38 Pilothouse - 1996

https://www.yachtadvert.com/3404-vancouver-38-pilothouse.html

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General

Length : 38.68 Ft
Life Raft : No
Leasing in progress : No
Year : 1996
Beam : 12.01 Ft
Kingdom Victory Moorings, Chatham, , United

Engines

Fuel : Diesel
Power Unit. (HP) : 50
Engine Brand : Yanmar 4 JH
Engine(s) : 1
Hours : 4871

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Facilities

Berth : 7
Flybridge : No
Sailor Cabin : 3
Helm : No

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No
Radar : Yes
Sounder : Yes
Chartplotter : Yes
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : Yes
Teak cockpit : No
Furling mainsail : No
Gangway : No
Davits : No
Electric windlass : Yes
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : Yes

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No
Bow Thruster : No
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : No
IceMaker : No
Freezer : Yes
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

Broker Remarks
Vancouver 38 Pilothouse 1996 for sale Kent £114,950

This is a rare opportunity to acquire a well-proven 1996 Vancouver 38 Pilot House, renowned for its exceptional build quality, seaworthiness, and long-distance cruising capability. Designed for serious passagemaking in comfort and safety, this example features the highly regarded cutter sloop rig, offering versatility and ease of sail handling across a wide range of conditions, complemented by an extensive inventory of sails.
She has been in the same careful ownership for the past 20 years, a testament to her reliability and enduring appeal. Powered by a dependable Yanmar 4JH engine, she is equipped for extended cruising with a comprehensive specification including generator (requires attention), water maker, wind generators, and an impressive inventory of spares valued in excess of £5,000.
This Vancouver 38 presents an excellent opportunity for a knowledgeable buyer to acquire a capable bluewater cruiser with all the essential equipment already in place. Now offered for sale as the owner is relocating, she represents outstanding value for those seeking a vessel ready to be recommissioned for serious offshore adventures. The owner is currently removing a wealth of personal belongings, after which internal photos will be taken.

Please call our Kent Office +44 (0)1634 571605 for further information or to arrange a viewing.

Accommodation
The Vancouver 38 Pilot has a classic, robust bluewater cruiser designed for long-distance comfort and safety. Like others in the Vancouver line (notably from Pheon Yachts and later Northshore Yachts in the UK), it features a traditional cutter?rigged layout paired with the raised pilot?house configuration that distinguishes the model.
<h3>Saloon:</h3>
Entering from the cockpit, you step down into a spacious pilot house with excellent visibility through large, toughened-glass windows. To starboard sits an inside steering station with full engine controls, navigation instruments, and a comfortable helm seat. To port, there's a U-shaped settee or watch berth, which can double as a sea berth

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on passage. The raised sole offers dry, protected access to all living spaces below without compromising headroom, which is approx 6ft 4 inches.
Finished in rich teak joinery, it has a U?shaped settee to port that surrounds a large, folding-leaf table with pink colour upholstery. Ample storage lockers and bookshelves line the hull sides. Multiple opening ports and ventilators maintain airflow at anchor or underway.
<h3>Galley:</h3>
A couple of steps lead you to the galley, which is located to starboard and is designed for use in heavy weather. It includes a gimballed 2-burner gas stove with oven, top?loading 12v refrigerator, new in 2023 with a freezer box, deep double stainless sinks, and plentiful counter and locker space—all arranged for secure bracing on either tack. The galley also has a microwave that is located in the saloon area. It has pressurised hot and cold water that is heated by the engine via a calorifier tank and a 240v immersion heater.
<h3>Navigation Station;</h3>
Opposite the saloon table (to starboard) lies a dedicated navigation area with a full?size chart table, electronics panel, and additional storage. Being adjacent to the pilot house makes it convenient for communication between inside and outside helm positions.
<h3>Forward Cabin;</h3>
The forecabin has a comfortable V?berth with an infill to create a double berth. Hanging lockers and drawers provide storage for extended cruising gear. A deck hatch above ensures light and ventilation.
<h3>Head and Shower</h3>
A spacious head compartment sits just aft of the forward cabin (to starboard), fitted with a marine toilet, washbasin, and shower facility, with easy?clean surfaces and good drainage all with hot and cold water.

<h3>Midship Cabin:</h3>
The midship cabin hosts a large double berth, hanging lockers, and drawers that provide storage for extended cruising gear. A deck hatch above ensures light and ventilation.

<h3>Aft Cabin / Quarter Berth:</h3>
The aft port quarter hosts a large single or small double berth, partly beneath the cockpit sole—ideal for off?watch crew or guests. Access is comfortable from the pilot house level. It has its own head compartment fitted with a marine toilet, washbasin, and shower facility, with easy?clean surfaces and good drainage all with hot and cold water. This head also has a 60Litre holding tank.
<h3>General Comfort and Finish:</h3>
Throughout, the finish reflects Northshore's high craftsmanship—teak interiors, solid fittings, and a layout optimised for both liveaboard life and offshore security. With full standing headroom and excellent insulation from the pilot house, it is a genuinely all-weather vessel, suited for extended voyaging in northern or southern latitudes.

