

A History of Vancouver Yachts

Introduction and Aims

The aim of this history of Vancouver Yachts is to pull together into one place, the knowledge held by members of the Vancouver Yachts Association (VYA) about the different types of Vancouvers that have been built world-wide during the last 40 years. It is intended to be a living history, to be expanded and corrected as more information becomes available from VYA members and key personalities who have been associated with the yachts over the years.

All Vancouver yachts, with the exception of the UK built V36, have been designed by Robert Harris who is noted for his blue water cruising boats. Many members are aware that the Vancouver name and concept started when Robert Harris was approached in 1972 by the late George Hartley of Vancouver to design a pocket ocean cruiser for a crew of two to sail from Vancouver, Canada to New Zealand. The result was the Vancouver 27; this highly successful yacht then led on to a number of successor types, some of which are still being built today.

Vancouvers are noted for their robust design, for the lay-up strength and heavily stayed rigging necessary for extended ocean cruising. However, do not be deceived, for they are not slow and, in particular, they are able to maintain their speed in adverse conditions, usually making better going than larger, light displacement yachts. They are all designed for endurance (e.g. storage capacity) and shorthanded sailing, with a cutter rig and a “modern” long keel¹ together giving finger-light trim. Their cockpits are not large (i.e. safer and with all ropes are to hand) and their beam is relatively conservative (to promote a sea kindly motion) so that Vancouvers are not ideal boats for corporate hospitality events. However, in addition to being perfect for ocean cruising, their easy handling, good predictable manoeuvrability and steadiness also makes them admirable day sailing vessels for those who wish to sail comfortably and safely well into their retirement years.

Vancouvers have been built in the UK, in the USA, in Canada and in Taiwan; they are not cheap to produce as significant boat building skills are needed to fit out each yacht. Hulls are bolted and bonded to the decks and coachroof before the internals are fitted out; this means that semi-production line techniques (e.g. fit out before the decks are bonded) are not really appropriate to Vancouver’s and this major cost driver has perhaps limited their market. However, it also means that everything that is fitted inside a Vancouver can also be removed through the hatchway for repair and replacement. The strong build and this “inherent design for maintenance” mean that a Vancouver yacht will remain in service for many generations of owners.

Robert Harris was born in New Hampshire, USA in 1922. In 1942 he joined the US Merchant Marine Academy as a cadet, seeing wartime service at sea in the merchant navy. After the war he was mate of the Oceanic Survey Ketch *Atlantis* for a year before spending 4 years as an apprentice with Crosby Yachts of New York. Between 1950 and 1957 he worked for Sparkman and Stephens (S&S) where he designed and built catamarans in his spare time. He then spent a couple of years working for Grumman

¹ This contains the encapsulated ballast, this was originally iron (with lead an option) but more recently lead ballast has become standard.

Aircraft designing multihulls, before returning to S&S.

In 1972 Robert moved to Vancouver, Canada and established a small drawing office where his first design was the V27, which was also Robert's first monohull. These plans were drawn up to meet the challenge placed by George Hartley for the design of a small ocean-crossing cutter, which he paid for in kind by providing Robert an office in an old iron works building in False Creek, Vancouver. The V27 that George built in endgrain balsa core glassfibre laminate attracted Trade Wind Boats, also of Vancouver, who asked Robert for a production license for V27s and thus started the production of a new family of Robert Harris designed ocean going monohull designs (i.e. specifically for this history - the Vancouvers), many of these were to be built by US, Canadian and Taiwanese boat builders as well as by Pheon and Northshore in Europe. Robert's Vancouver yachts were to become very much a world-wide family.

In the early 1980's, Robert moved onto a one-off 38 steel version for Pheon and then one of the most famous cruisers of all time, the Tayana Vancouver 42 by Ta Yang. The 42 pilothouse version looks the same on deck as the USA V36 with more classic accommodation below. Harris finished his design series with the design for two reverse transom (i.e. not double ended), fin keeled cruisers, of 46 and 65 feet overall. The latter being still in production as the Tayana 65.

His two books on multihulls, *Modern Sailing Catamarans*, 1960, and *Racing and Cruising Trimarans*, 1970, were recognized as pioneering work in the field. The best information about his career, as well as other subjects, is contained in his autobiography, 'Tracks on the Water'.

Note Robert B Harris designs are now handled by Rodney Cowan to be found at www.vanyacht.com

Overview of the Different Vancouver Yachts Built

Research into the writing of this history has identified that the following types of Vancouver yachts, have been built, with one exception² all of these have been designed by Robert Harris with the building yards having a major input into their evolution. These are listed in order of size:

1. Vancouver 25 (V25). This "double ender" was designed by Rob Harris after the V27, the USA V36 and the Tayana V42. The concept was for a pocket ocean cruiser with standing headroom able to carry extensive equipment and stores. There is a double berth in the Forcabin and a quarter berth. Although the V25 is normally built as cutter rigged (with a small bowsprit to carry the Yankee), a sloop rigged version is also available. No V25s were built in Europe.
2. Vancouver 27 (V27). There are British and Canadian built versions of the 3-berth V27, the first of the Vancouvers that were all designed for ocean passage-making. The original V27 was built as a one-off in 1973, a mould being taken for Canadian production. The Canadian ones were built on a semi-production basis first by Tradewind boats, then by Philbrooks Shipyard and then finally Seair Marine all of British Columbia. In 1988 the Canadian moulds were destroyed in a storm and the production of Canadian Vancouvers then ceased. The British production V27s were built by Pheon who were granted the European production rights, the first boat was cold moulded; the subsequent ones (from June 1976) were built in

² The exception was the UK V36, for which Rob Harris agreed the Vancouver name.

- glassfibre. Only the British built V27s had the tumblehome – a last minute design modification to the almost completed plug that increased stiffness. The interior of the V27 was remodelled in 1981, and production was ceased in 1986.
3. Vancouver 274 (V274). This was the 4 berth version of the V27, with a double cabin fitted in the forepeak and a “compressed” main cabin – aimed for the USA market. It was initially called a V27 “Family”, and then became the 274 in 1985 when it was provided with the first of the integrated GRP floor pans that were subsequently incrementally introduced across the Vancouver range.
 4. Vancouver 28 (V28). The V28 was developed when the V27 moulds had become worn out and needed replacing. As well as providing a small afterdeck³ and more headroom, the opportunity was taken to adopt the V32 stern and rudder arrangements; this greatly improved manoeuvrability. The first V28 was built by Pheon in 1986; thereafter they were built by Northshore who replaced the standard iron ballast with lead from 1998. This resulted in a stiffer boat that could be driven harder to windward, particularly now when not fully loaded for an extended voyage.
 5. Vancouver 32 (V32). The skeg-hung rudder V32 design was drawn up in 1979 and the first V32 was exhibited at the London Boatshow in 1980. This had been built upside down at Pheon’s South Houghton yard using foam sandwich on frames; the mould was taken off it and shipped to Northshore. The V32 design included many refinements learnt from the V27. The skeg-hung rudder was replaced by the much improved semi-balanced transom-hung rudder from V32 Hull Number 6 onwards. Like the V27, its interior was remodelled in 1981 and again when the new integrated GRP floor pan was adopted by Northshore in 1986/87.
 6. Vancouver 32 Pilot House (V32P). The concept for a V32P was triggered by the Seastream 37, the completed V32P design matured for over a year until the first customer was found.. The internal layout was a significant challenge and the first one was built with a mahogany pilothouse, the second V32P had a fibreglass pilothouse, but no more V32Ps were built in the UK. However, the coachroof external design layout was subsequently rolled forward into the V34P.
 7. Vancouver 34 Classic⁴ (V34C). This was developed from the V32 to meet the feedback from V32 owners for wheel steering, an inboard rudder and a larger cockpit. The earlier V34Cs dragged their sterns until the move from iron to lead ballast as standard enabled the ballast to be positioned further forward, thus better balancing the additional weight at the stern (i.e. caused by the 2 ft extension).
 8. Vancouver 34 Pilot House (V34P). This met the demand for a classic “all-weather” cruising boat. The design merged the V32P coachroof into the V34C hull. It sacrifices 5 inches of the V34C cockpit, although this is more than compensated by the mainsheet track being re-sited from the bridgedeck to the pilot house roof.
 9. USA Vancouver 36 (USA V36). Robert Harris designed this as the larger ocean going model to complement the V27 and the V32. It had a canoe stern (like the V25), the production rights were held by Durbeck of Sarasota, Florida which folded in 1983, and production was then taken over by Hidden Harbour also of Sarasota, also now no longer in business as a boat builder.
 10. UK Vancouver 36 (V36). The UK V36 built by Northshore was designed by Tony Taylor using his 20+ years design experience at Camper & Nicholson and won the Silk Cut Nautical Design Award for 1988/89. Although a development of the Nicholson 35, she is very much a Vancouver (long encapsulated keel, cutter rig,

