VANCOUVER 38

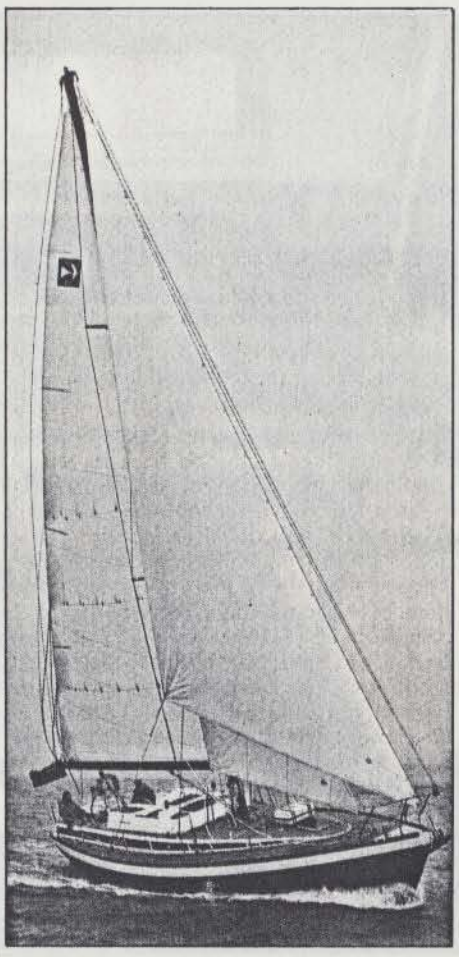
OWNERS interested in a large, tough, versatile cruiser encouraged Pheon Yachts of Newhaven to commission Canadian Robert Harris to design a 38-footer in steel. Harris was also the designer of the Vancouver 27 and 32, both of which have been successfully marketed by Pheon.

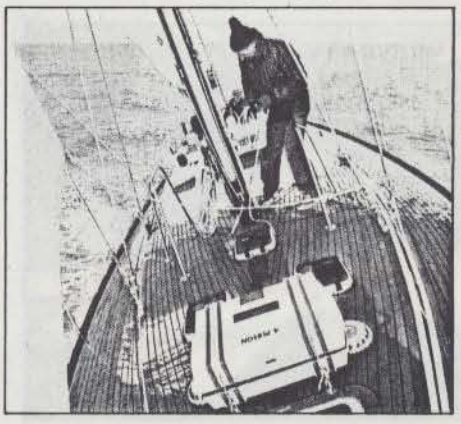
This time, however, there is not a lot of Harris evident in the final product. Croft Marine Products of Newbold-on-Stour, builders of the shell and deck, ired through the chines and intervening flat panel areas to produce a true, round-bilged hull rather than the double-chine hull of the original design. The styling of the coachroof, cockpit and the accommodation layout is the work of Andrew Dandridge, the youngest director of Pheon.

The heavy displacement, high-volume hull and wedge-shaped coachroof give the yacht a chunky, yet not unpleasing profile. At first glance, there is little to indicate that she is built of steel, besides the neat stemhead fairlead and the wide, flat transom. Sensibly, the raised section of the coachroof is a separate glassfibre moulding planted on — cheaper than shaping sheet steel.

On deck

As this is a cruising yacht, the designer has kept the ends of the hull full and there is plenty of room to move at the forward end of the foredeck. A





Main picture, *Vancouver 38 powering along on a fine reach.* **Left,** *a sensible masthead cutter rig.* **Above,** *a wide stern makes for a roomy cockpit.* **Below,** *safety rails and inboard shrouds give plenty of handholds*

large, twin-roller stemhead fairlead is built in as part of the hull.

Both rollers are grooved for chain cable and a 60lb (27kg) CQR is housed over the starboard roller with its shank stowed in a self-draining winch well. A manually-operated Simpson Lawrence 555 windlass is standard to handle the 160ft (50m) of calibrated chain. Built into the after face of the well is a stainless steel Samson post. Twelve-inch (30cm) aluminium alloy mooring cleats are positioned close to the after side of the well and back up the bow fairleads fitted to the aluminium alloy, slotted toerail. The four-legged stainless steel bow pulpit is fitted into stanchion sockets attached to the toerail. This is a secure method of fixing which also allows the pulpit to be removed easily for servicing (straightening?) if necessary.

