

The well appointed galley will accommodate a gas or paraffin gimbaled cooker. The stainless steel sink has a chopping board cover and the work surfaces, with stowable cooker cover, are all faced with decamel. Purpose made lockers and cupboards are provided for crockery, glasses, bottles, cutlery, pots and pans, and there is a large partitioned locker for the storage of dry foods. The 1.5 cu. ft. ice box, which drains into the bilge is situated beneath the navigators seat, which is at the forward end of the starboard quarter-berth. The large draining oilskin locker, which is aft of the galley, is fitted with ample hooks for hanging oilskins, and a teak grating over the opening to the bilge.



The navigator has been well provided for. The large fixed chart table has flat stowage for Admiralty charts, with a pedestal cupboard below. Radios and instruments are mounted on a removeable panel at the side of the navigator. Book shelves, pencil box, flexible chart light, red night light and a purpose made switch panel serving all interior circuits and instruments are close at hand. A second switch panel controlling all external lights and incorporating the engine instrumentation is mounted just inside the companionway.

Particular attention has been given to the high standard of the installation of electrical circuits throughout. The switch panels, incorporating circuit breakers and L.E.D. displays, are of etched stainless steel for resistance to corrosion, and are designed to achieve practical simplicity and pleasing aesthetics. They are mounted on hinges for ease of inspection and servicing.

As every Vancouver is built to the order of the owner, provision can be made for any special requirements he may need. Regular consultation with the owner is much appreciated, and in this way we can ensure that the finished yacht meets with his approval.

Performance

The Vancouver 32 is, without doubt, an excellent sea-boat and well able to take care of her crew in the roughest conditions. Light wind performance is impressive, and as a general rule, one can expect a boat speed of half the wind speed on a reach.

Working up the scale, the first reef in the mainsail is usually taken in about Force 6, the high ballast ratio maintaining a comfortable angle of heel. With a second reef in the main around Force 7, both working jib and staysail can still be carried. It is when winds are approaching the top end of the Beaufort Scale that one is able to appreciate the full range of the Vancouver's capabilities. Reports from owners who have experienced Force 10 and Force 11 are accompanied by expressions of confidence in the performance and safety of the boat under extreme conditions.

Not surprisingly, the Vancouver 32 can be sailed helm free with course alterations being achieved by adjustment of the sails — a sign of a truly well balanced sail-plan.

Working below is safe and comfortable, for at no time does the Vancouver heel excessively, and violent movements are dampened by her heavy displacement.

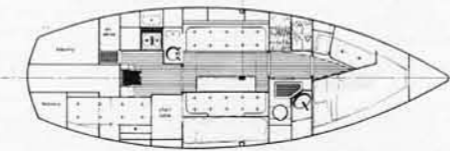
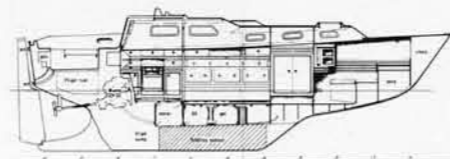
Under power, the Vancouver 32 is responsive and manoeuvrable in both forward and reverse drive, and in spite of the long keel, can be turned either way in a tight circle.



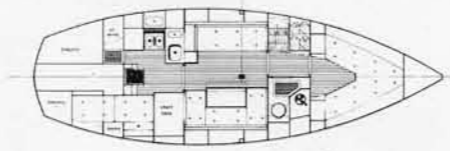
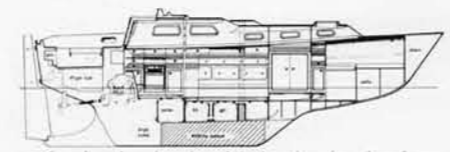
Conclusion

As builders of the Vancouver, we have always been aware of the merits of Robert Harris's yacht designs, and it has been our constant endeavour to achieve a specification and quality standard that measures up to the performance and sea-going capabilities of these yachts. Our efforts are summarised by 'Yachting Monthly's' statement that — *"we feel fully justified in describing the Vancouver 32 as a truly outstanding cruising yacht."*

Double Berth Layout



V—Berth Layout



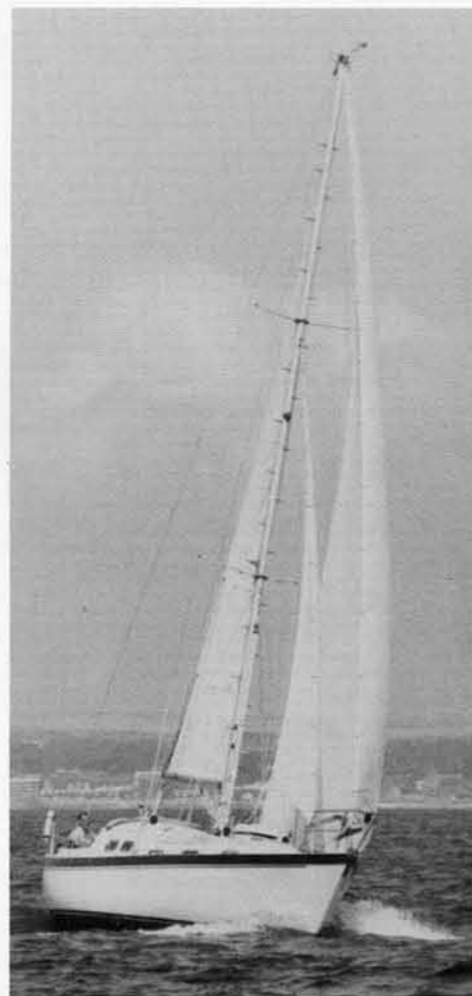
Measurements

| | | | |
|------------------------|---------|------|------------|
| Length overall | 9.75 m | ... | 32'0" |
| Length waterline | 8.38 m | ... | 27'6" |
| Beam | 3.23 m | ... | 10'7" |
| Draught | 1.37 m | ... | 4'9" |
| Displacement..... | 6350 kg | | 14,000 lbs |

Sail Areas

| | | | |
|--------------------------|------------|-------|------------|
| Mainsail | 20.53 sq.m | | 221 sq.ft. |
| No.1 (Working) Jib | 22.30 sq.m | | 240 sq.ft. |
| Staysail | 12.90 sq.m | | 139 sq.ft. |
| Storm Jib | 6.97 sq.m | | 75 sq.ft. |
| Light Genoa | 40.41 sq.m | | 435 sq.ft. |

Details are subject to alteration and do not constitute a contract.



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VANCOUVER 32

Designed by Robert B. Harris

