

Phone: +61 2 9999 3311  
 Email: sales@dbyboatsales.com.au  
 Website: www.dbyboatsales.com.au

**Boat Details**

|            |          |              |                 |
|------------|----------|--------------|-----------------|
| Price      | \$85,000 | Boat Brand   | Endurance       |
| Model      | 35       | Length       | 9.91            |
| Year       | 1977     | Category     | Cruising Yachts |
| Hull Style | Single   | Hull Type    | GRP             |
| Power Type | Sail     | Stock Number | DBY00083        |
| Condition  | Used     | State        | New South Wales |
| Suburb     | NEWPORT  | Engine Make  | Beta Marine     |

**Description**

Endurance 35 Cutter RENARD IV exclusively for sale with DBY Boat Sales.

An opportunity to acquire a proven and rugged offshore vessel recently thoroughly refitted following and during a 3 years cruise from the west coast of Canada to the South Pacific.

Meticulously maintained by knowledgeable owners, Renard IV is ready to cast off and go again to any corner of the globe you choose! It's been repowered with a 2016 Beta diesel, all new standing rigging, new main and genoa, new hard dodger, new head, new Hydrovane windvane, new outboard and completely repainted hull just to name a few of the upgrades recently completed.

It comes equipped and cruising ready with wind generator, solar panels, water-maker, autopilot, windvane steering, SSB, VHF radio, new main anchor, dinghy, life raft, EPIRB.

The Endurance 35 design by Peter Ibold won the "Best Cruising Design" award several years in a row and resulted in hundreds being manufactured around the world. DeKleer Brothers in Vancouver built over 80 Endurances on West Coast of Canada, but only 3 Center Cockpit Offshore models. Rugged, beefed up and customized, they are very serious blue-water cruisers. The comfortable and iconic Endurance design can be seen in most far-flung ports and anchorages of the world and dozens of standard Endurances have circumnavigated.

Endurances are iconic long-distance cruisers with a highly respected offshore reputation. This particular boat, with its center cockpit layout would be best suited to a couple or family with 1 or 2 small children. The boats overall condition is very good. Its been regularly and well maintained throughout the years. There is no structural damage to the hull, deck and rig, it is ready to sail away.

Within the last 3 years, the current owners and their 2 daughters have been summer sailing the Salish sea and circumnavigated Vancouver Island (Canada) before heading south along the US west coast, Mexico and crossing to the South Pacific islands, New Zealand and finally South East Asia. This marks the end of the adventures at sea for them and with tons of great memories, they now need to get back to land living.

How she sails...Renard IV is easily sailed single of double handed, the various sail combinations permitted with her cutter rig makes her simple and a very versatile rig to sail and handle any sort of wind and sea states.

The center cockpit and hard dodger provide a great platform for watch keeping being protected from the elements. Her full keel and protected rudder ensures she tracks very well in any seaway and allows both the windvane and autopilot to steer her beautifully, leaving the crew plenty of time to enjoy the passage.

On passage, the current owners report between 115-135nm/day on average in the trade winds belt, with a 15-20kn of breeze she will speed up making 140-150nm per day easily achievable. Under motor she will easily do 4.5-5kn at half throttle (1500rpm).

Boat layout and accommodation description Deck:

There are 360 degree walk around decks on this compact center cockpit Endurance 35. The cockpit and hard dodger provide a safe environment for boat handling task and was designed with offshore sailing in mind (being centrally located it minimise chances of breaking seas flooding it).

Controls-instruments and sheets led to the cockpit, are accessible from the helms position. A small bimini provide sun protection, although does not hinder cockpit access and sailing tasks.

On deck, storage is found in 2 lazarettes, a larger one at the stern (full width) and a smaller one just in front of the cockpit hard dodger. The decks count numerous handholds for safe access to the foredeck in a seaway. Mast has granny bars for sail handling task at sea.

Life raft support forward of large hatch, the forward deck is large enough to store an 8ft RIB inflatable dinghy. Further forward is a large anchor lockerelectric windlass, numerous cleats, double anchor rollers for main and secondary anchors combined with a very stout bow sprit complete deck configuration forward of the mast. Behind the cockpit is a SS arch with solar panels and wind generator, turning blocks, cleats, access ladder, windvane and propane storage. 2 additional solar panels are mounted to the SS hard lifeline aft of the cockpit.

