

DRASCOMBE Coaster

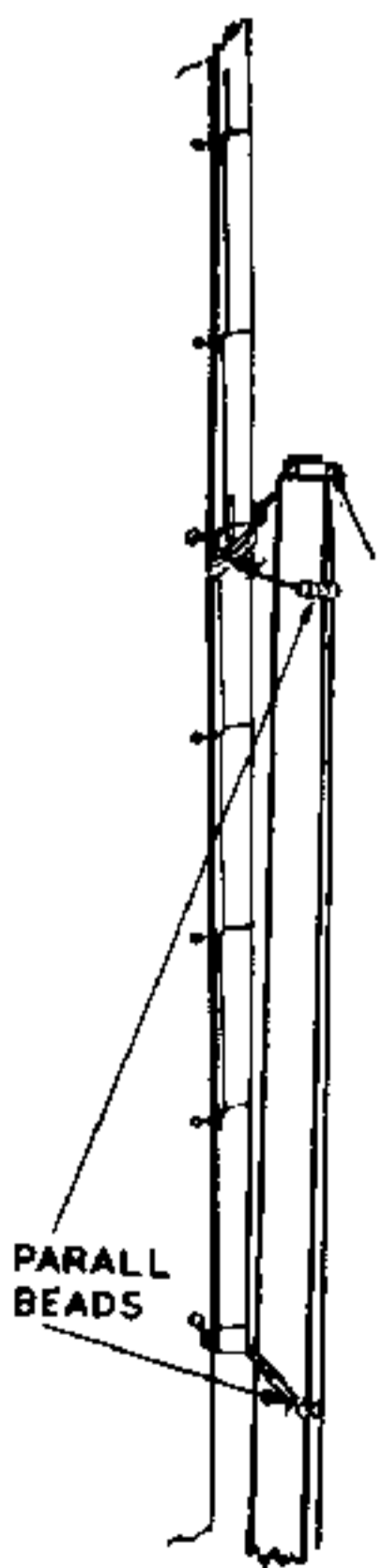
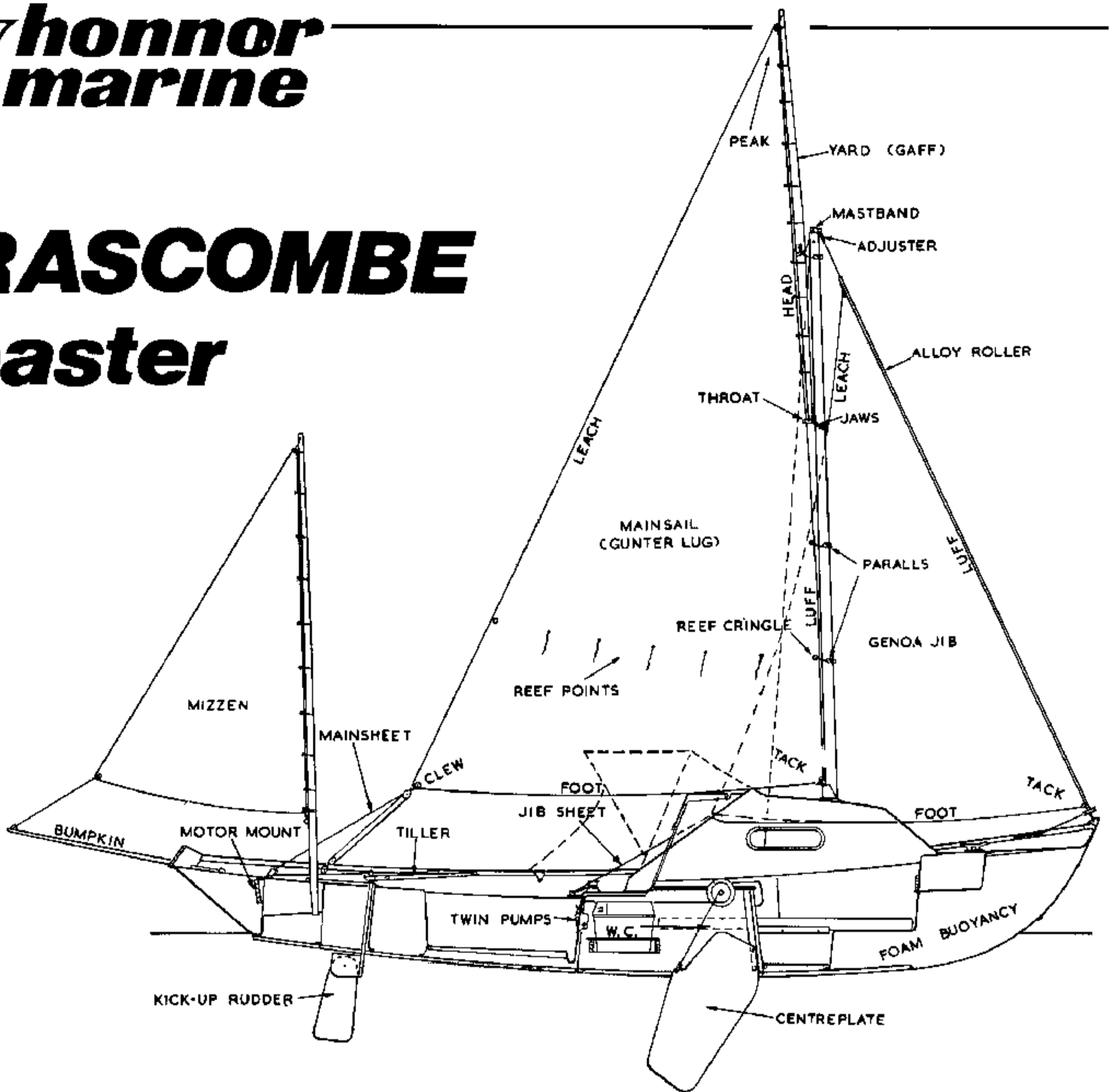


Fig. 1 Yard can slide up and down mast, retained by paralls.