On the yacht we tested, the foredeck, side decks, cockpit seating and coachroof were skinned with 10mm laid teak. This and the flat deck cambers give a secure foothold on the upper deck. The teak, however, is £4,750 extra. As standard the decking and coachroof are covered with Treadmaster. Jackstays (£72 extra) to take harness lifelines are fitted along the inboard edge of each side deck. There is also a short run of grabrail fitted to each side of the glassfibre section of the cabin top. Handholds forward of the raised section are provided by the shrouds and the mast pulpits fitted each side of the deck-stepped spar. The coachroof in this region is too low for a handrail to be of much value.

A Lewmar 600 x 600mm smoked acrylic hatch hinged on its forward side gives access to the upper deck from the forecabin and a pair of 300 x 300mm acrylic hatches further aft provide light and ventilation to the head compartment and the lobby between the forecabin and the main saloon.

Upper and lower lifelines run aft from the bow pulpit via four aluminium alloy stanchions to the stern pulpit. The latter has a break in its upper rail to starboard of the centreline, giving access to the cockpit from the dock when the yacht is berthed stern-to. At sea, security is maintained by a wire span kept in place with a Blake slip.

The T-shaped cockpit is comfortable and well-proportioned, with cockpit lockers beneath both port and starboard seats. The lockers are relatively shallow — their bottoms are at the level of the cockpit sole, which lines up beneath the outboard edge of each cockpit coaming. The helmsman's bench across the after end of the cockpit covers more lockerage and the gas stowage. The cockpit sole drains aft through rectangular section drains leading to the transom.

Whitlock mechanical wheel steering is fitted using a 36in (91cm) diameter, teak-rimmed, destroyer-type wheel. Cockpit coamings are set at a comfortable height and outboard rake. Winch handle stowage is in the form of open fronted cubbyholes formed in the after side of the glassfibre addition to the top of the coachroof. The backs of the cubbyholes are fitted with louvres which provide additional ventilation to the after cabin and the galley area. A pair of self-tailing Lewmar 46, two-speed winches handle headsails set on the forestay. Lewmar 30s mounted on the coaming take care of inner headsails.

Access to the accommodation is via a relatively narrow main hatch. It is separated from the cockpit by a wide bridge deck which levels with the top of the cockpit seating: this, in turn, is on the same level as the side decks.

Stout, tubular, stainless steel handrails provide security as one climbs over the bridgedeck to go below. The helmsman's instruments are grouped in a console at the after end of the main hatch garage. They are a little too far from the wheel to be viewed comfortably by the helmsman.

Accommodation

The Vancouver 38 we sailed had a fairly orthodox cruising layout below, comfortably accommodating seven adults. One of the advantages of steel construction that, as in the Vancouver 38, is based upon longitudinal stiffening, is that alternative accommodation layouts can be built without impairing the strength of the hull — Pheon Yachts will incorporate minor changes at no extra cost. Major changes to the standard layout, which would constitute a re-design below, could be considered at extra cost.

Comfortable vee berths — which can be converted into a generous double by the insertion of an infill — are built into the forecabin which has 6ft 4in (1·93m) headroom. There is plenty of under-berth stowage and access to the chain locker is through a triangular cover set in the forward bulkhead. There is a dressing table to starboard