Inside:

Below deck, as you enter you find yourself at the center of the boat, directly to port is the U-shape galley which offer good bracing for cooking underway. It has a double SS sink, 2 top opening refrigeration compartment, 3 burners-oven gimbaled stove, instant hot water heater, lots of storage for dishes, food and cooking needs as well as very generous counter space. Directly to starboard is the head with its new manual Jabsco head.

Under the companion way is the engine compartment, the walls and counter top are all removable for optimal engine access.

Going aft to starboard is the nav station (full height walk-through) which leads to the aft master cabin with double bed to port, bench and lots of storage.

Forward of the companion way is the main salon with folding table, storage cabinets and book shelves, both settees make ideal sea berths when underway. More storage under floor boards and under settee. Forward of the main salon is the forward cabin which has a pullman double bed to port and hanging locker and storage to starboard, a sail locker is found forward of the bed, more storage under the bed and under floor boards.

There are 3 opening hatches and 4 side opening hatches for great ventilation, all large openings hatches have custom theft proof SS bars, all opening hatches have dedicated screens. In addition to the opening hatches there are 8 non opening windows, which along with the opening hatches, provide great natural lighting. All hatches and windows are either Lexan or marine safety glass and of small size to reduce down flooding risk in the event of breakage.

Cabins:

2 Cabins. Sleeps 6 in 2 cabins and main salon port and starboard settee (all beds and settees have fitted lee cloths)

Heads:

1x - midship

Galley:

1x - midship

Cockpit deck layout:

- Center cockpit with wheel pedestal and engine controls (and emergency tiller)
- 360deg. walk around decks
- Lazarette - 1 X transom, 1 x center, large anchor locker
- SS arch with solar panels, wind generator, dinghy and outboard davits
- Solid SS aft life line with solar panels, BBQ, Life ring, stern webbing reel for stern anchoring
- Ventilation - 3 top hatches, 4 side hatches, 2 dorades, 2 vents

Rig:

- Cutter Sloop rig deck step mast with double spreader, all standing rigging are SS 1X19 wire complete with chromed bronze turnbuckles and mast tangs, all new 2022
- External SS chainplate with SS bolts replaced 2022 (chain plate reused)
- Furler on forestay (516")
- Inner stay, removable (14") hank on staysailstorm jib
- 8 x shrouds total, 4 lower (516"), 2 intermediate (14") and 2 cap shrouds (516")
- 2 x backstay (14")
- 2 x running backstay (316")
- Boom with vang, topping lift, outhaul, 3 reef points (slab) led to mast, 5 halyards total
- Dedicated storm trysail track on the mast
- Lazy jacks
- Granny bars for mast work

Electronics Navigation

- Radar Raymarine Pathfinder SL70 Plus series (2010, cable recently found defective at mast penetration, spare cable included but not installed)
- Depth sounderlog meter - Navman 2100 (2010)

Center Cockpit description and equipment list

AIS Class B (2015) coupled to Digital Yacht WIFI module (2024)

- VHF-GPS Standard Horizon GX1850GPS (NMEA2000) at nav station with second handheld in cockpit (2021)
- SSB radio ICOM IC-M710 (2010)
- Pactor Modem PTD-IIpro (2010, never used and unsure if working)
- Autopilot W-H hydraulic (new unit installed in 2021 with full spare unit as backup)

Sails Inventory

- 110% Genoa headsail (furler), with foam luff and UV protection (2024)
- 120% Genoa headsail (furler), with foam luff and UV protection (2018)
- Offshore staysail and storm jib combo, hank on and reefable (2010)
- Asymmetric spinnaker in a turtle bagsock (as new, rarely used 2010) · Offshore fully battened mainsail, 3 reefs (2021)
- Offshore storm trysail on dedicated mast track (2010)

