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Vancouver 34

£85,000 GBP

United Kingdom

Robust cutter rigged pilothouse cruiser.

Manufacturer/Model	Vancouver 34
Name	CORRIE BAY
Designer	Robert Harris
Year	1994
Category	Sail
New or used	Used
Status	Available
Price	£85,000 GBP
Price comment	Robust cutter rigged pilothouse cruiser.

Lying

Argyll, United Kingdom

Specifications

Length overall	10.44 m
Length waterline	8.38 m
Beam	3.20 m
Draft	1.44 m
Displacement	6,350 kg
Hull	GRP hull with encapsulated keel
Keel	Fin keel

Propulsion

Engine	Beta Marine Beta 30 marine diesel engine. Professionally installed 2016.
Fuel	Diesel
Fuel capacity	180 litres

Accommodation

Drinking water capacity	100 litres
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Description

The pilothouse configuration of the **Vancouver 34** is ideally suited to cruising in the waters of Scotland with the elevated saloon providing excellent visibility for crew to enjoy their surroundings regardless of the weather. The layout is also beneficial for short-handed offshore passages with the on-watch crew not required to be on deck. Acquired in early 2021 by the current owner, CORRIE BAY has enjoyed a busy 2021 season with her new owners cramming in over 40 nights aboard and many hundreds of miles exploring the west coast and islands. Upgraded in the previous ownership with a focus on short handed. In her previous ownership the **Vancouver 34 Pilot House** CORRIE BAY completed a two-handed circumnavigation of the UK. Offering comfortable accommodation for four over two cabins with an additional occasional berth in the pilothouse. Her inventory highlights include:

New fully battened, slab-reefed mainsail from Owen Sails in 2021

New standing rigging in 2014

New Furler roller reefing systems fitted for Yankee and staysail in 2018

Staysail self-tacking track replaced 2018.

New Yankee and Staysail, by One Sails 2019.

Sprayhood, cockpit tent and mainsail cover fitted new 2015/16.

New KEBONY maple decks and cockpit fitted 2015.

COPPER PLUS copper antifouling professionally applied 2015

Professional hull polish 2019.

Beta Marine Beta 30 engine professionally installed 2016.

New domestic and engine batteries fitted spring 2021.

Monitor windvane self-steering system.

Integrated Navigation systems and Auto-pilot

Boat Safety Certificate, issued autumn 2021

Wintering afloat in Inverness the **Vancouver 34 Pilot House** CORRIE BAY is available for viewing by prior appointment.

BUILDER'S COMMENTS:

As her name suggests, the Vancouver 34 Pilot shares all the cruising attributes of the Vancouver 34 but with a pilothouse configuration. There is an interior piloting position so watches can be kept without sitting outside in the elements. From the saloon, the crew can enjoy 360-degree vision in the seated position and the yacht from vast amounts of additional accommodation space as a result. There is a spacious central galley, two separate double cabins, space to fit an optional generator, water maker, fridge and freezer plus all the navigational instruments that may be required. As with all Vancouvers the oilskin locker is adjacent to the companionway and there is a full size

chart table.

All sail handling controls are led aft to the cockpit and the self-tacking staysail maker sailing her that much easier. The cockpit has three large lockers giving plenty of space for the storage of the dinghy, fenders, warps and spare sails.

OWNER'S COMMENT:

We bought Corrie Bay in early 2022. Due to Covid she had been sitting idle for over a year and we gave her a thorough clean and dry out, fitted the new Owen Mainsail and gave the engine a full service. Despite a shortened sailing season we managed over 40 days on board and cruised extensively from the Caledonian Canal to, and around her home base in Gairloch. We have nothing but praise for the handling, reliability and seaworthiness of Corrie Bay. She is safe, sea-kindly and easily managed single-handed. All controls are accessible from the cockpit with all reefing for all white sails achievable from the cockpit. The mainsail has two single line reefs and the main halyard and sheet all running to a cleverly positioned central winch.

All in all the perfect boat but an expanding family has changed our plans and she is now looking for a new loving home.

CONSTRUCTION

RCD Status:

We understand CORRIE BAY was built and launched prior to the introduction of the RCD and is therefore exempt from the requirements of the associated regulations.

Later version of the class were designated Category 'A – Ocean' classification

Hull Construction:

Single piece GRP moulded hull.

Laminated using the Northshore Yachts proprietary Nordseal system

Chopped strand and woven glass reinforcing cloths, hand consolidated.

Sandwich laminate construction with balsa core above the waterline.

Solid GRP laminate through keel pan area with additional layers of reinforcement around keel.

Moulded beam shelf to receive deck incorporated into hull moulding.

Encapsulated full length keel.

Original gelcoat finish to topsides.

Stainless steel stem plate to prevent anchor damage.

COPPER PLUS copper coat type antifouling (2015)

Deck & Superstructure Construction:

Integrated deck, superstructure and self-draining cockpit moulding

Single piece GRP moulding.