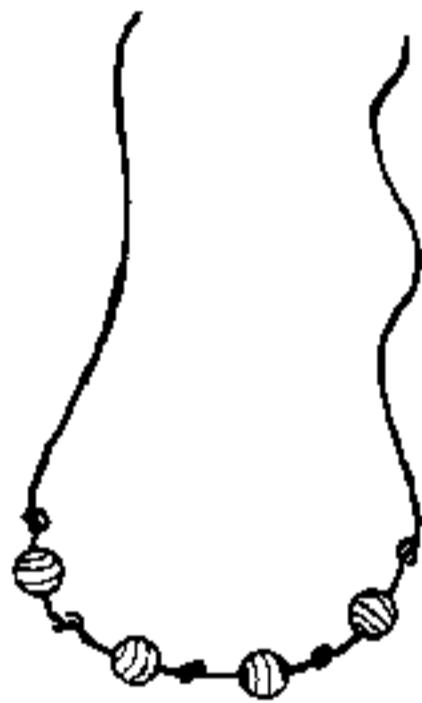


Fig. 2 Parall beads knotted on cord.

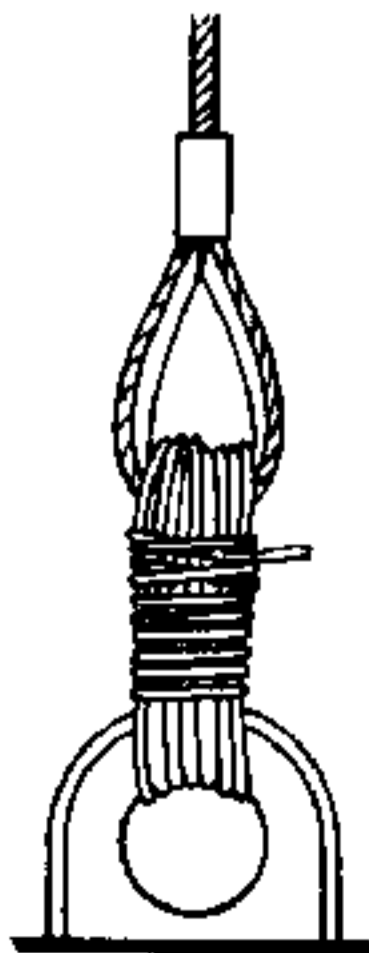


Fig. 3 Shrouds set up by lanyard.

Preparing to Launch. No drainage bung is fitted. If you have an outboard motor in the well check that it is centred on its mount and that the screw clamps are done up tightly. When pushing the boat off a trailer, secure a rope to the mooring cleat and hold on to it!

Rigging for Sailing. Most of the preparation for sailing is done most conveniently before launching but it can be done from inside the boat while afloat if necessary. Before stepping the main mast make sure that the shrouds (side stays) are attached to the mast band and lie straight down the mast. The length of forestay at the head of the roller jib spar should be secured to the mast band by means of the two multi-hole adjusting plates. Try about the middle of the adjustment first and arrive at the correct pair of holes by trial and error.

To step the mast have it lying across the cabin top and cockpit with the heel adjacent to the tabernacle. It helps to have someone in the cockpit to hold the head up until the spar is roughly horizontal but this is not essential. Making sure that the forestay is on top, line up the two black bullseyes on the aft face with the holes in the tabernacle and secure with the pin right through. Raise the mast to vertical and attach the forestay fitting at the lower end of the roller jib spar to the stemhead. Take a turn or two of the lanyards from the shrouds through the U-bolt fairleads which are fitted on the side decks, to avoid excessive side strain on the tabernacle. If the mast sits well in its tabernacle and leans aft with about two degrees of rake, the forestay is correctly adjusted. If it is too upright or has too much rake, lower it and change the length of the stay by the adjuster at the masthead. Finally set up the shrouds by taking several turns of the lanyards through the fairleads and securing with half-hitches (Fig. 3). The second shroud to be set up should need its lanyard tightening as hard as you can pull in order to pull the mast up straight.

Shackle the head of the jib to the light halyard in the luff spar and hoist it up the groove until the tack can be secured by means of the split pin just above the drum. Tighten the halyard and secure it in the cleat before passing the tail of it down through the hole in the drum and out through the other hole to its working position. Secure the short length of line which stops the unit from turning to the foremost eye inside the gunwale. Roll up the sail by hand, passing all the free line round and round as you do so. With the jib rolled right up, take two or three turns round the drum before leading the line through the guide, aft along the gunwale and across to its cleat on the aft face of the cockpit.

