

Introduced in 1969 by Honnor Marine, the Drascombe Lugger quickly established herself as a tough trail-and-sail dayboat. Some adventurous voyages have been completed by owners . . . others simply potter!

limited stowage space fore and aft, it seemed sensible to opt for a shorter pole and dispense with the conventional mast fitting. The result after much trial and error is illustrated and has the merit of adjustment simply by raising or lowering the shroud saddle to vary the set of the mainsail. When not in use the whisker pole stows snugly alongside the centreboard casing. (See drawings Nos. 1 & 2.)

Since the lugger is supplied with a hefty pair of oars, all of 8ft. 6in. long, there is an equally urgent problem of stowage, this becomes evident when the lugger is put about and the helmsman has to move up to windward. The oars lying loose along the floor boards provide an effective snare to wayward feet and can pose a real risk to the accident-prone. The practical considerations of providing accessible stowage and an unimpeded clearway aft of the centreboard was achieved by constructing a false after-deck which accommodates the oar blades, the looms being secured in hardwood cradles screwed to the floor boards and provided with shock-cord retaining loops. (For method of construction see drawings Nos. 3, 4 & 5.)

As can be seen from the accompanying drawing, the false deck is free-standing and provides a measure of protection to the oars without inhibiting their immediate use.

Since the Drascombe Lugger is one of the few dayboats specifically designed to accommodate an outboard motor in a centrally disposed well, the question of safety relating to the possible fire risk is high on the list of priorities. With a crewing capacity of five adults, the problem of siting a dry-powder extinguisher could only be resolved by the need to avoid unnecessary obstruction within the crewing space and to render the extinguisher accessible at the farthest point from the likeliest source of a potential fire. Only after the practical consideration of possible alternatives was a reasonable compromise achieved in the form of a portable weather-proof container, which stows compactly in the forward bilge locker space. The container is basically a short length of thermoplastic tubing or pvc rainwater pipe sufficient to house the extinguisher and fitted with plywood ends as described. (See drawing No. 6.)

