



1900 Morcambe Bay Prawner 42 £17,950 VAT UK TAX paid

Morecambe Bay Prawner 42FT built in the year 1900. This is a very unique opportunity to own a classic Yacht that was originally built as a trawler and then later converted. This is being sold as a project boat as it needs refurbishment. The last owner had it for over 60 years and it's now in need of a new home and someone to take it back to its former glory. It has been sat unattended for the last few years, it has not been submerged just unattended.

With all project boats a viewing of the effected areas is recommended. It is assumed that some electrics require attention and some hull requires repair work to the deck. The David Brown engine is a runner but will need a service. The Mast, booms, rigging and sails are supplied with the Morecambe Bay and are unchecked but appear in good serviceable condition. The previous owner spent over £60K on these 6 years ago. This Morecambe is available now and to arrange a viewing please contact Darren@boats.co.uk on 07717201688.

Specification

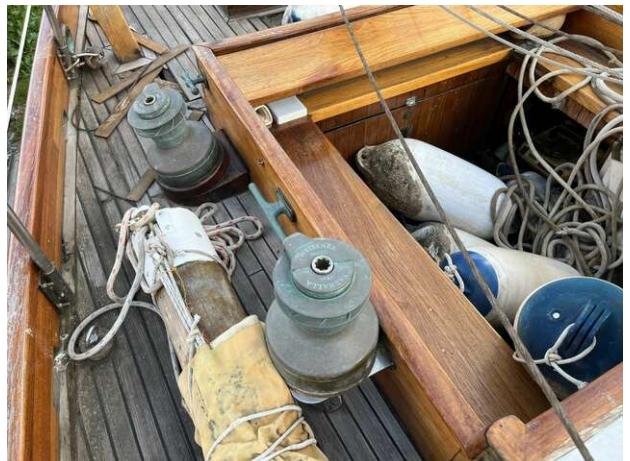
Stock number:	ESM053
Manufacturer:	Morcambe Bay Prawner
Model:	42
Year:	1900
Price:	£17,950 VAT UK TAX paid
Location:	Essex Marina, United Kingdom

Dimensions 0 kgs

Engine(s)	
Engine Mfr:	David Brown Diesel engine
Fuel:	Diesel
No of Engines:	1
Drive Type:	Shaftdrive

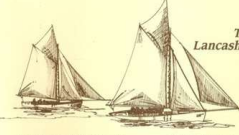
Highlights

- PROJECT BOAT
- MORCAMBE BAY PRAWNER
- PROJECT BOAT
- BUILT IN THE YEAR 1900





The Lancashire Nobby...



During the latter part of the nineteenth century improvements in railway communications made easy access to the Lancashire coast possible for many thousands of people in the inland towns.

Resorts such as Blackpool and Southport expanded rapidly to cope with the need for holiday accommodation, entertainment and catering. The demand for all kinds of shipfish increased dramatically, in particular for shrimps and prawns. These were to be found in abundance in the shallow waters off the West Lancashire coast, the charted and fishways in Lancashire then yielding the famous Lancashire fish.

Fishing under sail in these restricted waters was a hazardous business, tidal streams can be ferocious at times and freshening on-shore winds can raise a short, breaking sea in a matter of minutes.

The Morcambe Bay Prawner was evolved to cope with the conditions, and became known as the "NOBBY". The characteristics required were supreme seaworthiness, power to tow a beam trawl, ease of handling, generally only one man and a boy, low freeboard for wet hauling and good windward sailing ability, together with speed in hauling the catch.

Nobbies were built in lengths ranging from approximately 28 - 42 feet, but mostly in the 30 - 40 feet range. They all shared the design features of fine pitch ribs, underframe beams, adequate beams, a long graceful counter stern and bows capable of flexing under the short seas typical of the area. The deck was open, with a small cabin amid the fore-deck.

The gear-carrying rig was standard, consisting of mainmast, topmast, foremast and a jib set on a removable pivoting bower.

Although the last hobby built was in 1938 there are many still in existence, mostly now found with engine and sails. They are being increasingly sought after for restoration or conversion to pleasure craft and several are still fishing under engine power.

Why "Nobby"?

"Nobby" is supposed to be from the old much used Lancashire term for "rough wood," quite appropriate when you consider that these fish boats were designed and made very cheaply for fishing. Driving and pleasure? Certainly. The fishing nobbies were traditionally built from the use of pitch-oak ribs which helped protect the wood, and laid for the underframe in the water line - effective and cheap. Even the traditional white tops for the mast was the blue painted on to prevent it from rotting. These were made of dry beam built, developed and used by local people to fish the seas they sailed and worked in.