Middle the jib sheet and make it fast to the jib clew. A double overhand knot (Fig. 11) is a convenient way to do this. Lead the sheets aft outside the shrouds through the adjustable fairleads on the side bench and either put a knot in each end or tie the two ends together. To set the jib it is only necessary to release the furling line and pull on one of the sheets. The furling line will be wound up on the drum as the sail unrolls.

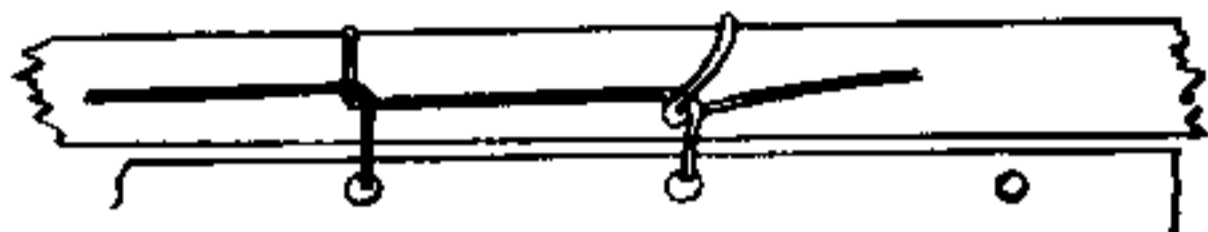


Fig. 4 Sail laced to spar.

The mainsail has to be lashed to its yard and the mizzen to its mast. The method is the same for both. First secure the lower corner (in the case of the mainsail, the throat cringle to the pin at the lower end of the yard) and stretch the sail along the spar. Tension the top lanyard until the sail shows slight creasing parallel to the spar and secure the peak. Then lace to the spar with the marlin hitch (Fig. 4) but not too tightly. The lacing is only to stop it from bowing away and should be slack enough to permit some movement of the sail relative to the spar.

Step the mizzen mast and ship the bumpkin through the transom board. The mizzen sheet is secured to the clew by means of a bowline or round turn and two half-hitches, passed through the bullseye on the bumpkin and back through the small hole in the transom board to the clam cleat on the after deck.

The main halyard is secured to the yard by a clove hitch immediately below the small triangular chocks which stop it from slipping upwards. One set of parall beads is then used to retain the galvanised steel jaws to the mast and another set to hold the yard upright against the mast (Fig. 1). This second set is conveniently secured to

the turns of the clove hitch which holds the halyard so that the yard lies an inch or two back from the mast.

Further paralls are used to stop the luff from bowing away from the mast. It is important that they are adjusted in length to hold the luff and head in a fair continuous line and that they do not hold the luff too tightly to the mast. Paralls should pass outside the fall of the main halyard.

Paralls are made up by threading the "beads" on to light line with an overhand knot between each and a retaining knot at the ends. To secure the gaff jaws to the mast it is sufficient to use two beads, while where the parall goes right round the mast four beads are necessary.

Lead the tail of the main halyard down the fore side of the mast, through the sheave in the heel of the mast and aft to a cleat on the after edge of the cabin top. Shackle the tack of the mainsail to the pivot rod of the tabernacle. The tension in the halyard must be varied to suit the strength of the wind. In light breezes there should be just a suspicion of vertical creasing down the luff of the sail, while for strong winds the tension should be increased to cause pronounced folds down the luff when the sail is head to wind. These folds vanish when the sail is sheeted home and full of wind. The sail should have plenty of fullness for light winds and for reaching but be sheeted hard enough to keep it fairly flat for close-hauled sailing and flatter still in fresh winds.

Reeve off the mainsheet as shown (Fig. 5), the fall passing through the bullseye on the rudder stock to a cleat on the tiller. The system permits the sheet to be cleated in settled weather but leaves the helmsman free to jerk the end free to release the sheet instantly if a sudden puff demands it.

In fresh winds the first reef and the one most useful to combat a sudden squall, is to roll the jib by easing the sheet and taking a pull on the furling line. You then need to move the sheet fairleads forward to ensure that the lead is correct.

The Coaster will balance well and handle nicely in moderate to fresh winds under jib and mizzen only. However, the extra drive from a reefed mainsail will often be desirable and the mainsail may be reefed without leaving the cockpit. It is most easily carried out hove-to, with the jib aback. Easing the halyard and hauling on the permanently rove reefing pendant, bring the reef cringle down to the height of the tack. Cleat the pendant and sweat the halyard up taut. At the clew the carabine hook may be removed and re-attached to the reef cringle up the leach. A somewhat safer procedure is to use a short length of light line to bring the reef cringle down and secure it to the clew cringle. This way does not risk loss of control of the clew. Lastly, the lower part of the sail is gathered together as neatly as possible and secured with the reef points.

Oars are best stowed one on each side with the looms right in the bows and the blades aft. The twin hatches each have a securing line to prevent any possibility of their being lost overboard. The lines are led forward to cleats in the cabin where they may be secured.