DRASCOMBE DEXTERITY

CHARLES HODGSON outlines some modifications

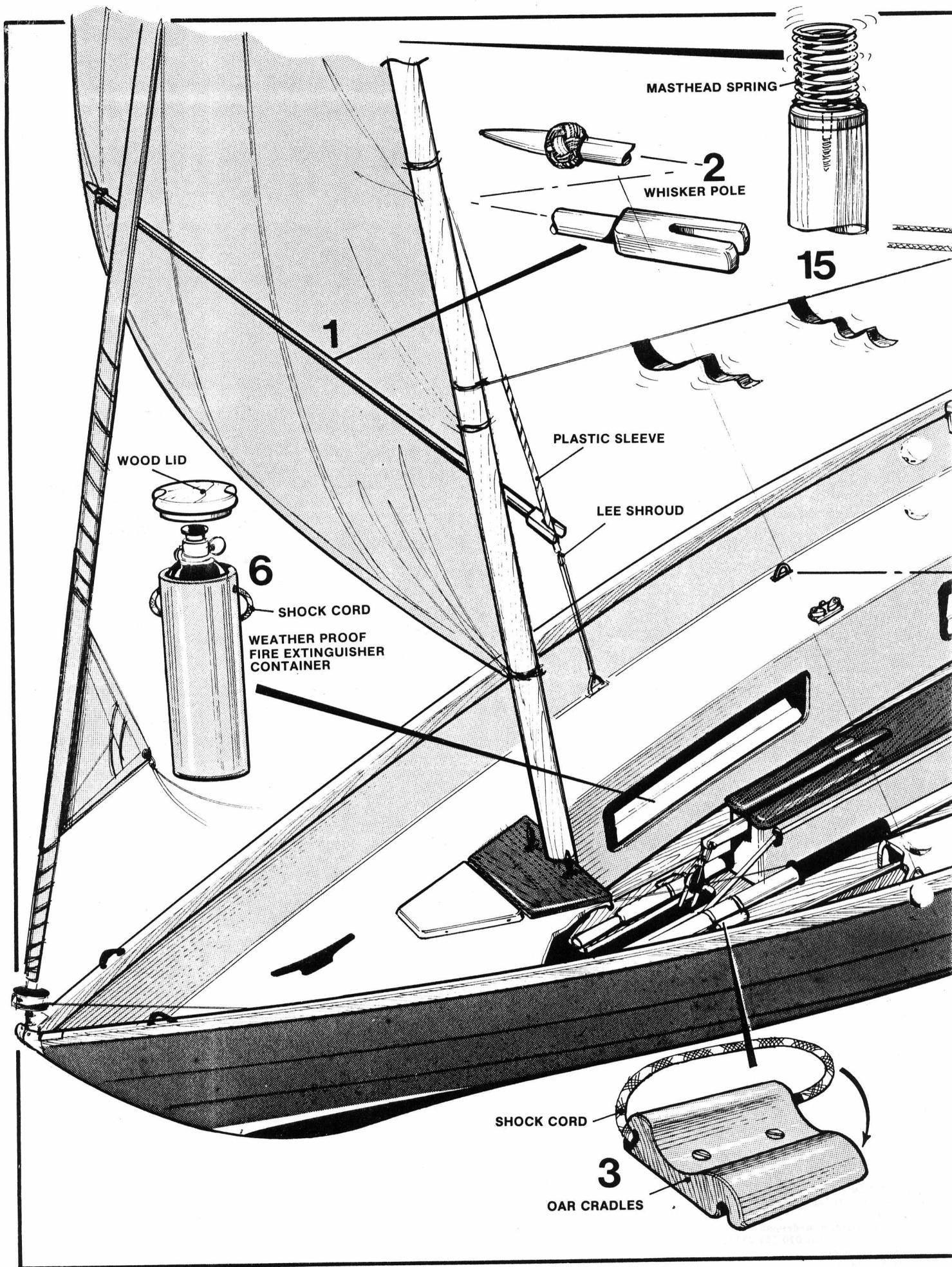
TO THE casual observer it must seem that sailing clubs exist primarily to foster the spirit of healthy competition in an atmosphere of social ambience. What is not generally appreciated is the role clubs play in promoting the cause of sailing for its own sake. Without the friendly rivalry engendered by the competitive element few clubs would survive, but equally important is the growing emphasis on sailing activities which subscribe to the simple axiom that sailing is fun.

This encouraging approach, no doubt influenced by the national boat shows and television coverage of waterborne events, is reflected in the ever increasing demand for boats that have nothing to do with handicap ratings or the Portsmouth Yardstick. Certainly in recent years local interest centred on Chichester harbour has favoured a return to the trailable family day-boat, as evidenced by the ever expanding fleet of Drascombe boats currently registered with the Harbour Authority.

At this point I must declare my own vested interest in this class of boat. Having cut my teeth on naval whalers some time before World War II, I have never been able to resist the appeal of these gaff-

rigged yawls with their characteristic loose-footed sails. Only recently, after running the gamut of dinghies and keelboats, have I come full circle back to the old naval rig of yesteryear — albeit in the much handier guise of a Drascombe Lugger. It is a boat with all the rugged simplicity and sea-keeping qualities of a Viking longship proven beyond doubt by David Pyle's epic voyage to Australia in 1970 and the more recent voyage of Geoffrey Stewart across the Atlantic in his Drascombe Longboat.

On first acquaintance there is the immediate appeal of its graceful lines and an awareness of its functional design, which is light-years away from the silicon chip trend of modern yachting now currently in vogue, but as always with a production boat there is ample scope for innovation. Without detracting in any way from the merit of loose-footed mainsails, they are not without problems particularly when the wind is aft of the shrouds. In anything less than a moderate breeze the sail hangs slack like an elephant's ear, with the bunt wedged ineffectively between the mast and shroud. The obvious answer is a whisker pole, but with a span of nine feet between mast and clew and a



Stowage space from the point of view of cruising is quite adequate with a roomy stern locker and rather more limited bilge compartments. Locker floor-boards can be supplied but I preferred to make them out of 9mm marine plywood supported on pine bearers. The original design of the Lugger has been modified on occasions and all dimensions should be checked against any individual boat. (Details drawings 7 & 8.)

