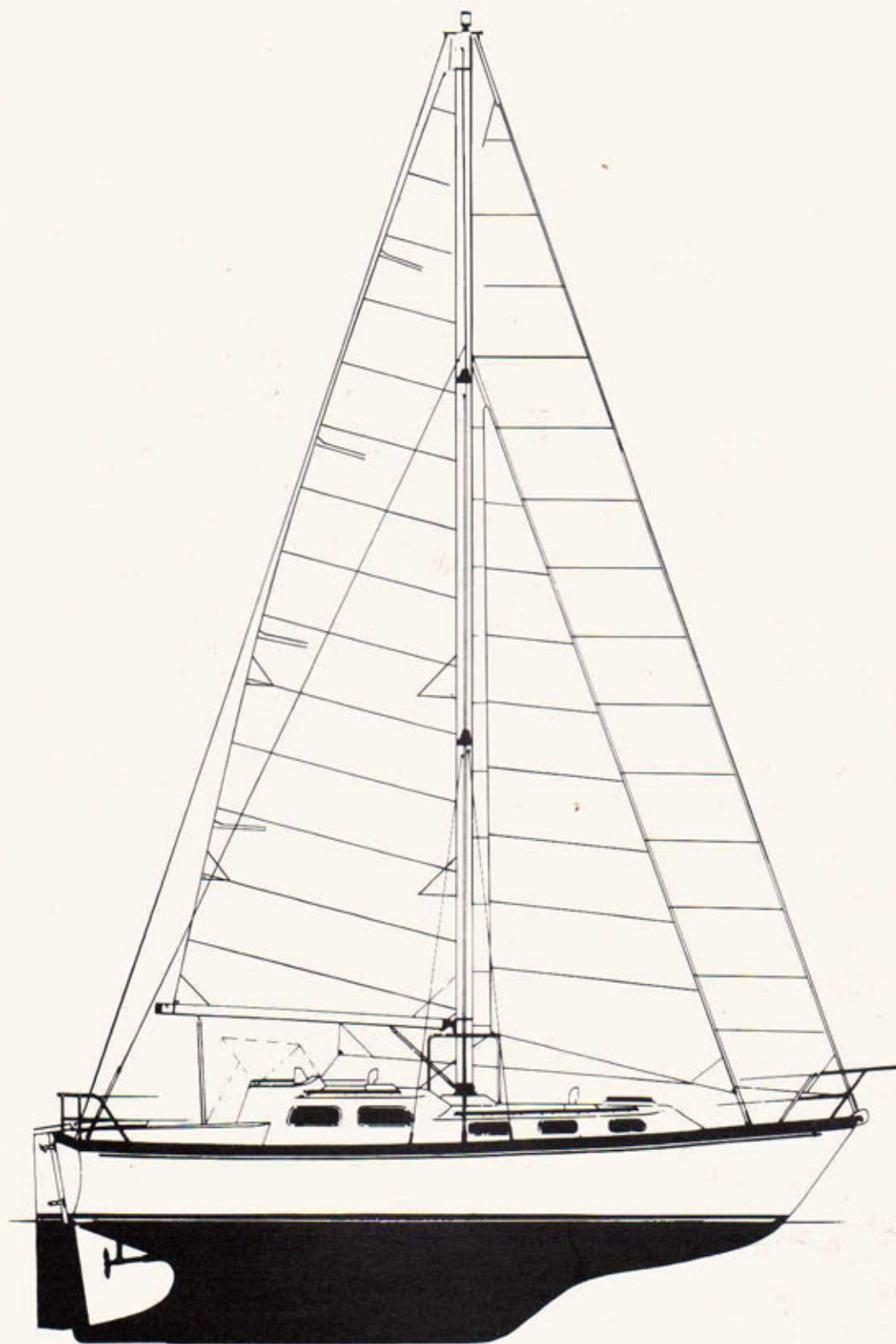


VANCOUVER

OCEAN CRUISING YACHTS



VANCOUVER 32



VANCOUVER 32

Photo: Yachting World.

