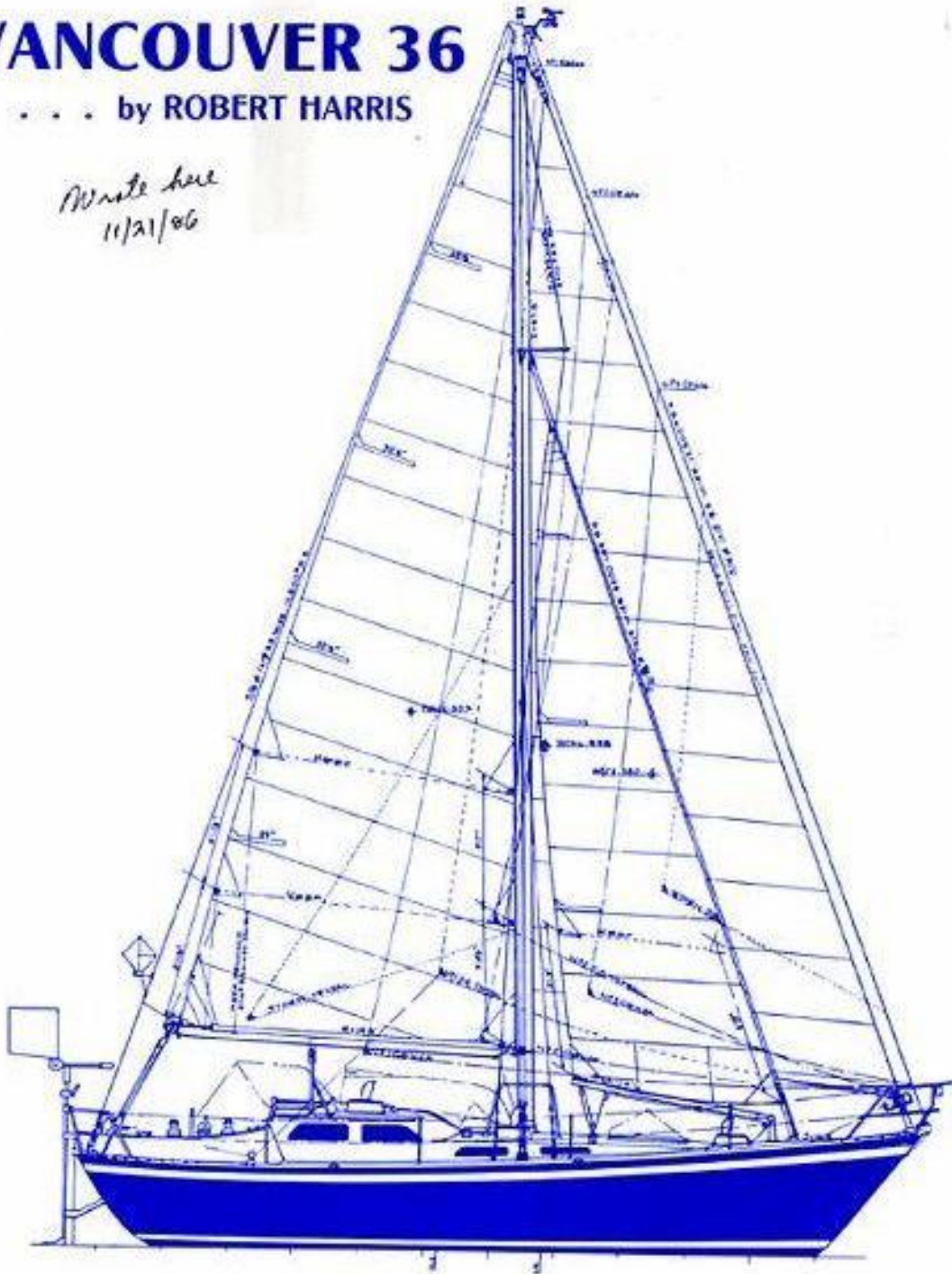


VANCOUVER 36

. . . by ROBERT HARRIS

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11/21/86*



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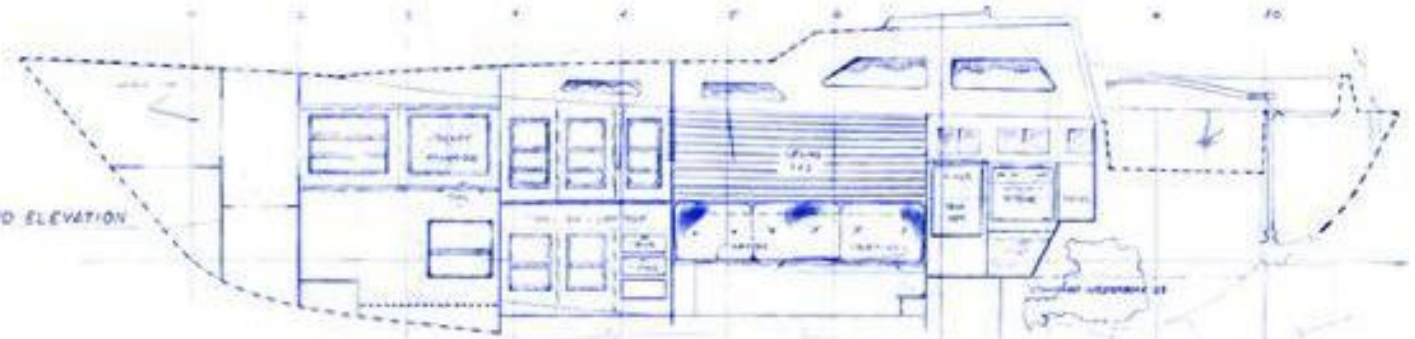
SARASOTA MARINE CORP.