## Deck And Running Rigging

- Heavy duty head sail furler (2010) · Detachable inner fore-stay (2022)
- 4 internal & one exterior halyards
- 2 winches at mast
- Insulated back-stay for SSB
- Running back-stays (2010)
- 7 cleats/clutches
- Stainless steel life lines
- Stainless steel pulpit & push-pit
- 4 winches in cockpit with cleats
- Hard dodger and bimini (2022)
- SS Solar panel arch w/dinghy davits and outboard hoist
- 210W (arch) + 180W (lifeline) solar panels with (1) 25A MPPT controller
- 200W wind generator AirX
- Granny bars at mast
- 6-person life raft and deck nest (2022)
- Air horn
- Spot light
- 2 bronze dorades
- Lewmar 1000 windlass (2010)
- Spinnaker pole
- Radar Deflector
- Propane in mount on push-pit (1 X 20lb aluminium + 1 X 20lb steel tanks)
- Transom SS chain plates for trailing drogues and such heavy weather devices (drogues not included)

## Ground Tackle

- 44lbs (20kg) #5 Sarca-Excel type primary bow anchor w/250 ft 5/16" chain (Anchor 2021, chain re-galvanized 2021)
- 33lbs (15kg) Bruce Lewmar secondary bow anchor w/100ft of 5/16" chain and 100ft of nylon rode (on designated roller & lock)
- 26lbs Danforth type stern anchor with 300ft high strength webbing SS spool mounted on push-pit (new anchor 2022).
- Chain bridle with snubber x 2
- Lewmar 1000 12V windlass (2010)

## Steering

- Wagner hydraulic steering (cylinder and pump rebuilt 2022, new hydraulic hoses to cylinder and spare pump and cylinder rebuild kit)
- SS wheel on binnacle
- Auto pilot (WM hydraulic replaced with new unit in 2021, full spare unit as backup spare)
- Emergency tiller steering
- Hydrovane windvane self steering system, also serve as spare independent rudder system (New 2024)

## Plumbing

- 3 x 60-gal. (233l), total 180 gal. (700l) domestic SS water tanks with individual deck fillers
- Domestic water pressured by 12-volt Electric pump with in-line filter
- Double SS galley sink with new bronze through-hull and valve (TH 2022)
- Spectra Venture 150 water maker (22l/hr.)

- Instant propane hot water heater
- Freshwater deck shower
- 2 x 12-volt bilge pumps on separate float switches and manual switches and alarm plumbed with anti-syphon loops and independent ball valved thru-hulls
- 1 x manual emergency bilge pump (Whale) plumbed with separate ball valve thru-hull (incl. spare parts)
- Continuous (no joints) propane lines from vented lazarette to each appliance with electric solenoid shutoff valve.
- Jabsco toilet twist-lock with anti-syphon loops with new bronze through-hull and valves (2022)
- 20l plastic holding tank with 12-volt macerator and through hull

#### Electrical

- Extensive rewire and update was done in 2009 & all lighting converted to LED
- 12-volt panel - 30 breakers (ABYC)
- 7 breaker marine panel for 120-volt shore power
- 50-ft heavy duty shore power cable
- Deck lighting (all LED) includes: Masthead; Anchor; Navs; Spreader; Cockpit; Stern arch
- All interior LED bulbs
- 3 x 120-volt interior outlets
- Pedestal sub-panel
- Link 10 battery monitor
- 9 x cigarette lighter and USB outlets (updated 2022)
- 3 x 100Ah 12-volt deep cycle house batteries on individual battery switch (2022)
- 1 x isolated 12-volt battery for starter motor & windlass on individual battery switch (1-way trickle charged from house system, battery new 2024)
- 210W (arch) + 180W (lifeline) of solar panels with smart charger w/digital display
- 200W Air X wind generator (with internal regulator)
- Xantrex 40-amp multi-stage charger (120-volt shore power)
- 60-amp alternator on Diesel engine with smart 4-stage ext charger (40A spare alternator)
- Inverters: 1 x 700-watt & 1 x 800-watt
- 2 x 12-volt tropical ventilation fans (cabins)
- Electric fuel gauges
- Hard wired carbon monoxide and propane detectors
- Propane solenoid shut-off in galley
- TV set and DVD (2016)
- Main salon stereo (Clarion CD player with 2 built in speakers 2010) Propulsion
- 2016 Beta Marine 43-hp fresh water cooled diesel, coupled to Twin disk transmission, 60A alternator (approx. 2,800 hrs)
- New wet exhaust hose and shut off valve for big following seas, include spare hot exhaust from Beta · Engine compartment accessible from all sides
- 2 x SS diesel tanks 70 gal. total (272l) - provide approx. 500-600NM range at 4.5knhr · High output engine room fan keeps bilge cool in the tropics
- Lots of spare parts (impeller, prop, water pump rebuild kit, hot exhaust, zincs, belts, zincs, etc.)

