



Cornish Crabbers Crabber 24 Mk V. 'Annisette'

Make:	Cornish Crabbers	Hull LOA:	24.02 ft / 7.32 m
Model:	Crabber 24, Mk V	Overall LOA inc. retractable bow sprit:	28.25ft / 8.60m
Year:	2019	Beam:	8.73 ft / 2.66 m
Displacement:	4,960.00 lb / 2,250 kg	Keel form:	Long keel, with centreplate
Engine:	Yanmar 2YM15	Draft – plate down	4.59 ft / 1.40 m
Fuel:	43 lts / 9.50 Gals	Draft – plate up	2.40 ft / 0.73 m
Water:	100 Lts / 22 Gals	Accommodation:	4 Berths in 1 cabin

Price: £54,950 – UK VAT paid

Cornish Crabber 24 Mk.V – 2019 **Recently reduced to £54,950**

'Annisette' was delivered in March 2019 and then sold as a barely-used, six month old example in October of that same year to the current owners who, in effect, have been the prime users of the boat since new. She was highly spec'd from the factory in the first place and our clients chose to add a sprayhood, full cockpit enclosure and a bespoke, heavyweight overall laying-up cover. The underwater surfaces have been 'Coppercoated' too.

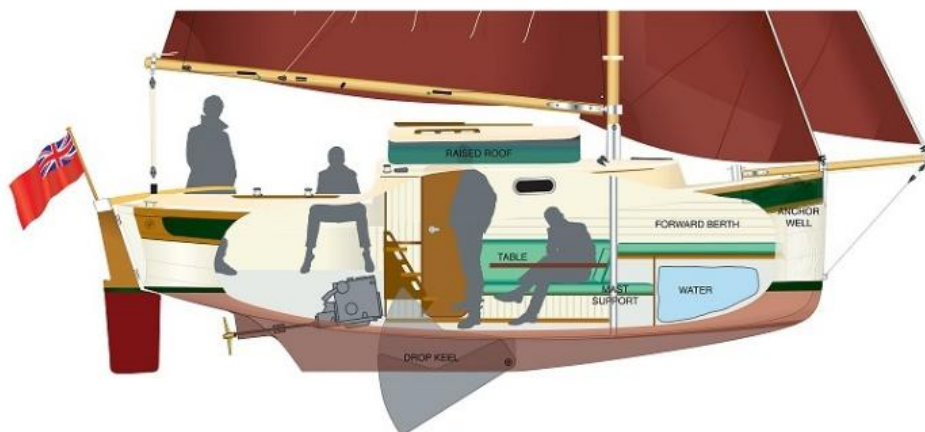
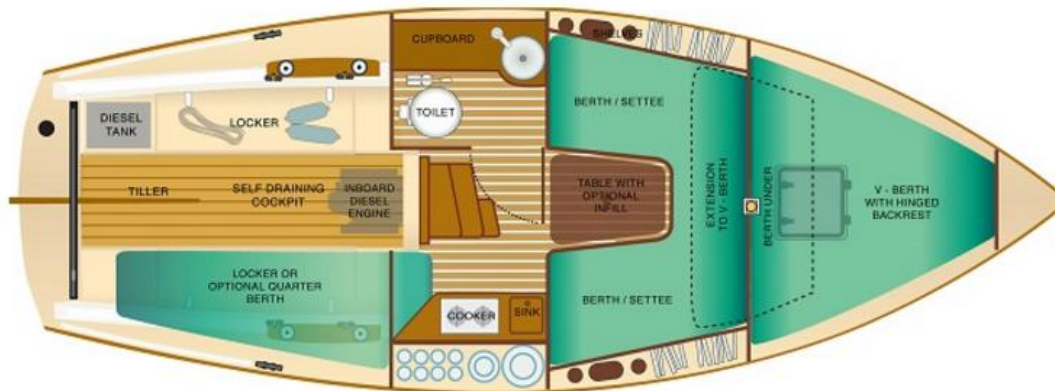
The design draws upon experience gained in the building of the earlier Cornish Yawl, featuring a 'Breton'-style double berth forward, whose 'head' end may be conveniently folded to maximise the amount of volume within lower seating within the midship area of the hull. The hull has similar beam to length ratios as the original Crabber's hull, again offering more volume than the earlier Crabber or Yawls designs and the heads compartment is genuinely bigger than that of the yawls. Again, the cockpit is much more spacious than the earlier boats.

