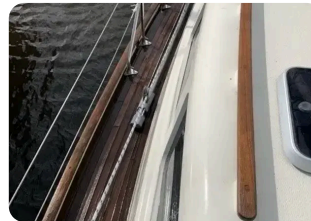
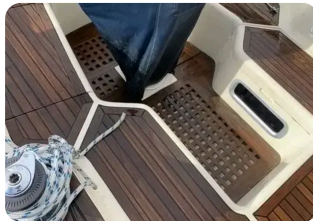


Vancouver 38 Pilot

£125,000

Used 1998 38.0 ft. Itchenor United Kingdom



Details

Condition: Used
Year: 1998
Boat type: Sail
Fuel Type: Diesel
Tax status: Tax Paid
HIN: GBNYY0008B898

Name: SAPHIR
Make & Model: Vancouver 38 Pilot
Length: 38.0 ft.
Location: Itchenor United Kingdom
Hull material: Fiberglass

ITCHENOR
BROKERAGE Ltd.



Itchenor Brokerage Ltd

Itchenor, United Kingdom ☎ +447562097230 ✉ sales@itchenorbrokerage.com
🌐 <https://itchenorbrokerage.com>

Description

With the comfort and security of a raised deck saloon, everyone - the pilot included - can shelter from the elements whilst still enjoying 360 degree views. Heavy displacement, deep sections and long encapsulated keel provide stability and seaworthiness for safety and comfort during long distance passages. The interior volume is vast, with three double sleeping cabins, raised saloon with all round views, a well appointed galley and forward and aft heads. The large cockpit has deep coamings for security and wide comfortable seats

Details:

Name:	"SAPHIR"
Model:	Vancouver 38 Pilot
Year of Build:	1998
HIN:	GBNYY0008B898
Builders:	Northshore Yachts
Designer:	Tony Taylor
Registry:	N/A
Price:	£125,000.00

Dimensions:

Length overall	11.58M	38ft 0ins
Length waterline	9.27M	30ft 5ins
Beam	3.66M	12ft 0ins
Ballast weight	3,718 kgs	8,198 lbs
Displacement	10,151 kgs	22,378 lbs
Draft	1.70M	5ft 7ins
Air draft	16.31M	53ft 7ins

Description:

With the comfort and security of a raised deck saloon, everyone - the pilot included - can shelter from the elements whilst still enjoying 360 degree views. Heavy displacement, deep sections and long encapsulated keel provide stability and seaworthiness for safety and comfort during long distance passages. The interior volume is vast, with three double sleeping cabins, raised saloon with all round views, a well appointed galley and forward and aft heads. The large cockpit has deep coamings for security and wide comfortable seats

Hull and Deck Construction:

Both hull and deck are hand laid up. The hull topside has a ½" balsa core sandwich and is double gel coated. The sandwich construction is stopped 6" above the waterline. From this position down the hull is a single laminate with clear gelcoat which is antifouled. The cored topside prides both panel stiffness and thermal insulation. The hull is supported by a GRP base module, the module incorporates transverse floors and longitudinals and the bulkheads are glassed to hull and deck. There is a drainpipe from the chain locker to the deep bilge. The engine seating has a gel coated surface and forms an integral drip tray. The ballast is cast lead of 8,198 lbs which is fully encapsulated in the hull moulding and over laminated. The deck is ½" balsa cored laminate with unpolished gel, fitted with teak laid decking. The coachroof top is ¾" balsa cored laminate with moulded non-skin 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. The bilge and the lockers of the yacht are painted. All teak work on deck is left bare.