³ The afterdeck prevented “deck water” from draining into the cockpit.

⁴ A Vancouver “classic” has the traditional aft cockpit.

heavy lay-up etc) but the lines are subtly different from the rest of the range. She carries her beam further aft, enabling a double cabin in the stbd quarter. Her rig is relatively small and with her heavy displacement she needs a strong wind to sail to her full potential. She was built using the forward part of the hull mould originally intended for a new Nicholson 37.5, but then made redundant by a Camper & Nicholson decision to move up to larger boats.

11. Vancouver 38 – Steel (V38S). Pheon wanted to build a larger Vancouver and Rob Harris drew up the lines for a V38 to be built in steel. The result was an immensely powerful yacht that was sold into the USA, but only one was built.
12. Vancouver 38 Pilot House (V38P). The V38P is a huge load-carrier for extended cruising, and like the V36 has the space for a double cabin aft. She was built using the full hull mould of the Nicholson 37.5, with a new Northshore deck moulding designed to create a pilot house that looked similar to that of the successful V34P. She is much more powerful than the UK V36 and is a serious, fast, long distance cruiser.
13. Vancouver 38C (V38C). A very few after cockpit variants of the V38P have been built by Northshore, although few details are known.
14. Vancouver 42, also known as the Tayana Vancouver 42 (Tayana V42). This is a “double ender” direct development of the V27 and the USA V36 designed for Pacific Ocean cruising. Both centre cockpit and aft cockpit V42s have been built, as well as 5 pilot house versions.

The Robert Harris’ designed 55 footer and the Tayana 65 do not have the word “Vancouver” in their name and as fin keel, reverse transom yachts they are not Vancouver “like”. Only a very few Rob Harris designed 55s were built; however details of the Tayana 65, which is still in production, have been included in this history for interest and for completeness.

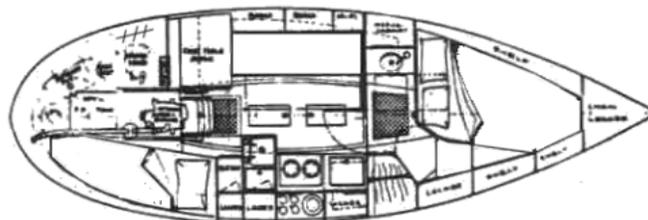
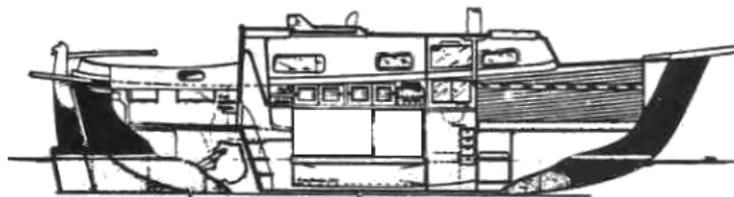
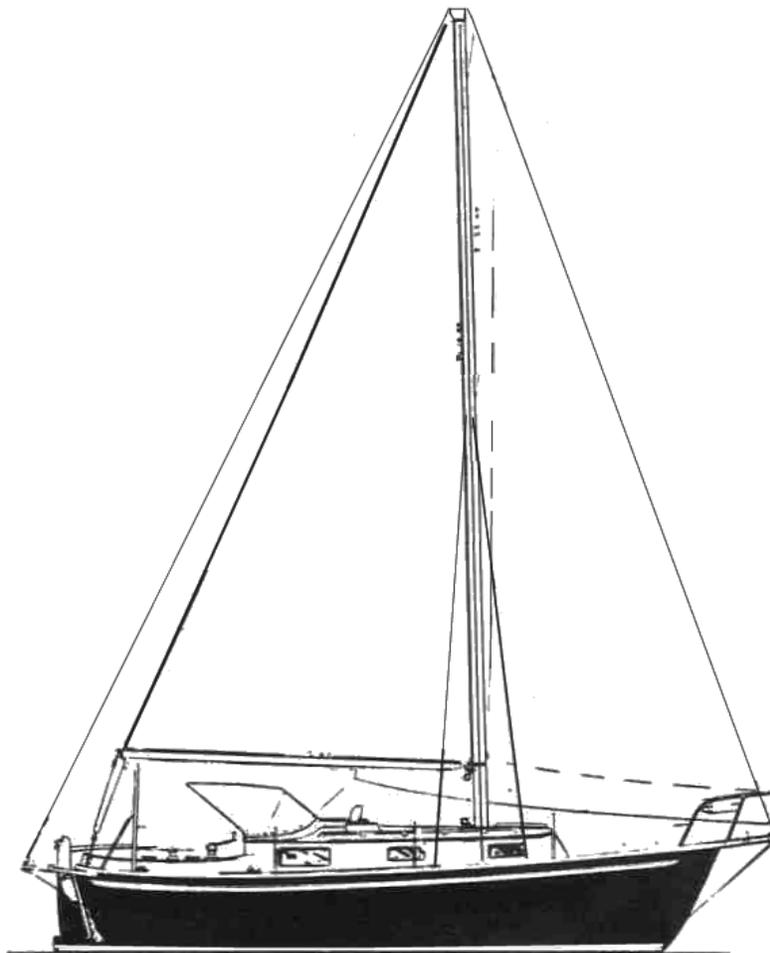
Further Details and Layouts

Vancouver 25

This stout, “double ended” cruiser is perfect for a single yachtsman or a couple and is comparable in both performance and comfort with many larger yachts on the market. The rudder and propeller are well protected by the keel, skeg and sternpost arrangement, leaving little chance for damage to the underbody. A sturdy, compact cutter (with a sloop rig also available), with spacious 3-berth accommodation, a well equipped galley and a proper chart table, she is more than capable of some serious blue water cruising.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
25ft	21ft 8ins	8ft 6ins	3ft 10ins	7,380lbs	3,000lbs	?
7.63m	6.62m	2.59m	1.169m	3,350kgs	1,362kgs	?

