

DRASCOMBE FLOTILLA

Part of the great outdoors...

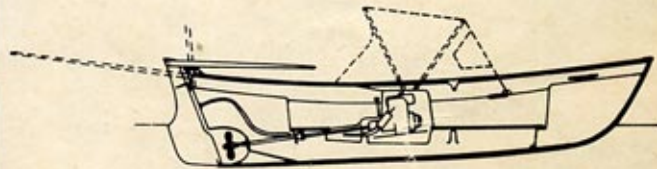


The Drascombe LAUNCH

The Dabber Launch is a strongly built, seaworthy open boat fitted with a Watermota "Shrimp" inboard engine and an optional "pram-hood" folding shelter. The hull is basically the same as that of the well-tried sailing Dabber, with the engine in place of the centreplate and some modifications to the keel and stern to accommodate the propeller and shaft. Although the engine is small, its four-to-one reduction gear enables it to turn a large, 12 in. diameter propeller of high propulsive efficiency, giving a very good turn of speed even in adverse conditions.

The "Shrimp" consists of a Villiers air-cooled 4-stroke, single cylinder engine coupled to the reliable Watermota variable-pitch propeller. It starts on petrol and runs on paraffin at a cost of only 5 pence per hour on full throttle. There is a cord-operated recoil starter and the glassfibre engine housing is strong enough to make a handy seat in the middle of the cockpit.

Heavy duty glassfibre mouldings are bonded together to form the hull and teak gunwale cappings and interior trim ensure the minimum of maintenance. A stout hardwood keel and bilge rubbers protect the bottom of boats kept on a beach or tidal moorings. When erected the nylon/PVC canopy gives good shelter against rain or spray but it can be folded flat in a few seconds to allow access forward for mooring up or anchoring. A rowing thwart and a pair of oars and rowlocks are standard equipment. There is a large stowage space under the after deck and a cover and padlock for this are optional. A mizzen sail of 14 sq. ft. (1.26m²) can also be fitted if required. Ample expanded polystyrene buoyancy material is secured under the side benches to ensure that the Dabber Launch cannot sink even if completely swamped.



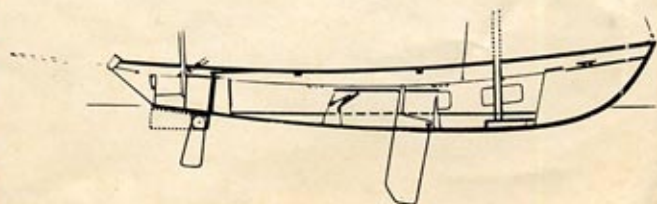
The Drascombe LONGBOAT

With her extra length and beam the Longboat makes an even roomier dayboat than the popular Lugger . . . ideal for leisurely swimming parties, exploring the coastline or very rapid sailing, as your mood dictates.

Rig: As a family boat, the Longboat carries a gunter yawl rig with a sail area of 169 sq. ft. This handy rig, beloved of fishermen, leaves an uncluttered cockpit when the boomless sails are furled to the masts.

Hull: The lapstrake hull adds strength and character to rakish lines—and achieves minor miracles in keeping down spray! Foredeck, side benches and afterdeck are cleverly moulded in one single unit—as are centre-plate and rudder trunks, too, for watertightness and strength. Teak trim complements the glassfibre moulding for minimum maintenance.

Stowage & Equipment: Ample stowage is provided under side benches and afterdeck—and the latter can be securely padlocked. The rudder has a folding tiller and lifts straight out for beaching. Another practical feature is the teak motor mounting which allows the engine to be carried in a protected position, ready for rapid use, but tilted to bring the propeller clear when sailing. Positive buoyancy makes the open Longboat unsinkable.





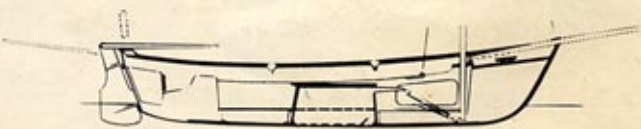
The Drascombe DABBER

The dapper little Dabber is a rare bird indeed—a compact dayboat owing nothing to the racing-dinghy-type hull so common on smaller boats today.

Hull: The Dabber has an entirely different type of hull, cleverly based on the tough clinker-built beach boats of the past, with their long straight keels. Her well-veed after sections give responsive steering and ease of handling even at lower speeds. The built-in "bustle" pushes the stern wave aft where it keeps the shallow rudder well covered. Rowing is very easy indeed and outboards of the lowest power are all you need to drive the boat.