With a protracted cruise in prospect there is a lot to be said for providing fiddles to accommodate such items as cooker unit, fuel tanks and the ubiquitous ditty-box.

Without planned stowage and some regard for keeping everything in its place a small boat can soon become a water-borne scrab-bag, which does nothing for morale when the weather turns nasty. High on the list of priorities when embarking stores is the requirement of hot drinks whether it be for a trip round the harbour or an extended passage. Stowing Thermos flasks to keep them upright and readily accessible often poses a problem particularly within the restricted opening of a bilge compartment. Working within the imposed limits I produced the best compromise with a double flask unit in the form of wooden pockets fitted with garters to stabilise the contents. As with most of these innovations the general principle can be applied with advantage to other boats. (Details are shown in drawing No. 9.)

Surprisingly there was no obvious way of taking the fuel line from within the stern locker to connect it with the outboard motor. After much thought provoking consideration of this omission I decided to cut a hole in the after bulkhead and frame it with a wooden thimble turned up on the lathe attachment to my electric drill. Two further thimbles provided air vents for the locker hatch panel, which also act as finger holds on the otherwise smooth surface. (Drawing No. 10.)

Caught in the throes of making the wooden thimbles I found that smaller versions could fulfill a useful function in the making of a safety ladder, which I always carry belayed to a cleat. It is necessary when swimming and vital in rescue in our crowded waterways. (See drawing No. 11.)

Single-handed sailing in a boat designed to accommodate five crew members requires some attention to the trim. With a shallow forefoot and high sweeping bows I found it helped considerably when sailing to windward if I placed two water-proofed bags of

sand, each of 28lb., in the forward bilge compartments. Without the benefit of a crew, the sheeting arrangements can be modified to advantage by fixing two extra jib jamming cleats to the after end of the centre-board trunk capping. (Drawing No. 12.)

The existing double-ended main-sheet works reasonably well until one or other of the tails becomes too short to work efficiently, then they require to be equalised. I have opted for the handier fiddle block arrangement with its attached jamming cleat but it is necessary to interpose a wire pennant to give the correct sheet lead for instant quick release in gusty conditions. (Drawing No. 13.)

I also found it helps when sailing single handed to fit a tiller extension. Beamy boats have much to commend them but a long spell crouched over a tiller can take the edge off an otherwise pleasant cruise. (The design is shown in drawing No. 14.)

One of the distinctive features of the Drascombe Lugger is the extensive use of Burmese teak for the gunwale and centre-board trunk cappings which are complemented by the uniquely curved transom board and a small but effective mast thwart. The wood, which is pre-treated with oil, requires little maintenance but in my experience oil quickly absorbs atmospheric dirt and after a few seasons the teak becomes dull and discoloured despite every effort to minimise it. From a personal point of view there is no substitute for three coats of ordinary yacht

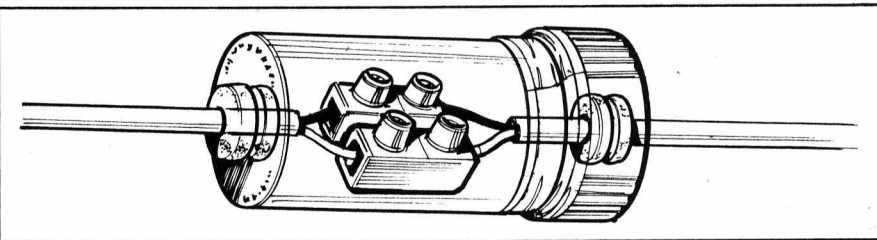
varnish, it preserves the natural colour of the wood and adds considerably to the value of a boat on re-sale. Getting rid of the oil can pose a problem but plenty of hard scrubbing with hot water and detergent followed by a thorough rinse should achieve the desired result. Weathered teak will require some scraping and filling to restore the surface, but providing the teak is dry and sufficiently keyed with a medium sandpaper there shouldn't be too many problems. In my case I had to wait until well into last season before the weather conditions were ideal but although the work was time consuming the result certainly enhanced the overall effect of a hardwood that is increasingly becoming a luxury in the highly competitive world of boat building.

