



VANCOUVER

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All you would expect of a Vancouver is in the Vancouver 38, but more than a touch magnified because of the boat's huge volume. The fresh water tanks take approximately 100 gallons (450 litres) while the fuel tank's capacity is approximately 80 gallons (365 litres). Vancouver 38 is just as accommodating in other areas. The large cockpit has deep coamings for security and wide comfortable seats. A deep locker is fitted to starboard and a large lazarette aft for stowage.

Down below there are two double cabins and a

large, luxuriously fitted-out galley. The forward heads are vast with an excellent shower space and there are plenty of hanging lockers and storage spaces. The big chart table in the saloon provides space around it to mount any amount of navigational instruments and good stowage under its hinge up lid for chart stowage.

The tall cutter rig – providing 865 sq ft (80.36 sq metres) of sail area powers the yacht along even in the lightest winds.

All in all, the Vancouver 38 is worth serious consideration as an ocean cruiser.

"In the gusty winds that frequently topped 30 knots she (the Vancouver 38) was a pussy cat"

Yachting World.

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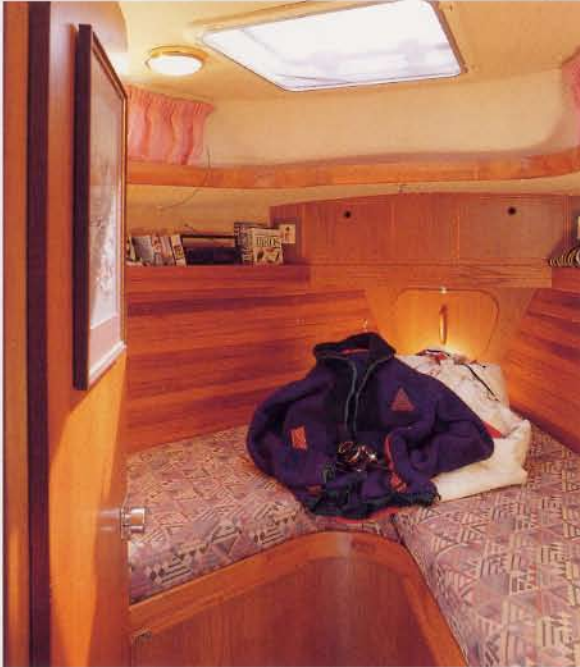
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Spacious forecabin with two full length single berths

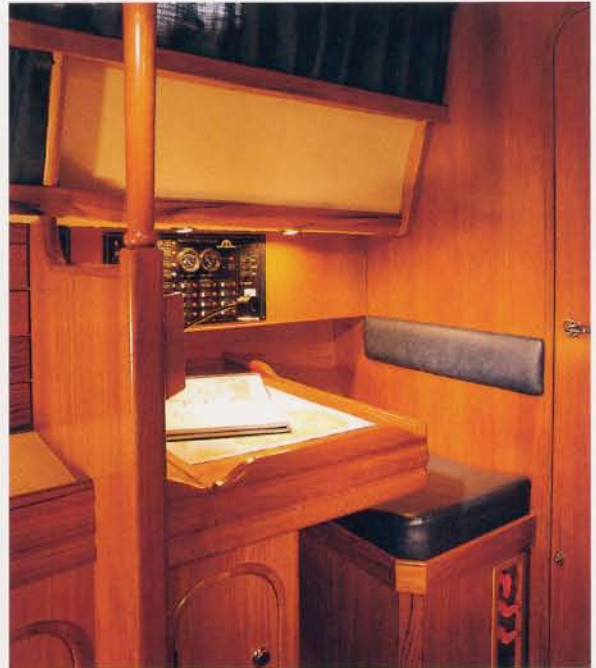


Chart table with plenty of room for instruments.



Aft cabin with double berth, hanging locker and vanity unit



Galley with plenty of stowage

VANCOUVER 38 SPECIFICATION

HULL

The GRP hull moulding is laid up to a high specification, including Northshore's Nordseal system below the waterline. The hull topside has a 12mm (1/2") balsa core sandwich and is gel coated, pigmented white. Sandwich construction is stopped 152mm (6") above the water line. From this position down the hull is a single laminate, with clear gel coat below the waterline. There is a drain pipe from the chain locker to the deep bilge. The engine seating is formed by two girders braced athwartship by two floors, the girders extend aft in way of the P bracket and rudder. The engine seating has a gel coated surface and forms an integral drip tray.

DECK

The deck is 12mm (1/2") balsa cored laminate with unpolished gel coat to receive Treadmaster (standard) or a teak deck (optional). The coachroof top is 19mm (3/4in.) balsa cored laminate with moulded non-skid surface and is integral with the cockpit and deck. Solid ply reinforcements are fitted in lieu of the balsa for strength where fixings pass through the laminate to prevent the core crushing in compression. The deck is reinforced forward to support an anchor windlass. The deck is bonded to a shelf which is an integral part of the hull, the joint is overlaid with GRP. The cavity between the hull and deck upstand is filled and capped with a teak rail.

BALLAST KEEL

The ballast is cast lead of 3,719 kilos (8,198 lbs) which is fully encapsulated in the hull moulding and over laminated.