6111 21ST STREET EAST
BRADENTON, FLORIDA 34203

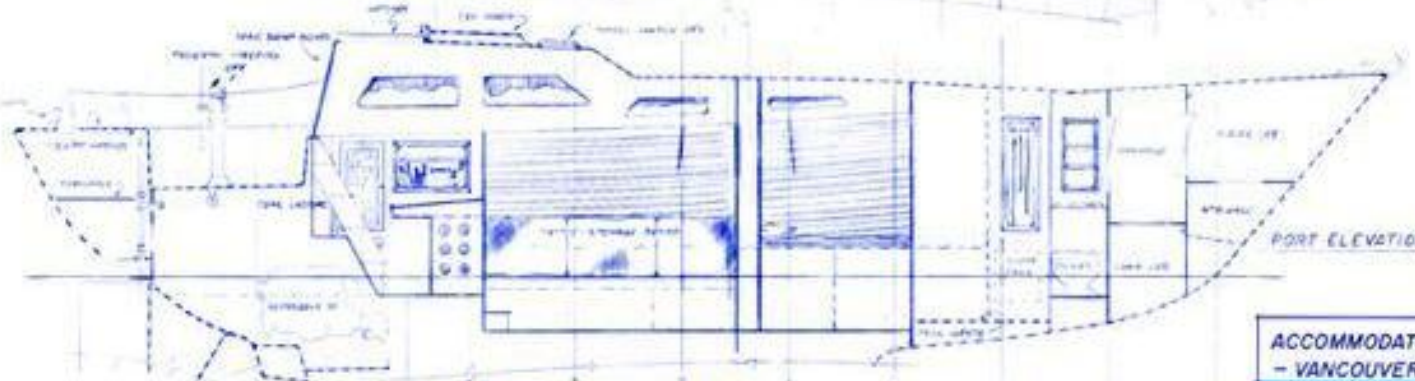
P. O. BOX 20120
ZIP 34203 0120

(813) 753-1820

STARBOARD ELEVATION



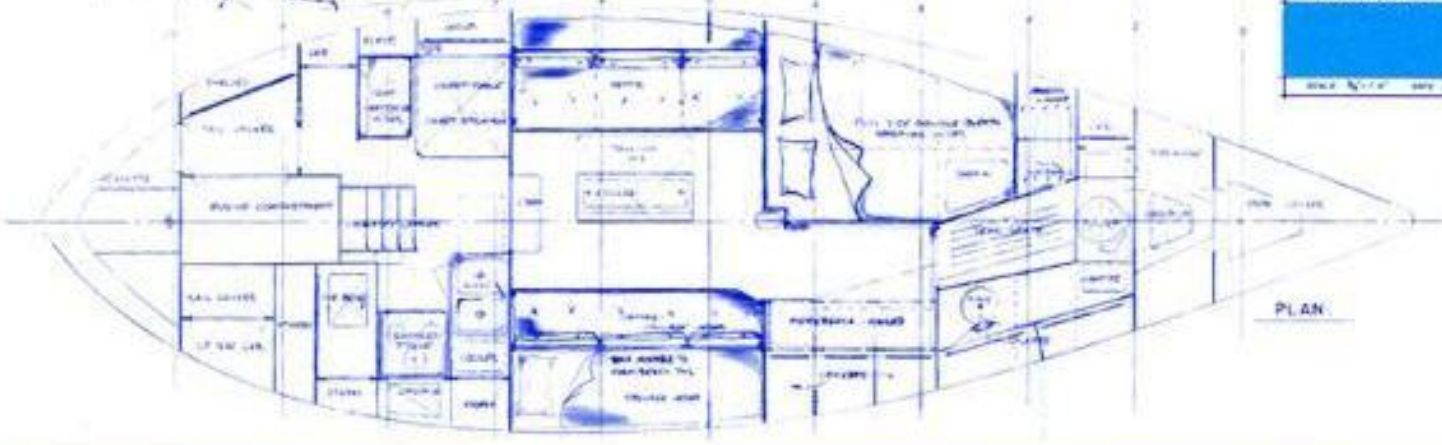
PORT ELEVATION



ACCOMMODATION "E"
- VANCOUVER 36 -



PLAN



The Vancouver 36 is a "no-holds-barred" cruising boat. Designed without any constraints, it is a representation of the many years of varied experience that Robert Harris has building, designing and sailing boats.

The Vancouver 36 is the right length for long distance cruising and liveaboard. Smaller boats don't have enough room for books, tools, and just plain junk. On the Vancouver 36 there is enough room to fit everything aboard that is required. You can go up to 42 or 45 feet and be luxuriously comfortable, but boats that size are expensive to build and operate, and economy is certainly a consideration in a cruising boat. Another reason for the 36 foot length is that she can carry a full size, hard, and "proper" dinghy, neatly stored between the mast and the main companionway hatch.

The Vancouver 36 can easily be sailed by a couple in any sea condition. Two couples could operate the boat for longer periods if they were really compatible. Or you might have a couple and a third person to split up the watches.

The lines of the Vancouver 36 are quite full forward and aft and she uses a canoe stern. To quote Dr. Hugo Meyers on double enders, "When your stern settles in the sea and the water closes on the double end, it's like pinching a watermelon seed; and when you pinch it, it will shoot right out." The double end is good for heeling to, for running downwind. There are no hard corners, no big flat surfaces for the sea to hit, and it's very quiet. Structurally it is very sound and it gives you a very good attachment for the backstay. Also, when you are leaving a dock and you want to hedge out by the bow, you can roll right around on that stern. It is an excellent hull form for a cruising boat.

With a long keel, shoal draft is maintained for good directional stability, and gives a well protected attachment point for the skeg hung rudder.

The Vancouver 36 is a true cutter rig with the mast almost amidship, the virtue of which is obvious to most good sailors. When you go through squalls with this rig you can roll up the jib topsail, which is a moderately sized sail, and right away you are down to a very snug 7/8ths sloop rig which balances very

well. And then you can take the first reef in the main and then a second, and then finally a reef in the staysail. This will accommodate 95% of the wind conditions which you will encounter offshore. For going into really stormy areas like the Roaring 40's or going down south to the bigger oceans, you might take the jib topsail, lower it away completely and use smaller headsails. But the giant share of your cruising can be done with these basic sails and anybody who doesn't have the money to go in for a lot of light sails, reachers and spinnakers, would really be very happy with this rig.

