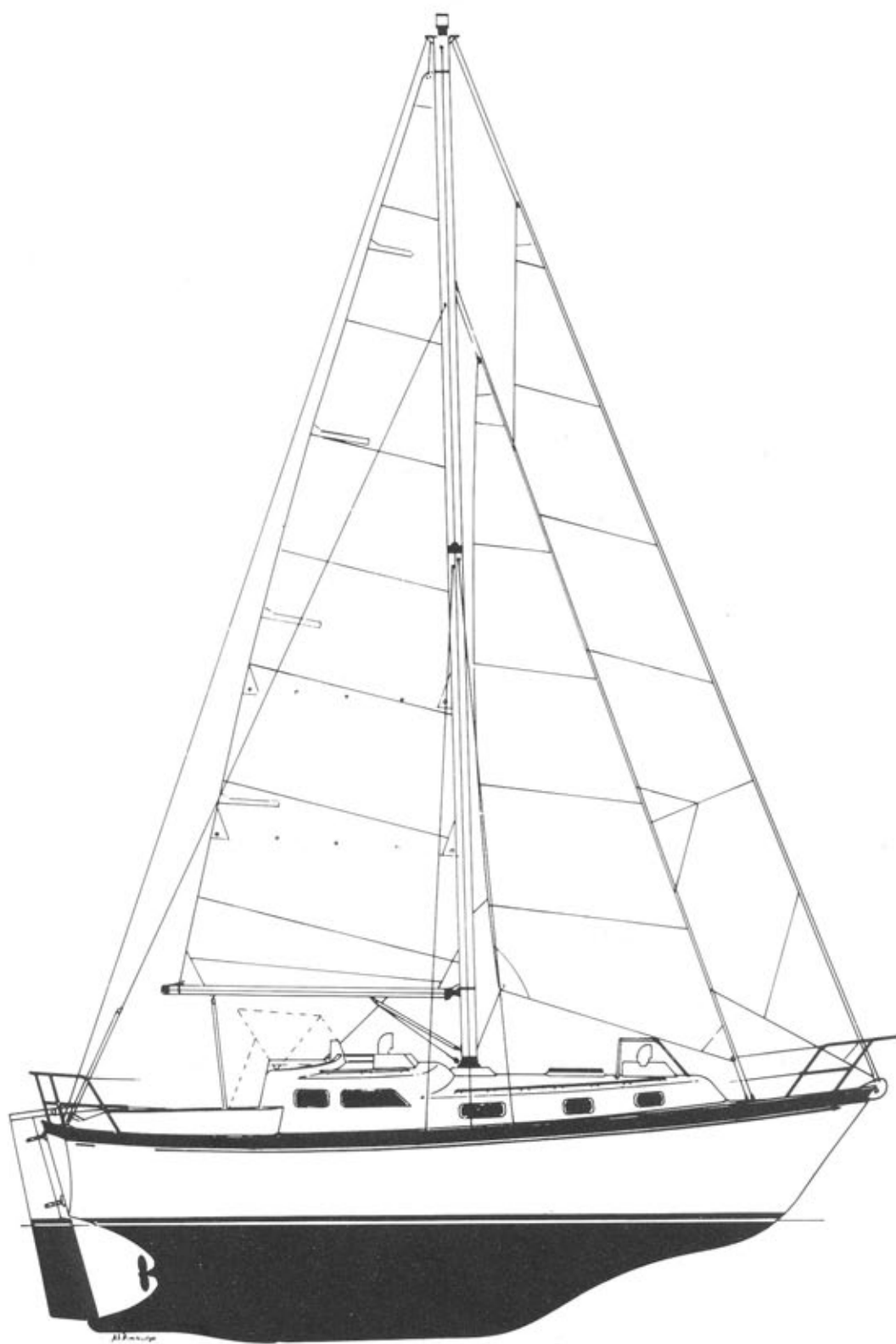


# VANCOUVER

OCEAN CRUISING YACHTS



VANCOUVER 28



### VANCOUVER 28

The Vancouver 28 developed from the very successful Vancouver 27. The changes are small but significant and have improved the boat in a number of respects. All the main details, hull line, keel, rig and sail area are unchanged.

The biggest improvement is in the rudder which is now semi-balanced. This has improved handling under power and reduced helm loads which means that steering is lighter for helmsman or autopilot. The freeboard was raised and the deck lengthened. This has made the boat drier at sea and improved her looks. A useful trade off is also improved headroom down below.

The original Vancouver 27 was designed for a couple to sail from Vancouver to New Zealand and the concept for a rugged and very seaworthy small cruiser was evolved. Those initial concepts have not changed and since that first voyage many others have followed with long passages or circumnavigations.

