

Drascombe Flotilla



Part of the great outdoors



Longboat



With her greater length and beam, the Longboat makes an even roomier dayboat than the ageless Lugger... a boat equally suitable for exhilarating sailing, fishing or simply pottering. The gunter yawl rig (with a sail area of 172 sq. ft.) also means she is safe, handy and uncluttered. A lapstrake hull adds strength and character to rakish lines — and makes for drier sailing.

Teak trim everywhere complements glassfibre for minimum maintenance and there is ample storage space (some lockable) as well as sufficient buoyancy to make her unsinkable. A protected outboard position, where tilting brings the propeller clear, and optional kick-up rudder aid work in shallow waters.

A folding sprayhood is available. To special order the Longboat can be fitted to row three pairs of oars.



Longboat cruiser

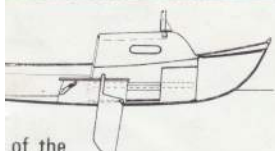


The Longboat Cruiser has the same light, easily driven hull as her open sister and the after half cockpit is the same in both boats. Forward, however, cuddy with a choice of interior arrangements (2 berths or and space for sea or chemical toilet). With either layout by the use of the cockpit tent which is also available.

The gunter yawl rig is somewhat less in area than in the Longboat but is provided for the mainsail since here it is otherwise impossible to sail correctly.

The Longboat Cruiser is unballasted apart from a steel keel and buoyancy material to float the boat if flooded. For this reason outboard engines in the 6 to 9 h.p. range are recommended.





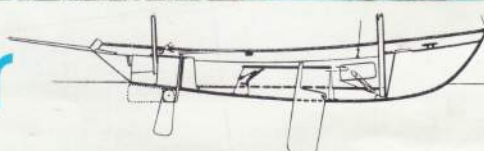
of the
she has a roomy and attractive
a single berth with galley bench
covered space may be doubled

the open Longboat and a boom
possible to sheet the loose-footed

centreplate and has sufficient
boat and for the Open Longboat



Lugger



First of the breed, the jaunty Lugger has by now established a deserved world-wide popularity. Battling coastwise from Greece to England — or pottering on the upper Thames — is all the same to this versatile dayboat. Handled with ease by one person, she can accommodate five comfortably.

With loose footed sails, gybing holds no terrors and just one person can quickly step the masts and rig the boat. From trailing to sailing is a matter of minutes only, with no time wasted on tedious chores.

The layout of the outboard well and the option of a fixed or kick-up rudder are the same as in the Longboat — although here outboards from 4 to 6 h.p. are recommended. A number of different boat covers are available.



Dabber

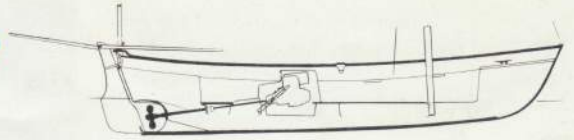
The dapper Dabber, smallest of the disadvantages of the ra contrast the Dabber owes her steering response to a design c The smallest outboard (2¼-4 l to drive her.

With renewable hardwood fishing from tidal beaches. A well as sufficient positive buoy lug mainsail.





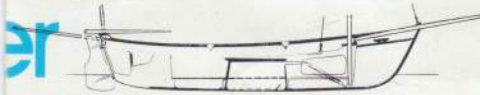
Driver



A small motor-sailer, equally efficient under sail or power, the 18 ft. Driver is a surprisingly roomy and versatile craft. Standard inboard engine installation is the Watermota "Shrimp" fitted with a fully feathering propeller to minimise drag when under sail. (A special petrol/paraffin version of the "Shrimp" and a diesel engine are available to special order).

