



Cornish Crabbers Pilot Cutter 30 – Aliesje

Make:	Cornish Crabbers	Boat Name:	Aliesje
Model:	Pilot Cutter 30	Hull Material:	Fibreglass (GRP)
Length:	30 ft	Draft:	4 ft 6 in
Beam:	9 ft 6 in	Number of Engines:	1
Year:	1995	Fuel Type:	Diesel
		Price:	GBP 64,950

Aliesje

Cornish Crabbers' Bermudan Pilot Cutter 30 - 1995 - £64,950

'Aliesje' is a one-off and represents a super opportunity for someone that appreciates just what they are looking at.

Back in the mid 1990's, upon his purchase of the Cornish Crabbers business, the new Managing Director of the time (who is half Dutch) recognised that in the moth-balled Cornish Cutter 30 moulds he had an asset that had been significantly under-utilised and, as a priority, he immediately had the moulds refurbished. He felt that there was latent demand for traditionally styled boats, but didn't accept that they had to be heavy to work, slow to windward and tiresome to maintain; he argued that the use of modern materials and fittings, blended with traditional looks and fittings would make for a boat to be proud of; a boat that

contrasted with the all pervasive 'All White Boats' and one that wouldn't be any more demanding to maintain.

'Aliesje' was equipped with a Bermudan cutter rig (whilst retaining the bowsprit) on aluminium spars (cream enamelled as a nod to the traditionalist), wheel steering, a generously powered auxiliary engine and accommodation to suit a growing family. Modern deck hardware such as self-tailing winches, ball-race blocks and a self-tacking staysail were employed, while indulging in bronze hatches and winches to go with traditional portlights and the swept laid 10mm teak deck sheathing - she is a handsome boat.

September 2023 – Ashore in a tent for two months to have all varnished brightwork stripped back to bare wood and freshly varnished professionally. Rudder removed and new lower bearing fitted. Underwater surfaces freshly antifouled and other works completed.

**** E-mail or Call us for a link to an extensive cloud-based photo file****

Measurements

LOA:	35 ft 6 in	Ballast:	2800 kg
LWL:	25 ft 9 in	Displacement:	7120 kg
Beam:	9 ft 6 in	Fuel Tanks Cap.:	110 L
Max Draft:	4 ft 6 in	Fresh Water Tanks Cap.:	250 L
Cabin Headroom:	6 ft 3 in	Number of Heads:	1

Accommodation

5/6 Berths across forward cabin & main saloon with a separate heads compartment.

The accommodation is laid out from forwards:

Forward Cabin: The double berth runs across the full width of the vessel immediately forward of the heads compartment (on port side) and of a hanging locker (to starboard side), with access to the head end of the berth from the relatively wide 'vestibule' area outside of the heads. At time of construction, the Pilot Cutter's usual internal moulding was retained beneath the berth (possibly for reason of the hull stiffening that it affords in the forward end of the hull) and it serves to illustrate just how much more generous the forward berths are in this particular example of the Pilot Cutter. Access to the spacious stowage locker beneath the berth is via a locker door through the end of the berth that faces into the vestibule area as well as from beneath the berth cushions. Light and ventilation is provided by a 'Houdini'-style hatch (in bronze) overhead, while fixed ports are fitted in both topsides. LED lighting has been fitted to the foot-end of the berths, switched over the head end of each berth. A degree of privacy is afforded by a half-height curtain fitted across the access point to the berths.

Vestibule Area: This is offset of the heads compartment, with its sole being unrestricted and a continuation of that in the main cabin - making for a conveniently usable space. A deep hanging (and generously sized) hanging locker is fitted outboard of the sole, between the forward and main bulkheads.

Heads Compartment: There is nothing very sophisticated to describe within this space; simply practical in its layout and generous in its sizing is the best summation. A marine

flushing toilet by Jabsco; pressurised hot and cold water via a mixer tap and shower head (a relatively deep 'grey water' sump is provided, together with a 12V DC evacuating pump) and a shower curtain. A 'traditional'-style deck prism overhead is very effective in providing light. Access is easy, through an approx. 24" wide door that is fitted with a sensibly-sized mirror on its reverse.

Main Cabin: Attractively fitted out in teak, with tongue and grooved cedar overhead painted white, contrasting with grown hardwood beams. The overall and immediate impact is that of a warm and welcoming traditional ambience. U-shaped seating to the port side is fitted around a pedestal mounted, leafed table (maybe lowered to form a double bunk), with a linear galley to starboard and a dedicated chart table abaft of that. Single, but generously sized quarter berths to each side of the cockpit's footwell provide the rest of the sleeping berths. Easy and comfortable access down to the cabin from the cockpit is via a set of wide hardwood and shaped steps, to a landing on the top of the engine box, before a lower step unit to sole level. Six bronze, opening portlights, combined with a bronze hatch above the cabin's table provide light and cross-ventilation, while all locker doors about the accommodation are louvred to encourage proper ventilation within.