This boat is beautifully clean, still with that 'new' boat freshness inside and has only been left without her overall cover over her this autumn for the convenience of potential viewings. She is ashore in her usual boatyard, all of about three miles from the owners' home. Anyone looking to save many ££'s against the price of a new example, or wanting to upgrade from an older Cornish Crabber should not hesitate to pick up the phone and make an appointment to view. She's lovely.

Many more photos are available in our 'cloud'- based archive for this yacht.

Contact us for access.

Layout plan



Accommodation

In common with the preceding Cornish Crabbers' Yawl 24 the main cabin utilises a double level arrangement, with a 'Breton'-style open double berth right forward and a wide, U-shaped seating plan at the lower level to be able to offer two more - but single - berths beneath. The head of the double berth is formed by a transversely hinged panel, which when in its 'down' position provides the upholstered backrest to those seated at the forward end of the dining/lounging arrangement. There is a small, pedestal-mounted table that may, by its design that incorporates double pivots, be positioned to one side of the main sole area, or brought out to be on the centreline for convenient dining with people opposite each other.

Coachroof windows to either side are opening for good cross-flow of ventilation.

With no pretensions to having a quarter berth, the galley and fully enclosed heads compartment areas are maximised.

The galley is of simple L-shape but relatively generous in the amount of stowage that has been incorporated, with two large closed lockers beneath the work surfaces, closed lockers beneath the starboard side deck and a top-accessed cool box outboard of the sink. A stainless steel sink is fed with pressurised cold and warm water. There is even a 240V AC socket by which an electric kettle may be boiled - if indulging in a marina berth with AC shore support.

The heads compartment is far more generous than in the Yawl 24's. The greater beam of this Crabber enables more room to be able to turn the shoulders when in the compartment, rather than having to 'reverse' in. There is even room enough for the handbasin to be set within a fiddled shelf beneath the port side deck, with closed locker space beneath. The marine-flushing toilet flushes through a holding tank and a macerating discharge pump enables evacuation of the tank when sufficiently offshore.

Mechanical and Electrical Systems

Fitted with a Yanmar 2YM15, twin cylinder indirectly cooled engine rated at up to 14 BHP drives a three-bladed, 'Feather Stream' self-feathering propeller through a conventional prop shaft.

Recorded engine hours as at April 2026: **332 hrs.**

Electrical:

Two lead acid batteries, switched through independent double-pole switches charged by the engine-driven alternator and a small, trickle-charge photo-voltaic ('Solar') panel when the boat is left on moorings. A 15 Amp battery charger is also fitted, for use when plugged into a shore support system. A 1kW inverter, with 13 Amp socket and USB outlets is to be included in the sale.

All lighting is of modern LED designs thereby minimising electrical consumption.

Tankage:

Fuel - 43 litres.

Water - 100 litres.

Holding tank -28 litres.

Sails and Spars

Rigged as a gaff-rigged cutter, on an aluminium alloy mast, with wooden boom and gaff and de-mountable bowsprit. Both the Stays'l and the Jib are carried on 'Aeroluff' carbon fibre self-furlers operated from the cockpit. With all rope work being carried by modern, low-friction blocks and

deck hardware. The mast is stayed by stainless steel standing rigging, including a fixed fore'stay to enable the headsails to be lowered on their furlers if/when required.

Sails:

Mainsail, Stays'l and Jib, all in a traditional looking, tan-coloured cloth, by Freeman Sails of Padstow.

Navigation Equipment

- Raymarine Axiom 9" chart plotter, mounted to starboard of the companionway.
- Raymarine i50 depth read out.
- Raymarine ST2000 tiller pilot.
- Ritchie steering compass.

Deck Equipment

- Electric windlass with foot switches, by Quick.
- 10 kg Delta anchor to replace the original 'plough anchor.
- Cable made up of 20m of 8mm chain plus 20m of 14mm multi-plait rope.
- Antal, self-tailing primary sheet winches.
- Antal halyard winch and stays'l sheet winches.
- Sprayhood by CJ Marine to match the original, Freeman Sails supplied sailcover.
- Full cockpit enclosure to fit to the sprayhood.
- Heavy duty, overall lay-up cover for use with the mast removed.
- **3D lightweight, compact inflatable dinghy**, c/w pump, paddles and seat.
- Swing-down boarding/swimming ladder.
- Tiller extension.
- Un-named, horseshoe lifebuoy.
- Provision for the table to be mounted in the cockpit.
- Stainless steel guard wires, carried in stainless steel stanchions.