Finally if like many proud boat owners you discover that your pride and joy has been adopted by a liberal-minded seagull (or worse, vindictive cormorant) the experience can be quite traumatic. Short of taking the most extreme measures I have found that a stainless steel coiled spring mounted on the masthead backed up by streamers rove fore and aft proves an effective deterrent. (As drawing No. 15.)

Perhaps the appeal of messing about in boats is never far removed from the business of innovating, if an idea works there is a deep sense of satisfaction, if it doesn't — well, it's just a case of going back to the drawing board and starting all over again.

BOAT-CRAFT

Good connections . . .



ONE DAY, whilst rummaging through my box of photographic gear and wondering why I hung on to so much rubbish, I came up with the idea for junction boxes as sketched — almost self explanatory, very economical and adaptable.

The simplest form, which has worked efficiently this past year dealing with swamping seas and torrential rain is illustrated. I would always advise that junction boxes be fitted as high up as possible in any boat.

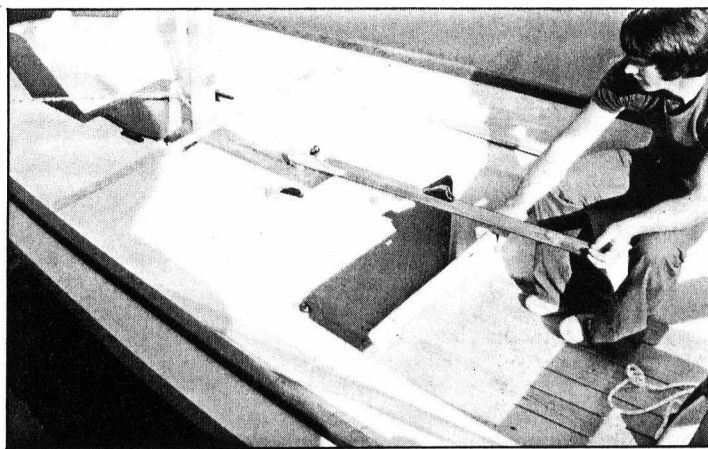
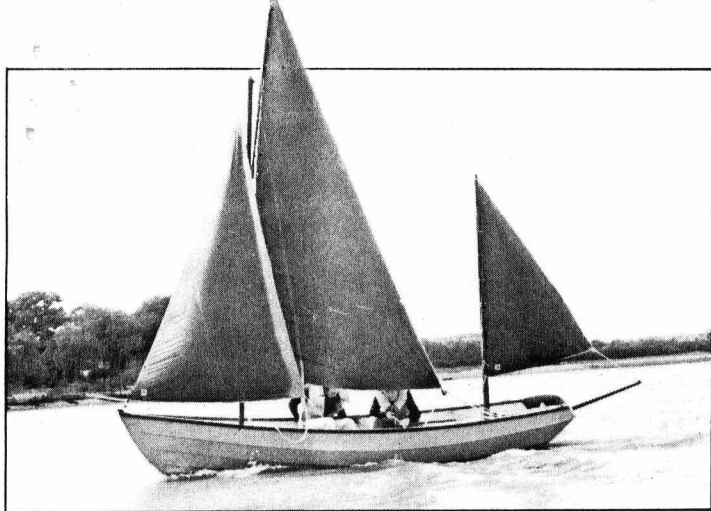
The 'box' used is one of the plastic cylinders in which most makes of

35mm photographic film are packed. Holes are best made by marline spike so the plastic snaps close around the cables which are then sealed both sides with self-amalgamating rubber tape.

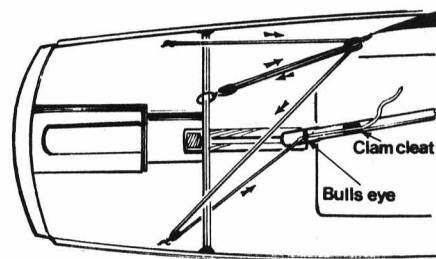
If a length of 'slack' is left inside the inlet hole and all outlet cables pass through the cylinder cap, it is easy to cut the rubber and withdraw the cap and connector(s) for inspection.