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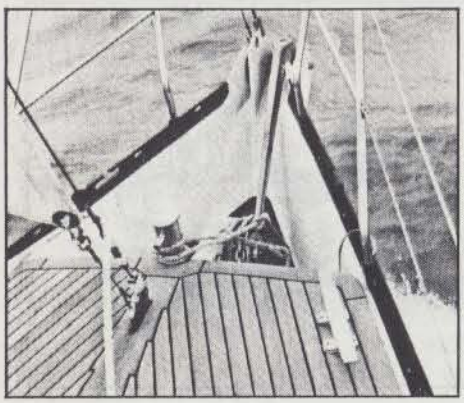
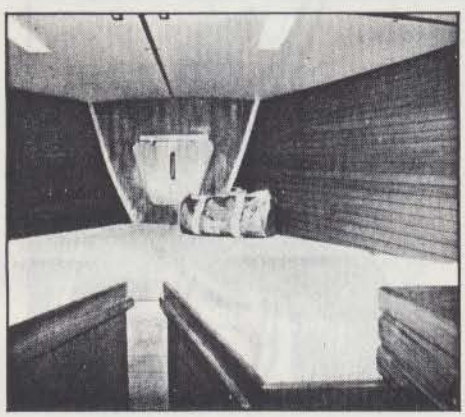
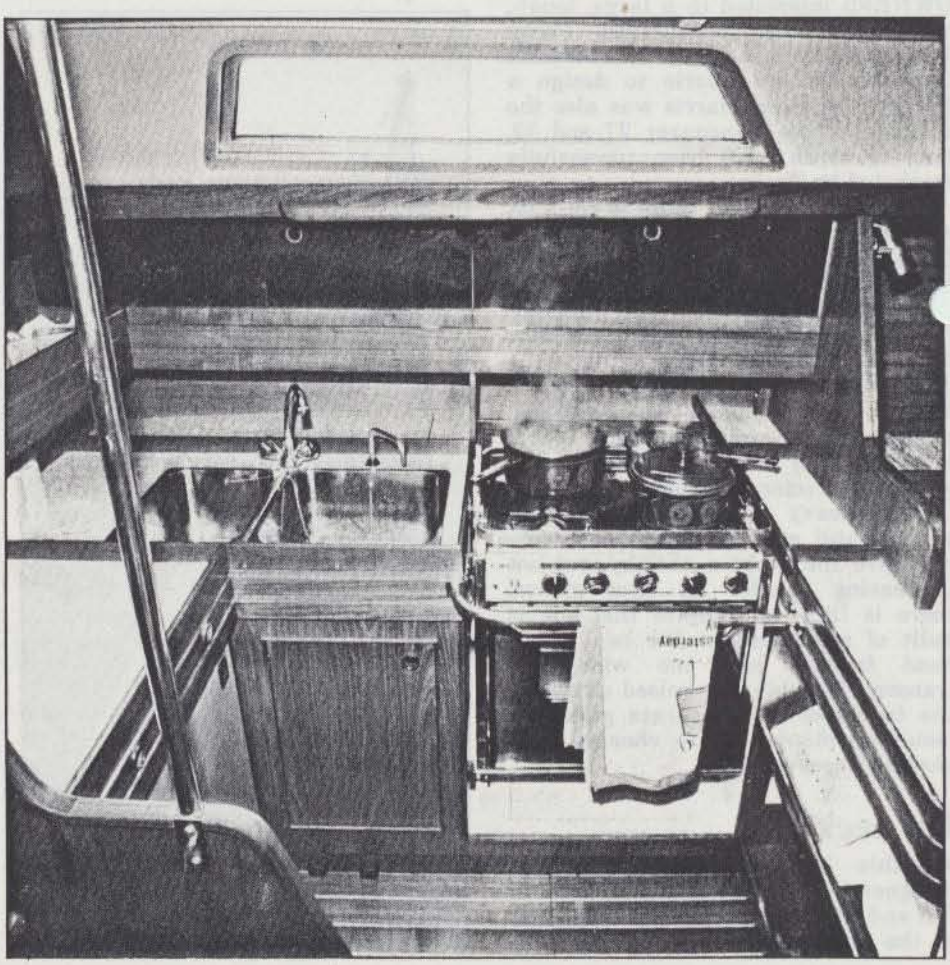






Above, *the well right forward allows the anchor windlass to be positioned below deck level.* **Right,** *the well designed U-shaped galley is to port of the companionway.* **Below,** *the forward vee berth converts to a double*

and two low-wattage neon tube cabin lights are set flush with the panelled vinyl lining of the deckhead. Small, swivel-type reading lights are provided at the head of each berth. The side of the hull between the berth top and the deckhead is finished with a simulated strip-planked plywood ceiling. The addition of a deep-fiddled shelf alongside each berth would have been useful to stow small personal items.

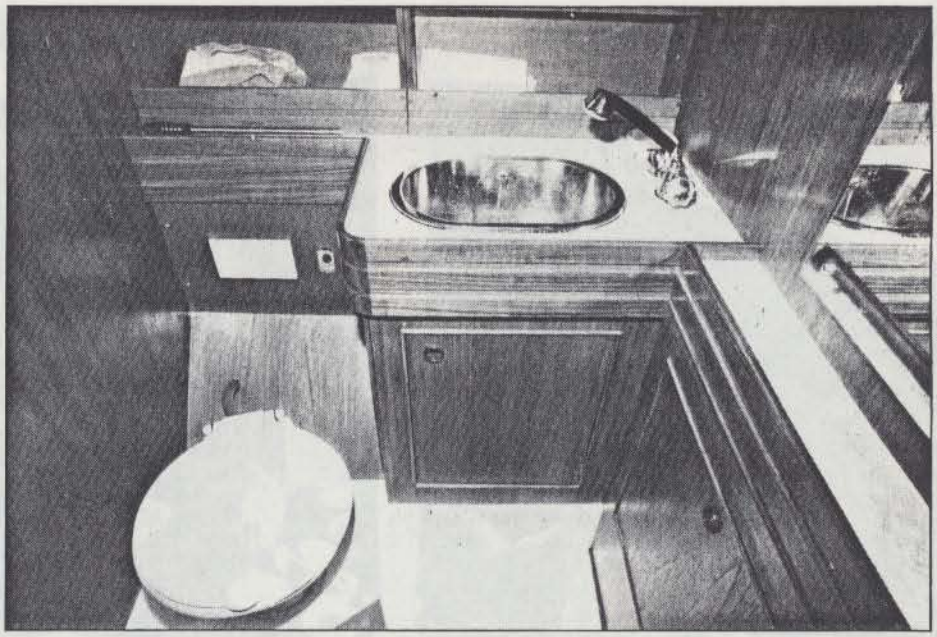
Between the forecabin and the main saloon is the head and shower compartment to port. A large cupboard and hanging space is to starboard of the passage.

