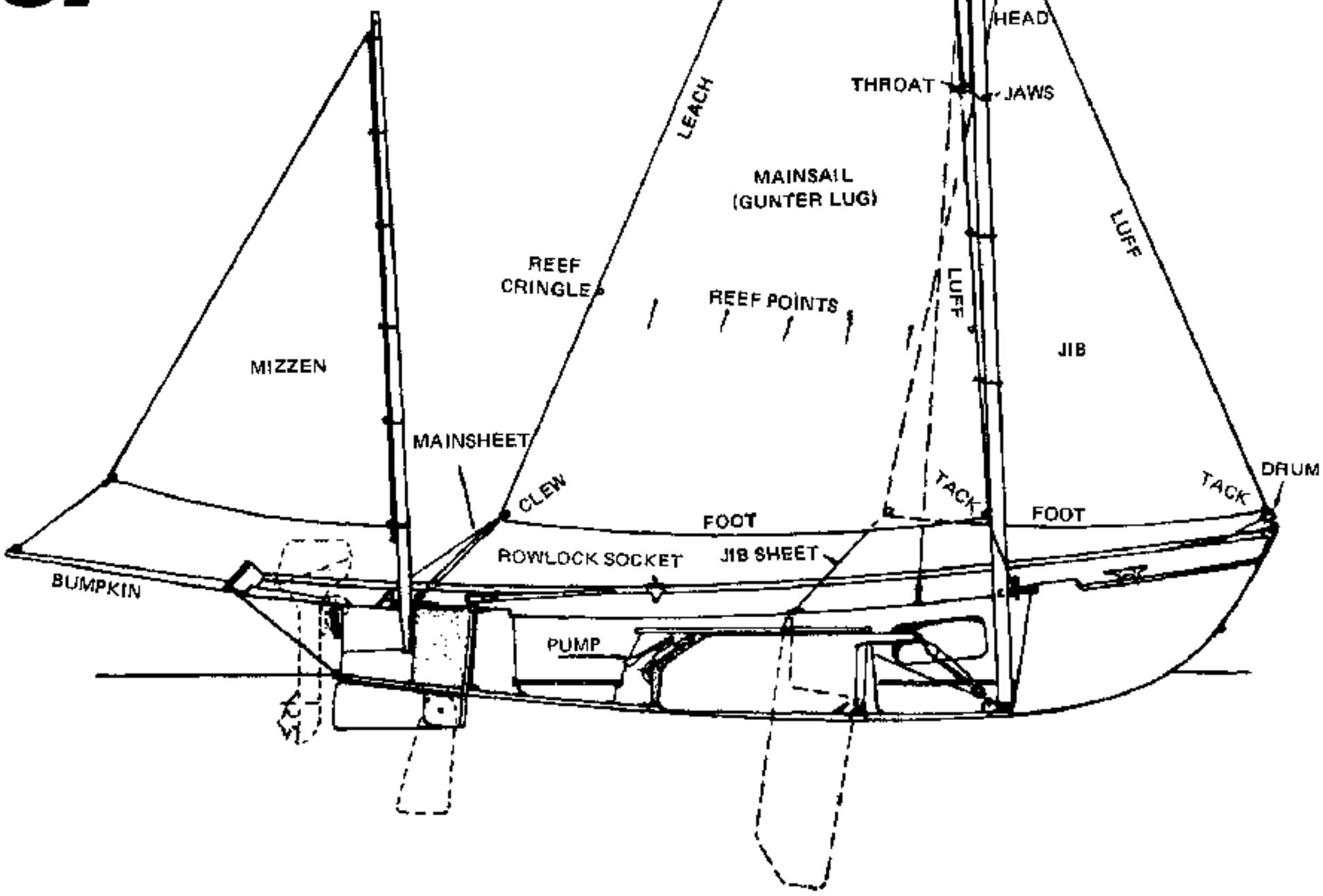
honnor marine

DRASCOMBE Lugger



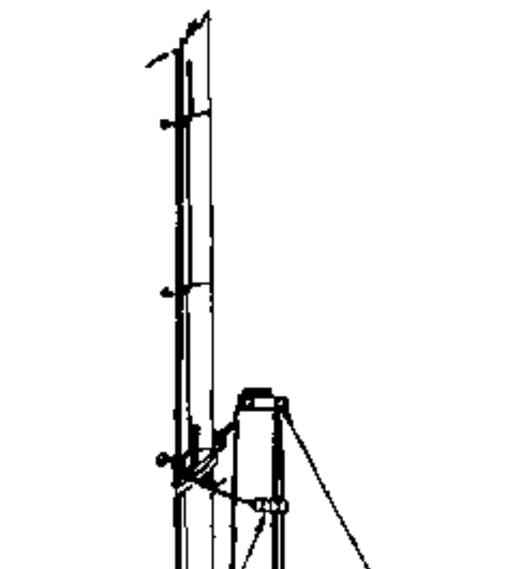


Fig 1. Yard hoisted in position for sailing.

