

CORNISH CRABBER 22

Salty and simple weekender

By *Brian Fagan* **C**ornish Crabbers are the product of British cruising tradition—of mucking about in boats. Gaff-rigged and of unashamedly moderate to heavy displacement, these boats recall quiet summer evenings in deserted creeks and long cockpit meals under a full moon. Crabbers enjoy enormous popularity in European waters and are making inroads among sailors in North American waters.

Over the past two decades, Cornish Crabbers Ltd. has established an international reputa-

tion for the quality of its boats, which are built in Rock, in North Cornwall, England. The 22 follows

in the tradition with a strongly built, hand-laid-up hull designed to take the wear and tear of repeated groundings at low tide or lying at a mooring all season. Even the deck fittings and rubrail reflect an expectation of hard, if affectionate, use. From the beginning, Crabber designer Roger Dongray has progressively refined his conservative designs with constant feedback from satisfied owners, who value the Crabber blend of tradition and surprisingly good performance. This conservatism pays off handsomely in the new Cornish Crabber 22, introduced to the



Dripping with old-fashioned charm, the Crabber 22 has modern conveniences like roller furling and a 9-horsepower inboard diesel, and it can be easily trailered.

North American market last fall by Britannia Boats of Annapolis, Maryland.

The 22 is all business, a beautiful little ship with high topsides, wooden spars and a bowsprit, and like her smaller and larger sisters, she is redolent of Cornish working boats of yesteryear. You step down into a deep self-bailing cockpit with seats so embracing that you are tempted to grace it with the old-fashioned Victorian term "well." The traveler lies astern but within easy reach of the helm. Sitting at the mahogany tiller, you have a clear view forward whether under sail or power, despite a cabinhouse that allows more headroom below. This is an important consideration in our often crowded waters.

Secure in a breeze

Wide side decks with nonskid provide easy access to a small but practical foredeck. Here the 22 excels, with a well-thought-out anchor locker, a hawsepipe with the opening set facing aft, and a massive chrome sampson

post and cleat—part of a beautifully fabricated custom fitting that also holds the inboard pivot pin for the retractable bowsprit. This is a foredeck made for the kind of anchor work that serious gungholers relish. In harbor you can secure lines to four sensible cleats at the corners of the boat and your springs to two large cleats amidships.

The bowsprit can be retracted in a few seconds by undoing a pin and sliding it back. It can also be pivoted vertically, in Dutch style. The designer has ingeniously set the mast in a tabernacle for lowering the rig using the jib halyard with the pivoting bowsprit used as sheer legs. Small wonder, since many Crabbers end up in Dutch canals and other inland waterways. The ease of rigging is important in a trailer yacht such as the 22, a boat that positively begs to be towed behind a midsize truck or sport utility vehicle.

The 22 is a weekend boat designed for a couple with a small family. The interior is functional with a full-length bunk on either side of the perma-



LOA 27' • LOO 22' • LWL 20'8" • Beam 8'3"
Draft 2'4" (plate up), 5" (plate down)
Displacement 4,480 lbs. • Sail Area 300 sq. ft.

Base Price \$54,930
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