

## VANCOUVER

34P



As her name suggests, the Vancouver 34 Pilot shares all the cruising attributes of the Vancouver 34 but with a pilothouse configuration. There is an interior piloting position so that watches can be kept without sitting outside in the elements. From the saloon, the crew can enjoy 360 degree vision in the seated position and the yacht benefits from the vast amounts of additional accommodation space as a result. There is a spacious central galley, two separate double cabins, space to fit an optional generator, water maker, fridge and freezer

plus all the navigational instruments that may be required. As with all Vancouvers the oilskin locker is adjacent to the companionway and there is a full sized chart table.

All the sail handling controls are led aft to the cockpit and the self tacking staysail makes sailing her that much easier. The cockpit has three large lockers giving plenty of space for the storage of the dinghy, fenders, warps and spare sails.

Need we add more?

*"It is no doubt due to her large rig and sail – carrying ability that the Vancouver surprised us with her speed under sail."*

Yachting Monthly.





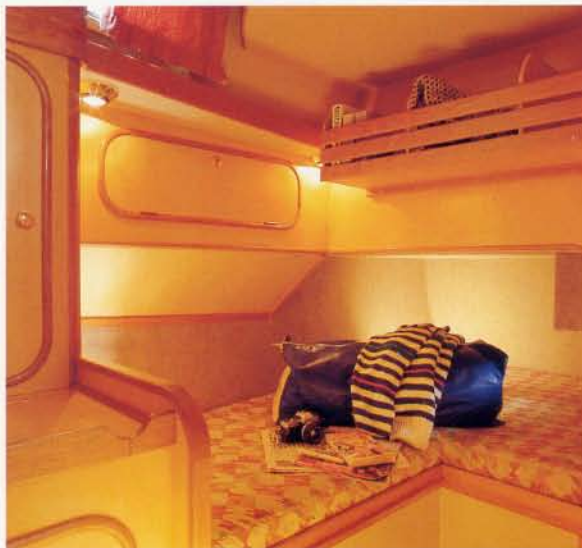
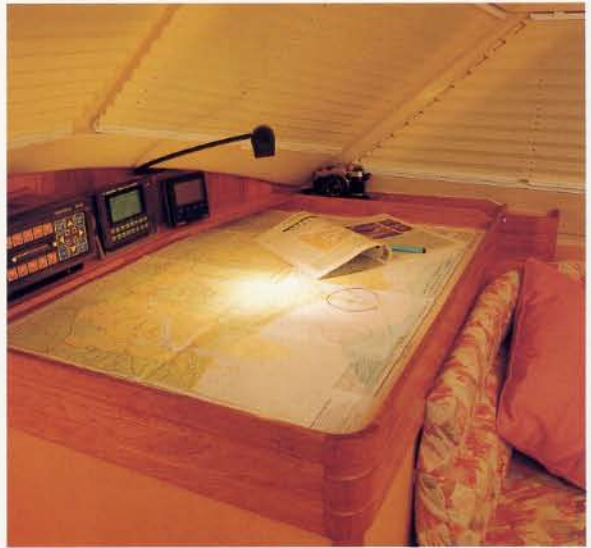
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- 1 Roomy galley with standard cooker crash bar
- 2 Chart table with plenty of stowage space under for charts
- 3 Mid-ship cabin converts to large double
- 4 Forecabin with two single berths and double berth infill

## VANCOUVER 34 PILOT SPECIFICATION

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### CONSTRUCTION

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The hull and deck are hand laid up GRP in accordance with Northshore's Nordseal system. In the hull a combination of woven roving and chopped strand mat are used with thickness increasing towards the keel. There is a re-inforcing balsa core in the topsides which stops at the waterline. The lead ballast keel is 6,000 lbs (2721.6 kgs) which is encapsulated entirely within the hull moulding. A beam shelf is incorporated into the hull structure into which the deck is bonded, secured with stainless steel bolts and overlaid with GRP. The deck moulding has a balsa core which is replaced with plywood in high stress areas where fittings are attached. The cavity between the hull and deck upstand is filled with a resin putty and capped with a teak rail. There are scuppers through the upstand for deck drainage.

### RUDDER

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The rudder is moulded in GRP with a stainless steel stock, the base of which locates onto the bottom of the keel fairing. The heel fitting is stainless steel and is protected with an anode. The wheel steering is by Whitlock with a direct linkage to the rudder arm. An emergency tiller is supplied.

