



VANCOUVER

— 28 —



The Vancouver 28 is a direct descendant from the original Vancouver 27 – the design that started the Vancouver legend.

Vancouver 28 is beautifully balanced; so much so that she will sail herself, making the passagemaking untiring and easy on the crew. Even when her large stowage area is full to capacity she carries the load without impeding her sailing performance. The Vancouver 28 effortlessly maintains a high average

speed, enabling owners to plan on covering 100 nautical miles in a day. This yacht (like all Vancouvers) offers a flexible sail plan with her strong, versatile cutter rig.

Everything about this yacht should recommend itself to a sailing couple: comfortable, good sized sea berths, a wet locker adjacent to the companionway, large chart table, good ventilation, easy access to all parts for maintenance, and all that generous storage space.

"Yacht Jaykus III reached Bombay safely. Northshore-built, Vancouver withstood the incessant gales, rain squalls and two storms very well. Also windward performance beating against the south west monsoon of the Indian Ocean, very good".

Telex from Mr and Mrs Gulshan Rai on arrival in Bombay at the conclusion of a voyage from Itchenor covering over 18,000 miles.

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The GRP semi-balanced rudder blade is mounted on the transom with two stainless steel fittings and a heel shoe fitting with high grade nylon bearings.

The teak tiller is mounted on the rudder with a substantial stainless steel tiller hood.



This comfortable seaworthy yacht offers excellent accommodation, with sleeping for three, ample stowage and good headroom.

Beautifully finished in teak joinery, with teak and holly laminate to the cabin sole, the Vancouver 28 combines traditional qualities with a practical, yet luxurious interior.

The generous saloon seating and double flap centreline table provides flexible dinette facilities and the two single settees double as good sea berths. Bookshelves and lockers provide stowage outboard with further stowage under. The quarter berth is aft of the navigation area.

The galley is well planned with a stainless steel sink and a two burner cooker with grill and oven.

The navigation area has a large forward facing chart table, positioned to starboard, with plenty of space for instruments and stowage under. The head of the quarter berth forms the navigator's seat.

The forepeak, with marine toilet and wash basin, is left open and provides considerable sail stowage space with access to the chain locker forward.

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Chart table with pilot berth aft



Galley with plenty of stowage



Wet hanging locker, aft of galley



Bow with optional teak laid decking



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Safe and secure cockpit with optional teak laid seats

VANCOUVER 28 SPECIFICATION

CONSTRUCTION

The hull and deck are hand laid up GRP. The hull is laid up in accordance with Northshore's Nordseal laminate system. The lead ballast keel of 1,565kgs (3,460lbs) 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 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

A GRP moulded rudder blade is mounted on the transom with two stainless steel hinge fittings and a heel shoe fitting with high grade 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. The cockpit seats are finished in smooth treadmaster.

DECK FITTINGS

The side decks and coachroof are finished in non slip GRP. Ventilation is provided by the opening Lewmar hatch in the forecabin plus three dorade ventilators. All halyards and the kicking strap control 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. The anchor stowage is on brackets on the pulpit.

The following are also supplied:-

- Stainless steel pulpit and pushpit.
- 6 x 24 inch stanchions and bases.
- Stainless steel guard over forward dorade ventilator.
- Sliding hatch over companionway.
- GRP hatch cover with console for instruments.
- Teak weatherboards with retaining bolts.
- 1 x Henderson bilge pump in cockpit.
- 2 x Lewmar halyard winches.
- 2 x Lewmar staysail winches.
- 2 x Lewmar self tailing genoa winches.
- 2 x double Spinlock halyard rope clutches.
- 1 x bulkhead compass.
- 8 x aluminium Lewmar opening framed windows.
- 2 x aluminium Lewmar fixed framed windows.
- 2 x staysail sheet blocks on track with slides.
- 2 x genoa sheet tracks with roller fairleads and end stops.
- Mainsail sheet track, traveller 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.
- 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 fitted with Furlex headsail reefing.
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 three rows of reefs
- Cruising yankee
- Staysail
- 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 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 backrests. There are two full length storage lockers either side behind the backrests for storage of the optional pipe cots or dinghy oars etc. There are open storage lockers below. Above the settee berths 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 fresh water foot pump is to port with a two burner cooker with grill and oven with fail-safe on all burners. There is a gas shut off valve adjacent to the cooker. A galley crash bar is fitted. 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. Spaces for navigational instruments and the electrical switch panel are outboard. The large quarter berth runs aft from the chart table, the head of which forms the navigator's seat.

