

VANCOUVER

OCEAN CRUISING YACHTS



VANCOUVER 34



VANCOUVER

Photo: Yachting World.

The Vancouver 34 is a logical improvement of the highly successful Vancouver 32. The hull has been extended aft to provide a short counter stern which has improved the appearance of the boat considerably, and more importantly increased the cockpit size. This has enabled the boat to be provided with optional wheel steering and gives much better seating for the crew. Large cockpit drains quickly remove any water, and make the area workable and seamanlike in all conditions.

Her 14,000lb displacement is heavy, she has a 42% ballast ratio and full sections giving her a high hull volume with excellent load carrying characteristics. The underwater profile is of modern design but with a long keel. Unlike earlier traditional designs, she has a generous cut away forward and a very large propeller aperture aft which makes her very manoeuvrable under power but retains excellent directional stability. Her full sections give her a generous waterline beam and good initial stability enabling her to carry plenty of sail in a breeze without excessive heeling.

Under sail the Vancouver 34 is light on the helm due to her large rudder and well balanced rig. The cutter configuration enables sail changes to be made easily and in heavy weather she is very comfortable under staysail and reefed mainsail. Her working sail area of 600 sq ft is set on a 42ft mast with double spreader rig. This large sail area provides the Vancouver with a good light air performance and the stiff hull ensures that the sail area can be carried well up the wind range before needing to reef.

The interior accommodation is conventional with V berths forward with double berth infill, large heads, dinette in the saloon and a large chart area aft with quarter berth. The galley is practical for use at sea with good stowages and hand-holds. The interior is finished in teak or teak faced ply to the highest standards which is probably best summed up by Yachting World following a recent long keeled boat rally "The quality of finish aboard the Vancouver was unquestionably superior".

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 34

SPECIFICATION

CONSTRUCTION

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 ballast keel is 6,000 lbs (2721.6kgs) 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 fitted with a resin putty and capped with a teak rail. There are scuppers through the upstand for deck drainage.

RUDDER

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 tiller is mounted in the cockpit on the top of the stock with a hinge up hood fitting. (Wheel steering is available as an optional extra.)

COCKPIT

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

RIG

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
- Forestay
- Inner forestay
- Cap shrouds
- Fore and aft lower shrouds
- Running backstays

The boom has internal reefing lines and an outhaul line with stoppers at the forward end. A Lewmar 7 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.

DECK FITTING

The side decks, coachroof and cockpit seats are treadmaster covered. (Teak available at extra cost). Ventilation is provided by the opening perspex hatch in the forecabin plus four PVC 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 in which the anchor will stow, secondary stowage is provided in the pulpit. The following are also supplied:-

- Stainless steel pulpit and pushpit,
- 8 x 27" stanchions and bases.
- Stainless steel guard rails at mast.
- Sliding hatch over companionway.
- GRP hatch cover with console for instrument dials.
- Teak weatherboards with retaining bolts.
- Henderson bilge pump in cockpit.
- Two Lewmar 7 halyard winches.
- Two Lewmar 7 staysail winches.
- Two Lewmar 40 genoa winches.
- One triple spinlock halyard rope clutch.
- One double spinlock halyard rope clutch.
- One bulkhead compass.
- Ten aluminium framed windows.
- Two staysail sheet blocks on tracks with slides.
- Two genoa sheet tracks with blocks 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.
- Fuel tank and water tank fillers.

ACCOMMODATION

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 Brydon marine toilet with hinged down seat is provided. The floor has a teak grating over the shower tray (the shower can be fitted as an extra). The work surface incorporates a hand basin with fresh water pump with stowage under. Open lockers are provided outboard.

Saloon

There is a single settee berth to port, a wardrobe forward with hanging space plus shelves. Bookshelf and two lockers outboard. Cocktail cabinet with bottle and glasses stowage aft. To starboard is a dinette convertible to a double berth with bookshelf and two lockers outboard. Twin leafed table on centreline around teak mast support post. Teak and holly striped plydeck on cabin sole.

