

I THE YACHT "ENDEAVOR" – A Yacht Partnership

**This beautiful Yacht is 'underutilized!' We are looking for a few good Yachtsmen!
Special pricing and terms are available until Spring. (Courtesy to Brokers!)
Contact: Jack Hinshaw 425-861-1974, nwd@nwdir.com**



Ownership:

Endeavor is the only asset of the M/Y Endeavor LLC. Owners hold 10% of the authorized shares. All shareholders have equal voting power. There is a Board of Directors, President, Vice President, Secretary, Treasurer and Manager.

Why Joint Ownership:

The Owners share the costs of moorage, power, insurance, maintenance, and improvements. This reduces the costs of ownership to a fraction of private ownership and in our experience has never compromised normal use.



Why own a yacht?

Pride of ownership, development of skills, The opportunity to escape from the city, traffic, noise and business. Or to conduct business in a new environment. To explore hundreds of little coves, marine parks and soak up a little local lore at Friday Harbor, Lopez, Deer Harbor Roach Harbor, Rosario, Victoria, Ganges and there is always catching your crab, shrimp, cod or salmon dinner. It is here that children spend hours exploring the beaches looking for critters and the perfect rocks and shells. Because it is possible and you can do it!

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Management:

The yacht is professionally managed. It is cleaned, fueled, provisioned, with 2 sets of sheets and towels. Endeavor is easy to operate and we will help you. You will need to have attended a Power Squadron, USCG or other course covering “rules of the road” safety and amenities. What does that buoy mean, etc. The Washington State Boating Safety Course ‘on line’ can be completed in an hour, or two. We can provide instruction on the boat.

Most applicants have had experience on smaller boats. You will find this one easier to operate! Most of the time will be spent on “systems.” An instructor can be provided for your first trip. When you “solo” you can drop him off at the nearest ferry terminal.



Leaving the dock (1)

You will want to position the big blue fender near the bow so you can “work” against it as you leave the dock. You may want to ‘add a little painter’ so the fender will still be in the water when the bow is against the dock. You will have taken the shore power cord aboard and ‘singled up” the lines leaving one to hold the yacht in position for the last person aboard to free up and step aboard on the stern or boarding ladder.

Position someone at the stern to make certain it is clear when you back up. With the engines at idle simultaneously put the port engine ahead and the starboard one astern turning the vessel to about 30 degrees or more with the dock. If on the bridge go to the starboard rail and make certain you will clear the vessel astern.



Leaving the dock (2)

Favor the starboard engine with it working astern adding the port engine ahead as needed.

Back out into mid channel. Position your rudders amidships. When your turn is completed and you are facing west out of the channel take the port or starboard engines out of gear to keep yourself in the middle of the channel. You will not have enough “weigh on” for the rudders to be effective. You may need to take both engines out of gear to keep your speed under 3 knots.

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Leaving the dock (3)

Back out into mid channel. Position your rudders amidships. When your turn is completed and you are facing west out of the channel take the port or starboard engines out of gear to keep yourself in the middle of the channel. You will not have enough "weigh on" for the rudders to be effective. You may need to take both engines out of gear to keep your speed under 3 knots. Don't try to maneuver around small boats. Slow up or stop and let them get out of your way. Use the whistle to let them know your intentions. One blast means I'm turning right or remain on my port side. Two blasts mean I'm turning left or remain on my starboard side. This will only confuse many of them but may cause them to stop. When there is possible danger and you need to get their attention five short blasts will do it!



Cruising Areas:

The San Juan Islands are only minutes away. Friday Harbor and Roach harbor on San Juan Island, Deer Harbor, and Rosario on Orcas, the Lopez Resort (Caution! Discuss this entrance with someone knowledgeable before going there!) Victoria, Salt Spring, Ganges and the Sunshine Coast in BC – are all places to visit. We contemplate bringing Endeavor to Lake Washington for the winter. This will enable using her to get to the Husky football games, cruising to restaurants for dining, a trip to the locks and back, Bainbridge Island area, and South Sound cruising. We have been exploring for a lifetime and are still finding interesting new places. Joining a Yacht Club will add activities and much fellowship.

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General Description:

This is a very comfortable, well equipped Magic 'yacht' Carpet that can take you quickly and safely to a different world. The tensions and mind numbing work a day jobs is displaced as you assume the tasks of getting 'under way.' Everyone is involved with moving your gear and supplies aboard. Usually the distaff side is in the galley and the children are exploring and "helping" as you go through the engine room - checking the vital fluids and making your visual inspection, removing the canvas on the bridge, bringing the power cord aboard, adjusting the fenders, 'singling up the lines' and planning your departure with the crew.