Chopped strand and woven glass reinforced cloths, hand consolidated.

Sandwich type construction with balsa core, plywood core in way of high load areas and deck fittings.

Deck fully glassed to hull moulding.

Original gelcoat finish.

Treadmaster non-slip panels bonded to side decks.

Kebony Maple 'sustainable teak substitute' decking fitted to decks and cockpit in 2015.

Keel:

Full length encapsulated keel with skeg extended aft to support rudder.

Lead ballast keel

Rudder:

Full depth rudder supported on keel skeg.

GRP moulded rudder.

Stainless steel rudder stock.

MACHINERY

Engine & gearbox:

Beta Marine Beta 30 marine diesel engine.

Professionally installed 2016.

30hp @ 3600RPM

3 cylinder, naturally aspirated, indirectly cooled.

TMC mechanical marine gearbox.

RCD2 / EPA Tier 3 compliant

Beta Marine control panel.

Single lever morse control

Racor 'Turbine' type primary fuel filter

Maintenance & Performance:

Engine fully serviced spring 2021

Hull and Prop anodes replaced spring 2021

Cruising speed 6kts, approximately 1ltr/hr

Cruising range under engine approximately 500nm.

Propulsion & Steering:

New stainless steel propeller shaft fitted 2019

3 blade bronze fixed prop

Volvo type, dripless type shaft seal.

Whitlock rod linkage steering system.

Stainless steel wheel.

Emergency steering system.

Autopilot:

Raymarine ST6002 control head and repeater.

Dual control stations, cockpit and pilothouse.

Type one quadrant drive.

Self-Steering Gear:

Monitor Windvane System.

Transom mounted

Two sails aboard for system.

Bow Thruster:

MaxPower fitted new 2015

Button type control panel at cockpit helm station

ELECTRICAL SYSTEMS

Voltage systems:

12V DC onboard power system

240V AC shore power system.

Shore Power:

Single 16amp connection

Extension lead to connect to power supply.

Hardwired, RCD protected onboard system.

240VAC sockets in galley and saloon.

Battery Banks:

Engine Battery – 1x 12VDC Lead-acid (2021)

Domestic Battery – 3x 12VDC 110Ah Lead-acid (2021)

Charging:

Victron Energy Phoenix 240V – 12V / 50A

Alternator:

55amp engine driven alternator. (2016)

Sterling Power Products Pro-Split charge controller. (2015)

Solar Panel:

Coachroof mounted panel.

Charge control/regulator.

Other Electrical:

Smart Guage battery monitor system.

PLUMBING & GAS SYSTEMS

Fresh Water:

Pressurised hot and cold water system.

Mono-tap Faucet in galley and heads.

Shower in heads.

Seagull drinking water purifier and dedicated drinking water tap in galley.

Hot water provided from engine heated calorifier with 240VAC immersion heater element.

Grey Water:

Galley sink discharging to small holding tank in bilge.

Tank auto-emptying via electric pump.

Bilge Pumps:

Manual Pump x2 – 1 in cockpit and 1 in main cabin

Electric Pump – manual and auto switching.

TANKAGE

Fuel:

Single stainless steel tank.

Approximate capacity 180ltrs

Fresh Water:

Single plastic bag type tank, fitted new 2021

Approximate capacity 100ltrs.

Calorifier:

Insulated tank, fitted new 2015.

Heated via engine cooling water or 240VAC heater element.

Tank Monitoring:

Mechanical fuel guage fitted on fuel tank.

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth – Autohelm ST50 Tri-Data display

Log – Autohelm ST50 Tri-Data display

Wind – Autohelm ST50

Compass - Autohelm ST50

Raystar 125 Active GPS antenna

At Chart Table:

Raymarine E80 MFD with radar, chartplotter and AIS functionality (visible from cockpit)

Communications Equipment:

Vertex Standard VM-3500E DSCVHF

AIT 200 AIS Receiver with dedicated AIS antenna.

MiniPlex AIS-NMEA0183 Multiplexer to interface AIS with Raymarine plotter.

Easy AIS.

Furuno NX-300 Navtex receiver.

DOMESTIC EQUIPMENT

Galley:

Galley stove Plastimo Neptune 2500 2 burner, grill and oven, gimballed mounted.

Fridge 1 – Top loading with Isotherm ASU chiller plate – Requires service

Fridge 2 – Front loading built into galley below worktop – Requires service

Double stainless steel sink

Heads:

Jabsco manual marine toilet

Wash hand basin

Mono-tap with hose extension to serve as shower

Electric heated towel rail

Vanity unit.

Heating & Ventilation:

Eberspacher D3LC

Diesel fired, blown air system.