Galley

There are twin stainless steel sinks with foot pump, a gimballed gas cooker with two burners, grill and oven and 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 of the quarter berth.

NAVIGATION AREA

There is a large chart table to starboard with stowage for charts under and plenty of space for instruments outboard. Bookshelves and stowage for pencils and other equipment are provided. The quarterberth runs aft from the chart table with stowage under, the berth is long enough to allow the navigator to sit at the head of the berth using it as a seat and a removable backrest is provided.

COMPANIONWAY

The companionway steps are removable to access the engine and incorporates a locker for storage of winch handles etc. To port is a large drained oilskin locker with engine sea water inlet strainer conveniently positioned at the bottom.

TANKS

DIESEL: a 40 gallon (180 litres) approx. stainless steel fuel tank is sited under the cabin 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 3 GM30 27hp marine diesel engine, raw water cooled, is fitted with three bladed fixed propellor and stainless steel shaft in stern tube with water lubricated outboard bearing supported in an 'A' bracket. 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 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. 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 bilges and lockers are painted throughout. The interior woodwork is finished in satin finish varnish.

The boot top and style lines are in yacht paint finish.

The cavita 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:-

35lb CQR anchor with 20 metres of 3/8" chain and 50 metres of anchor warp.

4 fenders

2 winch handles

2 x 15 metre warps

1 gas bottle

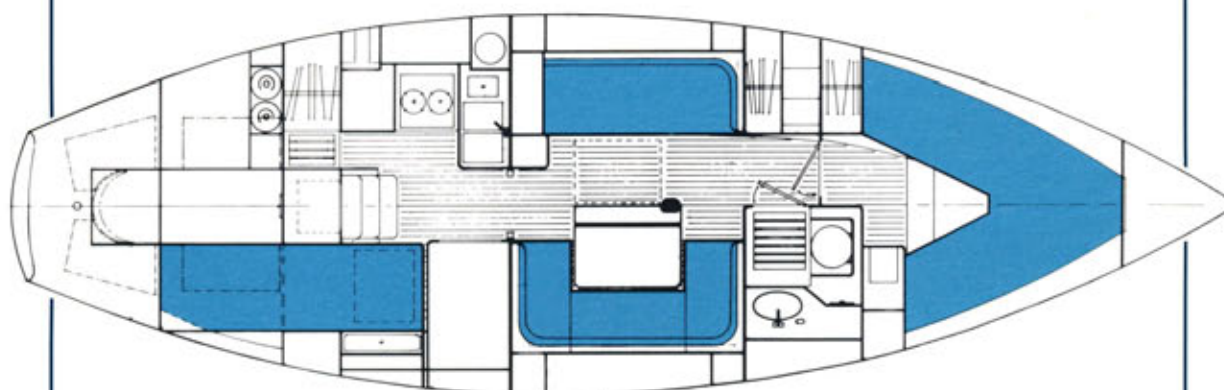
Ensign staff and holder

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. Terms of business are available on request.



NORTHSHORE
BUILDERS OF QUALITY YACHTS

VANCOUVER 34



Design Dimensions

LENGTH OVERALL	34ft 3ins	10.44 metres
LENGTH WATERLINE	27ft 6ins	8.38 metres
BEAM	10ft 6ins	3.20 metres
DRAUGHT	4ft 9ins	1.44 metres
BALLAST WEIGHT	6,000 lbs	2722 kgs
DISPLACEMENT	14,000 lbs	6350 kgs
MAST HEIGHT above water	46.5 ft	14.18 metres
SAIL AREAS:		
Mainsail	221 sq ft	20.53 sq metres
No 1 Jib	240 sq ft	22.30 sq metres
Staysail	139 sq ft	12.90 sq metres
Genoa (optional)	435 sq ft	40.41 sq metres



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.

John Wame.



VANCOUVER 34

Also from the board of Robert Harris, the Vancouver 34 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 34 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

BUILDERS OF QUALITY YACHTS

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