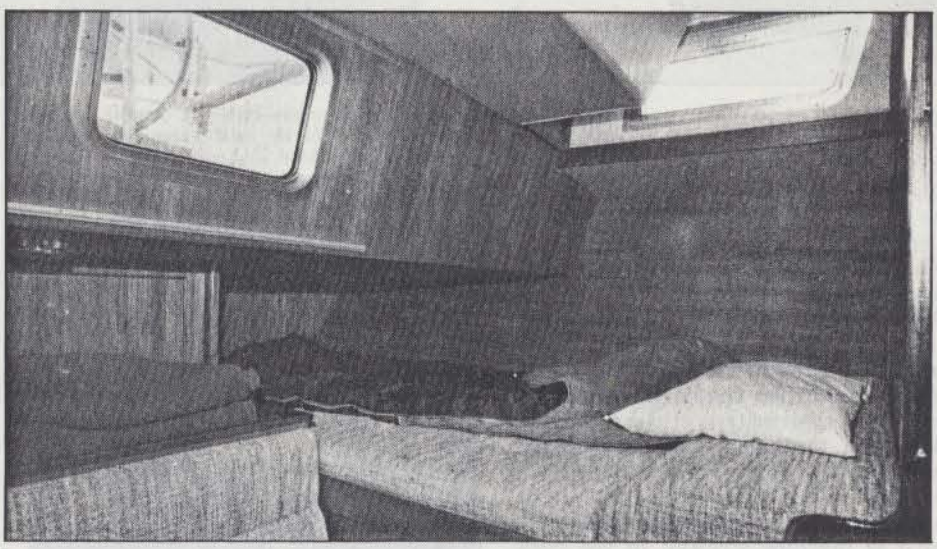
A hot and cold pressurised fresh water system supplies the head compartment through a faucet which also serves as a shower rose. There is plenty of stowage in the fiddled racks outboard of the wash hand basin, beneath the basin and in a shallow cupboard under the mirror. Ventilation is through a 300 x 300mm acrylic hinged hatch as well as a Tannoy vent. There is a deckhead light and a strip light over the mirror. The seacocks for the Lavac toilet are easy to reach and service and the whole compartment is easy to clean. Strangely, toilet roll and soap holders were not provided. Headroom is a comfortable 5ft 11in (1·80m), while that of the through passage to the forecabin is 6ft 3in (1·91m).

The main saloon is well proportioned with its sole set slightly lower than that in the galley and chart area. The through passage forward is to starboard of the centreline and on this side of the saloon there is a straight settee with lockerage between the top of the seat back and the underside of the side deck. A drinks locker is built at the forward end of this. Further aft is open, fiddle-fronted stowage incorporating a panel to take stereo equipment.

An L-shaped settee is fitted to port with a comfortable pilot berth — complete with leecloth — level with the top of the seat back. Plenty of stowage is provided beneath both settees. A two-leaf, fiddled cabin table is fitted around the teak-veneered, rectangular, mild steel mast pillar and would accommodate the full crew. Headroom beneath the main part of the coachroof is a minimum of 6ft 7in (2·01m) and a maximum of 7ft 4in (2·24m) beneath the raised glassfibre section. Grabrails run the length of the main saloon along the lower edge of each side of the cabin trunk and two turned hardwood pillars, one on each side of the access to the saloon from the foot of the companion steps, form additional handholds for those using the navigating area or galley.

