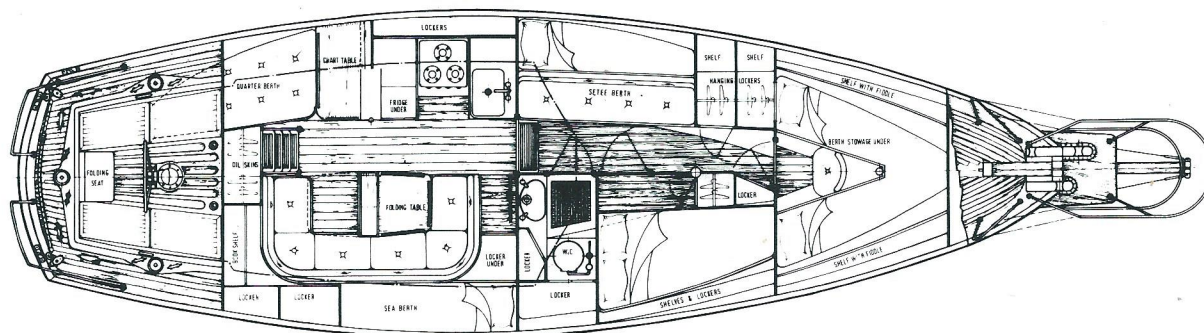
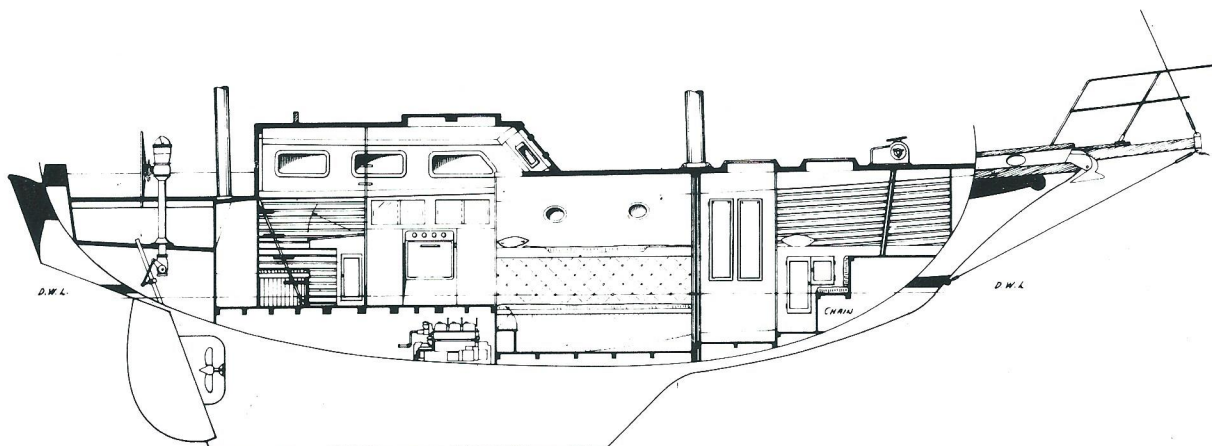
LOA	36' 11"	(11.2m)
LWL	26' 7"	(8.40m)
Beam	11' 6"	(3.50m)
Draft	5' 3"	(1.6m)
Displacement	9.3 tons	(9.5m)

Main	274 ft ²	25.50 m ²
No 1 Genoa	616 ft ²	57.25 m ²
No 1 Jib	258 ft ²	24.00 m ²
Mizzen	97 ft ²	9.00 m ²

6 people in permanent berths:
 1 single to port
 2 in double cabin to starboard
 2 in fore cabin
 1 in sea berth in main saloon
 In addition four extra berths can be made up

Technical drawing of a sailboat showing the sail plan and rigging. The drawing includes the following labels and measurements:

- Left Mast:**
 - Sail area: $8,00 m^2$
- Main Mast:**
 - Sail area: $26,50 m^2$
 - Total sail area: $78,76 m^2$
- Right Mast:**
 - Sail area: $10,25 m^2$