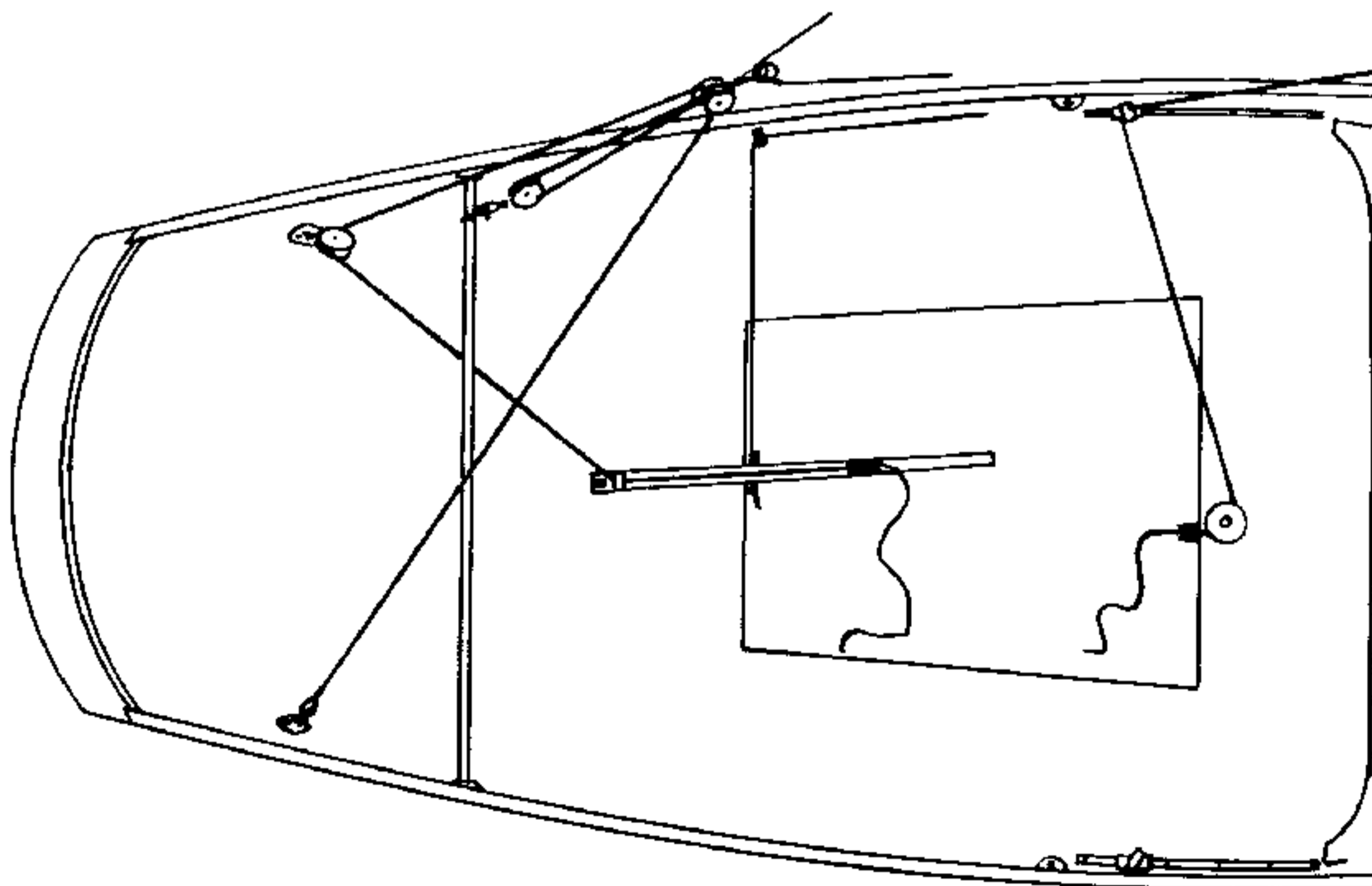


Fig. 5 Cockpit Layout

Hints and tips for DRASCOMBE owners

Sailing Hints

The following notes point to some of the special characteristics of the Drascombe Boats and assume a basic knowledge of sailing by the reader. Should anyone become a Drascombe owner with no knowledge of sailing they would, before setting out on their own, be well advised to take a short course at a sailing school or from a knowledgeable friend.

To get to understand the yawl rig it helps to sail under jib and mizzen only. The Lugger, Longboat, Coaster and Drifter are good at this because they have relatively large jibs. The Dabber with a smaller jib is less satisfactory although they will do it reasonably well. If it is desired to reduce sail without reefing the Dabber is better sailed under main only, with jib and mizzen furled. However, for jogging along while fishing, jib and mizzen are ideal because the furled mainsail leaves a large clear cockpit.

The mizzen is mainly a balancing sail and the adjustments of its sheet can usually be left until last. The one time it calls for urgent attention is when a tack has been misjudged and the boat gets stuck head to wind. If she then starts to make sternway it is essential to let go the mizzen sheet quickly to give the rudder a chance to swing the stern one way or the other.

You will almost never get in irons if you take care always to sheet the jib smartly home on the new tack while the boat still has way on. The mainsail can be dealt with later if necessary.

Mainsails on the Lugger, Longboat and Drifter may be cleated in moderate breezes and may be tacked without attention. In the Scaffie and Dabber the final lead is from a block on the top of the rudder, so that tiller and sheet may be held in one hand if desired. However, cleats are not fitted to the tillers of these smaller boats because it is undesirable from the safety angle to cleat the main sheet.