Hull Gelcoat: Dark Blue 1188

Deck Gelcoat: Off White 3969

Boot top Gelcoat Stripe: Red

Cavita Line: Gold

Deck Fittings and Loose Gear:

The following are fitted:

A heavy duty stemhead fitting in stainless steel with two 4" diameter rollers with dropnose pin for securing the anchor when stowed in fitting

Stainless steel bow and stern pulpit rails

Cockpit dodgers in Dark Blue canvas

Stainless steel boarding ladder on transom

Lewmar Ocean One 12v 1100W anchor windlass

2 x Alloy cleats and fairleads on foredeck

2 x Alloy cleats and fairleads amidships

4 x Alloy cleats and 2 fairleads aft

3 x Stainless steel stanchions either side plus gangway gates port and starboard

2 x T section alloy genoa tracks with roller fairleads and control line end stops

1 x Self tacking staysail track with roller bearing blocks

Mainsheet track with adjustable car with control lines leading aft to a pair of rope clutches

1 x Lewmar 48CST genoa sheet winch fitted to port

1 x Lewmar Electric 48ECST genoa sheet winch fitted to starboard

- 2 x Lewmar 30 CST coachroof winches
- 1 x 16 CST Mainsail reefing winch
- 8 x Rope clutches (4 each side) with appropriate organisers
- 1 x Lewmar forehatch
- 4 x Lewmar deck hatches, two in pilothouse, one over galley and one over midships cabin
- 1 x Acrylic companionway hatch
- 2 x Lewmar opening portlights to forecabin
- 2 x Lewmar opening portlights to galley
- 2 x Lewmar opening portlights to midship cabin, one on coachroof and one to saloon
- 1 x Lewmar opening portlight to forward heads
- 2 x Lewmar opening portlights on aft end of pilothouse
- 2 x Lewmar opening portlights to aft cabin
- 1 x Lewmar opening portlight in cockpit well to after cabin
- 2 x Lewmar opening portlights to aft heads
- 1 x Lewmar trimport in forward pilothouse
- 2 x Dorade box ventilators with 4" cowls
- 3 x electric vents, over galley and both toilet compartments
- 45lb CQR anchor
- 70M 9.5mm calibrated chain
- 2 x Horseshoe lifebuoy on stainless steel bracket, with flashing light
- PVC Coated wire harness lifeline jackstays port and starboard
- 4 fenders with lanyards
- 2 x 15M 14mm mooring warps
- Ensign, staff and socket
- Winch handles
- Emergency tiller
- 2 x fire extinguishers
- Fire blanket
- Boat hook

Chain Plates:

Twin backstays are attached to stainless steel fabrications 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 and a moulded in chainplate buttress. The forward and after lower shrouds are attached to stainless steel chainplates which pass through the decks beam shelf and are bolted to moulded in chainplate buttresses.

Cockpit:

A deep locker is fitted to starboard giving plenty of stowage space. A separate gas bottle stowage is situated aft and to starboard, accessed through the cockpit seat, and is drained overboard. It has capacity for two bottles. The helmsman's seat has a moulded in hump which opens for access to the aft peak locker. Two 2½" storm drains are moulded into the aft end of the cockpit which discharge directly through the counter. The seat tops are teak laid and a teak grating is fitted to the cockpit sole. Cockpit sprayhood in dark blue canvas, with stainless steel grab bar.

Steering:

The steering is a Whitlock Mamba system with direct linkage to the rudder. The rudder stock incorporates a spigot for emergency steering tiller. A 30 inch stainless steel wheel with hide covered, is fitted to the pedestal. A compass is fitted to the pedestal and a pedestal guard is provided. Teak cockpit table is fitted to the steering pedestal. Wheel and pedestal cover in Dark Blue canvas. The rudder is moulded in GRP with a substantial 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.

Engine:

The engine is a 4 cylinder Yanmar 4JH2E giving maximum output of 56 hp driving through a mechanical gearbox. An 80 amp alternator is fitted. The engine is freshwater cooled and heats hot water via a calorifier to provide hot water quickly for domestic use. A fixed 20" three blade propeller is fitted, with an Ambassador AM10 rope-cutter fitted on prop shaft. The engine compartment is soundproofed and fitted with an electric extractor fan. The instrument panel provides tachometer, oil pressure gauge, water temperature gauge, 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 a swan neck to a fitting at the transom. The engine is connected via a coupling to a 1 ¼" diameter stainless steel propeller shaft which is supported by a bronze P bracket fitting fitted 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. A secondary position is provided at the internal piloting position.