The interior of the Vancouver 28 is unique for modern yachts in that no attempt has been made to cram as many berths in as possible but rather to make a comfortable boat for short handed sailing. The standard layout has three berths, all comfortable at sea, a large workable chart table provides ample space for the navigator and the galley is large and easy to use at sea. There is plenty of stowage, the forepeak is empty for the sails and there are also large cockpit lockers for general stowage. The water tanks are situated over the keel leaving space under the settees for personal gear. Most importantly is a large oilskin locker adjacent to the companionway.

The designer, Robert Harris, lives in Vancouver, Canada and is president of his own naval architects and marine engineering business. He was formerly with Sparkman and Stephens in New York and for seven years a partner in Maclear and Harris, naval architects also in New York. Apart from the Vancouver designs he has also a large number of other sailing and motor yacht designs to his credit and he specialised for a while in multihull design, publishing a number of technical journals on the subject in the late sixties and seventies.

# VANCOUVER 28

## SPECIFICATION

### CONSTRUCTION

The hull and deck are hand laid up GRP. The hull is laid up in accordance with Lloyds specifications and to the Nordseal laminate system. The ballast keel of 3,460lbs (1565kgs) is encapsulated entirely within the hull moulding. A beam shelf is incorporated into the hull structure onto which the deck is bonded, secured with stainless steel bolts and overlaid with GRP. The deck moulding has 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

A GRP moulded rudder blade is mounted on the transom with two stainless steel hinge fittings and shoe fitting with high grade nylon bearings. The heel fitting is protected with an anode. The teak tiller is mounted on the rudder with a substantial stainless steel tiller hood.

### COCKPIT

The cockpit is integral with the deck moulding. There are two large cockpit lockers port and starboard with GRP sealing lids and shockcords to hold them open. The drained gas bottle locker is aft with space for two bottles. There are two cave lockers in the coaming. The two large diameter cockpit drains exit through the stern and the floor has a teak duckboard. Two harness lifeline attachment points are fitted.

### DECK FITTINGS

The side decks, coachroof and cockpit seats are finished in non slip GRP. Ventilation is provided by the opening perspex hatch in the forecabin plus three dorade ventilators. All halyards and the kicking strap control are led aft to the cockpit through spinlock rope stoppers. Teak grab rails are fitted on the coachroof. A substantial double bow roller is fitted. The anchor stowage is on brackets in the pulpit. The following are also supplied:—

- Stainless steel pulpit, pushpit, 6 × 24" stanchions and bases
- Stainless steel guard over forward dorade ventilator
- Sliding hatch over companionway
- GRP hatch cover with console for instrument dials
- Teak weatherboards with retaining bolts
- Henderson bilge pump in cockpit
- Two Lewmar halyard winches
- Two Lewmar staysail winches
- Two Lewmar genoa winches
- Two double spinlock halyard rope stoppers

- One bulkhead compass
- Eight aluminium framed windows
- Two staysail sheet blocks on track with slides
- Two genoa sheet tracks with roller fairleads and end stops
- Mainsail sheet track, traveller and end stops
- Two mooring cleats with fairleads on foredeck
- Two mooring cleats with fairleads at stern
- Two midship cleats and fairleads
- Bollard on foredeck for ground tackle
- Water and fuel tank fillers

### RIG

The cutter rig is standard. The mast has a single set 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
- Forestay
- Inner forestay
- Twin backstays
- Cap shrouds
- Fore and aft lower shrouds
- Running backstays

The boom has two internal reefing lines and an outhaul line with stoppers at the forward end. A Lewmar reefing winch is positioned on the aft face of the mast.

### SAILS

Sails are by Arun Sailmakers Limited to their ocean specification. The following are supplied:—

- Mainsail with two rows of reefs, working jib, staysail and mainsail cover.

### ACCOMMODATION: 3 Berth layout

#### Forepeak

The forepeak is left open for sail stowage with access to the chain locker forward

On the centreline is the Brydon marine toilet. There is a washbasin to starboard with storage under and outboard and a wardrobe to port with shelves and hanging space. A foot pump provides water to the washbasin.

#### Saloon

There are two single settee berths with lee cloths and storage under and outboard with upholstered back rests. Two full length storage lockers are above the outboard lockers for storage of the optional pipe cots or dinghy oars etc. Above are bookshelves and lockers. There is a double flap table on the centreline supported on the teak mast support post.

### Galley

The stainless steel sink with drainer and foot pump for fresh water is to port with a two burner cooker with grill and oven protected with a crash bar. There is plenty of storage with purpose made drawers for crockery and cutlery stowage. There is a large oilskin locker aft of the galley.