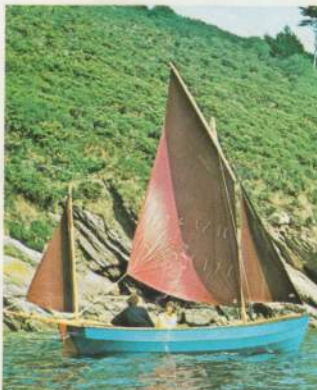
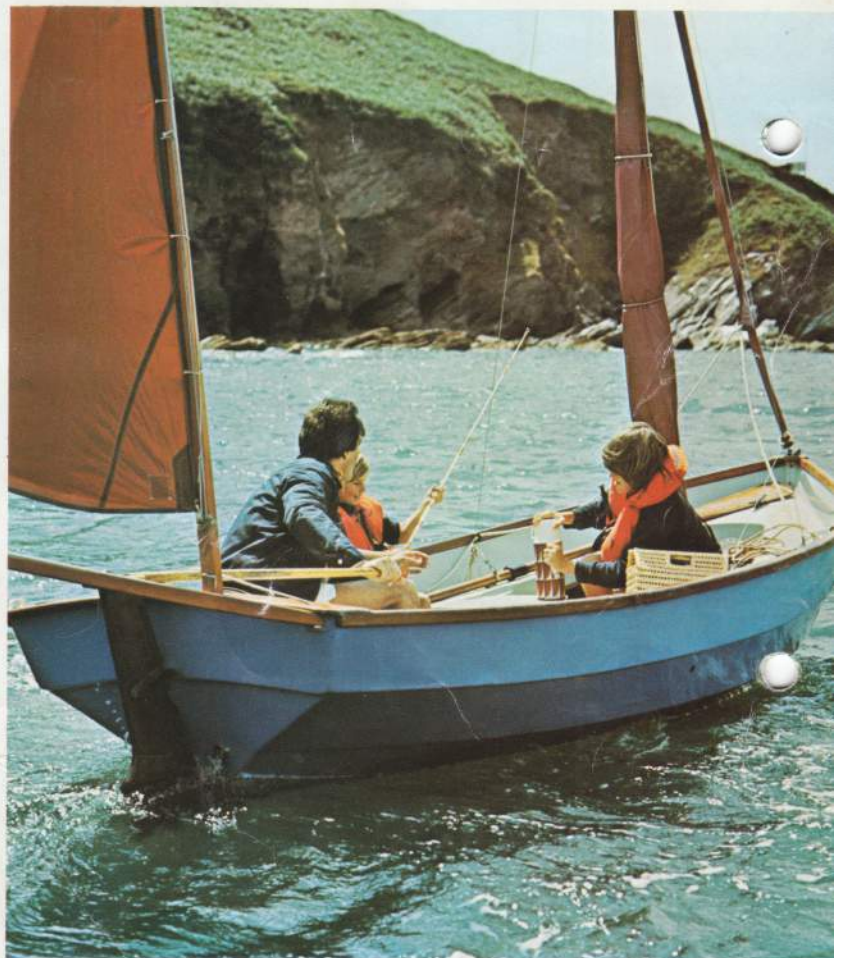
In addition to the long keel which deepens aft to protect the propeller, the Driver has a pair of short, carefully shaped bilge fins to give excellent windward ability as well as keeping her upright on shore. With power aplenty from a loose-footed standing lug rig the Driver surprises many with her fine sailing ability.

Like all Drascombe boats the Driver is no trouble to trail with a medium-sized car.



in the range but still a good-sized family boat, has none of the dinghy type of hull now used in most sailboats. By her seaworthiness, easy rowing and excellent shallow-water ability derived from traditional clinker-built beach boats. (A special petrol/paraffin version of the "Shrimp" and a diesel engine are available to special order).

With bilge rubbers and keel, the Dabber is tough enough for rough water. A large after locker may be padlocked and ample lockers as well as a pump are also provided. The yawl rig employs a standing



An Internationally popular range

Wherever you sail, round the coasts or inland, through breathtaking blue-water bays, nature reserves or wooded lakes, you will always find the distinctive Drascombe boats look thoroughly at home – and perform accordingly.

This is because they are direct descendants of traditional designs which evolved over centuries of practical, rugged use along the rougher shores of Great Britain and Scandinavia.... long, light and buoyant, they are good sailers in all conditions.

There are now more than 2,000 Drascombe boats to marine architect John L. Watkinson's brilliant designs sailing throughout the world. Many owners write to us to express the pleasure they have had from their boats and numerous magazine articles and several books have been written by those who have cruised their Drascombe boats in various parts of the globe.