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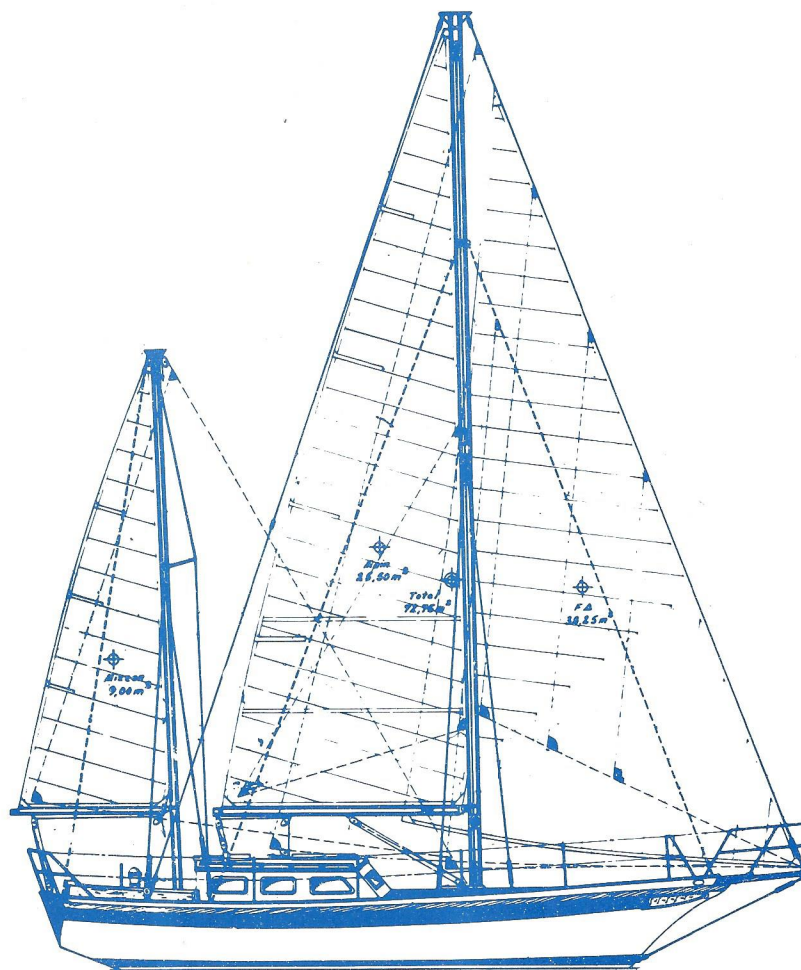
Endurance 37

L.O.A.	L.W.L.	Beam	Draft	Disp
36'11"	26'7"	11'6"	5'3"	9.3 tons
11.25m	8.40m	3.50m	1.6m	9.5 tonnes

Designed by Peter A. Ibold.

The Endurance 37 is a "blue water" cruising yacht of fairly heavy displacement, with comfortable accommodation for eight. Her design concept was for a yacht of traditional appearance, good performance under sail and easy handling characteristics for a small crew. These features are embodied in the Endurance 37 which is also dry, seakindly and fast.

The main features of the yacht are a large aft cockpit, a big deckhouse and a flush deck over the main accommodation area. The flush deck and heavy scantlings form a structure of immense strength with a large area for sunbathing and ample unobstructed space for deck work.



SPECIFICATION FOR TYLER MOULDINGS

All mouldings are produced from the highest quality glass reinforcement using an E-type chopped strand mat and woven rovings, and a general purpose polyester laminating resin. As colour pigments used may mildly adulterate the base resins, Tylers use only a clear gel coat as a surface on the underwater area of the hull. The permanent colour to the remainder is achieved by adding pigment to the clear gelcoat resin base which forms the outer skin.

The Endurance 37 can be provided in the following colours:

Clear, Super White, Sky Grey, Nelson Blue, Light Admiralty Grey and Pearl Grey.

The above colours are guaranteed by Tylers and although other colours can be made available at an extra charge, no guarantee can be given against streaking, fading and other faults.

The structural design, materials, and production methods meet with Lloyds approval. Lloyds supervision can be arranged during production and a Lloyds Hull Release Note provided at an extra charge.