It must never be forgotten, even in the case of the Drifter, that it is dangerous to cleat the mainsheet in strong or gusty winds. In a severe knockdown any of the boats may be swamped.

In sailing the boats with centreplates use should be made of the fact that the centre of pressure on the plate moves aft as it is hoisted. In fresh winds it sometimes helps to pull the plate just a little up when close hauled, while with the wind abeam or further astern the plate needs to be about half up. If broad reaching in fresh conditions it may make steering easier if the mizzen is completely furled. In very severe weather use the jib only.

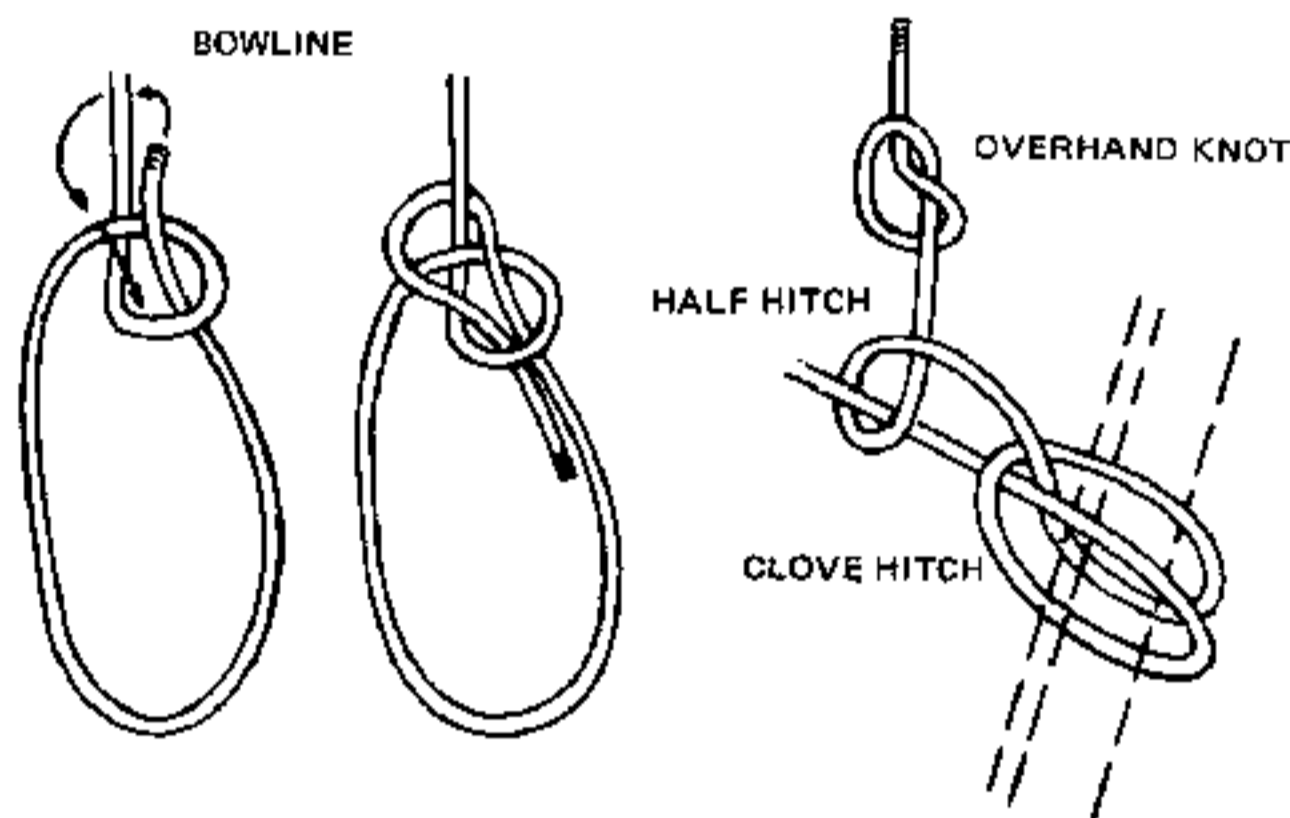


Fig. 10 Some useful knots.