the Drifter

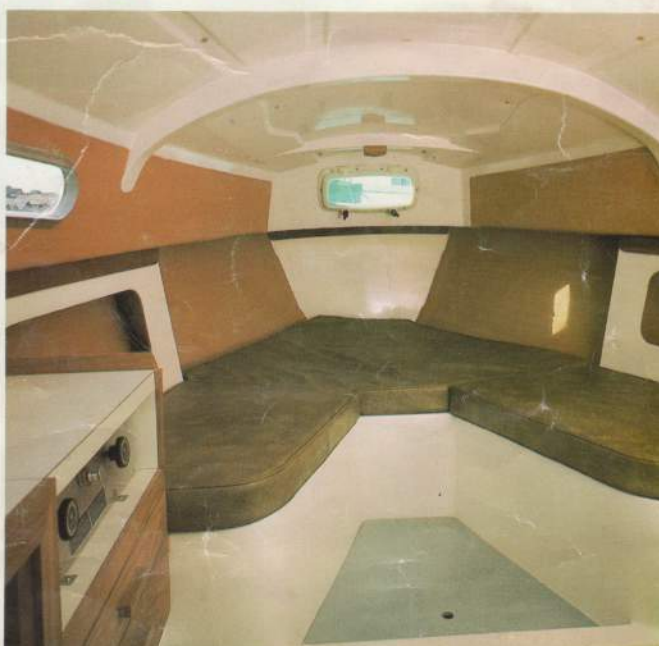
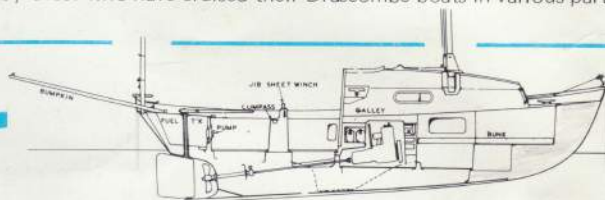
Of similar length to the Longboat, the Drifter is beamier and deeper and offers real cruising capacity along with all the other Drascombe virtues. The cockpit is large and well laid out for the crew to handle the ship with safety and comfort. At the same time it is planned as an extra bedroom! By fitting extensions to the side benches and inflating air mattresses for them, comfortable sleeping for two adults is provided in addition to the permanent berths in the cabin. A simply erected cockpit tent provides plenty of headroom. The cabin, conveniently reached through a hinged door, has a galley to port and a sea or chemical toilet to starboard, where oilskins can also be hung.

A sturdy diesel engine ensures reliable power and its casing makes a useful seat for the cook. Optionally, an outboard engine may be fitted instead, in a well on the port side of the aft end of the cockpit.

A generous sail plan in the familiar gunter yawl rig drives the Drifter well even in light breezes but the roller-reefing headsail makes it very quick and easy to reduce sail when increasing wind calls for this. Further reduction is by tying the reef in the mainsail, a task made easy by the lack of a boom. Main halliard, tack downhaul and reef pendant are all led aft to cleats at the after edge of the cabintop, so that the mainsail may be reefed or lowered in a few seconds without leaving the cockpit.

Experience with the smaller Driver led to the shallow draft hull form with bilge fins and the sailing performance is excellent. The fins also make it possible for the Drifter to sit upright when taking the ground and help with the launching and recovering on to a trailer.

Because her hull form does not require much ballast to provide adequate stability it has been possible to put sufficient expanded polystyrene buoyancy material forward of the saloon and under the cockpit side benches to keep her afloat in case she should be swamped.



All boats are constructed of top quality glassfibre and polyester resin moulded under careful supervision. They are built in accordance with the current standards published by the Ship & Boat Builders' National Federation. Centreplate and rudder trunks are integral parts of hull mouldings.

Sufficient foam buoyancy is built into every boat at bow and stern and underneath the side benches to ensure that it will float together with its crew when full of water.

Genuine teak is used for thwarts

trunk tops, gunwale cappings, outboard motor mounts and transom boards. All boats have renewable keels and the centreboard boats have bilge rubbers of a suitable hardwood. Floorboards are made up from good quality pine. Spars are solid and made from selected Spruce or Columbian Pine, well varnished. The transom hung rudders are solid hardwood, well varnished and fitted with stainless steel straps. Centreplates and trunk mounted rudders are of mild steel, galvanised after manufacture by the hot-dip process. Stemhead fittings, rowlock

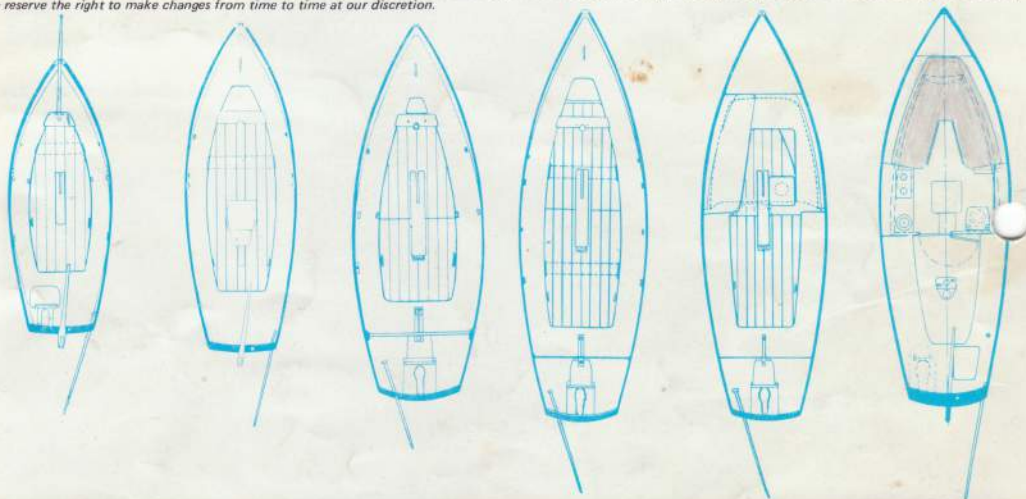
sockets and certain other items are special gunmetal castings of our own design.