The galley is on the port side of the yacht at the foot of the companion where it is handy both to saloon and cockpit. It is U-shaped and well laid out, incorporating twin sinks served by both pressurised hot and cold fresh water and a seawater faucet. Alongside is a Taylor model 040, four-burner stove and oven. A front-opening refrigerator is also fitted as standard. A safety rail is provided in front of the stove as standard. The compartment stowage outboard of the cooker is closed by a pair of hinge-down, smoked acrylic doors. These let down over the stove and sinks and are not as convenient as the sliding type.





Above, *the attractive toilet compartment is well equipped with stowage space and a neat interior moulding makes the compartment easy to keep clean.* **Below,** *the double berth in the after cabin is well provided with light and ventilation through two windows and a port*

The navigating station is on the starboard side of the yacht close to the foot of the companion ladder. The fixed-top chart table will take a full size chart and there is a drawer stowage beneath to take charts and the navigator's pencils, rubber, dividers, etc. A flexible-head chart light is fitted and there is plenty of panel area to take electronics. The yacht's switchboard is placed in the navigating compartment above rather limited fiddle-fronted stowage for reference books, pilots and tide tables. Beneath the navigator's seat are the two 75a/h starter batteries.

Access to the roomy, double berth after cabin is through an outwards opening door in the cabin after bulkhead beside the navigator's seat. The cabin has a little more than 6ft 2in (1·88m) headroom and is well provided with natural light through two side windows and a rectangular fixed port set in the forward end of the cockpit well. Apart from the berth, beneath which is fitted the water calorifier, there is a comfortable settee built athwartships facing forward, where it serves as a seat when using the mirror and vanity unit built against the cabin forward bulkhead. Beside the entrance door is a wash hand basin with locker stowage beneath. Access to the steering gear is through a cupboard door beside the settee.

All joiner work is teak-faced ply and solid teak and carried out to a very good standard. The soles throughout the accommodation are plywood-faced with alternate strips of teak and holly. The interior of all lockers beneath berths and against the yacht's side are lined with plywood.

Construction

The hull is fabricated with the 4mm-thick shell plating running from keel to deck at side over 1·5in (3·8cm) T-section stringers spaced at approximately 12in (30cm). The steel fabrication of both hull and deck is to an excellent standard. The hull, being extremely fair after being welded, was

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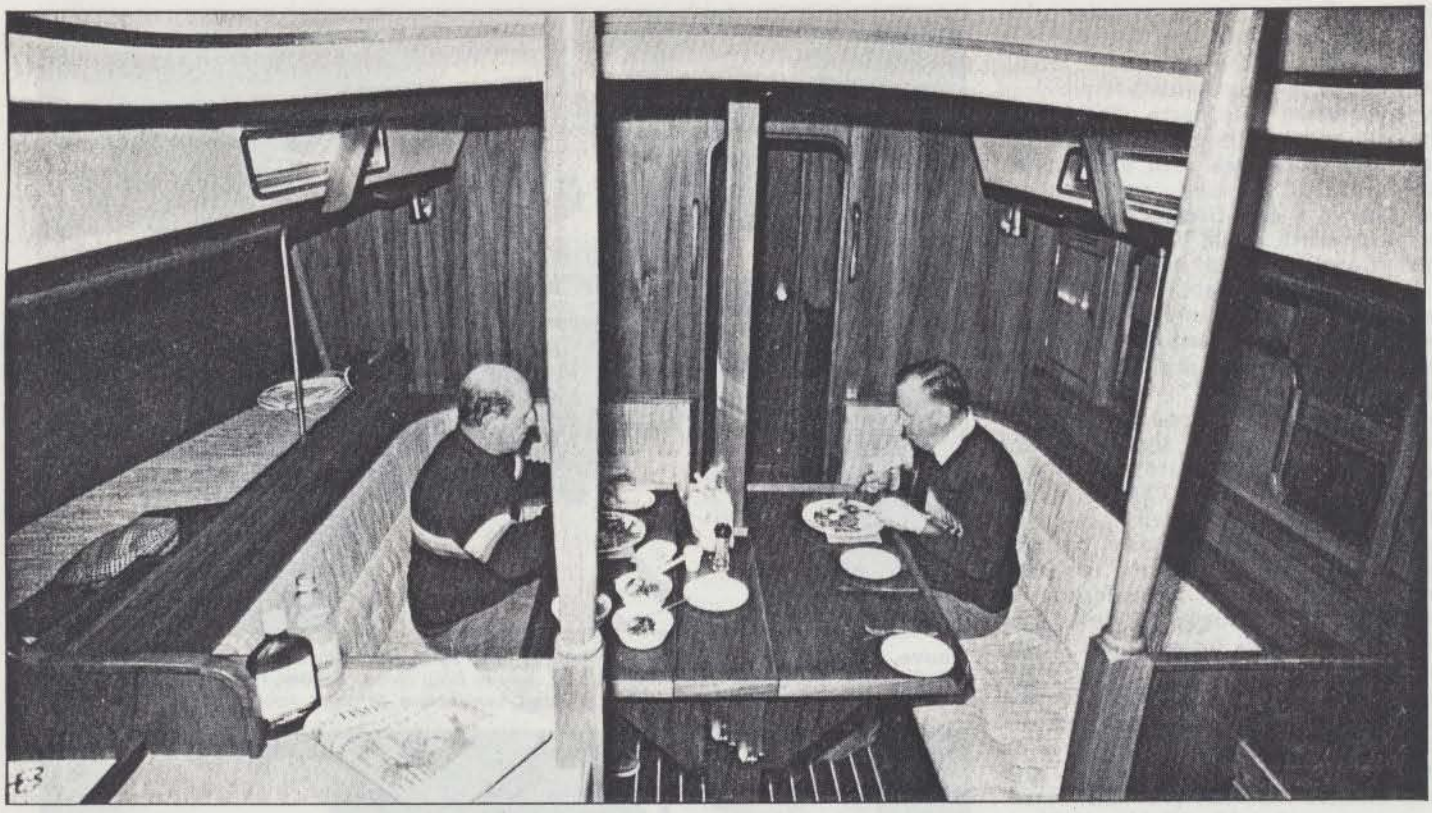