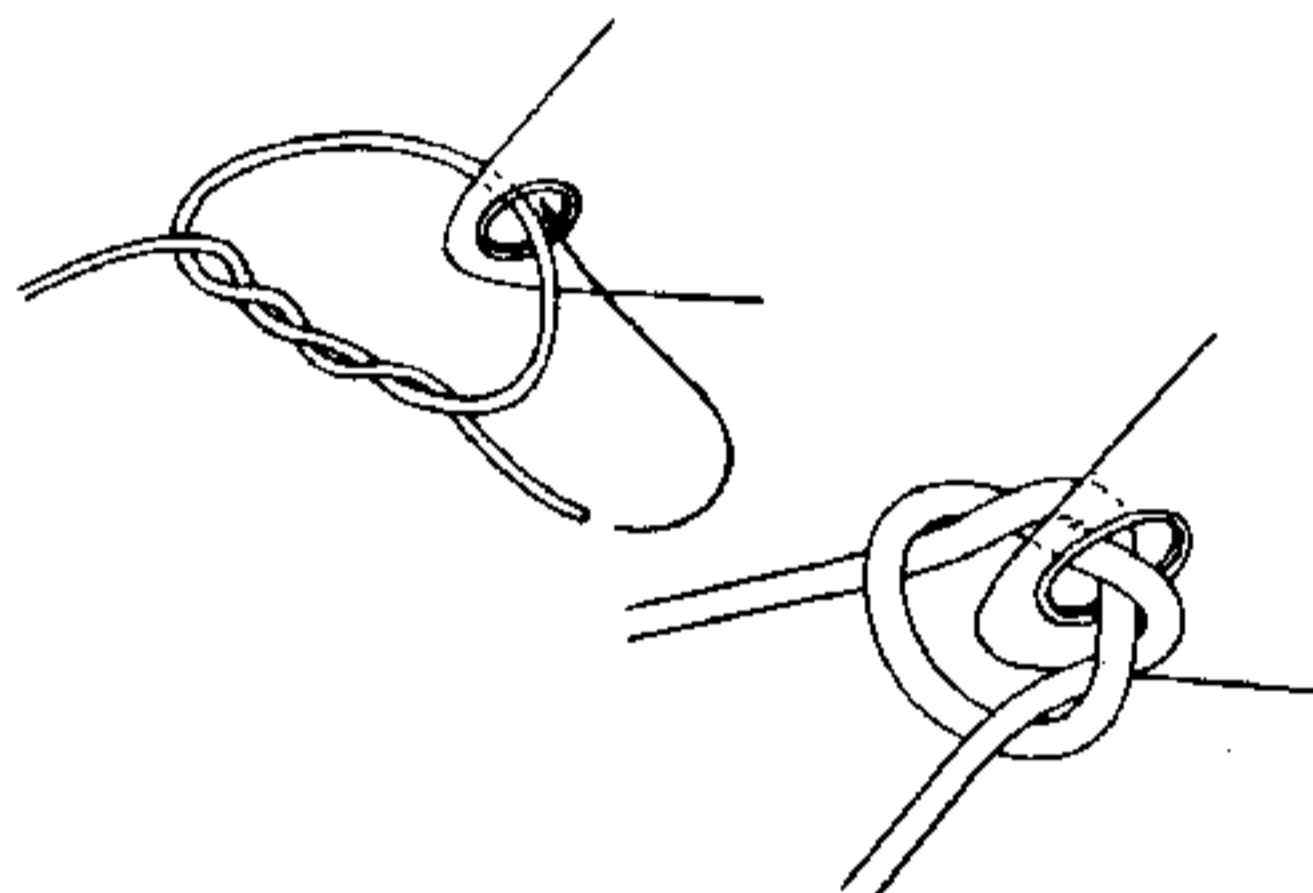


Fig. 11 The double overhand knot for jib sheets.

Outboard Motors

All the Drascombe boats have been designed for outboard motors and have sturdy motor mounts fitted. A prime consideration has been the need to facilitate simple maintenance such as plug changing and propeller clearing from safe positions within the bulwarks. This called for trunk mounting but care also had to be taken to cut out the excessive drag sometimes associated with outboards in trunks. Hence the slot in the sloping transom which eliminates undue turbulence.

Outboard motors vary widely in their characteristics and sometimes a motor will be found which cannot be tilted high enough to engage its locking mechanism because of the restriction of the transom slot. The remedy is to fit wedges on the after face of the motor mount to give more tilt to the clamp bracket. Wedges between 6 mm to 15 mm at the top tapering to nothing at the bottom, will be found to accommodate almost any motor. The motor, of course then needs to be adjusted so that it is still vertical when in the running position.

In the case of a few motors it may be found that an improvement in running angle and tilt may be effected by fitting wedges the other way up on the motor mount, i.e., with thick end at the bottom. Special care then needs to be taken to do up the motor clamps very firmly, since the wedges will cause a slight tendency to slip upwards.

Some motors have restricted turning ability but it should be remembered that all the boats are intended to be steered by their rudders when under power, the motor normally being left free to pivot so that it will follow turns of its own accord. This it does easily, a touch on the engine tiller being needed only to assist a sharp turn or to bring the engine back amidships after a hard rudder turn.

In the case of the Drifter, with certain motors it is possible for the propeller to touch the rudder blade, particularly if the rudder should sheer hard over while going astern. To prevent this a short line is secured to an eye beneath the tiller. It is intended to be hitched around the tiller to prevent undue sideways movement. If you do not have a kick-up rudder, remember always to leave the centreplate half down when motoring in shallow water. When the plate touches bottom it is time to raise both rudder and engine and take to the oars — or else sheer off for deeper water.

Nothing is to be gained by over-powering a Drascombe boat. All that happens is that the fuel bill goes up while the stern goes down — and you go hardly any faster. The recommended powers are as follows:

Scaffie	1½ to 3 h.p.
Dabber	2 to 4 h.p.
Lugger	4 to 6 h.p.
Longboat	6 to 8 h.p.
Coaster	6 to 8 h.p.
Drifter	6 to 10 h.p.