Rig	Cutter with short bowsprit or sloop	Production Years	1987-tbc
Keel Type	Long encapsulated	Numbers Built	80
Builders	Yards in Taiwan and Canada but mostly built by Pacific Seacraft	Latest VYA owned hull	None owned



Vancouver 27

The Vancouver 27 started the Vancouver legend of the “Ultimate Cruising Yacht”, it is a superb little cruiser with an enviable reputation as a blue water cruiser but is equally at home in coastal waters. Its internal layout was remodelled in 1981, greatly improving headroom.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
27ft	22ft 11ins	8ft 8ins	4ft 3 ins	8,960lbs	3,500lbs	379sqft
8.23m	6.99m	2.63m	1.3m	4,064kgs	1,589kgs	35.21sqm

Rig	Cutter	Production Years	1976-1986
Keel Type	Long encapsulated	Numbers Built	114
Builders	Pheon Yachts	Latest VYA owned hull	HN 222 built 1986

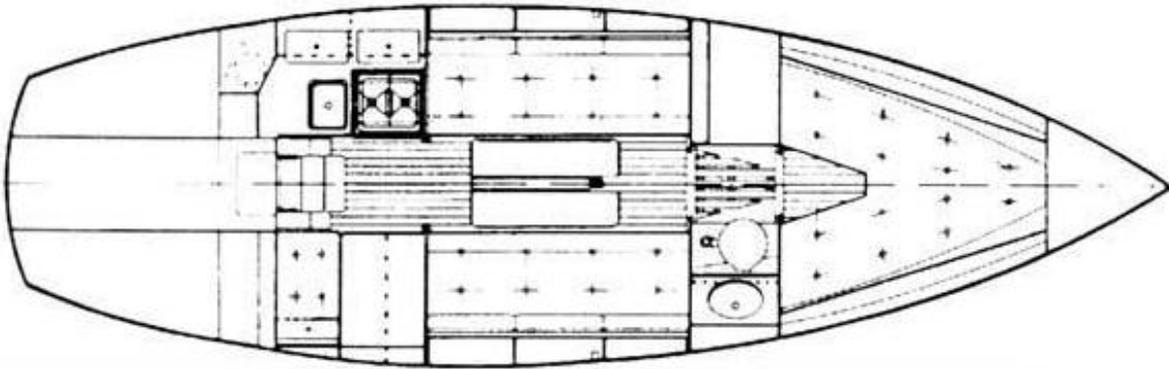


Vancouver 274.

Four berth version of the V27 starting as the V27 "Family" with "V" cabin forward. Tighter on internal storage space and so not popular as a long distance cruiser. An integrated GRP floor pan was provided in 1986 when it became the V274.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
27ft	22ft 11ins	8ft 8ins	4ft 3 ins	8,960lbs	3,500lbs	379sqft
8.23m	6.99m	2.63m	1.3m	4,064kgs	1,589kgs	35.21sqm

Rig	Cutter	Production Years	1984-1986
Keel Type	Long encapsulated	Numbers Built	About 6
Builders	Pheon Yachts, with one built by Northshore	Latest VYA owned hull (HNs common with V27)	HN 225 built 1986

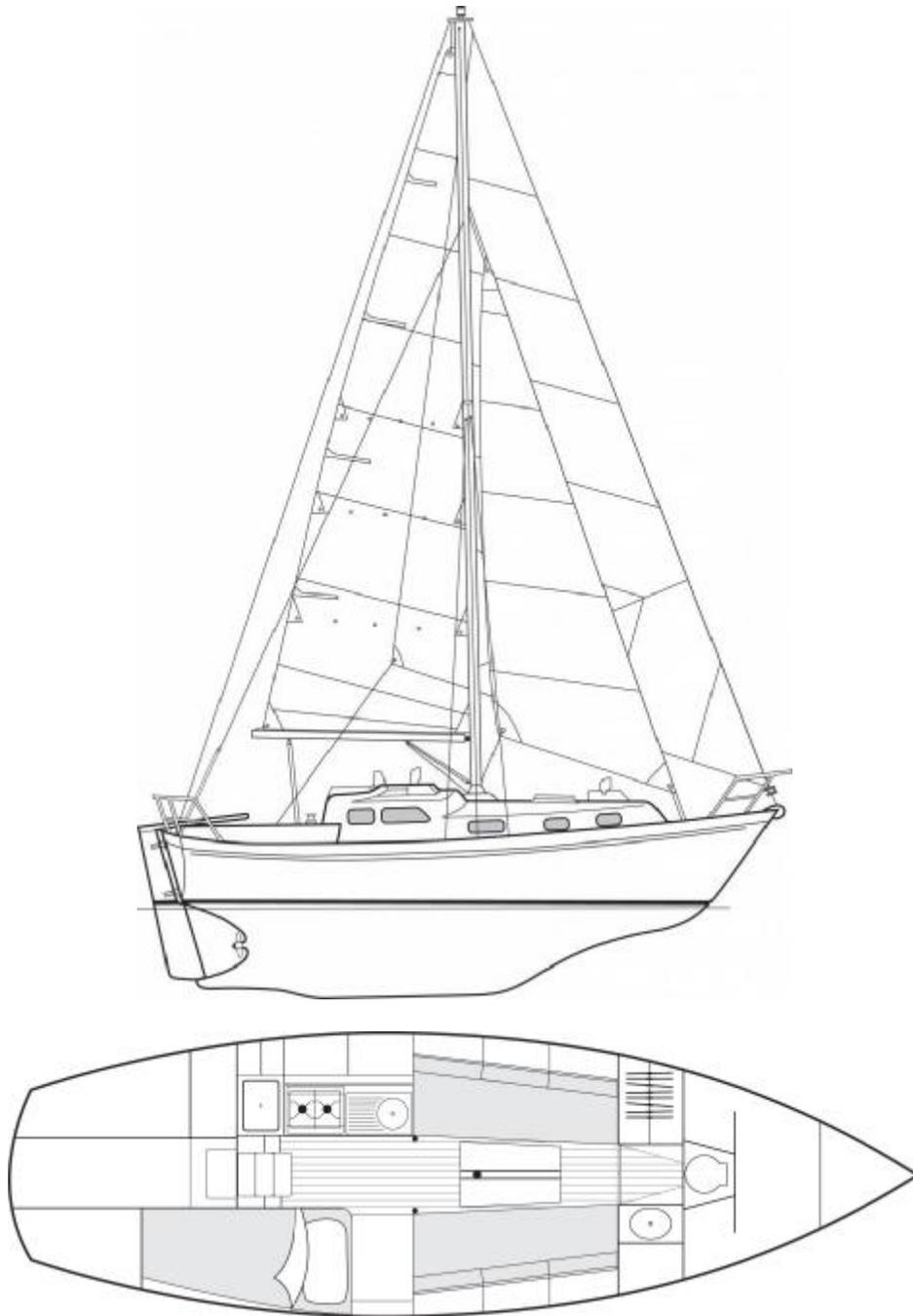


Vancouver 28

Descendent of the V27, incorporating customer feedback, V32 design improvements and the need for a new set of moulds; lead ballast was standard from 1998. Hull number 1 was completed by Pheon, the remainder by Northshore. The V28 is still available from Northshore.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
28ft	22ft 11ins	8ft 8ins	4ft 3 ins	8,960lbs	3,460lbs	425sqft
8.54m	6.99m	2.64m	1.3m	4,064kgs	1,565kgs	39.5sqm

Rig	Cutter	Production Years	1986-now
Keel Type	Long encapsulated	Numbers Built	67 tbc
Builders	Pheon (HN 01) then Northshore Yachts	Latest VYA owned hull	HN 67 built 2005