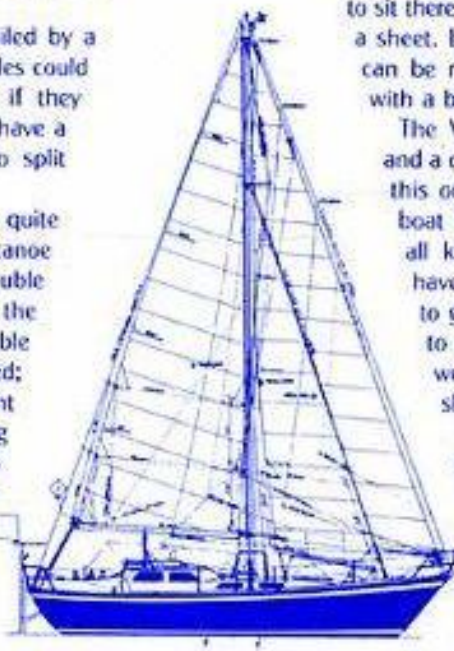
The club footed stays'l comes into her own when gunkholing, when you have to short tack up a narrow channel or through a group of boats in a crowded harbor, then it is very handy to be able to sit there and tack back and forth and not touch a sheet. Both the stays'l boom and the stays'l can be removed and the boat can be sailed with a big jib.

The Vancouver 36 is a heavily built boat and a displacement length ratio of 378 bears this out. She is designed as a comfortable boat for living aboard, with allowance for all kinds of junk aboard, which doesn't have to be removed every time you want to go sailing. The lines have been drawn to carry a lot of weight with the least wetted area, and she won't be any slow-poke with her sail plan.

The Vancouver 36 is for living aboard and comfort is important when in port or on the hook. Plenty of ventilation and light is provided below in the way of four hatches and two dorades on deck. For extra shade in the tropics she can easily be fitted with a deck

awning.

Below decks is a no nonsense living area, outfitted with gear that can stand up to the rigors of long distance cruising, and an interior that can be easily taken care of. We only supply the basics, you choose how the interior should be decorated and what extra equipment you want aboard. Our responsibility to you is to build as strong and as capable a boat as we possibility can. We think that a look at her specifications and the list of standard equipment will prove this has been done.



STANDARD EQUIPMENT

ANCHOR ROLLER-STEMHEAD FITTING

Stainless steel with stainless steel rollers and securing pins.

ANCHOR WINCH

Manual with chain gypsy and roller drum.

ANCHORS and RODES

One 35# CQR, 200 ft. of rode and 12.5 ft. of stainless steel chain. One 35# hi-tensil Danforth, 200 ft. of rode and 12.5 ft. of stainless steel chain. One 12# dinghy anchor, with rode.

BALIAST

TROR lead set in concrete and covered with 10 laminates of 24oz woven roving.

BATTERIES

Two 105 amp-hour deep cycle marine batteries.

BILGE PUMPS

One 1500 gallon per hour 12-volt electrical, one fixed manual and one portable manual.

BLOCKS — RUNNING RIGGING

ISAATCH

BONDING

All metal connected to a sacrificial plate for corrosion and lightning protection.

BOOM GALLOW

Fitted above companionway with adjustable cutch.

BULKHEADS

Marine grade plywood, fiberglassed and mechanically fastened. Can be either covered with a plastic laminate or painted — your choice.

COMPANIONWAY SPRAY SHEILD

Fitted to deck over area of open clew sliding hatch to keep water away from hatch.

CABIN SOLE

Teak on Halsey unfinished for nonskid surface.

CHAINPLATES

Stainless steel, reinforced to standards set forth in SKENES ELEMENTS OF YACHT DESIGN by Robert S. Kenes.

CLEATS

Sted to line and placed relative to all winches as needed.

COCKPIT DRAINS

Two 2 inch drains aft end of sloping cockpit sole.

COMPASS

5" self-steer.

COUPLING — (Engine to prop shaft)

Fitted, faced and mechanically fastened.

CUTLASS BEARING

Non-metallic high-speed bearing in fiberglass tube.

DECK HATCHES

Main companionway plus four opening.

DINGHY

Designed by Robert Harris to fit the deck of the Vancouver 36.

DOCK LINES

Two bow lines, two stern lines and two spring lines, 5/8" in diameter.

DORADES

Two, fitted with screw-in covers for security at sea.

ELECTRICAL

12 volt direct current, distributed by a fused toggle switch panel, all marine wiring.