Quite coincidentally the cylinders come in black and battleship grey — which makes the boxes look very professional.

J. L. Polley



A look at the Lugger in action and the Longboat Mark III cockpit, which includes the modification described here.



position half way down the tiller, and (3) tying off one end of the mainsheet to complete the modification.

JOHN WATKINSON, 66 Noss Mayo, Nr. Plymouth, Devon.

Sheeting loose lugs — Drascombe designer on mods you can make

I must congratulate Charls Hodgson for writing such a good down-to-earth article on how to improve one's Drascombe Lugger.

No doubt he will have seen at the Southampton Show that the matter of oar storage has at long last been tackled, and as for the fuel pipe exit hole I don't understand its absence in his boat for such a hole is in the specification.

As the designer of the boat, there is one point that I must strenuously contest, and that is his fitting a jamming fiddle block for the main sheet. These blocks are excellent where

the main sheet falls vertically and a sharp jerk from as far away as the other side of the boat ensures quick release. However, a Lugger is loose-footed with the main sheet leading at approximately 45 degrees from the vertical. This makes the jamming mechanism 'underslung' so that one has to apply the required jerk for release from a position much nearer the block, and nearer is down to leeward which is not the place to go in a crisis!

My drawing shows a simple modification to the cross over type of sheeting. All that is involved is (1) the fitting of a steel lined bull's eye on the tiller, as near the rudder shaft head as possible, (2) moving one of the clam cleats to a

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DEAR SIR

DEAR SIR

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based in French waters (including Corsica) to check most carefully that these taxes have been paid by the owner of the yacht, otherwise they may find themselves stuck in some harbour as the Douanes impound the yacht during their cruise, a situation which has actually happened on several occasions recently. I would add that these restrictions apply to all foreign yachts and not only to British yachts.

Private owners should also be warned that the concessions that allow

them to keep their yacht in French waters without paying TVA is personal to themselves and cannot be extended to anyone else. It is not permitted to loan the yacht even to a friend. These concessions are always subject to the six months use and six months laying up rule when the yacht is laid up no one can live on board and it cannot be moved.

ROBIN BRANDON, 12 Place du Marche, 83360 Port Grimaud, France.

Hardy owners

With the assistance of Hardy Marine Ltd., their agents, and by word of mouth, I am endeavouring to contact all owners of Hardy Boats with a view to forming a Hardy Owners' Club.

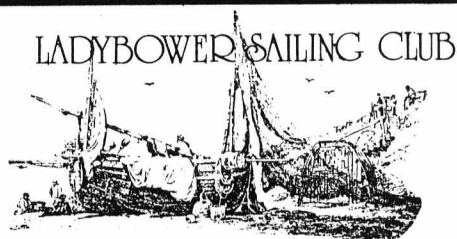
The primary aims of the club will be the exchange of information and ideas on all aspects of boating with hopefully a few extra benefits into the bargain.

A F ANDREWS, Crescent Cottage, 3 Crescent Road, Reigate, Surrey.

Let's club together

Over the past two years we have been negotiating with the Severn-Trent Water Authority and the Peak Planning Board to establish a Sailing Club on some 200 acres of Ladybower Reservoir which is situated within the Peak District National Park.

These negotiations resulted in a planning application being submitted earlier this year, unfortunately this



application was refused, one of the grounds for refusal being the detrimental effect that sailing would have on wild life (the objection was backed by the very strong naturalist lobby that exists in the area). It should be pointed out that the reservoir is a trout fishery and is also a very popular spot for walkers and tourists.

We are now preparing a second application for permission and it would help us considerably if anyone with information or experience of similar situations would be kind enough to write to me with details, any letters of support for the project would also be appreciated.

DEREK LEE, Commodore Ladybower Sailing Club, Undercroft Cottage, Foolow, Sheffield S30 1QA

Sea Nymph quest

Please, please, please, does any reader know where I can obtain the details of the sailing rig for a Sea Nymph 520, including bilge keels, rudder, etc.

R E AGER, 95 Peace Road, Stanway, Colchester, Essex CO3 5HW.

