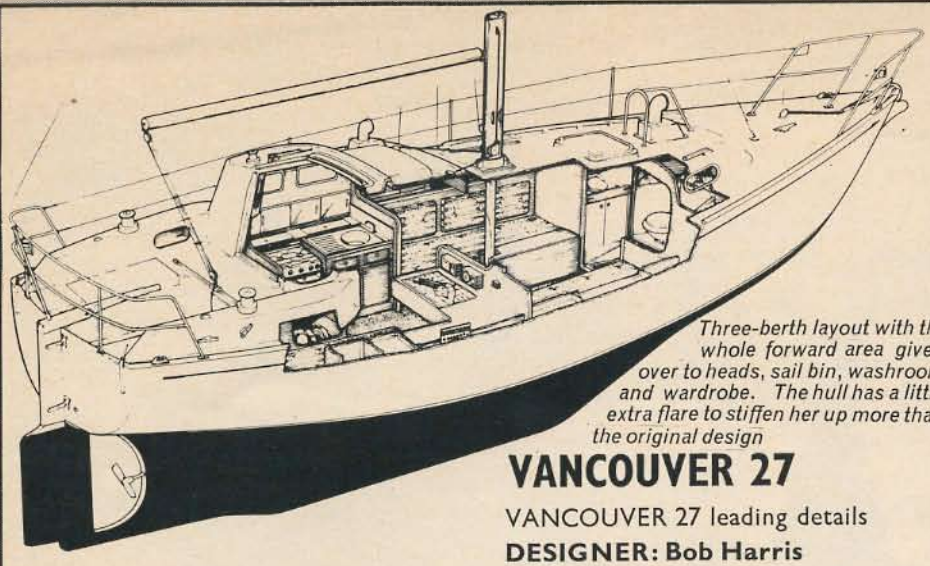


Three-berth layout with the whole forward area given over to heads, sail bin, washroom and wardrobe. The hull has a little extra flare to stiffen her up more than the original design

VANCOUVER 27

VANCOUVER 27 leading details

DESIGNER: Bob Harris

BUILDER: Pheon Yachts, Cantell's Shipyard, Robinson Road, Newhaven, Sussex 079-12 5828

DIMENSIONS:

LOA: 27ft

LWL: 22ft 11in

Beam: 8ft 8in

Draught: 4ft 6in

Displacement: 8,960 lb

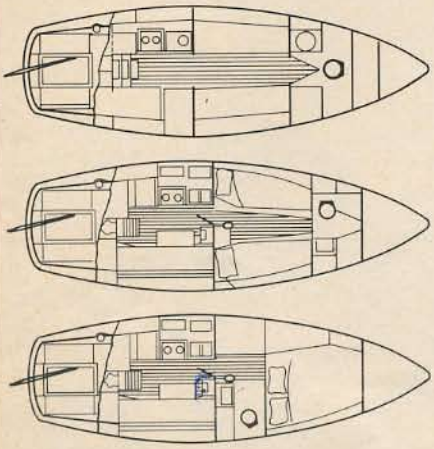
Ballast: 3,465 lb

BERTHS: 3/2 plus 2/1 pilot berths

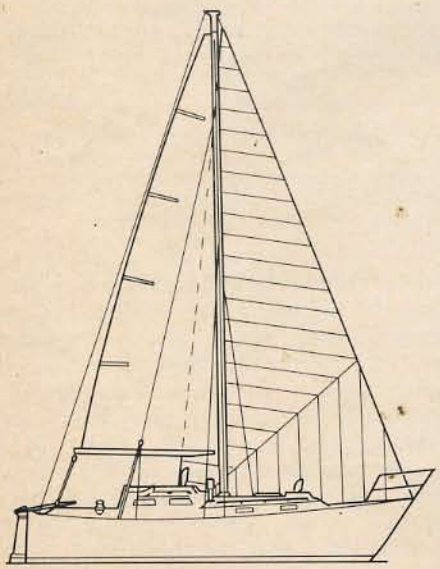
SAILS: main, No. 1 jib and stay-sail 356sq ft

MOTOR: Bukh/Yanmar/Fetter—10–20hp—30 gallon tank

PRICE INCL VAT: £17,125



The three different arrangements available. The top three-berther is most popular and has an optional two pilot berths. The two-berth arrangement comes with either a double or two singles.



interior with bags of stowage and room for a liveaboard life.

On deck

In basic form the Vancouver is an expensive boat, but many of the optional extras available make it a *very* expensive boat. However they all add quality and make it a first rate investment in the long run. One that every intending purchaser should scrimp and save for is a teak deck and cockpit. Nine hundred pounds isn't much and it really is a beautiful job (two men working full time) which transforms the boat.

Otherwise it's all first class heavy duty stuff with three splendid dorade boxes, a socking great grab handle over the forward one, massive twin bow rollers, twin gas bottle locker, liferaft locker, sprayhood—the lot. The whole is beautifully thought out and top notch, the product of the years of perfectionist scrutiny by John Dandridge. Every customer is asked for his opinion—every opinion evaluated.

At sea

Having visited the factory we became further acquainted with two different Vancouvers. The first, *Sossity*, was home for a night and sported the normal three berth layout which would very definitely prove the most suitable for long passage making.

On asking John Dandridge 'who buys Vancouvers?', the answer might have been 'discerning people'. *Sossity* is owned by the lead guitarist of Jethro Tull, obviously a man who is used to the best, while the boat we sailed, *Brunette*, is owned by one of those chaps with an indeterminate job in the Middle East. He plans to cruise her round the South Pacific and has opted for the more expensive (£500) double berth two cabin layout for himself and his wife, plus stereo fore and aft.

Whichever version, you get the same performance. We were blessed with weather that the Vancouver revelled in—six to seven and a rolling sea. She is well balanced enough to sail herself while having enough performance to reward the discerning helmsman. Everything works and it's all in the right place with the two-speed Gibb 28 winches well able to cope with the genoa. Halyards are led aft to winches on the coachroof conveniently to hand. Slab reefing is standard with a winch for the pennants under the boom and shock cords permanently made up along the reefing cringles. It's a well thought out system which is easy and efficient.

Our normal grouse is sails, but Pheon have gone for something a little more expensive than the normal production suits and are rewarded with a nicely cut quality cloth main from Austin Farrar which will *last*. Most customers plump for a roller reefing headsail though in this respect the Vancouver let us down. Due we feel to a combination of too long a forestay and a suprisingly ill-cut foresail, we could only

Cosy saloon in the two berther with dinette arrangement.