shot blasted and arc sprayed with aluminium to between 0·005 and 0·010in (0·13 to 0·25mm). It required little more than two litres of filler to face it before painting. The final finish is very fair and compares favourably with that achieved with a good quality glassfibre moulding.

The T-section steel deck beams are pitched at about 15in (38cm) centres and a 5in (13cm) wide margin plate is fitted inboard from the deck at side and around the intersection of the coachroof sides with the main deck. A similar margin plate is fitted to the top edge of the trunk sides. All deck and roof areas are skinned with 12mm thick plywood, which is machine-screwed to the deck beams and margins before the whole is covered with laid teak.

The fabricated steel fin encapsulates 3½ tons (3556kg) of lead which is secured beneath a welded-in capping plate. The keel is then oil-filled.

Under way

A three-cylinder, turbo-charged Bukh diesel delivering 48hp gives the yacht a very useful performance under power and the 55gal (250lt) fuel tank ensures a cruising range in excess of 750nm.

The engine is fitted behind the accommodation ladder, with its top just proud of the cabin sole. With sections of the sole removed, all service points are accessible. There is plenty of room in the deep bilge sump ahead of the engine for the engineer to wield screwdriver or spanner.

The engine fired very readily from both hot and cold and ran very smoothly. Noise levels throughout the accommodation were agreeably low and very little engine noise or vibration was transmitted to the hull shell.

Throttle and gear shift are combined in a single lever Morse control on the starboard side of the wheel pedestal.

Above, *the spacious but comfortable saloon showing pilot berth and extensive use of wood finish.* **Below,** *John Dandridge at the navigation table, which is forward facing on the starboard side. Stowage is plentiful*

The propeller bites effectively as soon as gears are selected. From full ahead — 7·6 knots — way was taken off in about two overall lengths.

Even with her heavy displacement and long underwater profile, the yacht proved to be very manoeuvrable and easy to handle within the tight confines of Newhaven marina. Steerage astern was established almost as soon as there was way on the yacht. Under power the yacht tracked well and slipped along at six knots with the engine quietly revolving at 2,200rpm.

The Vancouver 38 is intended for sailing to faraway places and her handling under canvas did not disappoint. The yacht tracked well, stood up to her canvas and remained light on the wheel on all points of sailing, even when footing fast rail down. In the smooth water that prevailed for the test, the yacht could be trusted to sail accurately to windward for long periods. She tacked easily through 75° and seemed to have plenty of punch when turning to windward.

The handling of the yacht was only slightly marred by the springy backlash in the Whitlock steering. This increased rapidly during the initial sail and eventually the wheel spun free and we had to return to base under emergency steering. When the compass had been removed from the wheel pedestal it was found that the pinion on the steering wheel shaft had unmeshed from the quadrant on top of the steering shaft because a set screw had worked back and allowed the quadrant to work up the shaft. It would appear that the gear was incorrectly assembled and Whitlock are to replace it.