#### Other Equipment and Systems

- Frigo-Boat 12-volt refrigeration cooler and smart controller (Italian very low energy and very efficient for fridge and freezer, 2009)
- Interior bus heater (when running engine)
- Aladdin lamp with custom stained-glass "Sea Turtle" shade, 2009

- Propane gimbaled 3-burner stove & oven complete with pot holder fiddle
- Propane instant water heater
- Bug screens for all opening hatches
- Suncovers for hatches and dodger windows
- Cockpit and deck sunshade
- Cockpit cushions
- Cockpit table (removable)
- Windsock for front hatch
- Dinghy- Plastimo RIB 2.7m c/w Tohatsu 9.8 outboard (New 2024, 2 stroke)
- Safety flairs
- VHF handheld radio
- 4 life vest regular, 2 adults and 2 kids
- Fenders, dock and various lines

#### 2021-22 Refit work (Canada):

- Replaced head and galley through-hulls and valves (bronze, 4 total)
- Replaced hoses and head (Jabsco manual twist-lock) along with all hoses and anti-siphons loop
- Replaced prop. Shaft cutlass bearing incl. packing on prop. haft and rudder stock stuffing boxes
- Serviced engine, and full inspection of exhaust system and raw water heat exchanger, lots of spares (oil, fuel filters, zincs, belts, hose, raw water impeller and raw water pump rebuild kit, spare propeller and alternator, new raw water strainer and hoses)
- Rebuild the Wagner hydraulic cylinder and helm pump (additional rebuild kits as spares), replaced hydraulic hoses on cylinder, repainted pedestal
- Installed/replaced some 12V cigarette plug with USB, added USB charging in the cockpit
- Installed new LED lighting in the galley
- New house batteries (3 X 100Ah lead acid), 300Ah total
- New mattress in both cabins beds incl. anti-condensation mats under mattresses · New cushion covers
- New lee cloths
- New main sail (offshore 3 reefs fully battened)
- New standing rigging, see details above
- Added a Dyneema safety line on bow sprit (backup to SS bob stay)
- New hard dodger
- Added bimini arch and bimini
- New front hatch Lexan window
- Cleaned and oiled all raw teak rails, varnished all other deck trims
- Re-bedded all life line stanchions and inspected deck fittings throughout for leaks (no deck leaks found)
- Painted hull stripe and new decals
- New Bottom paint and zincs
- New Life raft - Fitzwright 6 person offshore, rebuilt deck cradle
- New Epirb - Ocean signal
- New primary anchor, 44lbs (20kg) #5 Sarca-Excel (galvanised steel) anchor
- Re-galvanised 220ft - 516" chain, new heavy duty snubber
- New stern anchor, 26lbs Danforth (galvanised steel)
- New para-anchor, new Jordan series drogue

- Serviced all winches
- Updated running rigging
- New BBQ

2024 Refit work (New Zealand):

- Prep. and resealed hull below the waterline with 3 layer of 2 part epoxy paint, 2 coats of antifouling
- Prep. And 3 coats of polyurethane paint above waterline including addition of a boot stripe and black trim, new decals
- Prep. And 2 coats of polyurethane paint on deck and 2 coats of antiskid
- Installed new Hydrovane windvane self steering system, also serves as independent emergency rudder
- New heavy duty 110% Genoa from Willis sails NZ, with foam luff and UV protection
- New Tohatsu 9.8 2 stroke outboard
- New starting battery (lead -acid 800CCA)
- Serviced main engine
- Updated running rigging
- Inspected standing rigging Not included
- All owners personal belongings
- Bed sheets, blankets, towels, pillows, etc.
- Tablet chart plotters (2) Future refitmaintenance work required
- Touch-ups to wood varnish as required (dorade boxes, cockpit coamings and rear lazarette cover
- Replace radar mast cable, spare cable included

For sale with DBY Boat Sales Pittwater Office in Newport. Please call +61 2 9999 3311 for an inspection. For additional high-resolution photos and detailed inventory, please email [sales@dbyboatsales.com.au](mailto:sales@dbyboatsales.com.au)