Fuel System:

A stainless steel fuel tank of approximately 365 litres (80 gallons) capacity is sited under the cabin sole and is filled via a deck filler. A bolted inspection cover is fitted, and the tank is vented overboard. The copper fuel line to the engine has a fuel shut off valve and an in-line filter/seperator. A fuel gauge is fitted. A hand pump is provided to drain the bottom of the tank.

Plumbing:

One stainless steel freshwater tank is sited under the saloon sole giving approximately 590 litres (130 gallon) and is filled from the deck. The tank feed hot and cold water to the galley and toilet/shower compartments via a pressurised water system. Hot water is provided by an engine heated 6 gallon calorifier tank fitted with a safety valve. The water tank contents are monitored by a gauge. A bilge pump is fitted in the cockpit with suction in the deep bilge. The suction pipe is fitted with a non-return valve. The pump discharges overboard via a skin fitting. The sink, shower drain and galley waste are plumbed to a grey water tank under the cabin sole that is discharged overboard by an electric pump activated by a float switch. There is a manual back-up pump fitted.

Electrical:

Power is fed from three heavy duty 12 volt batteries of approximately 100amp hr each. 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 GRP container vented overboard charging via voltage control equipment. All systems are separately switched with circuit breakers mounted in a specially made panel. A battery state meter is provided.

A windscreen wiper is fitted to the forward starboard pilothouse window.

The accommodation has deckhead and bulkhead lights to provide adequate and pleasant lighting throughout. The galley lights under the side decks have a dimmer switch for night sailing. There is a red light system for night sailing. Compass light, instrument lights and engine room lights are all provided. Navigation lighting includes: port and starboard combined bow light, stern light, steaming light, deck floodlight and tricolour/all round white light on

mast. 12V interior socket (Cigarette lighter type).

Cathodic protection is provided by wiring the rudder stock, P bracket, shaft and engine to a sacrificial anode.

240V ring main fitted, included 3 double outlet sockets, earth leak circuit breaker and shore power connection lead. 240V 1kW immersion heater fitted to calorifier.

30Amp Sterling battery charger.

Sterling battery management panel.

Sterling Charge Boost system fitted to engine alternator.

Electronics and Navigation:

Raytheon ST60 log, echo sounder and wind instruments are fitted with a multi-repeater unit at the chart table.

Firdell radar reflector fitted at mast.

Autohelm autopilot with Whitlock Mamba rotary drive (Type 300) twin station control (ST6000+ display in pilothouse, ST6000+ display in cockpit)

Navico RT6500 VHF radio with fist mike, and aerial at masthead.

External VHF speaker

Raytheon R20XX 24nm 7" radar display.

Garmin 128 GPS

Radio/ cassette stereo system with 2 speakers

Engineering:

Eberspacher D5LCF heating system with four outlets

Isotherm 3200 refrigeration unit fitted to standard cool box

Firetrace automatic engine room fire extinguisher system

Par 36600 (440GPH) electric bilge pump

Deck wash pump, with outlet in cockpit

Spars, Sails and Rigging:

The spars are aluminium alloy anodised silver. The mast is sound deadened, has a spinnaker pole track, is provided with double spreaders and internal halyard. The boom is provided with lazy jacks and single line reefing. A solid kicker with tackle is provided. The forestay has a Furler roller reefing system. The standard rigging is all 1 x 19 stainless steel wire with stainless steel open bodied rigging screws and toggles. 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 line, burgee and signal halyards.