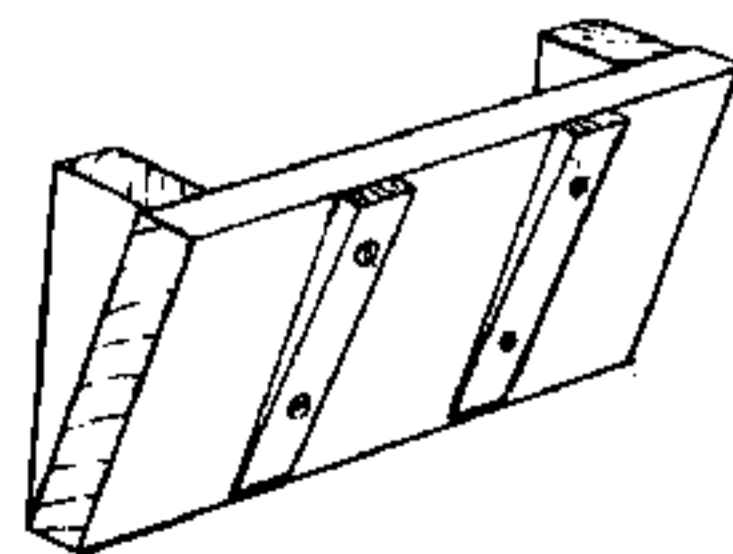


Fig. 12 Some motors may need wedges on the mount to permit them to lock when tilted

Maintenance

Built from fibreglass mouldings and having oiled teak wood trim, your Drascombe boat needs very little maintenance in order to preserve her in good condition. The sails are of terylene (dacron) and the rigging is of stainless steel wire or synthetic cordage, so that rot and corrosion find little or nothing to attack. However, she will soon lose her good looks if allowed to get dirty and scratched and the boat-proud owner will make sure the mouldings stay clean by occasionally washing with warm water and detergent. A mild abrasive powder can be used to shift any stubborn marks, while petrol may be used for oil and grease. It helps to keep the fibreglass from getting dirty if it is given a good polish with a wax polish such as used for cars.

Minor scratches will have no effect on durability, but severe scratching or abrasion which reveals the glass fibres should be dealt with. A coat of polyurethane paint will give protection but for best results the scratches should be filled and sandpapered flush before painting. For filling use a polyester paste or we can supply matching gel coat kits. When painting fibreglass mouldings, it is essential to prepare the surface for the paint to key firmly. Special primers can be obtained from the paint manufacturers and must be used exactly in accordance with the instructions. Alternatively, the surface may be rubbed down lightly with a fine grade of sandpaper.

Spidery fine cracks, usually radiating from a central point, are known as "star-crazing" and are the result of the impact of a hard object on the surface coat of coloured, un-reinforced resin - the "gel coat". They are almost never structurally significant but may be opened out and filled with gel coat if desired.

Left to itself, the teak will bleach to a pale greyish brown and many people prefer its appearance thus. To maintain a rich dark brown, an occasional rub over with a rag soaked in boiled linseed oil is all that is required. The floorboards are treated with a special preservative and will weather to a pleasing grey shade. They need no attention other than an occasional rub to keep them clean. The spars, however, are varnished with polyurethane varnish and need a

rub down and another coat whenever they show signs of wear normally once a year.

Centreplate and rudder are of mild steel, galvanised by the hot dip process, and they should last several years before needing any attention. When they show signs of rust they may be re-galvanised or treated with a good quality anti-rust paint and several coats of marine paint or anti-fouling.

To remove the centreplate from a Dabber, Lugger or Longboat it is necessary to careen the hull on to one side and unshackle the block from the arm of the plate. The plate has a slot for the pivot pin rather than a hole and may be lifted off its pin and slid out through the keel.

The Coaster has a different system and the centreplate, together with the steel channel in which it is pivoted, should be lifted out upwards after unbolting the teak cover and winch. This can be done afloat and if the mast is stepped the main halyard can be helpful.

Should you have the misfortune to bend the steel stock of a rudder by running hard aground, the simplest way to straighten it is to careen the boat on a beach and apply an equal force in the opposite direction. You may need to cramp a stout piece of timber to the blade to do this or you may be able to muster sufficient strong men. If this is not feasible and the rudder is bent too badly to come up through its trunk you have no alternative to removing the tiller fitting in order to drop it through the bottom (having first secured a line to it).

A car jack used in conjunction with a stout length of wood or steel as a strongback, is useful in straightening difficult cases.

Kick-up rudders are recommended whenever there is much shallow water sailing in prospect. The blade pivots aft on touching a shoal and drops back by its own weight when deep water is again reached. On no account should a kick-up rudder be left in place when taking the ground fully. It must be lifted out of its trunk in good time just the same as with a standard rudder.

Buoyancy

All boats in the range rely on expanded polystyrene foam to provide buoyancy in the swamped condition. No compartment is intended to be air tight and drains are provided to allow water to escape from lockers and buoyancy compartments.

Sufficient volume of expanded polystyrene is put into each boat

to keep her afloat and support the crew in the water but it is rarely possible for the crew to bail out a swamped boat. If attempting to do so remember to stuff a towel or something of the kind into the top of the centreplate trunk to seal it as well as possible against the ingress of water.

Trailers

Modern boat trailers are reliable and very tolerant of abuse. If they do let you down it is very probably because you have not given them the small amount of maintenance that they call for.