Electronics:

We have state of the art GPS at both stations, radar, a jogging device, and great communication devices. You have unlimited charts and can zoom in on and see details of any harbor. You can completely preprogram your trip and it will take you there through all metes and bounds, automatically adjusting for drift, without touching the wheel. To adjust for oncoming vessels, miss drift or pot buoys by touching the Jog Button for a few seconds



Galley:

An all-electric galley enables any food preparation you want to achieve. There is power for appliances from shore power at the dock and an inverter when mooring out. If you need a little more power you can switch on the genset from the helm or master stateroom. You have the pots and pans you need and place setting for 8, or more.

A propane fired, deck mounted BBQ grill is on the Sundeck.

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Galley and Convertible berth

We have a mattress that enables a very nice berth when the table is lowered.



Accommodations:

There is a queen in the master stateroom, and a double in the guest stateroom forward. Both have ensuite heads and showers. There is also a shower on the transom. We have a ¾ hide-a-bed in the salon, a double on the convertible dinette and an inflatable queen mattress for the sundeck. That is 10 "family style" – or 12 with a couple in sleeping bags on the bridge.



Guest Stateroom ensuite head and shower

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Engine Room

Twin 270 hp turbo diesel engines, 8 kw Onan generator, hot water tank, starting batteries, suction pump and piping for easy oil changes, behind us, inverter and inverter batteries.



Cost of Ownership (Courtesy to Brokers!)

Until Spring we offer a 10% share for \$20,000. Financing is available for 3 years at \$25,000 down with 1% interest on the declining balance.

Maintenance Fees will be \$375 / month.

There is no additional cost for use of the vessel. You will be billed for fuel, about \$175 "turn" expense for housekeeping, laundry, and reprovisioning to prepare the vessel for the next use. For business use you will have the "write-off" of all amortized costs and expenses

—The "Heir Apparent." He has graduated to a larger outboard.



Partners:

Jack Hinshaw is the founder, Chairman and importer the vessel from Taiwan. He had USCG Seaman's Papers at 16, has owned many boats, and is a commercial, instrument and float plane rated pilot. Alan Bateman is in property management and in private business. He has owned other boats and purchased the first shares in Endeavor. Mike is a retired mortgage broker, Ed Peerens owns the moorage, has owned many boats, is a military, commercial and sail plane pilot with 27,000 hours and "knows everything about boats and airplanes!"

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Endeavor at Skyline moorage

- Convenient access. We can refuel at this dock.
- Shore power keeps the batteries "up" and provides winter heat and dehumidifier moisture control.
- Dock carts are available.
- Endeavor is in private moorage at Skyline in Anacortes 45 minutes from the 172 San Juan Islands and a little over an hour more to hundreds of Canadian Gulf Islands. All are sheltered by Vancouver Island.
- This is the extreme NW corner of the United States and Southwest Canada.

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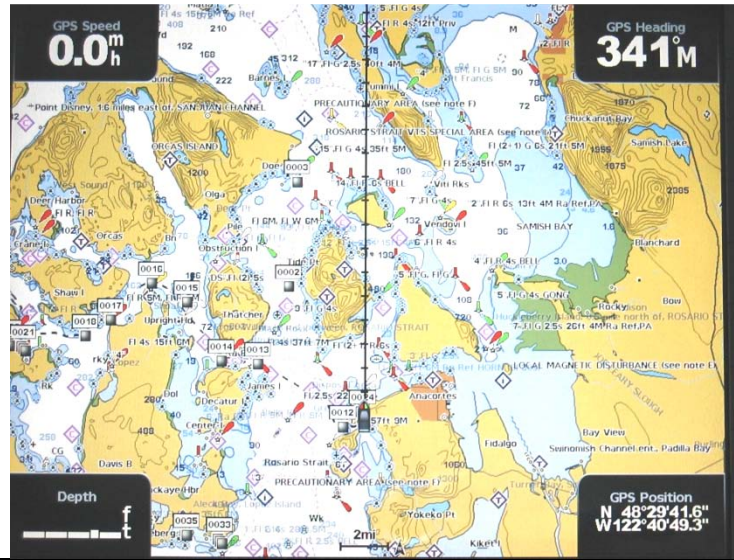


“Ganbled with death and won again!”



“To She who Waits!”

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New remote Garmin GPS
with complete controls. Jog control box in white to the left.



Sydney BC
Critiquing our fellow yachtsmen is a constant enjoyment!



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Friday Harbor Commercial Dock