The two quarter berths are mirror images of each other; each provided with an opening portlight to the cockpit's well, a storage shelf to the foot end and a storage unit fitted to the hullside, outboard and above the berth itself. The space beneath these berths is given over to the stainless steel freshwater tanks.

Navigation Area: A dedicated, outboard-facing chart table is fitted ahead of the port side's quarter berth. A substantially mounted, button seat may be swung away when not required. Chart stowage within and with a hinged instrument fascia above. The modern touch-screen multifunction plotter by Raymarine and a Standard Horizon GMDSS capable VHF radio are fitted here, facing the navigator and conveniently to hand.

Galley: Linear in form and located to starboard side of the main cabin, with a shallow peninsular to accommodate a larger than average, single stainless steel sink that may be worked at from any of the three sides and accomodating a Smev cooker featuring four burners within its hob, plus grill and oven. A generous, stainless steel-lined fridge is top-opening and located outboard of the sink. There are four closed lockers in a unit suspended beneath the starboard side deck above the work surface, and two very generous lockers beneath the work surface - each with fiddled shelves within. An 'Aqua Filter' cartridge unit is fitted within the cold water supply to the galley's sink.

An Eberspacher diesel-fired, hot air heating unit is fitted for comfort on board and an Alpine MP3 and CD player, together with a pair of large speakers is fitted for entertainment.

Spars, Rigging and Sails

Bermudan cutter-rigged on cream coloured, enamelled aluminium alloy spars with all stainless steel standing rigging that was new in 2017. Varnished oregon pine, retractable bowsprit to reduce the berthed overall length.

The majority of the running rigging was replaced in 2022 too and is handled by good quality deck hardware by either Harken or Lewmar, combining with Spinlock rope clutches and Lewmar self-tailing winches.

The outer furling gear is by Plastimo and the inner for'stay is fitted with a Facnor furling system.

A rod kicker is fitted to support the main boom when reefing.

An aluminium tele-pole is carried within stanchion-mounted clamps to be able to bear out the headsails or a cruising chute.

Sails:

- Fully-battened Tan coloured mainsail by Suffolk Sails (2018), with three reefs and low friction batten cars by Rutgerson, running on a low-friction track fitted to the aft face of the mast. The sail is judged to be in very good condition.
- Furling Tan coloured Yankee Jib by Suffolk Sails (2017); described as in very good order.
- Self-tacking Tan coloured Stays'l (2017) described as in very good order.
- Cruising chute in a snuffer (2005) - lightly used.
- Various earlier sails retained as 'spares'.

Mechanical and Electrical systems

A Yanmar 3JH4E dated Feb.2009 and rated at approx. 38 BHP/26.7kW replaces the original smaller engine. The larger output engine-mounted alternator (85A) option is fitted.

Recorded engine hours: (Sept 2023) are around 1300 hrs.

A universal thrust bearing by Halyard Marine is fitted, ensuring that the propeller-generated loads are applied directly to the hull's structure, rather than via the engine's resilient mounts, thereby reducing the transmitted vibration and wear of the engine's mountings.

The conventional, stainless steel shaft is fitted with a three-bladed propeller, with a rope cutter by Ambassador Marine ahead of it.

A bow thruster by Vetus was fitted for the 2018 season, with its own, dedicated battery located under the forward berths. The battery was replaced in common with the rest of the batteries in 2022.

Cruising speed is reported to be approx. 5.5 knots, with maximum speed of 6.5 knots.

Electrical Systems:

Fitted with 12V DC systems and extensively up-rated in 2022; with a 12.8V/200 A/hr LiFePo4 (lithium phospher) battery, dedicated for the 'Domestic and Services' provision, with a 92 A/hr AGM battery for engine cranking.

The battery charging is regulated and distributed through a Victron 'Smart' BMS (battery monitoring system) unit, combining with a MPPT 'Smart' regulator by Victron to control the charge from a pair of photo-voltaic (Solar) panels that are mounted to rails either side of the

cockpit and whose angles to the sun may be conveniently adjusted during a day. These are rated as being of 90W max.output each.

Battery charging is by engine-driven alternator plus the P.V. panels, supplemented by a 240V AC battery charger (30A 3-outlet, again by Victron) when the vessel is connected to shore-support.

Navigation and Sailing Instrumentation

Fitted within the cockpit:

- Raymarine i70 Multi display showing - amongst other things - depth and speed through the water windspeed and direction. (2022)
- Raymarine i70 Autopilot control. (2022)
- Raymarine Axiom 9 touchscreen chart plotter. (2022). This is neatly fitted, in common with the above display units, within a pedestal-mounted instrument pod by Scanstrut.
- Pedestal-mounted magnetic 'Polaris' compass.
- Raytheon autopilot operating directly on the rudder quadrant.

A mast-mounted radar scanner (2022) is fitted, providing information to either of the touchscreen displays - as does the AIS transponder (transmit and receive); all fitted in 2022.