A fully battened main with fredricksen cars, cruising yankee, staysail and storm staysail are supplied which are triple stitched and made to ocean cruising specification. Stackpack mainsail cover in Dark Blue canvas.

Joinery and Upholstery:

All interior joinery is of a solid teak and maple veneered plywood. All toilet bulkheads are in Formica type laminated plywood. The toilet compartment work surfaces are in Nordstone granite impregnated GRP. All cabin soles are finished in teak and holly striped plydeck. All woodwork is treated with satin finished high quality varnish. All cushions are covered in colour co-ordinated high grade fabric.

Saloon and sleeping cabins: Crevo 2516-250

Navigator seat: Dark Blue

Curtains are fitted to all ports and a hatch blind is fitted to the underside of the forecabin hatch, Spektrum 6430-656

Sun blinds are fitted to the pilothouse windows.

Accommodation:

The layout is in accordance with the general arrangement drawing. There are a total of seven berths, with two in the forecabin (2 singles or a double when the infill cushion fitted), a double in the midships cabin, a single settee used as a sea berth in the saloon and a double in the aft quarter cabin

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 the deck and a hanging locker and dressing table to starboard.

Forward toilet

The separate toilet compartment is fitted with a marine WC with a hinged cover. Handbasin, with pressured hot and cold water and a separate shower with shower curtain. Teak shower grating over shower tray. Large locker outboard. Mirror. Toilet roll holder and soap dish.

Deck saloon

The saloon seating provides excellent vision through the pilothouse windows. The windows are 10mm thick toughened glass. Windscreen wipers are fitted to forward windows. To port is the dinette with a settee that can be used as a sea berth with the lee cloth. The table unfolds, coffee size to dining size, by use of hinged flaps and will extend across to the helm seat by addition of a leaf. Forward of the dinette are stowage bins and there are cave lockers behind the seat backs. To starboard is the chart table with adjustable helmsman's seat giving excellent views forward. A console is provided to mount instruments and there is plenty of place to stow books and charts. There are stowages under the side decks and aft to starboard is a large oilskin locker and access steps to the aft heads and cabin.

Midships cabin

The cabin is to port and has a large double berth, The mattress is spit longitudinally and a lee cloth is provided. A hanging locker is fitted outboard and there are additional stowages outboard of the berth on the hull side and a shelved cupboard inboard. An emergency escape hatch to the saloon is fitted.

Galley

The galley is on the starboard side opposite the midships cabin. It is fitted with a two burner gimballed cooker with grill and oven, with fail-safe devices on all burners. Gas tap adjacent to cooker. Sink with drainer with a mixer tap providing pressurised hot and cold water. Hand operated freshwater pump as back up. Icebox located under the saloon floor. Stowages for plates and cups. Drawer units and lockers outboard under the side deck. Galley crash bar. Rubbish bin.

Aft quarter cabin

The cabin aft is to port and is accessed through the aft heads. It has a large double berth, and the mattress is split longitudinally. A hanging locker and seat with stowage under are fitted, together with a shelf on the hull side and small cave lockers. An emergency hatch to the cockpit is fitted.

Aft toilet

The aft toilet is on the starboard side, fitted with a marine toilet with hinged cover, washbasin and shower with shower curtain. There are stowages outboard under the deck side. The heads compartment is vented.

Disclaimer:

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Engines

Yanmar 4JH2 (Engine 1)

Engine Manufacturer: Yanmar
Drive Type: Shaft
Hours: 2200

Engine Model: 4JH2
Horse Power: 56

Measurements

Dimensions (ft)

LOA: 38.0
Max Draft: 5.6
Beam: 12.0

LWL: 30.4
Air Draft: 53.6

Weight (lbs)

