

The birth of a new boat **PART 7**

# Complete and ready for launch



In the last of our series following the building of a new boat, David Harding watches the final fitting-out stages of the Cornish Crabber 26 and sees her ready to take to the water

**I**n September's PBO we saw the first Crabber 26 beginning to taking shape: with all the tooling and mould-work complete, boat No1 was being built. The ballast, main bulkhead and internal mouldings were fitted and the deck had been lowered on for a test-fit.

Now it was time for the fitting out. Most of the detailing had already been calculated, the parts ordered and the custom fittings commissioned. Everyone knew what was to go in and where, but building the first of a new production yacht always involves an element of the unknown. This is how it all went together.

To see what the boat looked like and how she performed on the water, turn to our exclusive first test report on page 50

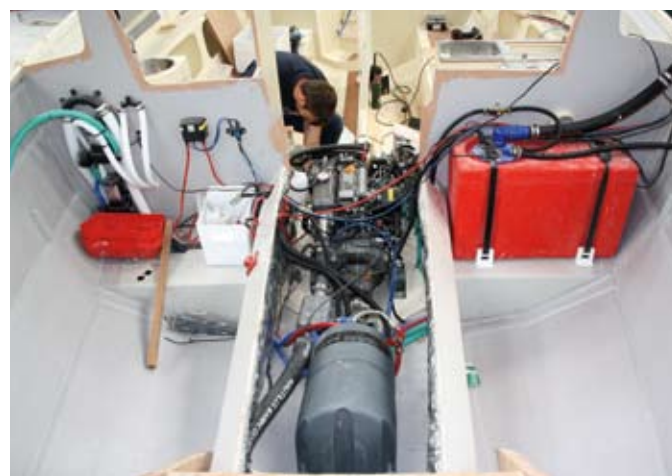


Time to test the rig: work has yet to be completed on the fitting out, but it's important to make sure everything works in the rigging department





The engine and stern gear have been fitted, as have the bulkheads, which are bonded and laminated to the hull



Now the starboard aft bulkhead is in position, plus the engine insulation, most of the electrical wiring and the sub-mouldings either side on which sit the fuel tank (starboard) and batteries (port). The calorifier (hot water) tank is abaft the engine and will be accessible beneath the removable cockpit sole. Note the battery switch on the longitudinal sub-moulding to port of the engine. It will be in the bottom of the port locker



Day-to-day engine access will be from the forward end. Here the casing is built in timber, but it will be partially replaced by a moulding on future boats



In go the sink and cooker. The coolbox will be outboard of the sink. Note the tongue-and-groove effect on the bulkhead, which is achieved by use of a router



Pipes for the heads and for the hot and cold water to the sink are fed through the bulkhead and interior moulding. The inside of the hull has been partially flow-coated (painted with thinned gel coat) to give a smooth finish



Although the interior moulding forms most of the structure, a fair amount of joinery is still needed. Here the vertical supports for the cedar battening have gone in above the moulding and the timber for the hullside locker units is being fitted



This is how the locker to port abaft the main bulkhead starts out...



...and this is how it looks when shaped, trimmed, routed, painted and lined inside with carpet. It doubles as a knee in way of the chainplates to reinforce the topsides



With the joinery units fitted and hull sides flow-coated, it begins to look more like a boat's interior. The space beneath the saloon berths on both sides is used for stowage



The last of the major interior dividers, the heads bulkheads and door, are fitted. The door opens forward



With the decision taken to use vinyl rather than a glassfibre moulding for the headlining, the framework for the plywood panels is fitted to the underside of the deckhead



Then the plywood panels themselves are dropped in for a test fit



Hardwood is used for the framework, grooved on the reverse face to allow it to bend to fit the deckhead



Now it's time to fit the vinyl, which is stuck to the underside of the decks and the coachroof sides



Grab-handles go either side of the companionway



Hardware and timber trim are fitted to the deck and cockpit



One of several good reasons for not destroying the deck plug straight away: it's used for testing the position of the organisers, clutches and winches before they're fitted to the deck moulding of the first boat



A mould is made from the rudder's plug and polished ready for the first blade to be laid up



The spars have arrived from manufacturers Collars and are being dressed in the rigging shop. The spreaders are angled slightly, but most of their sweep-back is achieved by their being set abaft the mast



Everything that can be fitted to the hull and deck while they're still separate has been fitted. Now it's time to join the two together - they're screwed and bonded - and finish the boat



Nearly there: fitted out and antifouled, the first Cornish Crabber 26 is ready to leave the factory. Just under a year ago the design existed only on paper and many of the details evolved during the tooling-up and construction

The final chance to drop the centreplate to make sure all's well before she finally hits the water. Note the balance on the leading edge of the rudder and the blades of the three-bladed prop in their feathered position



Raising the mast for real. It's easily done with the use of the bowsprit and a purchase led aft to the coachroof winch

## The Cornish Crabber 26 story

You can read parts 1-6 of the birth of a new boat FREE online at [www.pbo.co.uk](http://www.pbo.co.uk)

The collage includes several magazine spreads with the following titles:
 

- The birth of a new boat...**
- Making the mould**
- Finishing the mould and building the first hull**
- Building the deck plug**
- Creating the interior**
- Putting it all together**