Vancouver 32

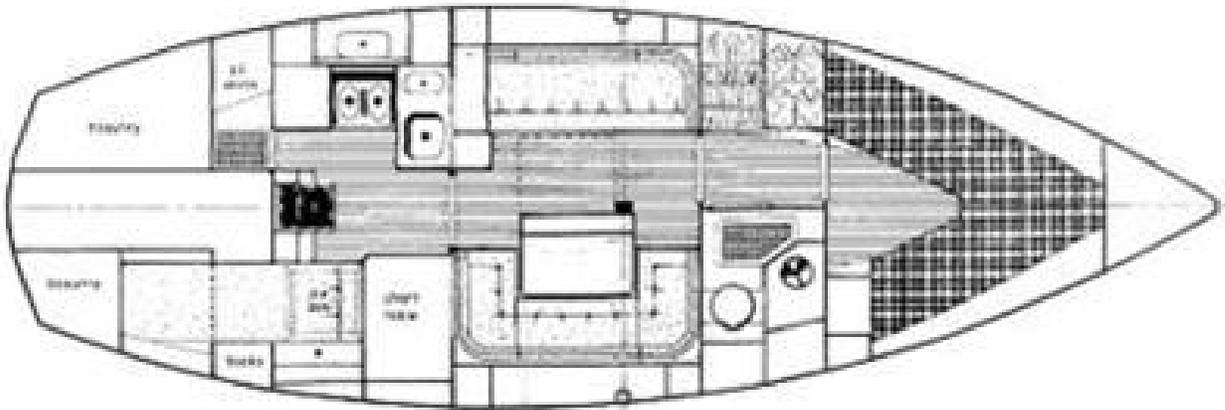
Pheon developed this larger version of the V27 in 1978/79 to meet a niche seen in the market. It was a strong cruiser designed for blue water sailing with its internal design by Pheon. It is provided with 6 berths in a v berth forecabin, a double and single berth in the saloon plus an quarter berth aft. Its internal design was remodelled in 1981 and again when an integrated GRP floor plan was provided by Northshore in 1986. Hulls 1 to 5 had a rudder fixed to a skeg like the V27 and Saildrive propulsion, all later hulls had semi-balanced transom-hung rudders and shaft driven propulsion. One V32 was sold for home completion.

Robert Harris is recorded as saying that the V32 was the Vancouver that he would not change in any way. In 2000 the yachting press voted the V32 as the best blue water cruising yacht. However, in response to public demand, Northshore replaced the V32 by the V34 range in 1990.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
32ft	27ft 6ins	10ft 6ins	4ft 9 ins	14,000lbs	6,000lbs	600sqft
9.75m	8.38m	3.2m	1.37m	6,350kgs	2,950kgs	55.7sqm

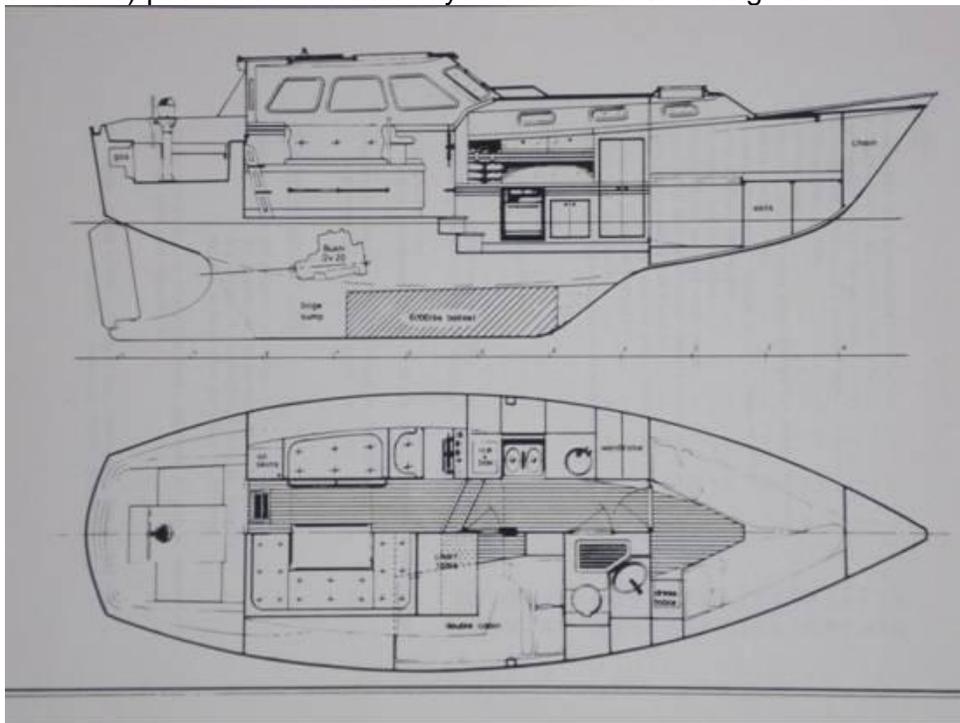
Rig	Cutter	Production Years	1981-1991
Keel Type	Long encapsulated	Numbers Built	63
Builders	Pheon Yachts Northshore Yachts	Latest VYA owned hull	HN 62 built 1990





Vancouver 32P

Only two were made in the UK, although Ta Yang has built GRP V32Ps in Taiwan. One UK version was the prototype with a mahogany pilot house and the 2nd was in Glassfibre. However the costs of implementing the glassfibre version provided a major challenge, the V32P all but broke Pheon Yachts. The Ta Yang built V32Ps had much squarer (and less attractive) pilothouse and deck layouts than the UK designed boats.



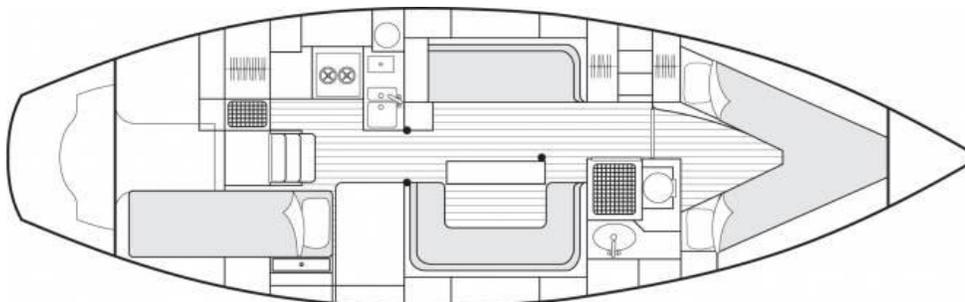
Vancouver 34 Classic (V34C)

A Northshore development of the V32 providing a larger cockpit, wheel steering and an inboard rudder, the Vancouver 34 is a superb offshore cruiser, a much sought after yacht with a proven hull design and an excellent build quality. She is very much a modern classic and despite her long keel and heavy displacement she is very manoeuvrable under both sail and power. After she was fitted with lead ballast as standard, now repositioned forward to fully balance the additional weight at the stern, she became a delight to sail. The Vancouver 32/34 came in at number 29 of the Yachting Monthly's 100

best boats of the 20th century; the comment was “The V32 is an outstanding cruiser that gained performance and stowage when stretched to 34ft”.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
34ft 3ins	27ft 6ins	10ft 6ins	4ft 9 ins	14,000lbs	6,000lbs	675sqft
10.44m	8.38m	3.2m	1.44m	6,350kgs	2,722kgs	62.69sqm

Rig	Cutter	Production Years	1991-now
Keel Type	Long encapsulated	Numbers Built	127 tbc
Builders	Northshore Yachts	Latest VYA owned hull	HN 122 built 2005



Vancouver 34 Pilot House (V34P)