ACCOMMODATION (4 BERTH LAYOUT)

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

FORECABIN

There are two single berths with infill to form a double. There is stowage below the berths and on shelves on the hull side.

TOILET

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

SALOON

The saloon has two single settee berths with lee cloths fitted. There is stowage under the berths and outboard behind the backrests. There are bookshelves and cupboards under the side deck.

GALLEY

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

NAVIGATION STATION

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

TANKS

DIESEL

A 127 litres (28 gallon) approx. stainless steel fuel tank is sited under the cockpit sole. It is fitted with a sump drain and is vented overboard. The tank has a filler cap mounted in the cockpit from which it can be dipped to gauge the contents.

WATER

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

ENGINE

A Yanmar 2GM20 18hp fresh water cooled marine diesel engine, is fitted with a three bladed fixed propeller and a stainless steel shaft in a bronze stern tube with water lubricated outboard bearing. A GRP water trap and anti-siphon 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 (55 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 lights are fitted including bulkhead lights for reading and overhead deckhead lights. A red light is fitted for night sailing.

A combined bow port and starboard navigation 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 gel coated finish with a colour choice from Northshore's standard range. There is a moulded in non-slip finish on deck.

The bilges and lockers are painted throughout.

The interior woodwork is finished in satin varnish.

The upholstery is to owner's choice from the Northshore range of fabrics.

The boot top and style lines are in coloured gel coat finish.

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

The yacht is sail 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:-

25lb CQR anchor with 20 metres of 8mm chain and 50 metres of anchor warp, 3 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.