EMERGENCY TILLER

Made of stainless steel with provision to mechanically failover to the rubber post.

ENGINE

Four cylinder fresh water cooled marine diesel of 23hp.

ENGINE SPARE PARTS

As specified by the engine manufacturer.

FIRE EQUIPMENT

As specified by the United States Coast Guard.

FUEL SYSTEM

Aluminum fuel tank with fire resistant fuel lines and fuelwater separator filter.

GALLEY

To starboard with deep stainless steel sink located as close to centerline as possible.

H2O SYSTEM

Aluminum tanks totaling 95 gallon, supplying galley and head via manual pumps.

HALYARDS

Jib, main, spare, and stays⁷.

HEAD

"Buddy Blake"

HEADSTAY

3/8" 1x19 stainless-steel wire.

HOLDING TANK

30 gallon plastic tank with manual pump out.

IRIDIUM

Hard hat fiberglass, look in excess of the AMERICAN BUREAU OF SHIPPING'S "Rules for Building and Classing", Reinforced Plastic Vessels for unrestricted ocean service.

ISOBAR

Fiberglass, insulated with 4" foam on all sides.

LIFE RAFT

Stowed in locker under cockpit seat.

LIFESAVING EQUIPMENT

As required by the United States Coast Guard.

MAIN SHEET

1/2" yacht braid controlled with a six part Harken Hovacut block.

MAST

Aluminum, clear anodized, two spreader cutler rig stepped in keel.

MOORING CLEATS

Two bow, two stern and two spring line stainless steel cleats.

NON-SKID

Roller on Walnut shell on all above deck walking surfaces.

PLUMBING

All run installs, where possible for greatest corrosion control.

PREVENTER / DINGHY HOIST

Traveler and car fixed to bottom of main boom to be used as an off the wind preventer or a hoist to get the dinghy on and off deck.

PROP

Two blade, bronze sailboat.

PROPANE

Two 11# aluminum bottles in a waterproof case in three oven locker, vented overhead. All supply lines are stainless steel except where attached to propane stove.

PULPITS and LIFELINES

All pulpits and stanchions are fabricated from welded structural grade stainless steel. Double lifelines are vinyl coated 2x19 stainless steel wire rope with mechanical fittings.

RAIL CHOCKS

Welded chocks in aluminum toe rail for dock lines.

ROLLER FURLING HEADSTAY

HEADSAIL

RUNNING LIGHTS

Installed in compliance with United States Coast Guard regulations in effect at time of building.

RUNNING RIGGING

All pre-stretched yacht braid with hand spliced terminals.

SAILS

One 305 sq. ft. main with two reef points. One 380 sq. ft. 100% jib topsail. One staysail with one reef point.

SEACOCKS

FORESPAR's non-metallic MARLEON seacocks for corrosion control.

STOVE

As close as we can come to an all stainless propane stove at the time of building your Vancouver 36. Since there are many available we will let you pick from those that will fit.

TILLER STEERING

T81 laminated tiller handle mechanically fastened to the rubber stock.

TOE RAIL

Perforated aluminum rail bolted through the deck with welded rail chocks for dock lines.

TURNBUCKLES

All bronze open body turnbuckles.

WINCHES

Main halyard, jib halyard, stays⁷ halyard, reefing/outhaul, secondary and primary, all self tailing.

BASE PRICE \$92,500

PRINCIPAL DATA

VANCOUVER 36

By Robert Harris

LOA	36'-00"	Dish/Length	378
DWL	27'-11"	WP Area	157 sq ft
Beam, max.	11'-00"	BxV/min .....	.994
Beam, DWL	9'-10"	MT 1"	1490 ft/lbs
Depth	5'-00"	BM	3.69'
Cubic feet displacement .....	.262 cu ft	GM	2.82
Displacement/lbs	18,052#	DEI, Coef F	17.6
Ballast	7,600#	Ballast/Disp .....	.42
LCB .....	.570	Sail Area	700 sq ft
PC .....	.530	S/Disp	15.966

SARASOTA MARINE CORPORATION

6111 21ST STREET EAST • BRADENTON, FLORIDA 34203

P. O. BOX 20129 (813) 753-1820

ZIP 34203-0129

Some Equipment Shown May Be Optional