RUDDER

The rudder is moulded in GRP with a substantial stainless steel stock which is welded to a solid stainless steel bar providing continuous support for the blade. A moulded in skeg fairing is employed to provide hydrodynamic efficiency. The rudder is semi-balanced.

DECK FITTINGS

The following are fitted:-

A heavy duty stemhead fitting in stainless steel with two rollers with drognose pin for securing the anchor when stowed in the fitting.

- Stainless steel bow and stern pulpits.
- Stainless steel bathing ladder fitted to the transom.
- Bollard on foredeck for ground tackle
- 2 Stainless steel cleats and fairleads on foredeck
- 2 Stainless steel cleats and fairleads aft
- 2 Stainless steel mid ship cleats and fairleads
- 3 Stainless stanchions either side plus gangway gates port and starboard
- 2 T section alloy genoa tracks with roller fairleads and end stops
- 1 Self-tacking staysail track with roller bearing blocks
- 1 Mainsheet track with adjustable car and control lines leading aft to a pair of rope clutches
- 2 Lewmar 48 CST genoa sheet winches
- 2 Lewmar 30 CST coachroof winches
- 1 Lewmar 16 CST mast winch
- 8 Rope clutches (4 each side) with appropriate rope organisers
- 1 Opening hatch over forecabin
- 1 Opening hatch over saloon.
- 1 Perspex companionway hatch
- 12 Opening port lights in coachroof
- 2 Fixed port lights in coachroof
- 1 Fixed port light in cockpit well to after cabin
- 2 Dorade box ventilators with cowls
- 2 Electric vents over galley and toilet compartment

CHAIN PLATES

Twin backstays are attached to stainless steel plates bolted through the transom. The forestay is attached to the stainless steel stemhead fitting. The inner forestay is attached to a stainless steel fabrication bolted through the deck which is reinforced by the forepeak bulkhead. The cap shrouds are attached to stainless steel chainplates which pass through the deck and beam shelf and are through bolted to the main mast bulkhead. The forward and after lower shrouds are attached to stainless steel chainplates which pass through the deck's beam shelf and are bolted to moulded in chainplate buttresses.

PLUMBING

A stainless steel fresh water tank is positioned under the saloon sole giving approximately 450 litres (100 gallon) capacity and filled from deck. The tank feeds hot and cold water to galley and toilet/shower compartments via a pressurised water system. Hot water is provided by an engine heated calorifier tank fitted with safety valve. The water tank contents are monitored by a gauge.

BILGE

A bilge pump is fitted in the cockpit with suction in the deep bilge via a strum box. The suction is fitted with a non-return valve. The pump discharges through the transom via a skin fitting.

COCKPIT

The cockpit provides deep coamings for security and comfortable cockpit seats. A deep locker is fitted to starboard for stowage.

The helmsman's seat has a moulded in hump which opens for access to the aft peak locker. The seat tops are teak laid and a teak grating is fitted to the cockpit sole. Two large drains are moulded into the aft end of the cockpit which discharge directly through the counter. A separate gas locker is fitted aft and to starboard in the cockpit.

The steering is by Whitlock with a direct linkage to the rudder. The rudder stock incorporates a spigot for emergency steering tiller.

A 75cm (30in.) stainless steel Destroyer type wheel, hide covered, is fitted to the pedestal.

A compass is fitted to the steering pedestal and a pedestal guard is provided.

ENGINE

The engine is the 4 cylinder Yanmar 4JH3 giving maximum output of 56 hp driving through a mechanical gearbox.

The engine is fresh water cooled and heats hot water via a calorifier to provide hot water for domestic use. A fixed three blade propeller is fitted. The engine compartment is soundproofed and fitted with an electric extractor fan. The deluxe instrument panel provides tachometer, key switch, alarm buzzer for oil pressure, battery charging and engine temperature.

The engine exhaust is taken via a water trap silencer and reinforced hose with swan neck to the transom. The engine is connected via a flexible coupling to a 32mm (1 1/4 in.) diameter, stainless steel propeller shaft which is supported by a bronze "P" bracket with a rubber bearing. The stern gland is a rubber phosphor bronze faced seal.

The engine speed and gearbox is operated by a single lever control mounted on the steering pedestal.

FUEL SYSTEM

A stainless steel fuel tank of approximately 365 litres (80 gallons) capacity is provided and is filled via a deck filler. A bolted inspection hatch is fitted and the tank vented overboard. The copper fuel line to the engine has a fuel shut off valve and an in line filter. A fuel gauge is fitted.

ELECTRICAL

Power is fed from three heavy duty 12 volt batteries of approximately 100 amp hr each. There are two batteries for the domestic systems and one battery for engine starting, each bank is separately isolated but may be paralleled as needed. The batteries are stowed in a vented container and are charged via voltage control equipment. All systems are separately switched with circuit breakers mounted in a specially made panel.

A battery state meter is provided.