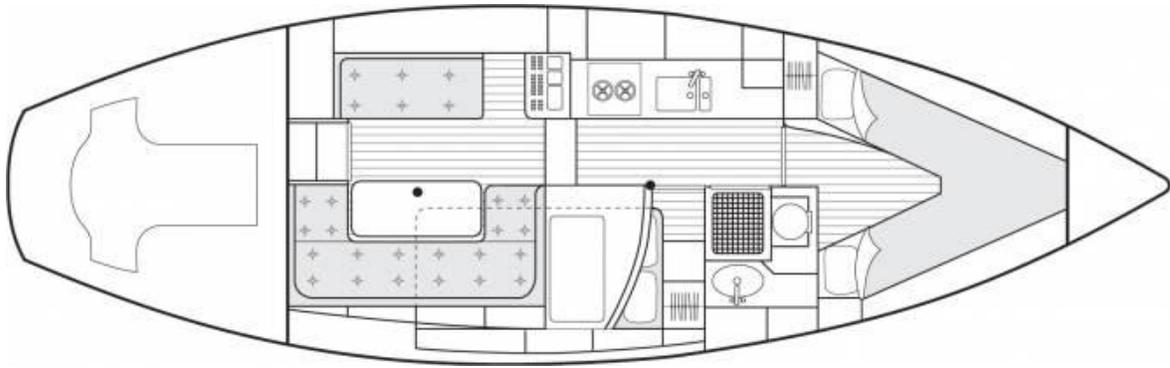
The pilot house version of the V34C which also has much increased stowage capacity and a midships cabin; the V34P has been designed to provide long distance cruising in comfort. Crew endurance is provided by permitting watchkeeping and control from below decks, the cockpit is also extremely well sheltered. Initially, the coach roof design of the V32P was married to the V34 deck and then, as popularity quickly grew, a complete new V34P deck mould was produced. The V34P was provided with a more spacious midships cabin and a larger machinery space than possible in the V32P.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
34ft 3ins	27ft 6ins	10ft 6ins	4ft 9 ins	14,000lbs	6,000lbs	675sqft
10.44m	8.38m	3.2m	1.44m	6,350kgs	2,722kgs	62.69sqm

Rig	Cutter	Production Years	1991-now
Keel Type	Long encapsulated	Numbers Built⁵	About 36
Builders	Northshore Yachts	Latest VYA owned hull	HN 34 built 2008



⁵ Note that the first few V34Ps used the same hull number series as the V34Cs.

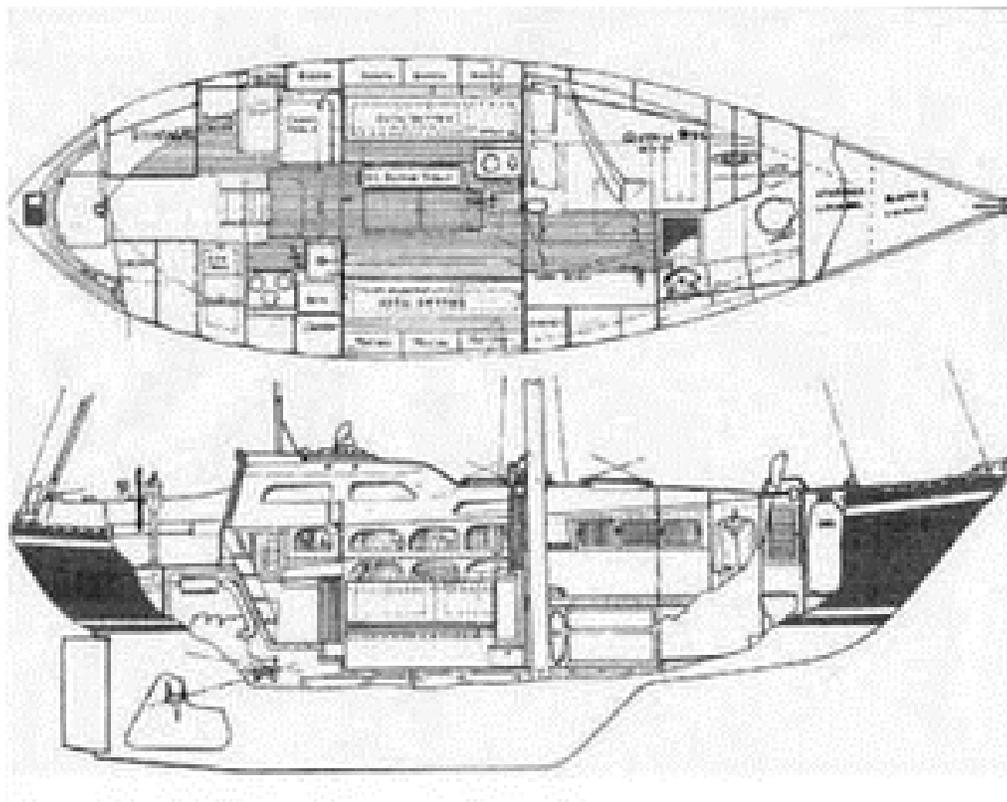
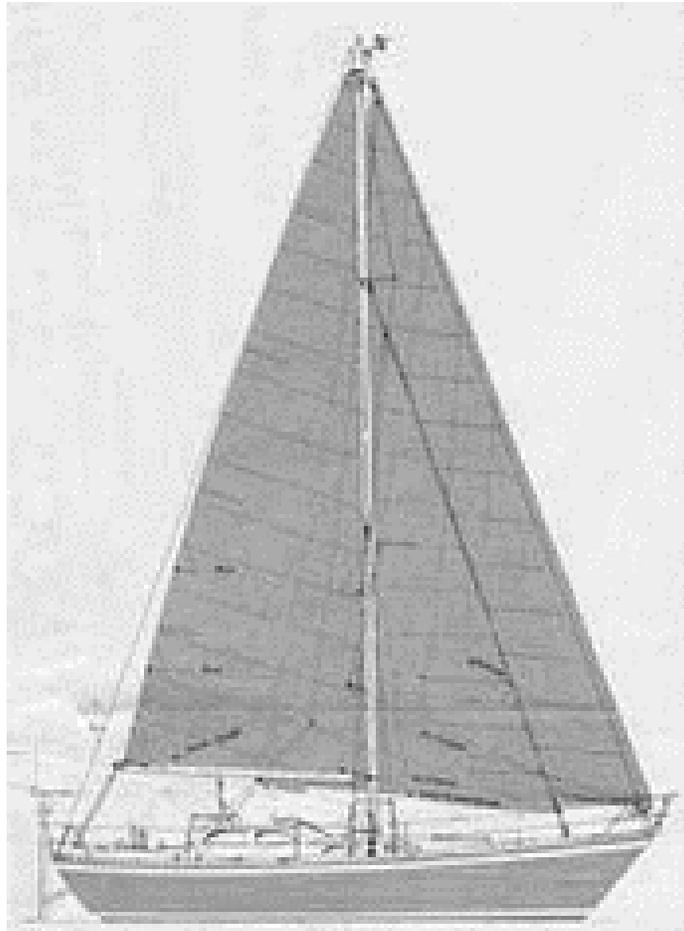


USA Vancouver 36

The USA V36 is a bluewater cruiser, heavy and strong. She has a classic cruising look with a powerfully straight raked bow and canoe stern. Her lines are modest with a subtle sheer, a stepped cabin trunk and perforated aluminium toe rails; Her stern is thick and full bodied. Unusually for a Vancouver her mast is keel stepped.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
36ft	?	11ft	5ft 3ins	19,500lbs	?	?
10.97m	?	3.35m	1.6m	8,845kgs	?	?