With temporary repairs effected the test continued, although wear in the quadrant keyway still permitted more backlash than one would have liked. Faults in the steering, however, did not spoil the fun of sailing the boat.

Specification

As standard, the yacht is delivered without sails. A minimum suit would be mainsail, No. 1 jib and staysail. The cost is £1,803. A minimum addition to this wardrobe would be yankee, light genoa, and storm jib. Ground tackle is supplied with the yacht as are four fenders and two 60ft (20m) mooring warps.

Conclusion

The Vancouver 38 is a true blue-water yacht. It would be a sin to allow her to gather too much weed in a marina. Any skipper wishing to travel in comfort while showing his family far corners of the world would do well with the Vancouver 38. Considering her excellent sailing qualities and high standard of build, layout and finish, she might also be difficult to part with should the time come to sell. ■

VANCOUVER 38

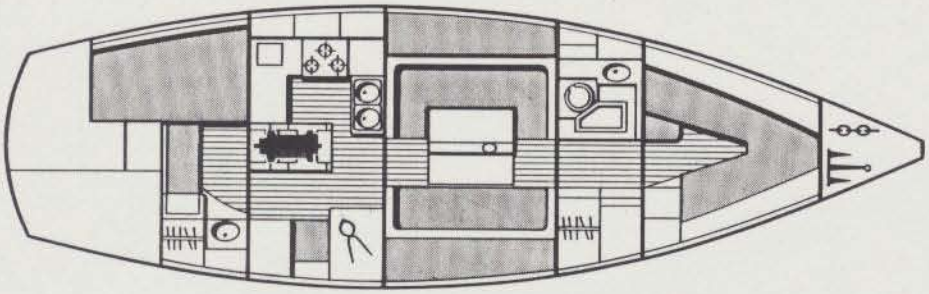
YACHTING WORLD ·DATA·

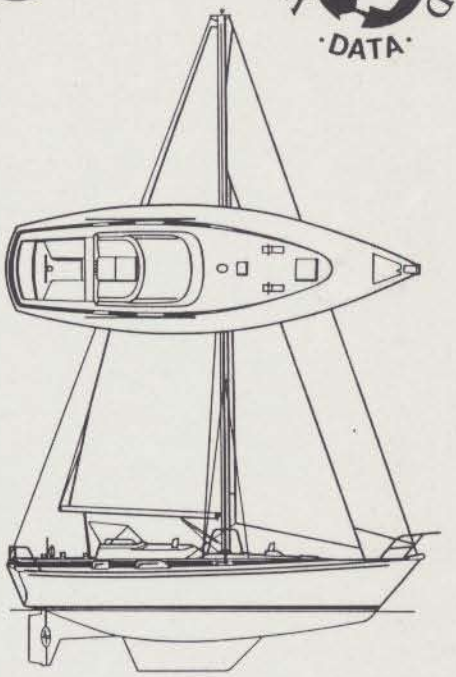
Specification & enquiries

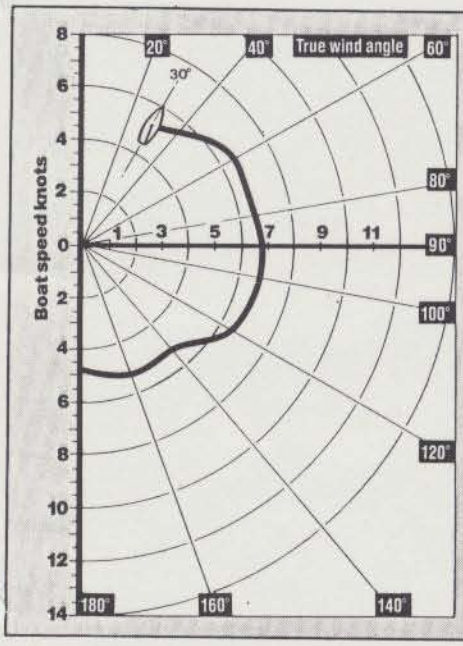
LOA	38ft 0in	11·58m
LWL	30ft 0in	9·14m
Beam	11ft 8in	3·36m
Draught	5ft 6in	1·68m
Displacement	23,000lb	10,433kg
Ballast	8,400lb	3,810kg
Sail area	825ft²	76·72m²
Berths	7	
Engine	Bukh	48hp
Fuel	55gal	250lt
Water	120gal	546lt

Designed by: Robert Harris/Andrew Dandridge.