Sails are made by first class sailmakers from dark brown Terylene sailcloth. Rigging is in stainless steel wire and synthetic cordage. Folding spray hoods consist of nylon/PVC canopies on aluminium alloy hoops. Boat covers are in nylon/PVC or heavy proofed cotton. Cockpit covers are fitted inside the gunwales to prevent accumulation of rain water and are very suitable for boats left afloat.

Which of these Specifications Measures up to your Needs Best?

	DABBER	DRIVER	LUGGER	OPEN LONGBOAT	CRUISER LONGBOAT	DRIFTER
Length overall	15 ft. 6 in. (4.72m)	18 ft. 0 in. (5.50m)	18 ft. 9 in. (5.72m)	21 ft. 9 in. (6.63m)	21 ft. 9 in. (6.63m)	21 ft. 6 in. (6.55m)
Length on waterline	13 ft. 7 in. (4.14m)	16 ft. 1 in. (4.90m)	15 ft. 0 in. (4.57m)	18 ft. 0 in. (5.50m)	18 ft. 0 in. (5.50m)	18 ft. 4 in. (5.59m)
Beam	5 ft. 10 in. (1.78m)	6 ft. 1 in. (1.85m)	6 ft. 3 in. (1.90m)	6 ft. 7 in. (2.00m)	6 ft. 7 in. (2.00m)	7 ft. 3 in. (2.25m)
Draft (c/plate up)	0 ft. 8 in. (0.20m)	1 ft. 5 in. (0.43m)	0 ft. 10 in. (0.25m)	1 ft. 0 in. (0.30m)	1 ft. 0 in. (0.30m)	2 ft. 0 in. (0.60m)
Draft (c/plate down)	3 ft. 0 in. (0.91m)	—	4 ft. 0 in. (1.22m)	4 ft. 2 in. (1.27m)	4 ft. 2 in. (1.27m)	—
Weight (Complete with sailing gear)	550 lbs. (250 kg)	730 lbs. (330 kg)	850 lbs. (385 kg)	880 lbs. (400 kg)	1060 lbs. (480 kg)	2000 lbs. (905 kg)
Sail areas: jib	21 sq. ft. (1.95m ²)	23 sq. ft. (2.17m ²)	36 sq. ft. (3.35m ²)	56 sq. ft. (5.20m ²)	56 sq. ft. (5.20m ²)	72 sq. ft. (6.68m ²)
main	83 sq. ft. (7.71m ²)	91 sq. ft. (8.45m ²)	74 sq. ft. (6.87m ²)	94 sq. ft. (8.73m ²)	85 sq. ft. (7.89m ²)	116 sq. ft. (10.78m ²)
mizzen	14 sq. ft. (1.30m ²)	14 sq. ft. (1.30m ²)	22 sq. ft. (2.04m ²)	22 sq. ft. (2.04m ²)	22 sq. ft. (2.04m ²)	22 sq. ft. (2.04m ²)
Totals	118 sq. ft. (10.96m ²)	128 sq. ft. (11.92m ²)	132 sq. ft. (12.26m ²)	172 sq. ft. (15.97m ²)	163 sq. ft. (15.13m ²)	210 sq. ft. (19.50m ²)

The foregoing figures are accurate within reasonable manufacturing tolerances but no guarantee is given that any particular boat will comply exactly in any respect. In accordance with our policy of continuous improvement we reserve the right to make changes from time to time at our discretion.



Drascombe Flotilla

HONNOR MARINE (TOTNES) LTD.

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The appeal of Drascombe boats is international and Honor Marine have agents to help you in many countries. In the United States of America the boats are sold through their own Company, Drascombe Boats Incorporated, Box 878, Sea Street, Camden, Maine 04843.