Durable: The attractive and seaworthy little Dabber is also tough enough for serious inshore fishing from tidal beaches. Her glassfibre and resin hull is well protected from bumps and bangs by a tough hardwood keel and bilge rubbers—both of which are easily renewed. The protected well for outboards is set well to port, leaving tiller and rudder unencumbered. A large aft locker, open stowage and positive buoyancy are other Dabber pluses—as are the level floorboards, well above any bilge-water.

Sailing: The standard boat has oars and rowlocks and the fixed hull fittings needed for sailing. As a first step to adding sail there is an additional kit including mast, spars, all necessary rigging for a single mainsail plus centre-plate and tackle and the rudder, tiller and sail itself—a standing lug with boom. Keener sailing types may subsequently add to sail area by conversion to yawl rig by adding jib, bowsprit, mizzen and bumpkin, or of course these may be ordered with the boat initially.



The Drascombe LUGGER

First of the breed, the jaunty Lugger has established popularity in countries throughout the world. There is ample room in the uncluttered cockpit for five, yet the handy rig is so well thought out that just one person can handle her with ease!

Rigs: Gybing is no worry because the sails are loosefooted—which also means they can be furled to the masts, leaving the cockpit free for fishing or picnicking in some delightful backwater! Masts can be stepped or unstepped in minutes by just one person. With the easy-to-handle rigging you can be sailing—or trailing—within minutes of arrival at, or departure from, the water.

Engine: The outboard is mounted in a protected well (4-6 h.p. is recommended for best performance) and can be stowed securely in the large lockable compartment aft.

Nothing overlooked: The safety-first Lugger has concealed foam buoyancy, ample freeboard and a lifting tiller and rudder that ships through a trunk to keep clear of the motor well—everything has been carefully designed to produce an unrivalled family boat.

Options: To make life simpler for sailing in very shallow waters a special "kick-up" rudder is available. Other options are an easily-rigged, proofed canvas camping tent, with clear plastic windows, which stows when not in use under the side benches, a sun awning and a special larger mainsail for areas of predominantly light winds.





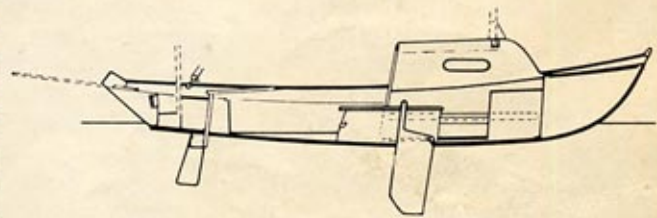
The Drascombe LONGBOAT CRUISER

Everyone who loves the Longboat will be equally enthusiastic about the Longboat Cruiser, which shares all the basic features of the open boat. London Boat Show judges showed their appreciation with a Boat of the Show Category Award in 1973.

Accommodation: the Longboat Cruiser adds very useful weather protection, to all her other merits, with the provision of a roomy and attractive cuddy allowing overnight cruising. The cuddy contains one full size berth, a galley bench and space for a portable toilet—a two-berth layout is available to special order. A clever cockpit tent arrangement can be quickly rigged to provide further covered accommodation.

Rig: to allow for the altered configuration, the main mast is now stepped on the cuddy roof in a tabernacle—so it can be easily raised and lowered by just one person. The cockpit tent is fashioned by partly lowering the main and lashing it to the mizzen, thus forming the ridge pole for an ample tent.

Like all the Drascombe flotilla, the Longboat Cruiser is easily trailed—and can be prepared for sailing or motoring within minutes of arrival at the water.

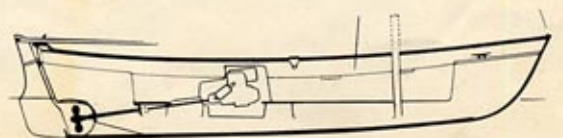


The Drascombe DRIVER

An entirely new concept, the "Driver" is an 18ft. motor-sailer with excellent performance under power or sail. Instead of a centreboard she has a long central keel, deepening aft to give protection to the propeller, and a pair of short bilge keels which help her to sail well to windward and keep her sitting upright on the shore. She has the familiar yawl rig with the dark tan sails of all the Drascombe boats, with a loose-footed standing lug mainsail of adequate area to drive her at respectable speeds in all wind strengths.

The standard inboard engine is the Watermota "Shrimp", which consists of a Villiers air-cooled, 4-stroke, single cylinder motor coupled to the reliable Watermota variable pitch, feathering propeller. It starts on petrol and can then be turned over to paraffin if desired, to run at a cost of only 5 pence per hour. Geared down to turn a large propeller, this small engine is very efficient and gives the Driver a comfortable 5 knots. Forward of it is a large clear space, ideal for a fishing party or a few crab pots.

