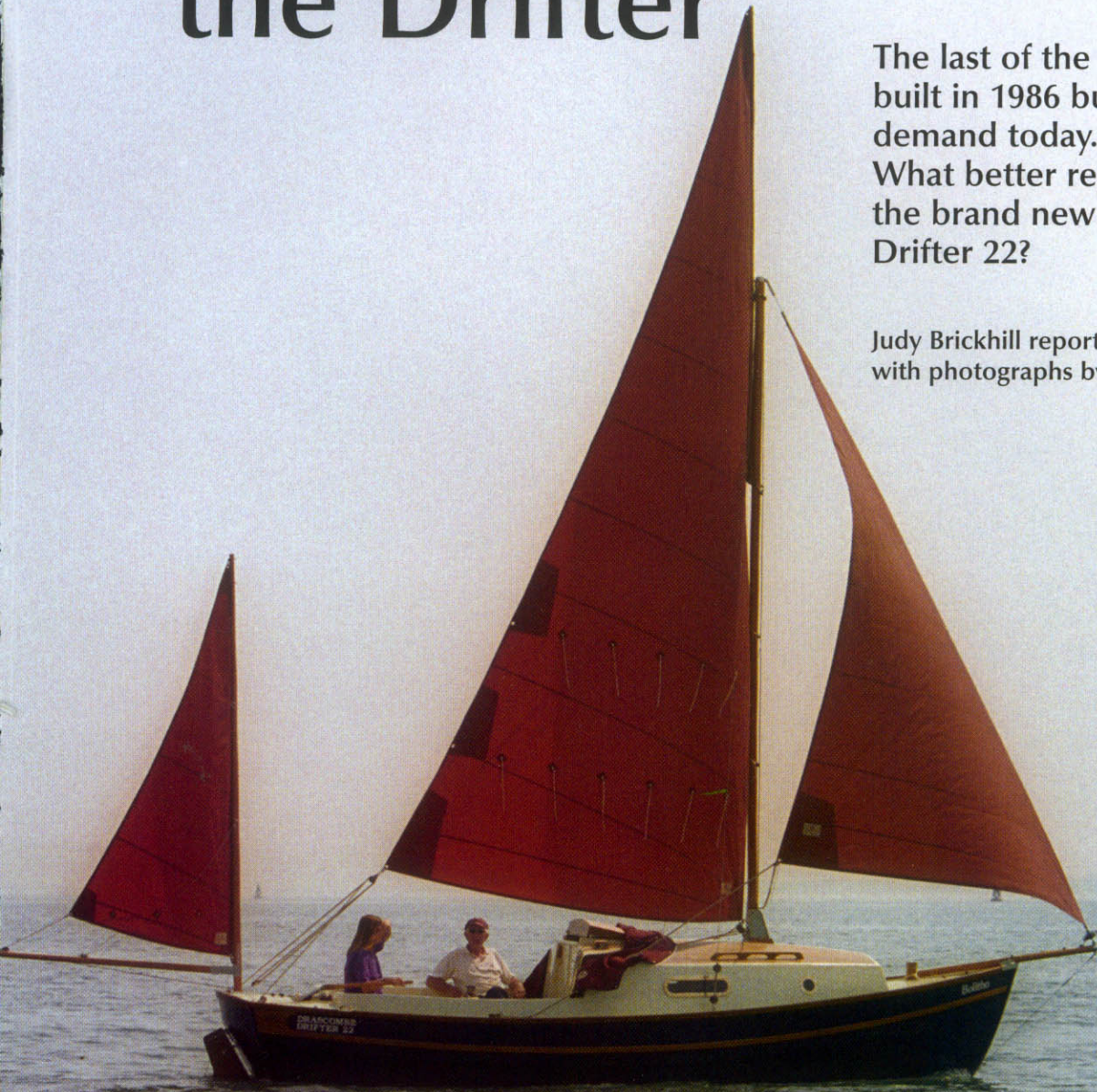


# Redefining the Drifter

The last of the old Drifters was built in 1986 but they are still in demand today.

What better reason to create the brand new Drascombe Drifter 22?

Judy Brickhill reports,  
with photographs by Peter Chesworth



**S**tewart Brown of Churchouse Boats is a man on a mission. He is not only shaping, refining and marketing his ideal boat but he is also making long awaited improvements and additions to a popular, well established design range: the ubiquitous Drascombe dayboats.

Though he came from a non-sailing background, 30 years ago Stewart bought himself a secondhand Drascombe Lugger and immersed himself first in the pleasure and then in the business of Drascombe sailing. Over the years, he attended rallies as a member of the Drascombe Association, organised rallies as a member of the Committee and eventually gave up his job in the construction industry to join the boatbuilding industry.

After a stint at McNulty Boats selling Drascombes and running Churchouse Boats in Andover and took over the licence to be sole producer of the Drascombe range. Now he could put into practice all the modifications and improvements that had occurred to him during his years of Drascombe sailing.

From the 18'9" (5.7m) open Lugger, Stewart had upsized to the Coaster, a 21'9" (6.6m) centreboarder with a small cabin, in which he spent long weekends afloat wherever a rally was held but although she had served him extremely well, his priorities were changing – he felt the need for more space to relax in when the sailing was over for the day. So he looked again at the plans of the 21'6" (6.55m) Drifter.