HULL, DECK & SUPERSTRUCTURE

The hull is strengthened longitudinally with polyurethane foam cored stiffeners. The deck, cockpit and deckhouse are GPR mouldings, the deck house being supplied separately to facilitate fitting out. The deck is bonded structurally in way of scuppers drains and bulkheads. The deck and deckhouse roof are of linked double skin GRP construction and are finished smooth to accept teak surfacing.

DECK EDGE JOINT

The hull and deck edge are securely bonded together to form a rigid gunwhale edge to receive capping strip and genoa tracks.

CHAINPLATE ANCHORAGES

The deck to hull bonding is reinforced in the chainplate area.

The hull is further reinforced to provide a spread loading in way of chainplates which are designed to be fitted with a 10mm pressure plate.

BALLAST BULKHEADS

3500 kg of cast iron is fully encapsulated in the hull.

Marine plywood bulkheads to BS 1088 are bonded into the hull whilst still in the mould and comprise:

5 full bulkheads (3—15mm, 2—12mm)

3 half bulkheads (4—15mm)

1 floor (1—15mm)

TANKS

GRP tanks are integrally bonded into the hull adding structural strength to the moulding.

The tanks are coated internally and fitted with baffles.

Circular GRP pressure lids are securely bolted to the tanks using EN57J stainless steel bolts to facilitate inspection.

Fuel 2 x 270 lt. (2 x 60g) wing tanks

Water 1 x 230 lt. (1 x 50g) port side

1 x 230 lt. (1 x 50g) starboard side

1 x 170 lt. (1 x 38g) centreline

The fuel tanks are tested to 0.3kg/cm² (5psi) and the water tanks to 0.2kg/cm² (3psi)

Plywood engine beds for a Perkins 4.108 or a Perkins 4.236 are bonded into the hull.

A GRP rudder with stainless steel stock and tangs is fitted to the keel with a stainless steel heel fitting and to the hull through a GRP rudded tube complete with Tufnol bearings and stuffing gland.

Four 1 ½ in copper drains and stainless steel gratings are bonded into the cockpit sole.

Four 1 ½ in copper drains and stainless steel gratings are bonded into the deck.

Four GRP scupper ducts are bonded to the deck drains.

A GRP plinth to accept the steering wheel pedestal is supplied loose.

PVC conduit for leading electric wires along the inside of the hull can be fitted along the top hull stiffener.

Hatch covers can be supplied loose.

A steel shipping cradle can be hired or purchased.

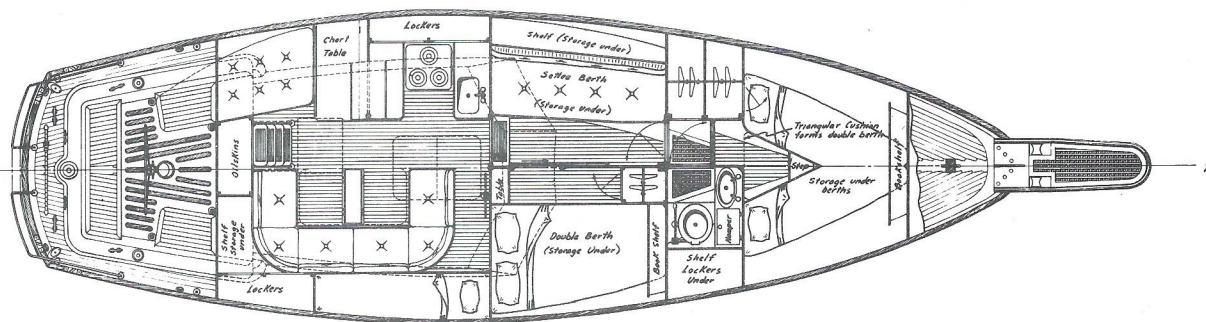
ENGINE BEARERS RUDDER

COCKPIT DRAINS DECK DRAINS SCUPPERS

STEERING PLINTH CONDUIT

HATCHES CRADLE

Chainplates, Pushpit, Pulpit, Windows and all other chandlery can be supplied.



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