The accommodation has deckhead and bulkhead lights to provide adequate and pleasant lighting throughout. Navigation lighting includes: port and starboard combined bow light, stern light, steaming light, deck floodlight and tri-colour/all round white light on mast, compass light, engine room light, engine instrument light. Raytheon ST60 log, echo sounder and wind instruments are fitted in the cockpit with a multi unit at the chart table. Cathodic protection is provided by wiring the rudder stock, shaft and engine to a sacrificial anode.

SPARS

The spars are aluminium alloy anodised silver. The mast is sound deadened, has a spinnaker pole track, is provided with double spreaders and internal halyards. The boom is provided with slab reefing with two reef pennants and one outhaul with stoppers at the forward end. A solid kicker with tackle is supplied.

The forestay has a Furlex roller reefing system.

STANDING RIGGING

The standing rigging is all 1 x 19 stainless steel wire with stainless steel open bodied rigging screws and toggles.

RUNNING RIGGING

Main, genoa and staysail halyards are colour coded braided rope. Genoa and staysail sheets are provided together with a topping lift, mainsheet, mainsheet traveller control lines, burgee and signal halyards.

JOINERY

All interior joinery is of solid teak and teak veneered plywood. All toilet bulkheads and the galley working surfaces are in Formica type laminates. The toilet compartment work surfaces are in Nordseal granite impregnated GRP. All cabin soles are finished in teak and holly striped plydeck. All woodwork is treated with satin finish high quality varnish.

HULL LINERS

Overhead liners are vinyl covered plywood panels. Panels are detachable for access. Side linings are either timber battened or fabric covered.

FABRICS

All cushions are covered in colour co-ordinated high grade fabrics from Northshore's range. Curtains are fitted to all ports and a hatch blind to the underside of the forecabin hatch.

FORECABIN

There are two full length single berths with an infill to make a double, the infill will stow between the berths to form a seat. There are GRP storage bins under the berths. The chain locker is forward with access through a bulkhead trap. There are storage lockers and shelves under deck and a hanging locker and dressing table to starboard.

TOILET

A separate toilet compartment is en suite with the forecabin and to port. It is equipped with: a marine toilet with hinged cover over, Handbasin, Pressurised hot and cold water system, Shower, Shower curtain, Teak shower grating over shower tray with electric pump out, Large locker outboard, Mirror, Toilet roll holder and soap dish.

SALOON

To port is a dinette with a teak dining table that can be reduced to coffee size when not in use. There is a bookshelf outboard. To starboard is an "island" settee. A lee cloth is fitted to the saloon settee berth. The galley is to starboard of the dinette. The chart table is to starboard and aft in the saloon. There is plenty of space to mount navigational instruments and good stowage under the hinge up lid of the table for chart stowage. A book shelf is outboard and there is stowage under the navigators seat.

GALLEY

The following are fitted:-

Two burner gimbaled cooker with grill and oven, with fail safe devices on all burners. Gas tap adjacent to cooker. Sink with drainer, pressurised hot and cold water system. Hand operated fresh water pump as a back-up. Ice box (convertible to refrigerator). Stowages for plates and cups. Galley crash bar. Rubbish bin.

AFT CABIN

The cabin aft is to port and has a large double berth. The mattress is split longitudinally and is fitted with a lee cloth. A hanging locker and dressing table with stowage under are fitted to port with a seat on the starboard side. There is an emergency escape hatch to the cockpit.

AFT TOILET

A separate toilet compartment is aft and to starboard. It is equipped with: a marine toilet with hinged cover over, Handbasin, Pressurised hot and cold water system, Shower, Teak shower grating over shower tray with electric pump out, Large locker outboard, Mirror, Toilet roll holder and soap dish.

OUTLINE INVENTORY

The bilge and lockers of the yacht are painted. All teak work on deck is left bare. The hull has a double style line in gel coat to the owner's choice of colours from Northshore's standard colour card. The cavity line is finished in paint to the owner's choice of colour. The yacht is handed over afloat and in commission ex. works Itchenor.

The yacht is complete with: a mainsail with three slab reef points, cruising yankee, a hanked staysail and storm staysail. Sails are triple stitched and to ocean cruising specification.

- 1 mainsail cover
- 1 45 lbs CQR anchor
- 55 metres of 9.5mm calibrated short link chain
- 4 fenders with lanyards
- 2 15 metre 14 mm warps
- Sprayhood in owner's choice of colours
- 1 ensign, staff and deck socket
- 1 lock-in winch handle
- 1 standard winch handle
- 1 emergency tiller
- 2 fire extinguishers
- 1 fire blanket
- 1 boat hook
- 1 gas bottle

The yacht is built to conform to CE Category A.

VANCOUVER 38 SPECIFICATION

DIMENSIONS

Length overall	11.58 m	38 ft 0 ins
Length waterline	9.27 m	30 ft 5 ins
Beam	3.66 m	12 ft 0 ins
Ballast Weight	3,718 kgs	8,198 lbs
Displacement	10,151 kgs	22,378 lbs
Draft	1.70 m	5 ft 7 ins
Mast Height above water	16.31 m	53 ft 7 ins

SAIL AREAS:

Main	27.87sq m	300 sq ft
Yankee	44.60 sq m	480 sq ft
Staysail	9.75sq m	105 sq ft