**Features**

|                              |  |
|------------------------------|--|
| Designer                     | Peter A Ibold                                |
| Builder                      | DeKleer Brothers Ltd                         |
| Water (Potable) Capacity (l) | 700  |
| Hull Construction Material   | GRP  |
| Hull Type                    | GRP  |
| Deck Construction Material   | GRP over wood                                |
| Country Origin               | Canada                                       |
| Length (feet)                | 35   |
| Length (m)                   | 10.67  |
| Beam/Width (feet)            | 11   |
| Beam/Width (m)               | 3.35   |
| Draft (m)                    | 1.75   |
| Draft (feet)                 | 5'7  |
| Keel/Ballast                 | Full keel encapsulated lead - 3,500kg        |
| Dry Weight (kgs)             | 1  |
| Number of Helms              | 1  |
| Displacement                 | 8400   |
| Colour                       | White  |
| Number Of Engines            | 1  |
| Stroke                       | 4  |
| Engine Hours                 | 2900   |
| Horse Power (hp)             | 43   |
| Drive Type                   | Direct - Twindisc 2:1                        |
| Engine Room                  | Under island counter under cockpit           |
| Number of Batteries          | 1 starting - 3 x 100Ah house                 |
| Fuel Type                    | Diesel                                       |
| Number of Fuel Tanks         | 3  |
| Fuel Tank Capacity (L)       | 270/155/120                                  |
| Propeller                    | 3 Blade Fix - spare propeller                |
| Steering System              | Wheel, hydraulic (Wagner)                    |
| Accommodation Notes          | 2 cabins, sleeps 6 including settee in salon |
| Number of Berths             | 6  |
| Number of Showers            | 1  |

|                        |   |
|------------------------|---|
| Number of Toilets      | 1   |
| Toilet Type            | Manual  |
| Number of TVs          | 1   |
| Holding Tank (L)       | 20  |
| Galley Notes           | U- Shape galley, very seaworthy, very generous.<br>Instant hot water heater propane   |
| Stove                  | 3 burner and oven propane   |
| Refrigeration          | 1 with 2 separate boxes   |
| Number of Sinks        | Double stainless steel  |
| Anchor / Winch         | Lewmar 100w   |
| Bilge Pump             | 2 automatic 2000GPH & 1 manual to 3 separate  |
| Deck Gear              | 4 cockpit, 2 mast   |
| Mast/Rigging           | Age of Rigging: 2022  |
| Sail Inventory         | 6 sails.<br>Genoa 110% Willis sails NZ (2024) as new.<br>Genoa 120%, Leitch McBride Canada (2018), fair (spare).<br>Staysail, reefable to storm staysail, Leitch McBride Canada (2018) fair.<br>Spinnaker in sock, manufacturer and age unknown, as new.<br>mainsail heavy duty 3 reef (slab), Leitch McBride Canada (2021) as new.<br>Trysail, manufacturer and age unknown, as new. |
| Electrics              | 12V & 110V panels and wiring  |
| Electronics Navigation | Autopilot, depth sounder, Radar, Ipad   |
| Dinghy                 | GRP RIB 9' Plastimo (approx 2018)   |
| Safety Gear            | 6 person Liferaft (2 years old), EPIRB, Iridium Go  |
| Covers                 | Yes   |
| Ground Tackle          | Excel #5 (Main), Bruce 15kg (Main spare).<br>Multiple docklines.<br>Boathook.   |
| Watermaker / De-Sal    | Spectra Venture 221/hr - 12V  |
| GPS                    | VHF and AIS   |
| Has Navigation Lights  | Yes   |
| Radio                  | VHF Standard Horizon GPX1800 GPS, second  |
| Number of Life Jackets | 2   |
| Remarks                | Hydrovane wind vane, 420W solar panels, 200w.<br>Spinnaker pole   |
| Vessel Name            | RENARD IV   |
| EGC Price              | \$85,000  |

---

### Engine Details

|               |                              |
|---------------|------------------------------|
| Engine Make   | Beta Marine                  |
| Engine Hours  | 2900                         |
| Displacement  | 8440                         |
| Horse Power   | 43                           |
| Fuel Type     | Diesel                       |
| Steering      | Wheel, hydraulic (Wagner)    |
| Fuel Capacity | 71                           |
| Propeller     | 3 Blade Fix. Spare Propeller |