

## ADDITIONS / REPLACEMENT EQUIPMENT & UPGRADE WORK SINCE 2007

### PURCHASE

#### 2024

Plastimo Neptune 2000 grill unit replaced  
Full 10yr gas system check with replacement hoses, regulator, etc.

#### 2023

Ocean Safety 4-man offshore liferaft serviced (3yrs to next service)  
Liferaft chocks replaced  
GRP cosmetic repair work to superstructure & cockpit locker lids strengthened

#### 2022

2 new Numax 95Ah domestic batteries  
New Varta 60Ah engine-start battery  
Entel Handheld VHF – new battery  
Carbon Monoxide detector replaced  
Gusher Galley foot-pumps (galley & heads) seals replaced  
Forward (smallest) fresh-water tank replaced with independent 20 litre potable water container; main mid & aft flexible tanks now appx 180 litres total capacity

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#### 2020

New standing rigging

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#### 2019

Webasto diesel heater replaced with Planar unit

#### 2018

Primary fuel filter replaced with Racor quick-exchange unit

#### 2016

Bunks professionally re-upholstered with new foam & Linwood fabric, vinyl at chart-table seat  
Engine heat-exchanger tank unit replaced  
Saloon table converted to knock-down assembly for stowage, and mounts also for cockpit use  
RORC Offshore flare pack  
EPIRB with GPS  
Stackpack & lazyjacks fitted (Crusader)

#### 2015

Hull underwater areas slurry-blasted and professionally epoxy coated with Coppercoat  
Topsides professionally re-sprayed duck-egg blue with gold cavita line  
Interior woodwork professionally stripped and re-finished  
6 new medium-sized fenders

#### 2014 (after survey)

New gas installation  
New headsail halyard  
Mainsail fitted with 3<sup>rd</sup> reefing point, spectacle reefing-strops and chafe-strips  
Standard Horizon CP-300 Chartplotter with AIS display  
Standard Horizon GX2100E DSC Class D transceiver with integral AIS  
Cockpit-coaming mounted VHF speaker  
NASA Target Pro Navtex

#### 2013

Ocean Safety 4-man offshore liferaft in canister on coachroof chocks  
Rutland 914i wind generator  
New sprayhood, sprayhood-frame, and custom-made cockpit enclosure  
New 12kg Manson Supreme anchor

New 50m 8mm calibrated chain spliced to new 50m 16mm polyester octoplat  
Quick Aleph 700w vertical windlass with remote control  
Rudder gudgeon-pintle bushes replaced  
Entel Handheld VHF  
New mainsheet

### **2012**

Tri-Lens medium radar reflector mounted on mast (painted rescue orange)  
New guard-rail wires (unsheathed for easy inspection)  
Custom-made port saloon berth side extension (stows under berth)

### **2011**

New Beta 25 fitted, new switch-panel and engine-bay electrics  
PSS shaft-seal  
Darglow Featherstream propeller  
Engine-bay repainted & sound-insulated  
Diesel tank cleaned  
3 new custom-made flexible water tanks, all fresh-water hoses renewed  
2 new 12m nylon spring lines (white)  
Cabin lighting replaced with LED festoon bulbs

### **2010**

Furuno 1621 Radar on Scanstrut self-levelling mount on transom  
NASA BM-1 Battery Monitor  
Compass professionally swung  
New heavy-duty webbing jackstays  
4 new 12m polyester shorelines (blue)  
New mainsheet blocks  
Preventer line (braided polyester)

### **2009**

Upper guardrail wires replaced.  
Ambassador rope-cutter  
Furlex roller-furling system on new forestay  
New No 1 Yankee (Arun Sails)  
No 2 Yankee luff converted from hanks to Furlex forestay groove  
Defee mast ladder  
Agua Signal tri-colour and LED anchor-light unit fitted  
New VHF antenna fitted  
10m 3-strand snubber and chain-hook

### **2008**

Fortress 7lb (3.5kg) kedge anchor, 10m chain (8mm), 50m 3-strand polyester rode

### **2007**

Vetus anti-siphon unit fitted to engine exhaust  
MOB heaving line  
Bolt croppers

## **OWNERS COMMENTS (Sept 2024)**

I have owned Seachord for 17½ years, during which time I have enjoyed thoroughly renovating and upgrading her to very good current condition as well as sailing her extensively both single-handed and with crew in the Channel – on the South Coast, and to the West Country, France and the Channel Islands – however I am now in need of a larger yacht.

Putting her on the market hasn't been a casual decision, as I love her lines, the near-perfection of her layout and equipment, the excellent speed and sea-keeping for her size, and the complete reliability and safety she repeatedly offers. Having originally envisaged keeping her for the long term, I've easily overcapitalised her over the years – structurally from the bottom and engine up, cosmetically from now as-new topsides to a complete cabin refinish, and with a sensible array of modern navigation and safety equipment.

There are many resources available which describe the Vancouver 27's attributes, but a summary of the key features which I've experienced and value in Seachord are:

- The cutter-rig is very versatile, the loads are distributed between three sails and easily manageable; balance is easy to achieve, and is retained when reefing by keeping the centre of effort towards the middle of the boat, and the standing-rigging which supports it all is properly robust.
- The 'modern' form of long-keel keeps the hull tracking extremely well under sail (I have never broached) and the fine entry and relatively narrow beam makes for a surprisingly fast boat, yet motoring astern under power is much more assured than most long-keelers (slower revs on the feathering prop is the way to go, while one can still use the kick to port on fuller throttle for turning advantage if wanted), and safe manoeuvring in tight spaces has never for me been an issue.
- The Monitor windvane gear is robust, quick to set-up and extremely effective at keeping the boat on the exact course under sail for as many hours or days as necessary.
- The cockpit is very safe, while every essential control – from the tiller and throttle to the sheets and halyards, and down to the galley and VHF – is within immediate reach. I have sailed several thousand miles in her, variously single-handed, with crew, and with a young child in my sole care, and have remained always confident and safe in even heavy seas.
- The cockpit enclosure effectively doubles the interior space in harbour or at anchor, providing complete shelter from the rain when it rains and in bimini mode from the sun when its particularly hot.
- The interior is a work of inspired and very functional design, with excellent craftsmanship. Stowage space is extensive, standing-headroom in the doghouse very good (I'm nearly six foot tall), and everything down below, from the fully-equipped galley and the half-Admiralty sized chart-table aft to the heads on the centreline forward, is in the logical and seamanlike place.