Fig. 2 Parall beads knotted on string.

Fig. 3 Shrouds set up by lanyard.

Preparing to Launch. The screw bung to drain out bilge water is in the aft locker. Get rid of any water present and make sure the bung is screwed tightly home. If an outboard motor is fitted, check that it is centred on its mount and that the securing clamps are done up tightly. If 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 head of the jib should be shackled to the swivel of the furling gear and the swivel attached to the stub forestay 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 (Fig. 1).

To step the mast have it lying in the boat with its heel under the mast thwart and secure one end of the main halyard to the mooring cleat. Lift the mast, insert the heel in its step and raise until it fits into the half-round notch in the thwart. Take up the slack in the halyard and secure it to a belaying pin. The mast is now secured while you attach the tack of the jib, with the furling gear drum secured to it (the top of the furling gear drum has a hole in it through which the furling line is knotted) to the stemhead casting.

The pair of link plates which connect the narrow slot in the bottom of the spindle of the drum to the stemhead casting are important to allow sufficient freedom of movement. They should just reach without bending the mast forwards. If it is not right, lower the mast and adjust the length at the head of the jib. Set up the shrouds by passing several turns of the lanyards through the U-bolt fairleads which are fitted on the side benches and finish with two or three half-hitches (Fig. 3). Set them up before securing the jib tack, so that they pull the mast evenly aft about a ¼in. from the thwart. Finally heave down on the jib luff and secure to the stem

head, thus tightening the shrouds and leaving the mast with about two degrees aft rake.

Roll up the jib by hand, passing the furling line round and round as you do so. With the jib fully rolled up pass the line a couple of times round the drum and then lead it through the hole in the guide and aft along the gunwale capping to the cleat on the port side. Middle the jib sheet and make it fast to the jib clew. A good way to secure it is by means of the double overhand knot as explained in (Fig. 11). Lead the sheets aft outside the shrouds through the fairleads on the side benches 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 drums as the sail unrolls.

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.

Fig. 4 Marlin hitch.

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 (Fig. 1).

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 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 (Fig. 2).

Hoist the mainsail right up and secure the halyard to a belaying pin. Then pass the tack downhaul (which is a single length of line about 4 ft. long) up through one hole in the mast thwart, the end knotted under the thwart, through the tack cringle and down through the other hole (Fig. 5). It should be tensioned according to wind strength and secured to the other belaying pin. In light winds the tension should be sufficient to cause just a suspicion of vertical creasing down the luff of the sail, while in fresh winds it should be increased to cause very marked folds in the region of the luff where the sail is head to wind. These folds should vanish when the sail is sheeted home and full of wind.

Reeve off the double-ended mainsheet (Fig. 6), leaving roughly equal amounts of surplus line on each side. The system permits the sheet to be cleated in settled weather but leaves the helmsman with freedom to jerk one end free and release the sheet instantly if a sudden puff demands it. While sailing it sometimes happens that all the letting out is done on one tack and all the pulling in from the other side, leading to all the spare line accumulating on one side. If this happens the first opportunity should be taken to equalise matters.