Rig	Cutter	Production Years	1977-1986
Keel Type	Long encapsulated	Numbers Built	13
Builders	To 83 Durbeck boatyard then Hidden Harbour both Sarasota, Fl	Latest VYA owned hull	None owned



UK Vancouver 36

The V36 was designed by Tony Taylor of Camper & Nicholson yachts with construction following the Vancouver build methods and concepts. The Hull was built up by Northshore using the mould for a 38 foot boat⁶, with the rear 2 feet of the mould “boxed in”. Very unusually, the first V36 was actually a one-off pilot house version built by the Elephant Boatyard of Bursledon.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
36ft	28ft 6ins	12ft	5ft 7ins	20,464lbs	8,198lbs	749sqft
10.97m	8.69m	3.66m	1.70m	9,2960kgs	3,718kgs	69.58sqm

Rig	Cutter	Production Years	1991-now
Keel Type	Long encapsulated	Numbers Built	12
Builders	Northshore Yachts	Latest VYA owned hull	HN 11 built 1996



Vancouver 38 (Steel)

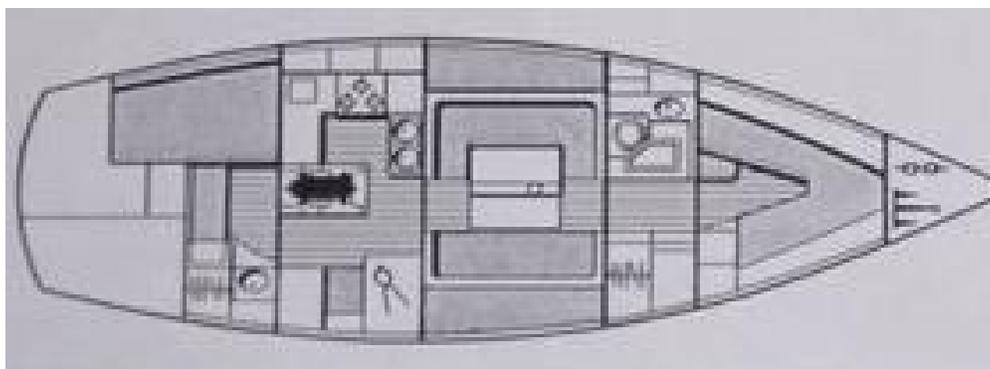
The Robert Harris designed V38S resulted from Pheon's drive to build a powerful large Vancouver. The hull and deck was fabricated by Croft Marine Products of Newbold-on-Stour. They faired through the chines and flat panel areas to produce a true round-bilged hull rather than the double chine as designed. The styling of the coachroof, cockpit and accommodation was the work of Andrew Dandridge. Only one was produced which was sold into the USA.

The V38S accommodates a crew of 7 in a stern cabin, forecabin and in the main saloon, with generous headroom and bags of storage space.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
38ft	30ft	11ft 8ins	5ft 6ins	23,000lbs	8,400lbs	825sqft
11.58m	9.14m	3.36m	1.68m	10,433kgs	3,810kgs	76.72sqm

⁶ This was originally intended to be the Nicholson 37.5 which was never built.

Rig	Cutter	Production Years	1984
Keel Type	Fin & skeg	Numbers Built	1
Builders	Pheon	Latest VYA owned hull	None owned

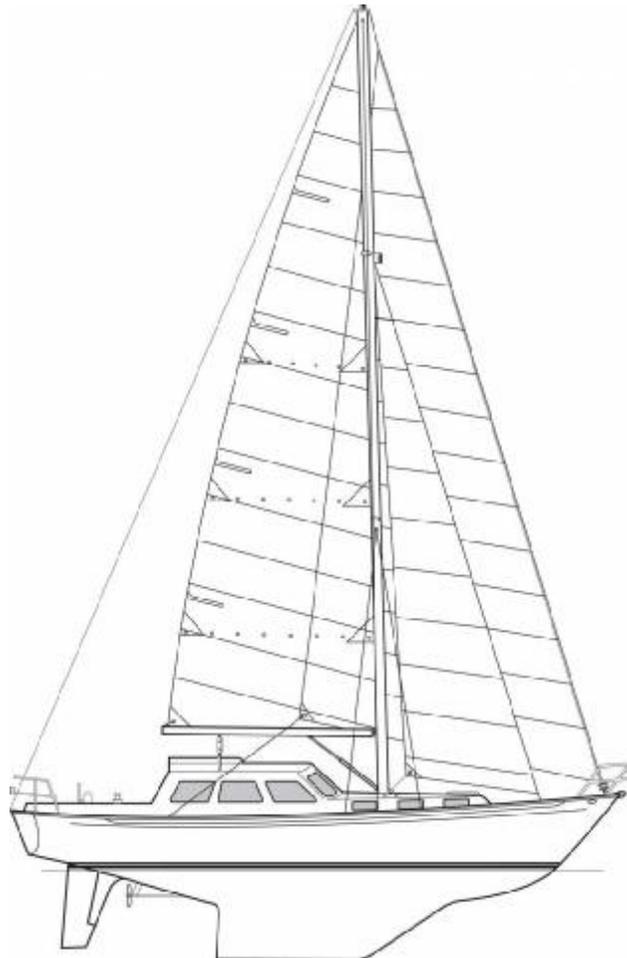


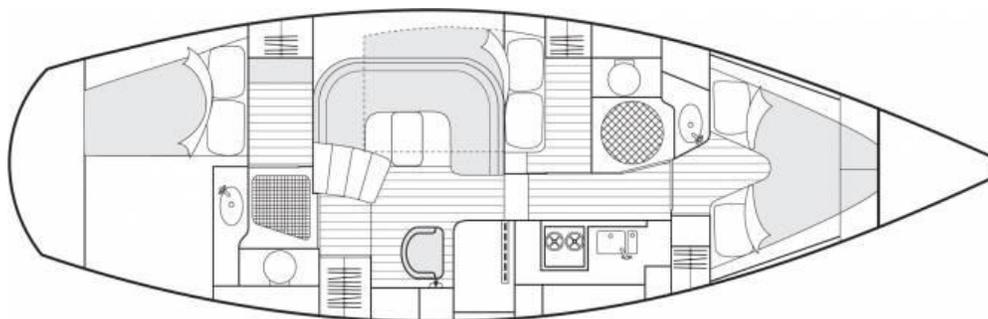
Vancouver 38 Pilot House (V38P)

Another Vancouver modern classic with a powerful hull, great sea keeping capabilities, good accommodation and extensive stowage. The V38P was developed from the V36 hull (i.e. with the after boxed in section removed from the Nicholson 37.5 hull mould) by Northshore to follow on the success of the V34P and the customer demand for a larger pilot house Vancouver. The V38P has a more usable cockpit and a bigger, more powerful rig than the V36. Very strong, very powerful and with three separate cabins, a deck saloon, a large galley and two heads/showers she is a serious and comfortable passage maker and consequently perfect for long distance cruising. Although early V38s did not have enough balance in the rudder and consequently had to be reefed early, later versions had a modified rudder that permitted them to make full use of their power.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
38ft	30ft 5ins	12ft	5ft 7 ins	22,378lbs	8,198lbs	865sqft
11.58m	9.27m	3.66m	1.70m	10,151kgs	3,718kgs	80.36sqm

Rig	Cutter	Production Years	1996-now
Keel Type	Long encapsulated	Numbers Built	12
Builders	Northshore Yachts	Latest VYA owned hull	HN 10 built 1999





Vancouver 38C

The design of a classic version of the V38P hull and rig with large internal volume and a similar internal layout to the V36 was produced, but only 2 or 3 were built. The author has been unable to find any technical details. However, Northshore has recently (Feb 2011) laminated a replacement deck to repair a V38C that suffered a gas explosions whilst in Greece. The fact that the hull was undamaged confirms the strength of Vancouver hulls.