The main mast steps through a fixed thwart and there is a portable thwart abaft it for rowing or just sitting. Ample foam buoyancy is concealed fore and aft and under the side benches to ensure that the Driver will float if swamped and an optional extra is a folding pram-hood canopy to keep off rain and spray.



Which of these Specifications Measures up to your Needs Best?

Drascombe Launch Top quality glassfibre and resin long-life hull to specification approved by the Ship & Boat Builders' National Federation. Genuine teak trim. Hardwood rudder and tiller. Hardwood keel and bilge rubbers. Pine Floorboards. Varnished oars and galvanised rowlocks. Length overall 15ft. 6in. (4.68m). Beam 5ft. 10in. (1.78m). Draught 1ft. 5in. (0.43m). Weight 570lbs. (260kg.) The standard engine is the Watermota "Shrimp" with a v.p./reversing propeller.

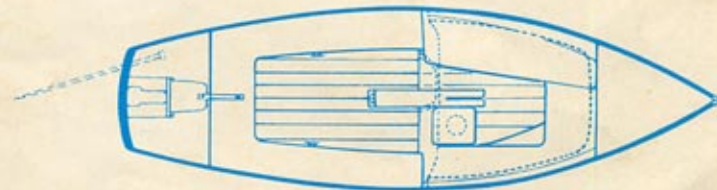
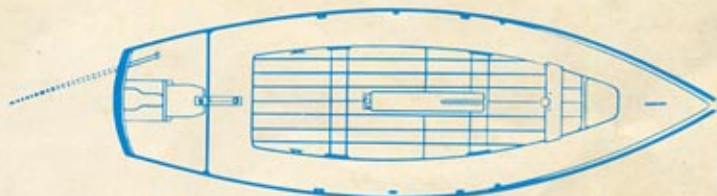
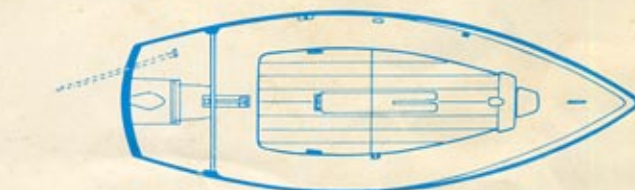
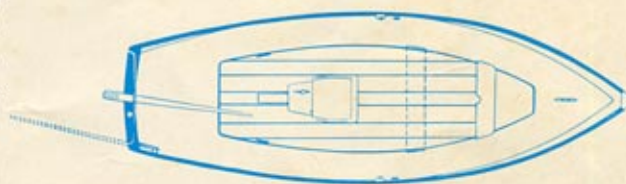
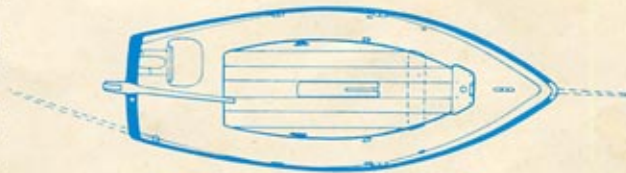
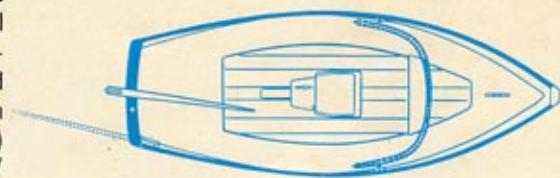
Drascombe Dabber (*Complete specification depends on equipment ordered*). Top quality glassfibre and resin long-life hull to specifications approved by the Ship & Boat Builders' National Federation, with genuine teak trim. Varnished, selected wood spars. Dark tan colour Terylene sails. Hardwood tiller and rudder. Galvanised mild steel centreplate. Stainless steel rigging, Terylene cordage, varnished oars and galvanised rowlocks. Length overall 15ft. 6in. (4.68m). Beam 5ft. 10in. (1.78m). Draught 8in. (0.20m) 3ft. 0in. (0.91m) with centreboard. Weight (ex engine) 550lbs. (250kg.). Sail area: Lug main 83 sq. ft. (7.77m²). Jib 21 sq. ft. (1.95m²). Mizzen 14 sq. ft. (1.26m²).

Drascombe Driver Top quality glassfibre and resin lapstrake hull to specifications approved by the Ship & Boat Builders' National Federation. Varnished, selected wood spars, Terylene sails with roller furling jib. Stainless steel rigging, synthetic cordage, teak gunwales and interior trim, varnished hardwood rudder and tiller, replaceable hardwood keel and metal keelband, gunmetal fairlead and strong mooring cleat, varnished oars and galvanised rowlocks, polystyrene foam buoyancy. Watermota "Shrimp" engine with sailing propeller. (Other engines can be quoted for). Length overall 18ft. 0in. (5.50m). Beam 6ft. 1½ in. (1.88m). Draught 1ft. 5in. (0.43m). Weight 800lbs. (360kg.). Sail area 133 sq. ft. (12.4m²).