Displacement: 22378

Ballast: 8198

Accommodation

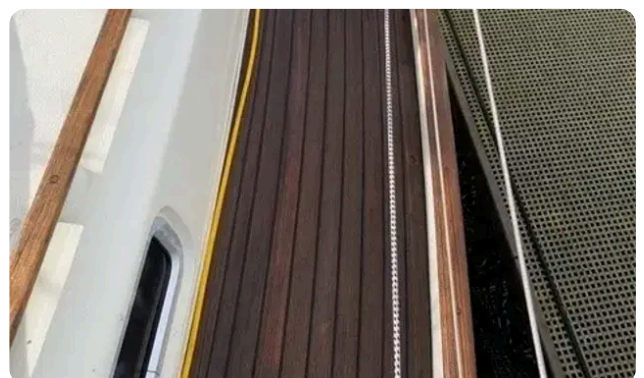
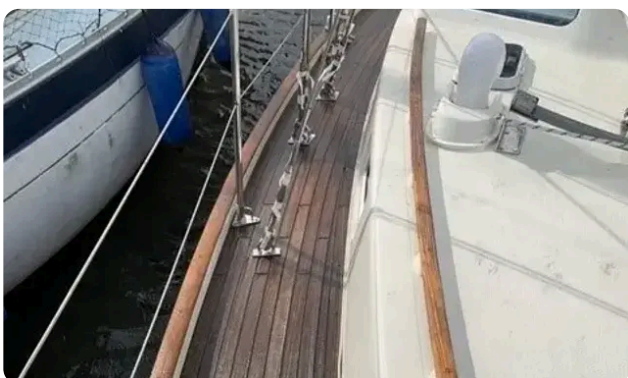
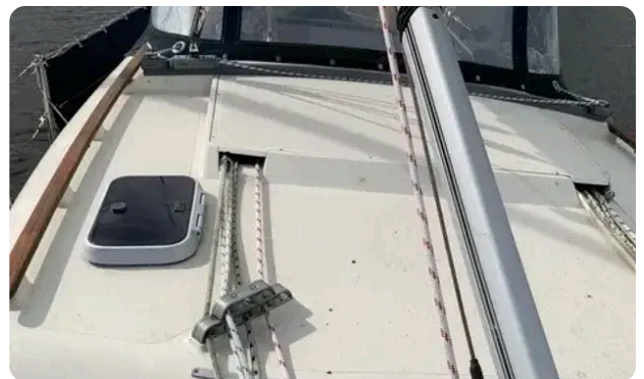
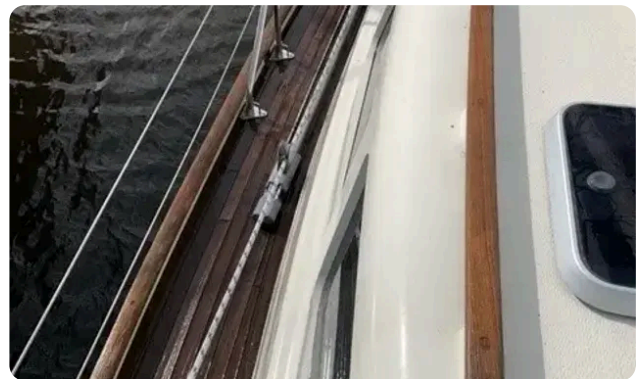
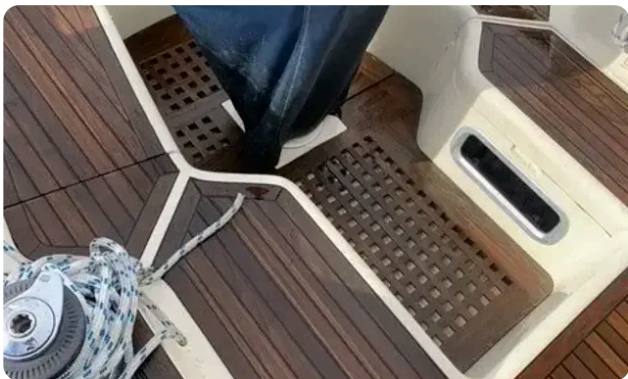
Max Passengers: 7
Double Berths: 2
Heads: 2