Vessel's History/Background

Originally delivered in March 2019, but barely used and sold 'just about as new' to our clients in October of that same year. They had years of liveaboard and long-distance cruising under their keel but had sold a full-keeled traditional style of yacht through ourselves and were intending to 'bury the anchor'. Inevitably, living alongside the Tavy and Tamar rivers they found that they couldn't turn their backs on boats and local sailing completely. Now, the time has come to accept that cruising the Westcountry coastline is also a thing of the past too.

The background is of importance in explaining that when they received 'Annisette' she was, in effect a blank canvas and the new owners brought a wealth of knowledge, born of experience to the task of fitting out the boat to reliable standards; hence the replacement of the 'toothpick' of an anchor and the upgrading of the associated cable.

A good quality sprayhood and cockpit enclosure were ordered, but to be matching with the existing canvas work, together with a 'proper job', heavyweight canvas overall laying-up cover.

'Annisette' has been lifted ashore and laid-up each winter within three miles of the owners' home. All sails are removed to dry storage each time and the boat is kept clean and dry.

Here is a small selection of images of 'Annisette'. Many more photos are available in our 'cloud'-based archive for this yacht. Contact us for access if we haven't already provided you with the link.



On moorings, river Tamar.



On moorings, immediately before lay-up



Main cabin, with forward berth extended.



Main cabin, with forward berth closed away.



L-shaped galley to starboard of companionway.



Heads compartment, located to port of companionway.



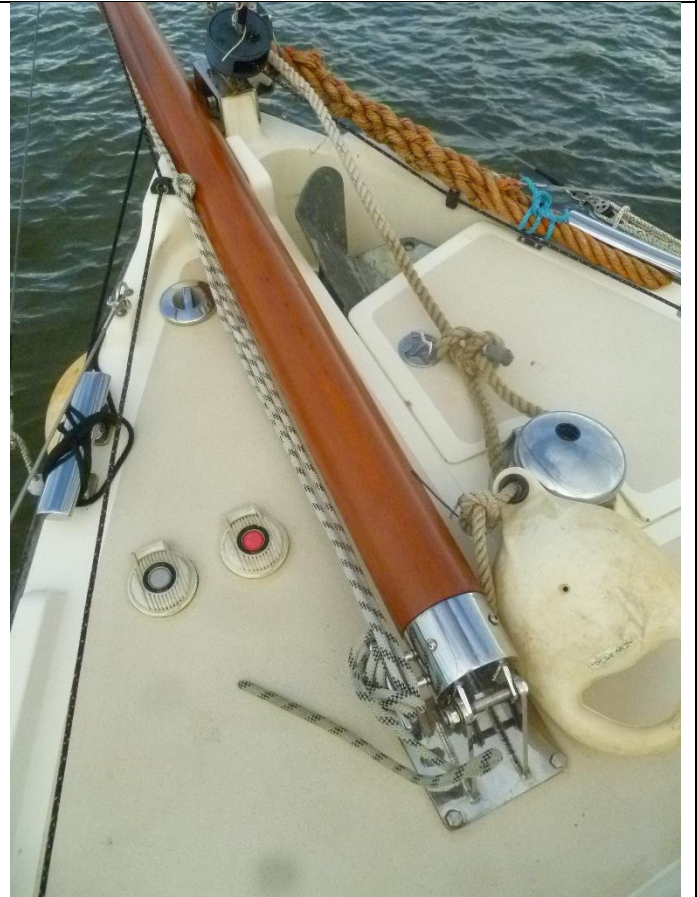
Main cabin – starboard side.



Main cabin – port side.



Mast, stepped in substantial stainless steel tabanacle.



Bowsprit arrangements and electric windlass alongside.



Simple centreplate lifting arrangements.



Large screen chart plotter



Engine monitoring & switch panel.



Starboard cockpit locker, mirrored to starb'd.



Dried out and standing level on bilge support blocks.



Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.