### Navigation Area

A large chart table is to starboard with stowage under for charts. Space for navigational instruments and the electrical switch panel are outboard. The head of the quarter berth forms the navigator's seat.

### ACCOMMODATION: 4 Berth layout

There is an alternative layout, at additional cost, of a four berth arrangement. The principle specification details remain the same except that the accommodation is altered as follows:—

#### Forecabin

V berth arrangement providing two single berths with infill to form a double. There is stowage below the berth and shelves on the hull's side.

#### Toilet

A separate toilet compartment fitted across the boat has a Brydon marine toilet and a washbasin with foot pump. There are stowages under and outboard.

#### Saloon

The saloon has two single settee berths with stowages under and outboard behind the backrests. There are bookshelves and cupboards under the sidedeck.

#### Galley

The galley is slightly smaller than the three berth layout with a single sink and well planned stowages.

#### Navigation Station

The chart table is to port with seat behind. There are stowage for charts and space for navigational instruments. The oilskin locker is aft of the seat.

### TANKS

**DIESEL:** a 28 gallon (127 litre) approx. stainless steel fuel tank is sited under the cockpit sole. It is fitted with sight gauge, drain sump and is vented overboard. The tank has a filler cap mounted on the side deck.

**WATER:** Three interconnecting flexible water tanks providing an approximate capacity of 50 gallons (227 litres) are sited under the cabin sole on top of the keel.

### ENGINE

A Yanmar 2 GM20 18hp marine diesel engine, raw water cooled is fitted with three bladed fixed propeller and stainless steel shaft in stern

tube with water lubricated outboard bearing. A stainless steel water trap and anti-syphon loop is fitted in the wet exhaust system. A single lever gear and throttle control is mounted in the cockpit. The standard Yanmar engine instrumentation panel is fitted just inside the companionway.

The engine alternator (50 amp/hr) charges the yacht's batteries.

### ELECTRICS

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 electrical 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. A red light is 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

The hull and deck are in white gel coated finish

The bilges and lockers are painted throughout  
The interior woodwork is finished in satin varnish

The upholstery is to owner's choice from Northshore range

The boot top and style lines are in yacht paint finish

The cavity line is in gold tape

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

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

25lb CQR anchor with 20 metres of  $\frac{5}{16}$ " chain and 50 metres of anchor warp.

3 fenders

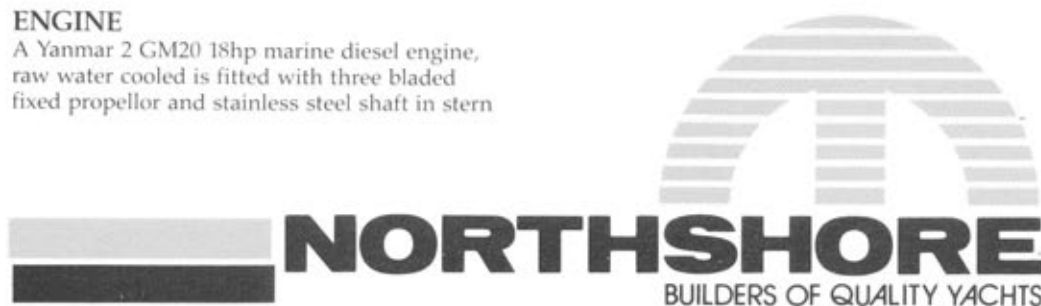
2 winch handles

2 x 15 metre warps

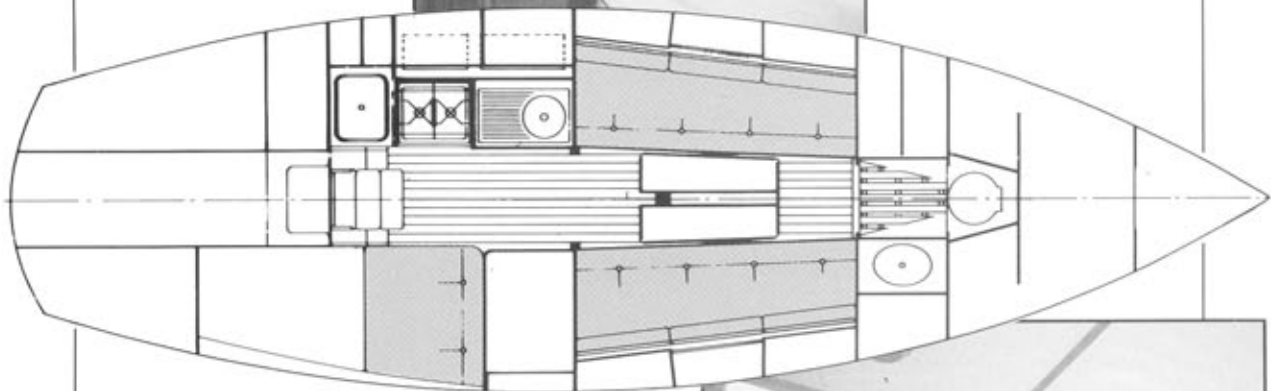
1 gas bottle

Ensign staff and holder

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 as sponsored by the BMIF and approved by the RYA.