Vancouver 42 (Tayana V42)

The Tayana Vancouver 42 was the offspring of collaboration between the legendary Taiwanese Ta Yang boat yard and the, by then, equally well-known designer Robert Harris. Production started in 1979. This 42-footer is a practical offshore cruiser; the concept was for a yacht that was particularly well suited to long offshore passages (i.e. in the Pacific) with no compromise to quality. It is built by the Ta Yang Yacht building company in Taiwan, which has the reputation of being one of the most reliable and consistent yards in the far East. The V42 has a canoe stern, a skeg hung rudder, a twin "V" cabin forward, a large owner's double cabin aft and space for a double and single berth in the saloon, . It is rigged with double spreader Isomat spars. The Tayana V42 has been exported to USA, Hong Kong, Singapore, Germany, France and Italy. Early Tayanas from 1979 until 1985, while not overly prone, do have an association with gelcoat blistering. After 1985, the yard switched to an isophthalic gelcoat to resist blistering and, after 1992, the hulls were laminated with vinylester resin.

Though Ta Yang will make a new one if you want, they have not produced one in some years.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
41ft 9in	33ft	12ft 6ins	5ft 10ins	29,147lbs	11,800lbs	1,009sqft
12.73m	10.07m	3.81m	1.78m	13,233kgs	5,357kgs	93.74sqm

Rig	Cutter	Production Years	1979-now
Keel Type	Long encapsulated	Numbers Built	About 200 (130 aft cockpit, 70 centre cockpit)
Builders	Tayana yachts, Taiwan	Latest VYA owned hull	None owned



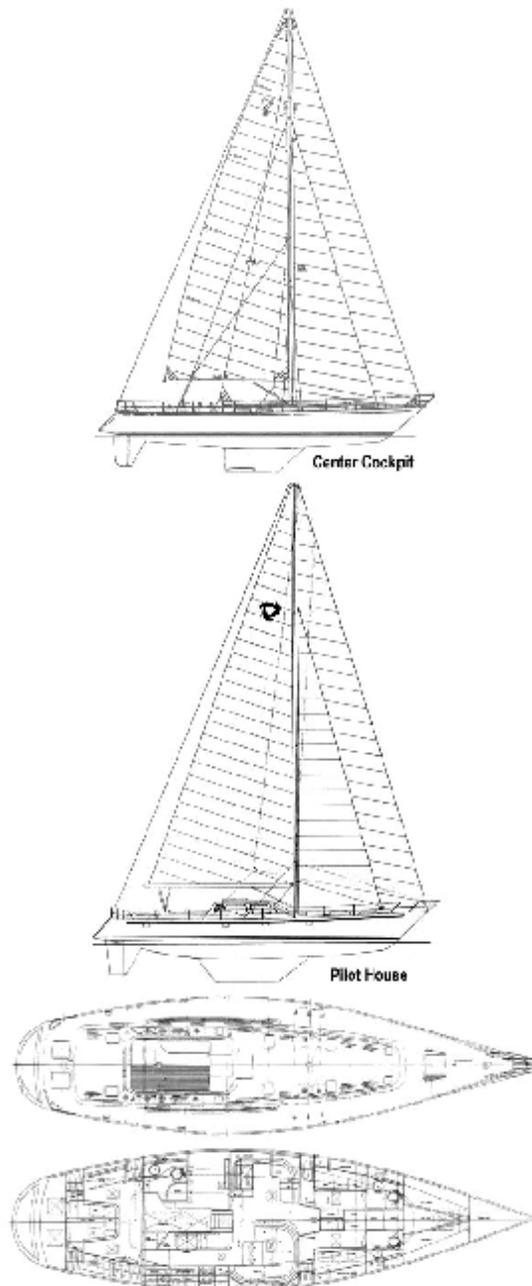
Aft Cockpit Typical Layout

Tayana 65

The Tayana 65 was the last of Rob Harris' monohull series that started with the Vancouver 27; it is a centre cockpit or pilot house luxury crewed charter/cruising yacht. The fin keeled Tayana 65 is built by Ta Yang to ABS Class 1 and has 10 berths in 5 cabins. The first hull was built in 1990 and she is still in production.

LOA	LWL	Beam	Draft	Displacement	Ballast	Sail Area
64ft 7ins	52ft 1in	17ft 10in	6ft 3ins or 7ft 6in	74,000lbs	10,069	?
19.7m	18.0m	5.4m	1.8m or 2.3m	33,635kgs	13,607kgs	?

Rig	Cutter	Production Years	1990 - now
Keel Type	Fin, with shallow or deep versions	Numbers Built	?
Builders	Ta Yang, Taiwan	Latest VYA owned hull	None owned



Boatyards

A number of boat yards have been mentioned in this history. In the UK all Vancouvers were built by Pheon and then Northshore (i.e. apart from the one V36P built by the Elephant), although a large number of Vancouvers have been built in USA, Canada and Taiwan. A summary of the main boatyards and key Vancouver building personalities is given below:

Pheon (UK)

John and Peggy Dandridge started Pheon Yachts Ltd at South Heighton, near Newhaven in 1972. They needed an enclosed unit to start building, so an old scout hut was demolished, and the salvaged materials were used to erect a large shed, in a quarry at South Heighton. The plan was to build custom built Hurleys; the shed being large enough to accommodate the Hurley 38. The first boat Pheon fitted out was a Hurley 24, but almost immediately Hurly went in to receivership so Pheon looked for new projects. Whilst working on Pheon's next boat (a one-off, 20 ft cold moulded Vagrant) John Dandridge read an article about the V27, liked what he saw and was swiftly granted the European production rights by Robert Harris. John stopped the production of the Vagrant and immediately switched to the V27; thus starting the UK Vancouver history.

John and Peggy Dandridge; in the early sixties John was a family man, living in Sevenoaks and earning his living from what would now be described as "The Recycling Trade". He set about building a 19ft gaff rigged bilge keeler in his back garden so that his own family could enjoy sailing in their own boat. She was named "Pheon", later to be known affectionately by the family as "Little Pheon". This may well have been the initial spark, which in 1972 encouraged John and his wife Peggy, to set up a business near Newhaven, building yachts. The company was called "Pheon Yachts Ltd" after their much loved "Little Pheon". From the very beginning John and Peggy had to work extremely hard, using every ounce of grit and determination to create Pheon and to keep it going though the huge hurdles faced by small boat builders and small businesses in the 1970s/1980s. In doing so they initiated Vancouver yachts in the UK.

The first Pheon V27 (Strider) was cold moulded and was built for a Dutch client. However it rapidly became apparent the wooden one-off production was not a viable long term option. Pheon therefore built a mould plug for a fibreglass version, coinciding with sea trials of Strider, which was found sail beautifully but was rather tender. Fortunately Robert Harris was in UK to see progress and quickly suggested adding 3inches to the beam at the waterline just in time before the plug was completed. This created the much loved tumblehome which is only seen on UK built Vancouvers (the design change came too late for the Canadian's to modify their own mould). Pheon launched the first glassfibre V27 in June 1976 and after the 2nd glassfibre V27 was delivered Pheon moved production to Cantell's Boatyard in Newhaven, where production was streamlined to enable one V27 to be completed every week.

Andrew Dandridge is the internal design graduate son of John and Peggy Dandridge who went to work for his father at Pheon. Andrew worked on the design of the V32, being responsible for much of the internal layout. In 1981 he remodelled the interior of the V32 and that of the V27, and also introduced a new 4 berth version of the latter (the V274). Andrew also developed the design for a V32 Pilot House and worked on the incorporation of a GRP sub-structure floor pan to improve production; this was incrementally adopted across the Vancouver range. Working with Robert Harris, he designed the deck structure and interior of the steel V38 before working with Kevin Seymour on extending the V27

into the V28. Andrew left boatbuilding in 1987 to work as an architect and seascape artist.