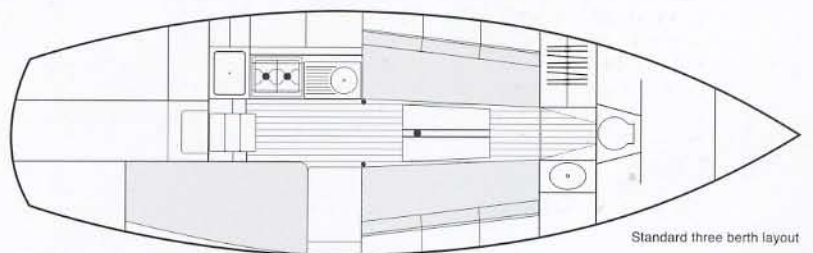
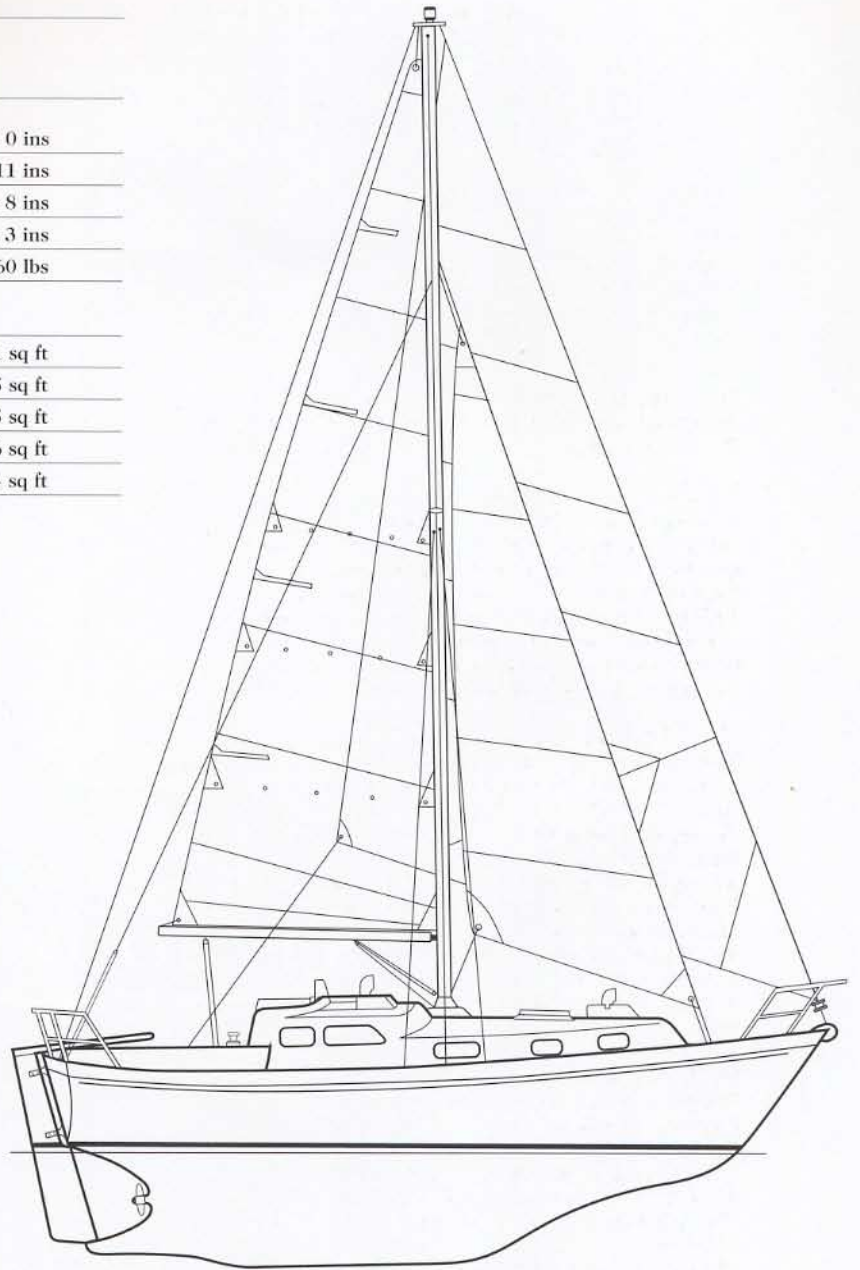
VANCOUVER 28 SPECIFICATION

DIMENSIONS

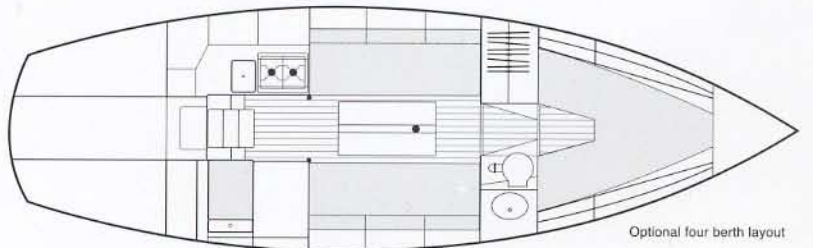
Length overall	8.54 m	28 ft 0 ins
Length waterline	6.99 m	22 ft 11 ins
Beam	2.64 m	8 ft 8 ins
Draught	1.30 m	4 ft 3 ins
Displacement	4,064 kgs	8,960 lbs

SAIL AREAS:

Mainsail	14.96 sq m	161 sq ft
Cruising Yankee	18.01 sq m	195 sq ft
Staysail	7.90 sq m	85 sq ft
Genoa (optional)	28.4 sq m	306 sq ft
Storm Jib (optional)	4.1 sq m	44 sq ft



Standard three berth layout



Optional four berth layout