# VANCOUVER 28

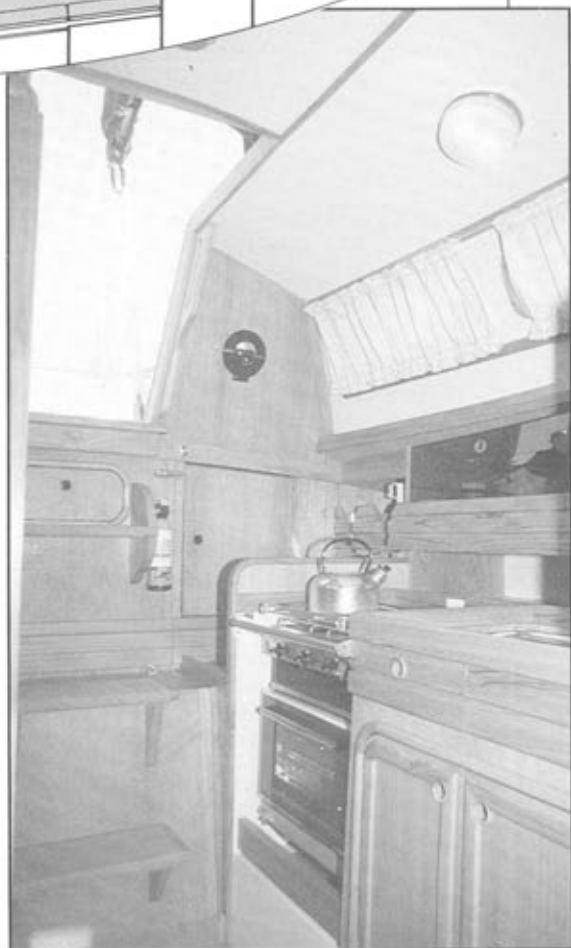


## Measurements

Length overall .....	8.99m	... 28'
Length waterline .....	6.99m	... 22' 1"
Beam .....	2.63m	... 8' 8"
Draught .....	1.30m	... 4' 3"
Displacement .....	4,064kg	... 8,960lbs

## Sail areas

Mainsail .....	13.6sq.m.	... 146sq.ft.
No.1 Jib .....	11.4sq.m.	... 123sq.ft.
Staysail .....	8.1sq.m.	... 87sq.ft.
Genoa (optional) .....	28.4sq.m.	... 306sq.ft.
Storm Jib (optional) .....	14.1sq.m.	... 44sq.ft.

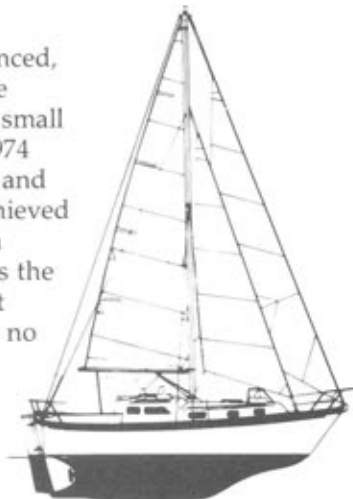


# VANCOUVER

## Ocean Cruising Yachts

### VANCOUVER 28

As soon as it was announced, the Vancouver 28 became recognised as the classic small offshore cruiser. Since 1974 over 130 have been built and her cruising potential achieved time and time again with successful voyages across the world's oceans. For short handed cruising, there is no finer vessel.



### VANCOUVER 32

Also from the board of Robert Harris, the Vancouver 32 represents for many the ultimate means of reaching and enjoying the world's cruising grounds – however remote. With accommodation for six, a spacious seagoing galley, excellent heads and ample stowage, it is no surprise that the Vancouver 32 is admired and, yes, coveted by many serious cruising yachtsmen.



### VANCOUVER 36

Announced at the 1988 Southampton Boat Show the Vancouver 36, designed by Tony Taylor, is the latest addition to the Vancouver range. The 36 is the product of many hundreds of hours of craftsmanship and attention to detail, the same exacting detail that has contributed to the international reputation of the Vancouver range.



## NORTHSHORE

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