### COCKPIT

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The cockpit is integral with the deck moulding. There are three large cockpit lockers one on each side and one aft, each have GRP sealing lids and shockcords to hold them open. Two single drained gas bottle lockers are fitted either side of the cockpit. There are two cave lockers in the coamings. A locker is provided in the bridgedeck for stowage of halyard and control line tails. The two large diameter cockpit drains exit through the stern and the floor has a teak duckboard. Two harness lifeline attachment points are fitted. The cockpit seats are teak laid.

### DECK FITTINGS

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The side decks and coachroof are Treadmaster covered. (Teak laid decks are available at extra cost). Ventilation is provided by opening perspex hatches in the forecabin and saloon plus two PVC dorade ventilators. The mainsail and staysail halyards, the kicking strap control and the staysail sheet are led aft to the cockpit through Spinlock rope clutches. Teak grab rails are fitted on the coachroof. A substantial double bow roller is fitted in which the anchor will stow, secondary stowage is provided in the pulpit. The following are also supplied:-

- Stainless steel pulpit and pushpit.
- 10 x 27 inch stanchions and bases.
- Sliding hatch over companionway.
- GRP hatch cover.
- Sprayhood with s/s hoops.
- Teak weatherboards with retaining bolts.
- 1 x Henderson bilge pump in cockpit.
- 1 x Lewmar 16ST cockpit winch.
- 2 x Lewmar 44 ST genoa winches.
- 8 x Spinlock rope clutches.
- 1 x compass.
- 6 x Lewmar opening portlights in the coachroof.
- 2 x Lewmar Trimports in the pilothouse.
- 2 x Lewmar deck hatches in the pilothouse.
- 1 x Lewmar deck hatch in the forecabin.
- Self tacking staysail track with roller bearing car.
- 2 x genoa sheet tracks with blocks and end stops.
- Mainsail sheet track, traveller with control lines and end stops.
- 2 x mooring cleats with fairleads on foredeck.
- 2 x mooring cleats with fairleads at stern.
- 2 x midship cleats and fairleads.
- Bollard on foredeck for ground tackle.
- Fuel tank and water tank fillers.

### RIG

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The cutter rig is standard. The mast has two sets of spreaders and is silver anodised. The following are fitted:-

- Tricolour with all round white light.
- Steaming light combined with deck flood light.
- Spinnaker pole track only.
- Spinnaker halyard.
- Main halyard.
- Genoa halyard.
- Staysail halyard.
- Topping lift.
- Kicker strut.
- Forestay.
- Inner forestay.
- Twin backstays.
- Cap shrouds.
- Fore and aft lower shrouds.
- Intermediate backstays.
- One double Spinlock rope clutch for genoa and spinnaker halyards on mast.
- One Lewmar 8 halyard winch on aft face of mast.

The boom has internal reefing lines and outhaul line with stoppers at the forward end. A Lewmar 8 reefing winch is positioned on the aft face of the mast. A Furler or similar roller reefing forestay is provided.

### SAILS

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Sails are by Arun Sailmakers Limited to their ocean specification. The following are supplied:- Mainsail with three rows of reefs, furling Yankee, self tacking staysail and mainsail cover.

### ACCOMMODATION

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#### JOINERY

All interior joinery is in maple with teak trim. All teak is available as an option. All galley and toilet surfaces are in coordinated laminates. All cabin soles are in teak and holly striped plydeck. All wood work is treated with satin finish high quality varnish.

#### FORECABIN

V berth arrangement providing two good length single berths with infill to form double. The infill stows between the berths to provide a seat when not in use. There is a dressing table with mirror in the cabin together with a hanging locker and access forward to the chain locker. The floor is teak and holly striped plydeck. There is a large opening perspex hatch above.

#### TOILET COMPARTMENT

A marine toilet with hinged down lid over is fitted. The floor has a teak grating over the shower tray. Hot and cold water is provided through a combined tap/shower head arrangement. The work surface incorporates a hand basin with stowage under. Open lockers are provided outboard.

#### MID-SHIP'S CABIN

A large berth is provided to starboard which converts to a double. When not in use a seat is formed. There is a hanging locker and vanity unit forward. Outboard are lockers and there is ample storage under the berth. A lee cloth is provided to divide the berth for use at sea.