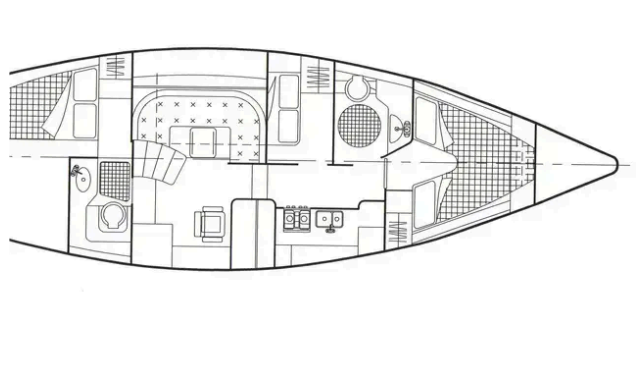
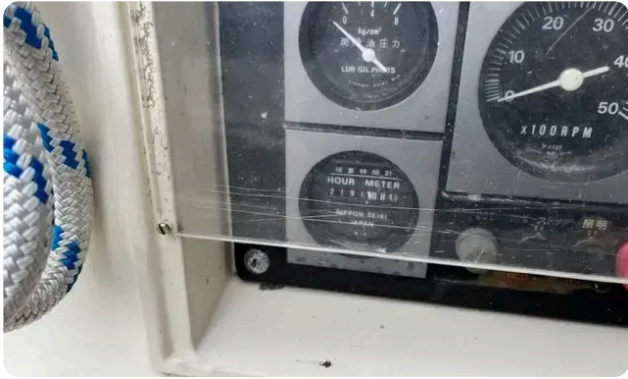
Single Berths: 3
Cabins: 3

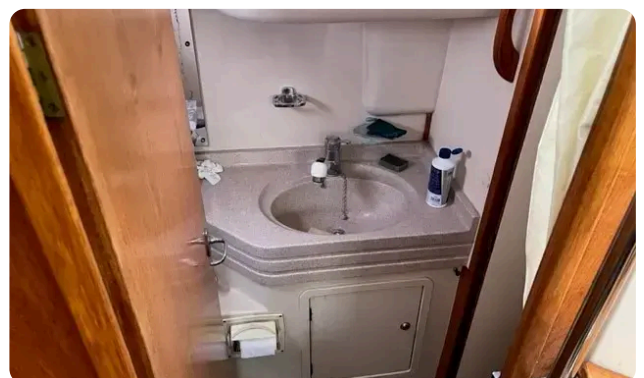
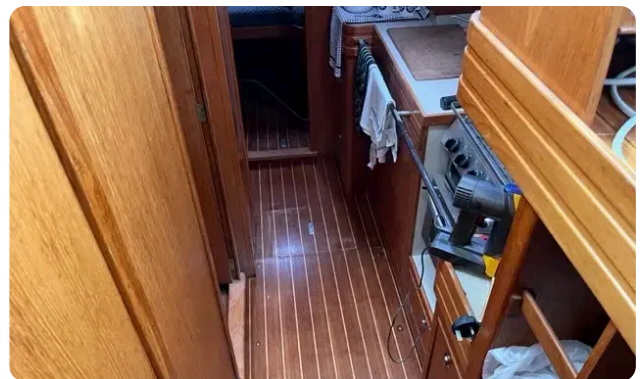
Tanks (gal)

Fuel Capacity: 80.0

Freshwater Capacity: 130.0









NORTHSHORE YACHT YARDS Ltd
ITCHENOR, CHICHESTER, PO19 7AY, ENGLAND
VANCOUVER 33 PILOT HULL No. 9

SAPHIR
BUILT JULY 1998

DESIGN CAT. **A**
RECOMMENDED MAX. NO. OF
7 PERSONS AND EQUIPMENT
1035 kg