New digital thermostatic cabin controller fitted 2021

3 outlets in saloon, forward cabin and starboard cabin

Lighting:

Overhead lighting in all cabins

Reading lights above bunks and over saloon seating

Red lighting in Pilothouse

Entertainment:

Sony RDX3000 Radio/CD head unit

Speakers in saloon.

Additional Bluetooth radio/speaker unit

General:

Ocean Air fitted blinds for all windows in pilot house

ACCOMMODATION

Summary of Accommodation:

Double cabin forward.

Single heads with shower.

Saloon with 3 occasional berths.

Galley

Raised saloon with settee/ single bunk and 2nd table.

Accommodation Finish:

Joinery of maple veneered ply with a teak trim / blonde teak veneered ply with solid teak trims.

Joinery work finished in a satin varnish.

Worktop in galley and counter top in heads finished in a contrasting laminate finish

Traditional teak and holly style soleboards.

Simulation planking panel finished headlining in a matt off-white.

Description of Accommodation from Forward:

Forward Cabin:

Twin single V-berths with infill section to create double.

Infill section stowing between berths when not in use to create seat.

Shelves running the length of the berths outboard port and starboard.

Small dresser unit with mirror aft of bunk to starboard.

Hanging locker aft of bunk to port.

Bin type storage lockers beneath bunks.

Large opening deck hatch for light and ventilation.

Heads:

Moulded finish to compartment with teak sole grating.

Manual marine toilet, fitted inboard, forward, aft-facing.

Hinge down lid over toilet to provide seating for use with shower.

Countertop outboard with inset wash hand basin.

Mono-tap style facuet, extending for use as showerhead.

Vanity unit outboard of countertop with storage locker beneath

Galley:

Linear galley running the aft from forward cabin on port side.

Worktop forward with inset stainless steel sink and mono-mixer tap.

Gimbal mounted gas cooker at aft end of galley.

Selection of drawers and lockers below the worktop.

Lockers with sliding clear fronts provided outboard of worktop.

Midships Cabin:

Located to starboard, opposite galley.

Double berth extending aft.

Lockers running the length of the bunk outboard overhead.

Dresser unit and hanging locker provide forward of berth outboard.

Pilot House:

360 degree visibility.

Provides elevated saloon, open to galley which is down a few stairs forward.

Footwell and helm station forward to port allowing settee to double up as helm seat.

Chart table forward to starboard with chart storage provided within the table.

Centrally located, pole mounted, height adjustable table. Extension can be fitted to reach port settee.

U-shaped settee to starboard, converting to a single berth with lee-cloth.

DECK EQUIPMENT

Rig:

Deck stepped, double spreader, cutter rigged sloop.
Silver anodised alloy mast and spars manufactured by Kemp.
Standing rigging of 1x19 stainless steel wire, fully replaced 2014.
Furlex 204S roller reefing gear on forestay for Yankee, fitted new 2018
Furlex 104S roller reefing gear on inner forestay for staysail, fitted new 2018
Single line, slab reefing mainsail, reefs 1&2 lead aft.
Self-tacking staysail track.
Rod kicker
Spinnaker pole track on front of mast.
Spinnaker pole.
Spinlock rope clutches in cockpit for all lines lead aft.
Mast mounted Firdell Blipper radar reflector

Winches:

Primary Winches – 2x Lewmar 44, self-tailing, two-speed.
Cockpit Winch – 1x Lewmar 16, self-tailing, two-speed. (serving main halyard, mainsail reefs 1&2 and mainsheet)
Reefing Winch – 1x Lewmar 8, single-speed, mast mounted.

Sails:

Mainsail – White dacron, fully battened, slab reefing. Owen Sails new spring 2021
Yankee – White dacron, roller reefing (2019).
Staysail – White dacron, roller reefing (2019).

Canvas Work:

Sprayhood (2016)
Cockpit tent, can be used in sections and doubles as a bimini (2016)
Cockpit spray dodgers (2016)
Companionway screen.

Anchoring & Mooring:

Bower Anchor – Manson Supreme anchor on 60m chain rode.
Auxillary Kedge anchor (Danforth) with chain and warp in starboard cockpit locker (2021)
Additional 20m mooring warp.
Electric Windlass – Lofrans windlass with chain gypsy and warping drum. Foot button and plug in remote controls.
Selection of fenders
Selection of mooring warps

General:

Double stainless steel bow roller.
Manson Supreme anchor self-stows in bow roller.
Stainless steel pulpit and pushpit rails.
Deck mounted alloy stanchions supporting twin stainless steel guard wires running the length of the decks.
Stainless steel sampson post of foredeck.
Mooring cleats mounted port and starboard; forward, midships and aft.
Pedestal mounted mug holder
Pedestal mounted folding cockpit table
Stainless steel swimming ladder mounted on transom.
Outboard storage bracket on pushpit rail.

Navigation Lights:

Masthead tri-colour with anchor light.
Combined steaming light/deck flood.
Low level nav lights.

DISCLAIMER

In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.