#### RAISED SALOON

There is a single berth to port the forward end of which provides a seat for the interior piloting position. To starboard is a dinette arrangement. A lee cloth is fitted to the starboard settee for use as a sea berth. The table is supported on a stainless steel pole and a table extension piece is provided to reach the port settee. From the sitting position there is excellent all round visibility through the large toughened glass windows.

#### GALLEY

There are twin stainless steel sinks with foot pump, a gimbaled gas cooker with two burners, grill and oven with fail-safe on all burners. A gas shut off valve is fitted adjacent to the cooker. There is ample stowage for crockery, cutlery, cooking utensils and food. Eyes are provided for a galley strap and a galley crash bar is fitted. A large drained ice box is situated under the forward end saloon cabin sole, which is easily accessed from the galley.

#### NAVIGATION AREA

There is a large chart table to starboard with stowage for charts under and plenty of space for instruments forward. To port is the interior piloting position with the instrument console and electrical panel.

#### COMPANIONWAY

The companionway steps hinge up to access the engine. To port is a large drained oilskin locker.

#### TANKS

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##### DIESEL

A 180 litres (40 gallon) approx. stainless steel fuel tank is sited under the cockpit sole. It has a sump drain and is vented overboard. The tank has a filler cap mounted in the cockpit from which the tank can be dipped to measure the contents.

##### WATER

A single water tank, providing an approximate capacity of 227 litres (50 gallons) is sited under the cabin sole aft of the ballast.

#### ENGINE

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A Yanmar 3 GM30F 27hp marine diesel engine, fresh water cooled is fitted with three bladed fixed propeller and stainless steel shaft in stern tube with water lubricated outboard bearing supported in an 'A' bracket. A water trap and anti-siphon loop is fitted in the wet exhaust system. A single lever gear and throttle control is mounted on the steering pedestal. The standard Yanmar engine instrumentation panel is fitted in the cockpit. Hot water is heated from the engine via a calorifier unit. The engine alternator (50 amp/hr) charges the yacht's batteries.

#### ELECTRICS

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Two heavy duty 12v batteries are provided, separately isolated, so that one can be reserved for engine starting. All systems are separately wired and switched with circuit breakers mounted in the main panel. Spare breakers are supplied for future fitting of instruments etc.

A complete set of interior lighting is fitted including bulkhead lights for reading and overhead deckhead lights. The saloon and galley lights are fitted with dimmer switches. Red lights are fitted for night sailing.

A combined bow port and starboard light and stern white light are fitted in addition to the mast lights.

A sacrificial anode on the hull is wired to the engine and stern tube.

#### GENERAL

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The hull and deck are finished in pigmented gel coat with a colour choice from Northshore's standard range.

The bilges and lockers are painted throughout.

The interior woodwork is finished in satin finish varnish.

The boot top lines are in gelcoat finish from Northshore's range.

The cavity line is in paint to the owner's choice of colours.

The yacht is sailed and motor tested and handed over afloat and in commission ex works Itchenor.

In addition to the items mentioned above the yacht is complete with the following:-

35lbs CQR anchor with 20 metres of 9.5 mm chain and 50 metres of anchor warp, 4 fenders, 2 winch handles, 2 x 15 metre warps, fire extinguisher, boat hook, 1 gas bottle, ensign staff and holder.

The yacht is built to conform to CE Category A.

The specification is believed to be correct at the time of printing but the Builder reserves the right to make alterations without notice. Such alterations will not be considered applicable to yachts delivered. Construction contracts and terms of business are available for inspection on request

## VANCOUVER 34 SPECIFICATION

### DIMENSIONS

Length overall	10.44 m	34 ft 3 ins
Length waterline	8.38 m	27 ft 6 ins
Beam	3.20 m	10 ft 6 ins
Draught	1.44 m	4 ft 9 ins
Ballast weight	2,722 kgs	6,000 lbs
Displacement	6,350 kgs	14,000 lbs
Mast height above water	14.18 m	46 ft 6 ins

### SAIL AREAS

Mainsail	22.57 sq m	243 sq ft
Yankee	22.67 sq m	244 sq ft
Staysail	9.57 sq m	103 sq ft
Genoa (optional)	40.41 sq m	435 sq ft