Pheon Yachts oversaw the design of the V32 which incorporated refinements learnt from the V27. The interior of both yachts was remodelled in 1981 which prompted very positive write ups in the yachting press which in turn led to a bulging order book keeping all 5 of the Pheon production bays in full use. Pheon built a prototype mahogany pilot housed version of a V32, this being used as the basis for the later Northshore Vancouver 34P. However, the development by Pheon of a glassfibre version of the 32P proved a major financial burden that severely stretched the company financial resources.

Pheon saw the need to go larger and working with Robert Harris built a single steel V38. However, the market continued difficult and Pheon saw the need for external financial backing. Kevin Seymour, a very enthusiastic V27 owner, bought into Pheon during 1985. This enabled the development of a single floor plan for the 3-berth V27, like the one originally fitted in the V274. As Pheon's V27 moulds were coming to the end of their useful life, the opportunity was taken to extend the V27 into the V28, giving the same stern arrangements as the V32. However, financial needs continued to loom large and in April 1986, Northshore bought out Pheon.

Kevin Seymour was a V27 owner who responded to John Dandridge's pressing need for a partner to invest in Pheon. He became heavily involved in the development of the V28 (and owned V28 Hull Number 01). He then became a Northshore director after they took over Pheon and was significantly involved in the further development and the marketing of the Vancouver range now being built by Northshore. Kevin bought V32 Hull Number 61 (Islander II) and then, in about 2000, he withdrew from Northshore to pursue other interests.

Northshore (UK)

Northshore was established in 1971 at Emsworth, and at the same time, a mouldings division was set up at Havant to produce the plugs, moulds and hulls. In 1973, larger premises were acquired at Itchenor to increase capacity and provide launching facilities directly into Chichester Harbour. Northshore has continued to expand particularly as the Southerly lifting keel brand has become internationally recognised as the market leader for variable draft cruising yachts. With the addition of a further new factory, completed in 2010 and opened by HRH the Princess Royal, capacity has increased to 60 boats per year making Northshore the largest British builder of sailing yachts.

Northshore have always moulded the Vancouver hulls, and on acquiring Pheon in 1986 they took over production of the Vancouver range to add to their Fisher motor sailers and Southerly lifting keel yachts. The hulls of all Northshore moulded Vancouver yachts have always been robustly built to a high specification, using Northshore's "Nordseal" system to resist osmosis. Hull topsides and decks are balsa cored with solid ply reinforcement provided where fixings pass through the deck laminate.

After Northshore acquired Pheon in 1986, both Kevin Seymour and Andrew Dandridge provided consultancy advice, working with Northshore's owner Brian Moffat, although after a year Andrew left to pursue his architectural career, Kevin remained through most of the remaining Brian Moffat era.

Under Brian Moffat's ownership and Kevin Seymour's guidance, Northshore extended the V32 into the V34, providing a bigger cockpit (for a wheel) and extending waterline length. They also further developed the Pheon design for the V32P as the pilothouse version of the V34C. They developed and built the V36 and the V38P using the mould originally intended for the Nicholson 37.5 (but never built). There were several years in the Brian + Kevin era when Northshore built more Vancouvers than either Southerlies or Fishers.

In 2003 Lester Abbot bought Northshore from Brian Moffat. He started a programme of major investment which created a large number of new, innovative, Southerly designs and he also greatly increased production capacity. Although their focus is now very much on the highly successful Southerly range, Northshore continue to build Vancouvers "on demand", although the current (i.e. in 2010/11) build rate is about one V34C a year. It is understood that Northshore have the capability, and hold the ex-Nicholson 476 hull and deck moulds, to build a new Vancouver 48 Pilothouse should it become commercially feasible. Northshore have maintained a policy of continuous improvement for all their yachts; and this means that new build Vancouvers continue to benefit from technological improvements (e.g. those initially applied to the Southerlies) and from owner feedback. After 2003 all Northshore built Vancouver hulls were laminated with vinylester resin to provide still further resistance against osmosis.

Ta Yang (Taiwan)

Ta Yang means "big ocean" in Mandarin, and Tayana means "belongs to big ocean", the yard was founded in 1973 and has built over 1,400 bluewater cruisers. Early models built by Ta Yang include the Sea Wolf 41, aka Yankee Clipper, and the Tanton cat ketch. In 1979, they introduced a Perry designed 37-foot double-ender. Around 600 of these Tayana 37-footers were built making it one of the most popular cruisers ever. The Tayana Vancouver 42 followed; this was a double-ender by Robert Harris that sold around 200. Ta Yang was one of the first Taiwanese yards to scale up with larger designs like the Flying Dutchman 12 meter and the Bob Perry Tayana 48. Tayana is still producing yachts today such as the Robert Harris designed Tayana 65. Designers have included Robert H. Perry, Robert Harris, Robb Ladd, and Pieter Beeldsnijder. Yachts range from 37 feet to a new 72-footer

Philbrooks (BC, Canada)

Eric Philbrook got the boat "bug" back in 1947 when he built the 31' Bonnie Lou. The Bonnie Lou is reputed to have been one of the first Canada Northwest boats constructed with a wedge seam bottom. Throughout the 1950's, Eric repaired and built boats, primarily fish boats and other commercial craft. Then, in 1959, there was a contract with the British Columbia Department of Fisheries to construct several 65-foot patrol boats. In 1971 Eric decided it was a good time to sell out to Donald Dobie and Bill Fryer. One of the new owners' first projects was the tooling for a production sailboat, the 39' Graden-design Fast Passage. The yard built about 36 of the Fast Passages before selling the mould to Tolleycraft in the late 1970's and also built many of the Canadian V27s. Ted Hopkins offered the yard for sale in 1987 and it caught the eye of a father-son-team from Toronto looking for a marine investment. Hal Irwin and son, Drew, bought Philbrook's because it had a good reputation, fine woodworking and much potential. It is a full-service yard, skilled at everything from electronics to prop alignment, but their real distinguishing ability remains their skill with interior wood in an expanding sea of epoxy and glass.

Pacific Seacraft (Washington, USA)

Pacific Seacraft Corporation is a Washington, North Carolina based sailboat manufacturer specializing in GRP monohull cruising boats. It is best known for producing the Crealock line of sailboats which are heavy-built offshore cruising designs designed by William Crealock, and also produced the Vancouver 25s. Fortune Magazine twice selected Pacific Seacraft as a producer of America's 100 best products. While headquartered in California, the company filed for chapter 11 protection from its creditors in May 2007. The company's assets, with the exception of the Dana 24 moulds which went to Portland OR, were purchased at a bankruptcy auction September 2007 and moved in their entirety to Washington, N.C. where it continued under the new ownership of marine archaeologist Stephen Brodie. Brodie spent \$85,000 at the auction to buy the company name, boat moulds, tools and five yacht hulls.

Other Vancouver yacht builders mentioned:

- § **Durbeck Inc (FL, USA):** builder of the US V36, no details available⁷.
- § **Hidden Harbour boatbuilding (FL, USA):** builder of the US V36, no details available.
- § **Seair Marine (BC, Canada):** builder of the Canadian V27, no details available.
- § **Tradewind boats (BC, Canada):** builder of the Canadian V27, no details available.

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Other layouts have been obtained from extensive open source searches of the internet; the VYA believe that these are copyright free.

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⁷ The author feels that the lack of details available implies that the yard is no longer in existence as a boat builder.