

DRASCOMBE DRIFTER 22



Between 1977 & 1986 the Drascombe range included the Drifter, designed by John Watkinson.

On the water, it is a lovely boat to sail & at anchor it offers a good volume of usable space. However, with its long keel, bilge plates & permanent 2' 0" draft, it is a trailable boat rather than a true trailer-sailer in the relaxed, Drascombe manner. Despite this, they are popular with active members of the Drascombe Association who want a bigger boat than those in the core range but do not want to leave.

It is our intention to re-introduce the Drascombe Drifter but in a heavily revised form to bring it firmly into the Drascombe trailer-sailer family. Paul Fisher, of Selway-Fisher was commissioned to revise John's design to suit our 21st century evolution of the proven & popular Drascombe tradition.

It will have twin drop keels so that we achieve both the shallow draft necessary for easy launch & recovery together with the clear cockpit & cabin space of the original fixed keel boat. Needless to say, we have also created an evolution of our swinging cradle trailer, so successful under our other boats, with the ambition that she may be launched & recovered by one person.

Her statistics are:

Overall length		m	6.70	ft in	22'0"
Waterline length			5.88		19'3"
Beam			2.25		7'3"
Draft (c/plate up)			0.40		1'4"
Draft (c/plate down)			1.05		3'5"
Sailing weight			900 kg		1985 lb
Towing weight			1300kg		2865lb
			m2		sq ft
Sail areas:	Jib		6.87		74
	Main		12.57		135
	Mizzen		2.32		25
	Total		21.76		234

She will meet the Recreational Craft Directive Regulations for Category C, Coastal use.

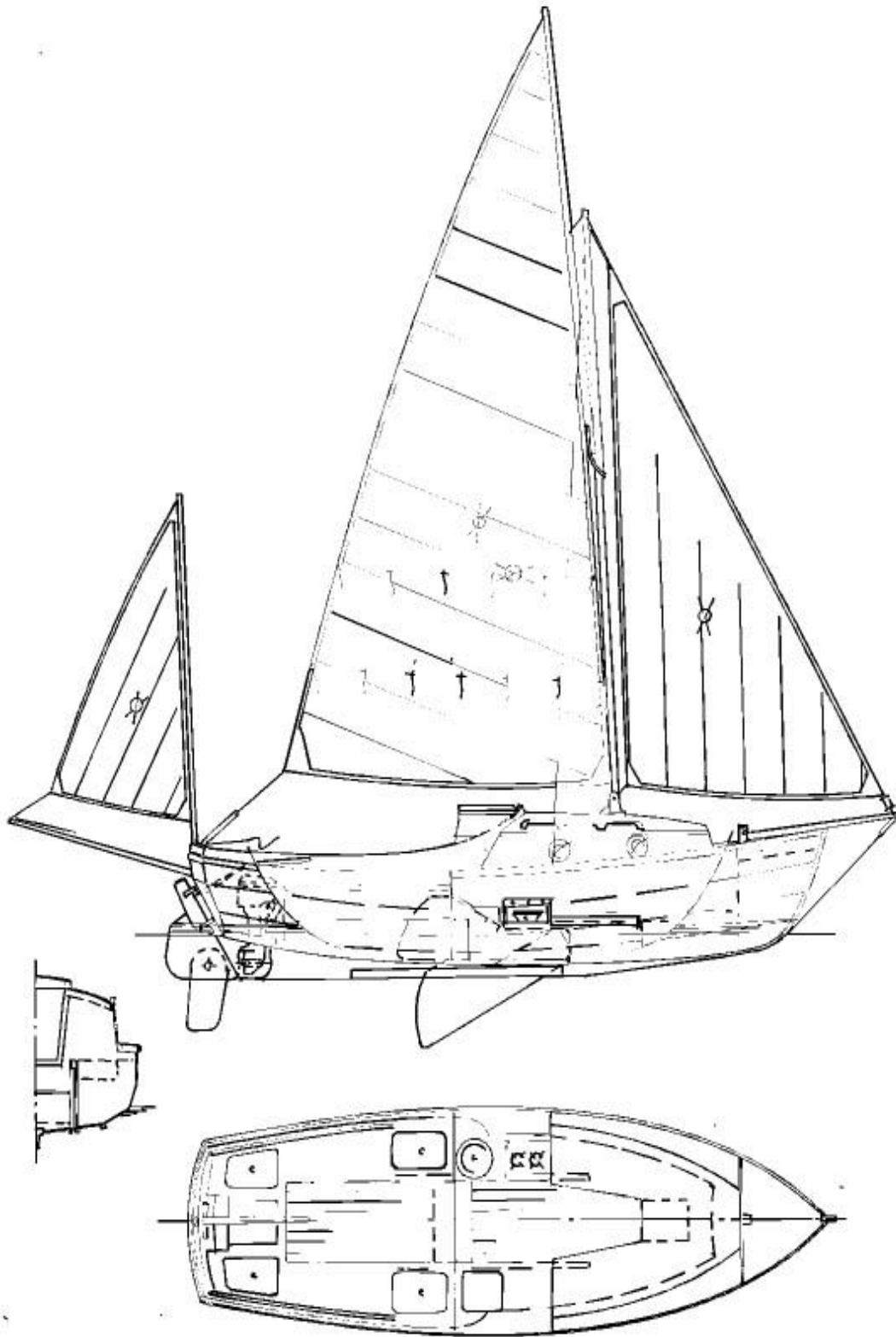
Cabin accommodation will provide a large vee berth for two people, cooking & toilet facilities. A sprayhood is an integral part of the design as is a cockpit tent to increase her practicality at anchor.

Her sail plan will be gunter yawl, all loose footed in the best Drascombe tradition, with Sitka Spruce spars & tan sails. We have included a drop-plate rudder for genuine shallow water sailing. Auxiliary power will be by outboard motor (about 8hp) in a dedicated well positioning the prop in front of the rudder, though kicking up to be clear of the water for reduced drag when sailing.

The prototype is being built entirely in wood epoxy. We intend to launch her in May 2005 & sail her for the season to prove & refine our design. Then she will be put into production. A mould has been taken off the hull so that production boats can have GRP hulls. With the deck & cabin fitting out in wood epoxy, it will be possible to tailor the design to suit any specific needs of the owner.

A decision to create a cabin/deck mould may be taken at some stage so that boats may be totally of GRP construction.

We would be happy to talk to any prospective buyers who may wish to become part of this exciting venture.



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