Drascombe Lugger Constructed to the same specifications as the Driver. Varnished selected wood spars, Terylene sails with roller furling jib, stainless steel rigging, synthetic cordage, teak gunwales and interior trim, galvanised steel rudder and centreplate, metal keel bands and rugged stemhead fittings, varnished oars and galvanised rowlocks. Length overall 18ft. 9in. (5.72m). Beam 6ft. 3in. (1.90m). Draught 10in. (0.25m), 4ft. 0in. (1.22m) with centreboard. Weight (ex engine) 850lbs. (384kg.). Sail areas: 122 sq. ft. (11.3m²) or 142 sq. ft. (13.1m²) with larger mainsail for light wind areas.

Drascombe Longboat Top quality glassfibre and resin long-life hull. Varnished selected wood spars, dark tan Terylene sails, stainless steel rigging, synthetic cordage, galvanised steel rudder and centreplate teak gunwales and interior trim, metal keelbands and replaceable hardwood keel and bilge rails, mooring cleat and rugged stemhead fitting, varnished oars and galvanised rowlocks supplied. Length overall 21ft. 9in. (6.63m). Beam 6ft. 7in. (2.00m). Draught 1ft. 0in. (0.30m), 4ft. 2in. (1.27m) with centreboard. Weight (ex engine) 1,100lbs. (500kg.). Sail area: 169 sq. ft. (15.75m²).

Drascombe Longboat Cruiser As for Drascombe Longboat with the addition of fixed cuddy in g.r.p. with settee berth, galley bench and space for portable toilet. Alternative 2 berth layout excluding galley bench and toilet space available. The mainmast is stepped on the cuddy roof in a tabernacle and the resultant smaller rig gives a total sail area of 147 sq. ft. (13.65m²).



DRASCOMBE FLOTILLA

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An Internationally popular range - plus Two Brilliant Newcomers!

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.

Lugger, Longboat, Longboat Cruiser and Dabber . . . marine architect John L. Watkinson's brilliant designs have now been joined by the new Driver and Launch, both of which have been designed with inboard engines and more extensive use of power, in mind.

Now you can choose from six utterly original and distinctive craft, every one a rugged individualist, yet with a number of highly attractive features in common.

- Hand-crafted hulls in top-quality glassfibre for minimum maintenance, maximum life.
- Solid spars of selected timber.
- Easy-to-handle traditional rigs with distinctive tan-coloured Terylene sails.
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- Lapstrake hulls for drier sailing plus extra strength.
- Camping facilities, ideal for family use.
- Special protected outboard wells.
- Stainless steel rigging/synthetic cordage.
- Easy trailing and preparation for sailing.

Yachting World, February 1973 David Pelly writes

Every year, as one trudges wearily around the Boat Show with glazed eye and aching feet there are generally at least one or two boats which cause a momentary stirring of the blood or quickening of the emotions as one stands with half-closed eyes imagining yourself at the helm on a warm sunny day with a Force 4 breeze on the quarter . . .

It was cheering to see that the Boat of the Show judges were apparently stirred by the same feelings when they chose the Drascombe Longboat as winner of its category. Last year my brother bought the smaller Drascombe Lugger, partly on my advice, because I felt that it would be an ideal boat for a couple with three young children. And so it proved to be. The kids tumble around in the deep, roomy cockpit and can even stand up without risk because there is no boom to hit them on the head. Getting under way takes moments because all the sails are stowed on their spars. Apart from rather peculiar steering characteristics, the Lugger sails surprisingly well: a picnic-boat par excellence.

The Longboat is something else. That long, elegant sheer and purposeful bow seem to invite ideas for ambitious cruises in distant places. How about the Friesian Islands, for instance? Days spent exploring the shallow waters where cruising boats can't go and nights spent camping on the sandy shore of uninhabited islands. I can see it all!

More than two years ago the Longboat joined the ever popular Lugger, and now a baby has joined the fleet. Called the Dabber, she is just 15ft. 6 in. long and is unmistakable 'Drascombe' with her mock clinker-built hull and standing lug yawl rig. The trunked rudder arrangement used on the larger boats has been exchanged for a transom hung rudder, giving more space inside the boat and still allowing an offset outboard well which can be used independently. She is as well finished as her sisters, looks just as delightful and by all accounts sails just as sweetly.



DRASCOMBE FLOTILLA