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Cornish Crabbers 26

£57,000 GBP

United Kingdom

Modern, gaff rigged, lift keel cruiser

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|--------------------|--|
| Manufacturer/Model | Cornish Crabbers 26 |
| Name | EOWYN |
| Designer | David Thomas |
| Year | 2010 |
| Category | Sail |
| New or used | Used |
| Status | Available |
| Price | £57,000 GBP |
| Price comment | Modern, gaff rigged, lift keel cruiser |

Lying

Kilmelford, Argyll, United Kingdom

Specifications

| | |
|------------------|--------------|
| Length overall | 7.99 m |
| Length waterline | 7.24 m |
| Beam | 2.76 m |
| Draft | 0.80 m |
| Displacement | 4,000 kg |
| Hull | GRP |
| Keel | Lifting keel |

Propulsion

| | |
|---------------|---|
| Engine | Yanmar 3YM20 marine diesel engine 19hp Three cylinder, naturally aspirated, indirectly cooled Mechanical reversing marine gearbox |
| Fuel | Diesel |
| Fuel capacity | 60 litres |

Accommodation

| | |
|-------------------------|------------|
| Drinking water capacity | 120 litres |
|-------------------------|------------|

Description

Designed by David Thomas to create a new design in the Crabber range for those who started on Shrimpers and Crabber 22 to move up to. The Cornish Crabbers 26 with her full-sectioned hull and higher freeboard fulfils the design criteria with generously sized berths and standing headroom in the saloon. Below the waterline, the design features some modern tweaks on the traditional hull sections, with the trailing edge of the keel tapered to improve water flow over the foil section rudder, improving response under power and sail. Combined with the improved profile of the bilge keels and a healthy ballast ratio, the hull performs better than most would expect from a gaffer.

Cornish Crabber 26 hull number 1, EOWYN has been based on the West Coast of Scotland since being purchased by her current owner in 2017. Predominately used for single handed cruising she has proven to be a solid and reliable cruising boat for Scottish waters safely carrying her skipper around the coast and islands. Now reluctantly for sale as her owner retires from sailing her inventory highlights include:

- Original gelcoat finish to hull and decks
- Underwater hull finished with Copper Coat, applied 2024
- Yanmar 3YM20, 19hp, marine diesel engine
- 3-blade bronze feathering propeller
- Rope cutter
- Raymarine ST60+ Tri-Data display
- Garmin GPSMap 556 chartplotter
- Garmin VHF100i DSC VHF
- Plastimo Neptune 2500 galley cooker
- Harken furling gears for jib and staysail
- Lewmar self-tailing winches
- Spinlock rope clutches
- Rocna anchor

Lying afloat on her mooring at Kilmelford Yacht Haven the Cornish Crabber 26 EOWYN is available for immediate viewing by prior appointment.

CONSTRUCTION

Hull Construction:

Single piece GRP moulded hull.
Simulation moulded planking effect
Monolithic laminate, hand consolidated in mould
Integral moulded casing for centreplate, part of hull structure
Moulded internal structural liner forming base of furniture units and incorporating engine beds
Plywood bulkheads bonded to hull and deck
Original off-white gelcoat with pale blue gelcoat sheerband to finish topsides
Teak rubbing strake below sheerband.
Underwater hull finished with Copper Coat, applied 2024

Deck & Superstructure Construction:

Single piece moulded deck incorporating superstructure and self-draining cockpit.
Hand-consolidated, sandwich construction with balsa core
Hardwood backing pads fitted in way of high load fittings
GRP moulded toerail with freeing ports running the length of the deck edge
Moulded non-slip panels to finished, decks, coachroof and cockpit
Cockpit locker hatches moulded in GRP with balsa core
Cockpit drain tubes are of moulded GRP tubes, glassed to hull and deck

Centreplate & Rudder:

Galvanised steel centreplate secured withing GRP moulded casing
Centreplate lifted and lowered by wire lead aft to deck purchase system on coachroof leading to cockpit winch.
3 cast lead ballast ingots form saloon sole, bonded and glassed to hull
GRP rudder with foam core
Rudder hung on two stainless steel 'pintle & guden hangings
Lower weight bearing rudder shoe secured to hull skeg
MACHINERY

Engine & gearbox:

Yanmar 3YM20 marine diesel engine
19hp
Three cylinder, naturally aspirated, indirectly cooled
Mechanical reversing marine gearbox
Single lever morse control

Maintenance & Performance:

Engine last serviced autumn 2024
Cruising speed under engine 5.5kts

Propulsion & Steering:

25mm stainless steel prop shaft
Flexible drive coupling
Dripless type, lip seal stern gland
3-blade bronze feathering propeller
Rope cutter
Hardwood tiller
Transom-hung rudder

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

Battery Banks:

Battery Bank 1 – 1x 12VDC lead acid
Battery Bank 2 – 1x 12VDC lead acid

Alternator:

Single engine mounted alternator
12VDC alternators charging battery banks

PLUMBING

Fresh Water:

Pressurised hot and cold water system
Mixer tap in galley
Mixer tap/shower fitting in heads
Hot water provided from engine engine-heated calorifier

Bilge Pumps:

Manual bilge pump
Electric bilge pump with manual and auto switching

TANKAGE

Fuel:

Single diesel tank
Rotomoulded plastic tank
Inspection tank in hatch for cleaning
Approximate total capacity 60ltrs

Fresh Water:

Single fresh water tank.
Flexible PVC tank
Approximate capacity 120ltrs
Tank fitted with inspection hatch or cleaning

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth/Speed/Log – Raymarine ST60+ Tri-Data
Plotter – Garmin GPSMap 556
Magnetic Compass

Communications Equipment:

DSC VHF – Garmin VHF100i

DOMESTIC EQUIPMENT

Galley:

Galley Stove – Plastimo Neptune 2500 two burner, oven and grill, gimbal mounted.
Stainless steel sink
Mixer tap

Heads:

Heads – Jabsco manual marine toilet
Stainless steel wash hand basin
Mixer tap/shower fitting
Teak grating with shower tray sump below

Lighting:

Overhead lighting throughout the interior.
Bulkhead mounted reading lights in saloon
All lights fitted with LED bulbs

Entertainment:

Fusion MS-IP600 radio/iPod nano dock with iPod

Speakers in saloon

ACCOMMODATION

Summary of Accommodation:

Forepeak with twin berth.

Saloon with two settees converting to two single berths

Galley

Separate heads compartment

Accommodation Finish:

All cabin furniture joinery work finished in an off-white paint with varnished hardwood trims

Soleboards of plywood with a traditional teak and holly style veneer to finish

Hull sides lined with hardwood strip planking in a varnished finish

Headlinings of foam backed vinyl.

Description of Accommodation from Forward:

Forward Cabin:

Two single berths forward with standing room between berths aft.

Infill section to create double berth

Water tank beneath bunk.

Saloon:

Bench settees port and starboard

Settee backrest hinge up to provide access to additional storage space outboard of back rests

Drop leaf saloon table, centrally built around centreboard box

Shelves outboard of settee backs port and starboard

Crockery storage rack above port side settee back rest, aft

Ships switch panel outboard of starboard settee at aft end

Lockers beneath settee bases

Galley:

L-shaped galley to starboard of companionway

Stainless steel sink forward inboard.

Top loading pantry locker below worktop outboard of sink forward.

Gimbal-mounted cooker outboard aft

Locker space beneath and outboard of worktop

Heads:

Separate heads compartment to port side of companionway

Forward-facing manual marine toilet located inboard, aft.

Moulded countertop running along outboard side of compartment with inset wash hand basin mounted in countertop forward, fiddled shelf aft.

DECK EQUIPMENT

Rig:

Deck stepped cutter rigged gaff.

Laminated Sitka Spruce mast and spars

Stainless steel mast head cap and spreader band

Stainless steel gooseneck fitting and stainless steel bands to secure kicker and mainsheet to boom

Stainless steel pivoting foot fitting on bowsprit with stainless steel end cap

Stainless steel gaff collar with leather protection on bearing surface

Standing rigging of stainless steel wire with roll swaged terminal with stainless steel rigging screws

Harken furlers for jib and staysail
Running rigging in braid on braid rope
All lines lead aft to cockpit

Winches:

Primary Winches – 2x Lewmar 8, single speed.
Cockpit Halyard Winches – 2x Lewmar 16, two-speed, self-tailing

Sails:

Mainsail – Cream Dacron, 2 reefing points with tie in lacings. Luff and gaff lacings as required
Jib – Cream Dacron. Carbon fibre rod luff and tell tails
Staysail – Tan Dacron. Wire luff and tell tails

Canvas Work:

Mainsail cover

Anchoring & Mooring:

Bower Anchor – Rocna Vulcan anchor on chain rode.
Selection of mooring warps
Selection of fenders.

Tender:

Inflatable dinghy with seat, oars and pump

General:

Single stainless steel bow roller
Toerail mounted mooring cleats forward, midships and aft
Below deck level, self-draining anchor locker
Large alloy mooring cleat mounted within anchor locker for use with anchor or swinging mooring
Deck-mounted alloy stanchions supporting double-tier guardwires
Deck mounted stainless steel samson post located centrally on foredeck
Stainless steel mast tabernacle
Lines lead aft from mast on port and starboard sides of coachroof
Genoa track and cars mounted on toerail outboard of side decks
Staysail track and cars mounted on inboard edge of side decks
Hardwood grabrails running down coachroof port and starboard.
Moulded cockpit coamings.
Bench seating on port and starboard sides of cockpit
Cockpit lockers beneath port and starboard cockpit seats.
Gas locker beneath central section of seating aft.
Halyard locker beneath step at companionway.

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are 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 owners specific needs.

Navigation Lights:

Steaming light
Low level running lights

Life saving:

Horseshoe lifebuoy with light
KIM Man Overboard Rescue Sling

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