Conceived as a bigger sister for the widely acclaimed Vancouver 27, this 32ft Robert Harris design is intended as nothing less than a pure cruiser - immensely strong, easy on her crew, quite fast and above all capable, if necessary, of staying at sea in severe weather. The first boat to this design was launched early in 1980.

Her 14,500lb displacement is heavy, she has a 42% ballast ratio, full sections and short overhangs 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 32 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 infil, 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 32

SPECIFICATION

CONSTRUCTION

The hull and deck are hand laid up GRP. 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 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

A GRP moulded rudder blade is mounted on the transom with two stainless steel hinge fittings and shoe fitting with nylatron bearings. The keel 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.

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
- Twin forestay
- Cap shrouds
- Fore and aft lower shrouds
- Running backstays

The boom has internal reefing lines and outhaul line with stopper 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 gimbaled 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.

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 site 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 propeller 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

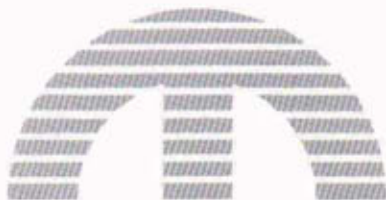
The cavity line is in gold tape

The yacht is primed and antifouled below the waterline and 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:-

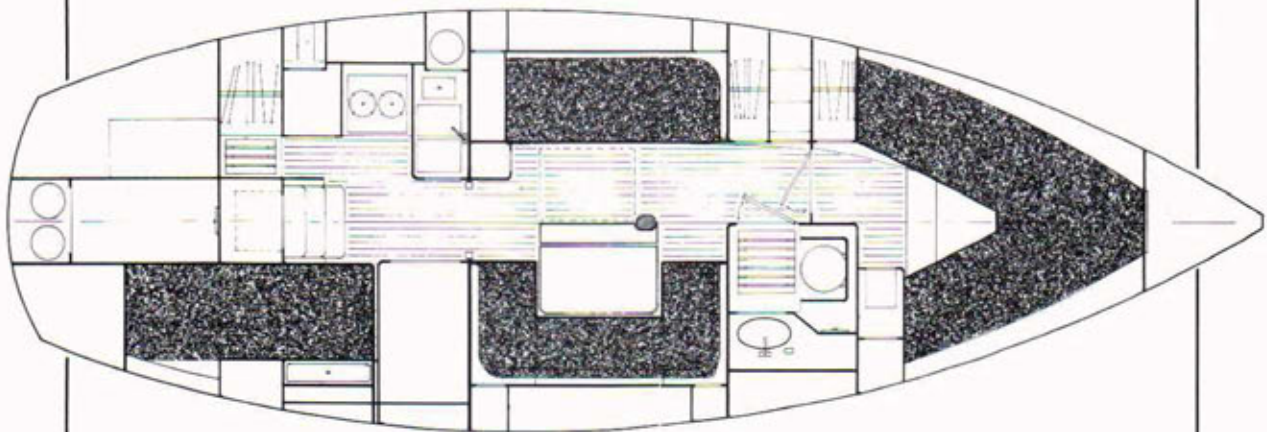
- ✓ 35lb CQR anchor with 20 metres of 3/8" chain and 50 metres of anchor warp.
- ✓ 4 fenders
- ✓ 2 winch handles
- ✓ 2 x 15 metre warps
- ✓ 1 gas bottle
- ✓ Ensign staff and holder

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. Construction contracts and Terms of business are as sponsored by the B.M.I.F. and approved by the R.Y.A.



NORTHSHORE
BUILDERS OF QUALITY YACHTS

VANCOUVER 32



Design Dimensions

LENGTH OVERALL	32ft 0ins	9.75 metres
LENGTH WATERLINE	27ft 6ins	8.38 metres
BEAM	12ft 0ins	3.66 metres
DRAUGHT	4ft 9ins	1.37 metres
BALLAST WEIGHT	6,000 lbs	2722 kgs
DISPLACEMENT	14,000 lbs	6350 kgs
MAST HEIGHT above water	42 ft	12.8 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