Mechanical and Rigging
Spars and Sails:

This Vancouver 38 has a Bermudan cutter deck stepped, masthead rig with Kemp alloy mast and boom. It also has two spinnaker poles. The stainless steel standing rigging is original, and its replacement is reflected in the listing price. The running rigging was mostly replaced in 2024. It has two manual backstay adjusters.
There is a fully battened Mainsail with Frederiksen cars and compression fittings with single-line slab reefing and drops into a stack pack. Headsail (Yankee) and Genoa with Furlex furling system. It also has a hank on Staysail and a Trisail. It has twin Genoas to enable it to sail as a "Solent Rig"
Winches:

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2 x Sheet Lewmar 48, self-tailing
2 x Halyard Lewmar 16, self-tailing
2 x Haylard Lewmar 16. self-tailing at the Mast
2 x Spinnaker Lewmar 30 self-tailing

Sails:

Mainsail, fully battened Dacron/Dynema (Arun Sails) Ocean specification, 2022. Very good condition
2 x Genoa, Dacron, Jackells, 2024. Excellent condition
Slutter Dacron (Arun Sails). Good condition
Staysail Dacron (Arun Sails) with deck bag. Good condition
Storm Stay Sail (Arun Sails). Good condition
Storm Jib Dacron (Arun Sails). Good condition
Tri-sail (Arun Sails). Good condition
Cruising Chute with snuffer, with sheets and guys.

Mechanical Systems:

This Vancouver 38 is fitted with the Yanmar 4JH 4 diesel engine (4871 hrs as at 1st April 2026), 50 HP 4-cylinder shaft drive to a 3-bladed folding Maxprop propeller with Ambassador rope cutter. Lewmar pod with throttle gear. It has a steel fuel tank of 165L. It has a cruising speed of 6 knots and a max speed of 7.5 knots. The engine was last serviced by the owner in April 2025. The owner has a service history dating back a considerable number of years. This yacht has a Whisper 4KVH generator that requires a new seawater pump. The yacht also has a Watermaker that is currently pickled. The cutlass bearing was last changed in 2025 and the inboard shaft bearing in 2023.

Electrical Systems:

5 x 12-volt 200AH batteries (1 x engine new 2022 + 4 x domestic new 2021s) all charging from alternator and via 240v shore power system with ring main, immersion heater and Mastervoilt 60AH battery charger. Batteries are also charged via an Ampair wind generator that can also be towed. It also has a galvanic isolator fitted.

Inventory
Deck Equipment:

Main Anchor 45lb CQR (galvanised), 60m x 3/8ths inch chain and 100m warp
Kedge Anchor, Fortress
Electric Windlass Lofran's
Double stainless steel bow roller
Lifeline gate
Mainsail cover - Blue
Sprayhood - Blue
Full white boat cover for warmer climates
Binnacle and wheel cover - Blue
Boarding Ladder
6 x Fenders

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6 x Mooring warps
Sea anchor and droge
Mast steps
Dinghy inflatable 3 person
Outboard Honda 2.3 HP
Mast steps
Harken tri-roller genoa cars
Spinnaker turning blocks
2 x Boat hooks
Over £5,000 of engine, watermaker, generator and other spares onboard

Navigation Equipment:

Compass (Rigel)
Depth (Raymarine Tridata
Speed/Log (Raymarine) Tridata
Wind (Raymarine)
VHF ICOM M411 DSC
Hand Held VHF ICOM
Yeoman Plotter
Chart Plotter - Garmin - colour
Radar Furuno
SSB Radio (Not known if working)
Auto pilot (Raymarine) with S100 smart pilot
Windvane self-steering (HYDRO VANE)
Navtex
Electronic Charts (Navionics)
Navigation Lights plus steaming light
Masthead Tri-colour and anchor light
Some Paper Charts and navigation books
Clock and Barometer

Safety Equipment:

5 x Fire Extinguisher
1 x Fire Blanket
Gas DAlarm
Jack Stays x 2
Cockpit Harness points x 3
Deck Light
Horseshoe Lifebuoy with floating Light
Danbouy
MOB Sling
EPIRB - 2015
Emergency Tiller
2 x Bilge Pumps - manual
1 x Bilge Pumps - electric
First Aid Kit -
Radar Reflector - Echomax

Keel:

Fin keel with wheel steering

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History and Construction:
The hull and deck are generously laid-up by hand using bi-directional mat with Isophthalic resin (better resistance against osmosis) and substantially reinforced all around her long, encapsulated fin keel.
This design helps keep ropes and debris away from the prop, while a cutaway forward helps speed up tacking and improve manoeuvrability under power. The topsides and deck of the Vancouver 38 Pilothouse are sandwiched with end-grain balsa for insulation and weight reduction, and the hull deck join is both through-bolted and bonded over for watertight integrity. It has a Teak Deck. The yacht has been cruised extensively in Western Europe and the Canary Islands, which is why she has been well-maintained and updated over the years.
This yacht has been owned by the current owner for the past 20 years. It has had only one previous owner. The current owner is only selling as he is relocating to France and retiring from sailing. The vessel w will be coming ashore in April 2026 for its annual maintenance and an insurance survey. She was last out of the water in 2025 when she was antifouled, hull polished, and anodes changed. There are lots of spares and manuals included with the sale.
Title Documents:
When preparing these details, we have seen the following documentation:

Bill of Sale in the owner's name.
Builders Certificate
British Ships Part 1 Certificate valid until June 2026
The invoice showing VAT has been paid at the time of purchase.
Proof of location on 31st December 2020.
Invoices for work completed on the vessel.

Marine Insurance:
As one of the UK's largest Brokers with over 700 boats for sale we can introduce you to Boat Insurance providers that offer all types of Boat Insurance, including insurance for Yachts, Sailing Boats, Motor Cruisers, Narrowboats, Inland Waterway Craft, Barges, Houseboats, Speedboats, Rigid Inflatable Boats, Waterski Boats, Jet Skis, Personal Watercraft and Dinghies.
Just click on the following link to request an insurance quote for this boat or your current boat: www.networkyachtbrokerskent.co.uk/marineinsurance/
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General note on safety equipment: Any safety equipment, such as liferaft, fire extinguishers and flares etc., is usually personal to the current owner(s) and if being left on board as part of the sale of a used vessel, may require routine servicing, replacement, or changing to meet a new owner's specific needs.

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Media





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