Fitted below:

- Raymarine Axiom 12 touchscreen chart plotter above the chart table.
- Bulkhead-mounted clock and barometer.
- Standard Horizon DSC and GMDSS capable VHF radio, with cockpit remote command mic & speaker.

Deck Equipment

- LED masthead-mounted tricolour light.
- 35lb CQR anchor attached to approx 60m of calibrated chain.
- 12V DC electric windlass by Simpson Lawrence, operable by foot switches to for'deck.
- Secondary Danforth-type (kedge) anchor.
- Stainless steel stanchions with Dyneema guardwires, side access gateways to either side of the cockpit.
- Double railed pushpits aft, incorporating a hinged swimming ladder that also closes the stern gateway.
- 'Stack Pack' style mainsail cover with lazyjacks.

- Named cockpit dodgers with openings for access gates.
- Acrylic, folding sprayhood (New replacement cover being made & soon to be fitted)
- Pair of stainless steel davits to the stern to carry an inflatable dinghy. These may be rotated so as to avoid increasing the moored length of the vessel.
- Outboard engine stowage pad on the port pushpit.
- Hide-covered steering wheel (some re-stitching required).
- Bespoke, custom-made, overall winter cover with window panels and zipped deck access.
- Summer-weight deck awning.
- Lewmar self-tailing ST30 primary winches.
- Lewmar ST16 halyard/reefing winches.
- Spinlock XTS rope clutches.
- Minimum 6 inflatable fenders and 6 mooring ropes.
- Boathook and deck scrubber.

Safety Equipment

- 2 off 12V DC bilge pumps, each with manual and automatic switches.
- 1 off manual bilge pump with ready clearing access within the engine space.
- 2 dry powder fire extinguishers about the accommodation.
- Automatic fire extinguisher within the engine space.
- Fire blanket.
- ORC specification, 4 person life raft (last serviced 2022), carried in a canister on a stainless steel cradle atop the coachroof.
- EPIRB (2022).
- Gas alarm.
- 2 off carbon monoxide sensors and alarms.
- 2 off smoke alarms.
- Masthead-mounted 'Visiball radar reflector.

General note on any safety equipment: *Any safety equipment such as life rafts, 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.*

History and Construction

Exhibited at the 1996 London boatshow and launched shortly thereafter, Aleisje has the hull number 42 of the Cornish Pilot 30's. A green-coloured, moulded hull features a black sheer stripe between double rubbing bands of Iroko, with carved fashion pieces to each quarter.

The hull form is of a straight keel with keel-hung rudder (operated by rod-linked steering system).

GRP deck with Iroko coachroof and cockpit coamings, teak-sheathed decks, cockpit and coachroof top. The Deck teak sheathing was replaced in 2014, with cockpit's teak in 2009.

'Aliesje' has enjoyed a high-level of maintenance throughout her life and the most salient points may be summarised as follows:

- 2023 – Ashore in a tent for two months to have all varnished brightwork stripped back to bare wood and freshly varnished professionally. Rudder removed and new lower bearing fitted. Underwater surfaces freshly antifouled
- 2022 - New instrumentation (£11,000+ worth), Upgraded primary wiring and fitted new batteries throughout incl. LiFePo lithium-ion domestic battery, plus two 90W solar panels, modern regulators and battery charger. Upgraded warnings of fire equipment and provided EPIRB.
- 2021 - New seating in the main cabin.
- 2018 - New Tan coloured Mainsail.
- 2017 - New standing rigging, bow thruster fitted and new Tan coloured Staysail and Yankee Jib.
- 2016 - diesel fuel tank removed, steam cleaned and some primary wiring checked and upgraded.
- 2015 - Bowsprit replaced with new.
- 2014 – Teak Ring decks resheathed.
- 2009 - Engine replaced and cockpit teak sheathing renewed.
- 2009 - All underwater areas of the hull epoxy coated and coachroof teak re-laid.

Disclaimer

"In this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective Buyer is strongly advised to check the particulars and where appropriate at his own 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. Note: Life-saving appliances do not form part of the inventory and it is for the buyer to ensure they are in date and suitable for his purposes."

Photos



Ashore September 2023



Saloon looking forward



Galley area



Saloon seating



Nav area



Galley area



Forward Cabin



Heads Compartment



Saloon looking aft



Foredeck - Freshly varnished bowsprit



Freshly varnished cabin top



Cockpit area - Freshly varnished



Recent new electronics



Cockpit looking forward



Low friction roller batten cars & luff track



Stern davits - swivelling to reduce L.O.A



Cabin top - Freshly varnished



Ashore September 2023



Ashore September 2023



PILOT CUTTER No 42		
LENGTH OVERALL	35' 6"	10.82 M
LENGTH OVER DECK	30' 0"	9.14 M
LENGTH WATERLINE	25' 9"	7.85 M
BEAM	9' 6"	2.89 M
DRAUGHT	4' 6"	1.37 M
DISPLACEMENT	7.0 TONS	7.12 TONNES
SAIL AREA	566 SQ FT	52.6 SQ M

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