Built and marketed by: Pheon Yachts Ltd, Robinson Rd, Newhaven, Sussex BN9 9BL. Tel: Newhaven (0273) 515828.







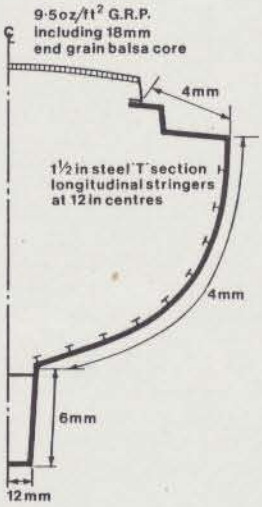
Test conditions

Wind direction 290°
Wind speed 12kt (true)
Sail combinations
Mainsail, No. 1 jib, staysail

Engine trials — decibel levels/speed

Speed	7·6kt	7kt	6kt	5kt	4kt	3kt
Forecabin	74	70	65	63	56	55
Saloon	79	76	72	70	65	61
Galley	83	80	74	72	68	63
After cabin	84	81	77	76	69	66
Cockpit	74	70	65	63	60	58

Speed	rpm	Speed	rpm
2·6kt	1000	6·7kt	2500
4·3kt	1500	7·4kt	3000
5·4kt	2000	7·6kt	3500



Factors

Prismatic coefficient 0·56
Immersion 1,183lb/in (211kg/cm)
Sail area: displacement 16·29
Displacement: waterline length 380·3
Ballast ratio 36·52 per cent
Personal stowage 17·42 per cent

Stowage volumes

Galley	24·85ft³	0·70m³
Saloon	43·84ft³	1·24m³
Forecabin	28·09ft³	0·80m³
Charts	2·43ft³	0·07m³
After cabin	22·79ft³	0·65m³
Head	4·78ft³	0·13m³
Head lobby	21·05ft³	0·60m³
Personal stowage volume (for 7)	120·55ft³	3·41m³

Comparable boats

Oceanic 38 — LOA 37ft 11in (11·56m), LWL 31ft 4in (9·55m), Beam 12ft 0in (3·66m), Draught 5ft 6in (1·68m), Disp 18,750lb (8,505kg), Ballast 6,800lb (3,085kg), Sail area 715ft² (66·42m²), Berths 6, SA : Disp 16·29, Disp : LWL 272·2.

Idylle 11·50 — LOA 37ft 9in (11·50m), LWL 30ft 4in (9·25m), Beam 12ft 2in (3·70m), Draught 4ft 4in (1·33m), Disp 11,463lb (5,200kg), Sail area 675ft² (62·70m²), Berths 7, SA : Disp 21·25, Disp : LWL 183·4. £35,849.

Tradewind 39 — LOA 39ft 9in (11·80m), LWL 28ft 4in (8·63m), Beam 11ft 6in (3·51m), Draught 5ft 6in (1·68m), Disp 23,744lb (10,770kg), Sail area 792ft² (73·58m²), Berths 4, SA : Disp 15·34, Disp : LWL 466·2. £53,000 ex VAT.

Callisto 385 — LOA 38ft 6in (11·74m), LWL 31ft 0in (9·45m), Beam 12ft 8in (3·86m), Draught 5ft 6in (1·68m), Disp 26,750lb (12,134kg), Sail area 715ft² (66·42m²), Berths 7, SA : Disp 12·80, Disp : LWL 400·9. £62,000 ex VAT.

Key to symbols & factors

Stowage Factor: 3ft³ per person, for stowage of personal effects. Factor is shown as a percentage of total volume. **Pounds/inch (kg/cm) immersion:** How much weight it takes to sink the boat parallel to DWL. **Prismatic coefficient:** The ratio of volume of displacement to a volume of LWL and the max cross sectional area below the load waterplane. An indication of the fineness or fullness of the hull. **Polar diagram:** Shows the optimum closehauled angle to the true wind. Also shows speed attained on all courses. **Important — Consider in conjunction with the true wind speed during the test. Sail area / displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

$$\frac{SA(ft^2)}{(Displacement\ (lb) \div 64)^{.666}}$$

Ballast ratio: A comparison between displacement and the weight of ballast. **Displacement / waterline length:** performance indicator. Low Nos. = higher performance.

$$\frac{(Displacement\ (lb) \div 2240)}{(0{\cdot}01 \times LWL\ (ft))^3}$$