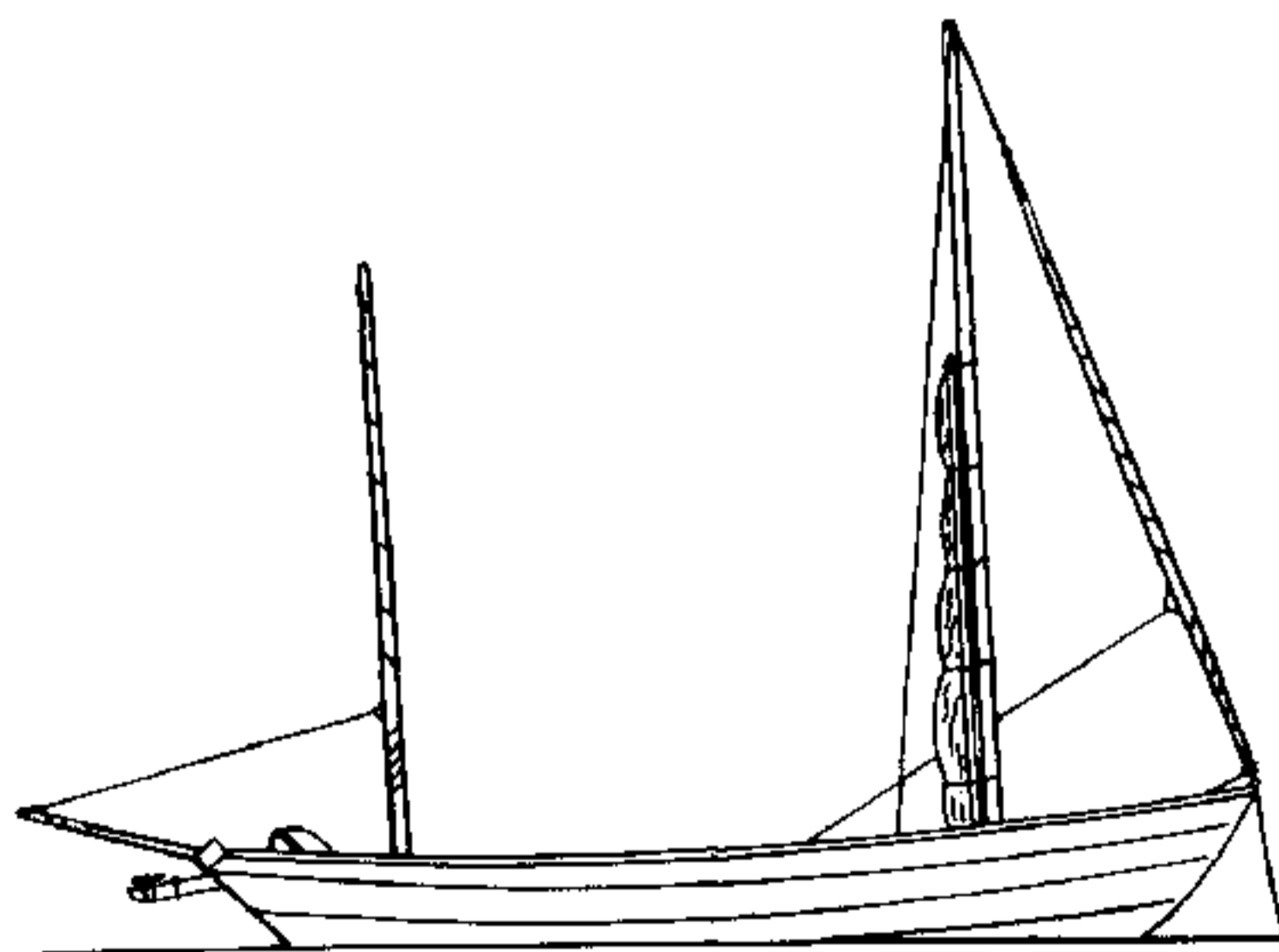
You may immerse them in salt water to launch or recover boats but never do so if the hubs are warm immediately after a long fast trip. Do keep the hubs well packed with grease and also the hitch from time to time. Braked trailers need to have the brake mechanism cleaned and oiled to ensure it works freely. Remember to apply the spacer which stops the brakes from coming on when you have to reverse.

It makes sense to carry a spare wheel (correctly inflated to the pressure shown on the plate on the trailer) and if you do a lot of trailing you may think it prudent to carry spare wheel bearings as well. You will probably never need them but if you should do so they could save you a long and frustrating delay.

To recover a trailer on a steep slip, tow it out of the water by attaching it to the car with a length of rope. Then block its wheels and back down to hitch up directly.

Seaworthiness

It is perfectly true that Drascombe Luggers and Longboats have made passages across the Atlantic and Pacific oceans, sailed singlehanded, and that other Drascombe boats have made notable passages coastwise. Nevertheless, it should never be forgotten that any open boat is entirely dependant on the seamanship and physical hardihood of its crew for its safety. In difficult conditions you cannot afford to make mistakes and most people tend to lose mental and physical efficiency very rapidly when wet, cold, tired and possibly seasick. So take care - its up to you.



Lugger showing sails furled on spars. A jib protection sleeve is available to keep sunlight from bleaching the edges.

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