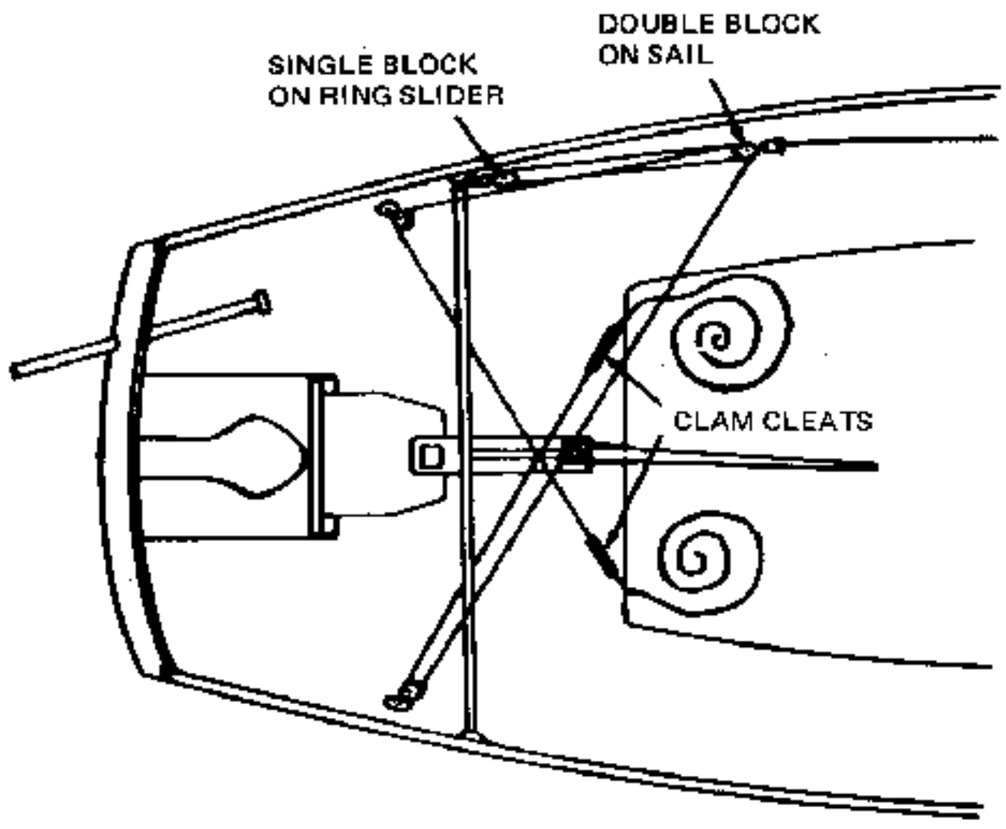


Fig. 6 Mainsheet arrangement.

The Lugger balances well and may be sailed effectively in moderate and fresh winds under jib and mizzen only. However, there are plenty of times when the drive from the reefed minsail will be needed in addition to the jib and mizzen. The gunter sail is best reefed by easing the halyard until the reef cringle on the luff come down to the approximate height of the tack cringle. Then secure the halyard and tie in the reef.

When taking a reef it is best to secure the reef cringle on the luff first. This may be done by unreeving the tack downhaul and reeving it though the cringle but an easier way is to leave the tack downhaul rigged through the tack cringle and secure the reef cringle to the tack cringle with a few turns of a short length of line. Similarly, the carbine hook of the sheet may be moved to the reef cringle or the cringles may be secured together. When this has been done the lower part of the sail should be folded as neatly as possible and secured with the reef points. It is then ready for a pull in the halyard to re-tension the luff.

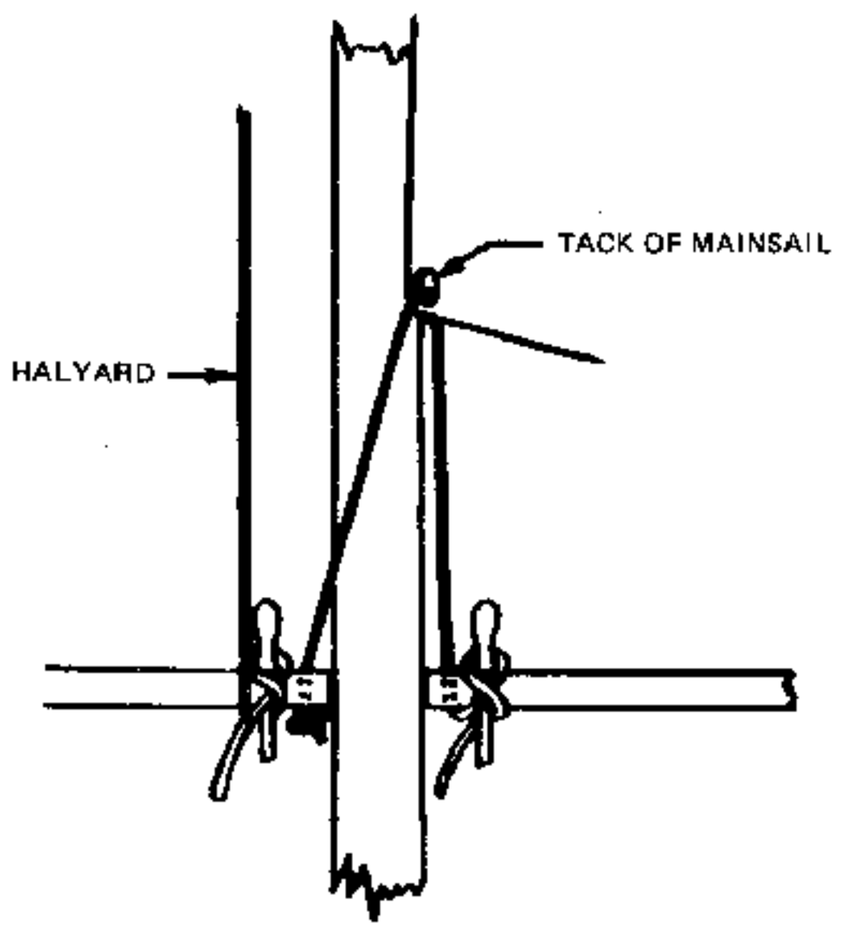


Fig. 5 Tack downhaul.

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 the 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.

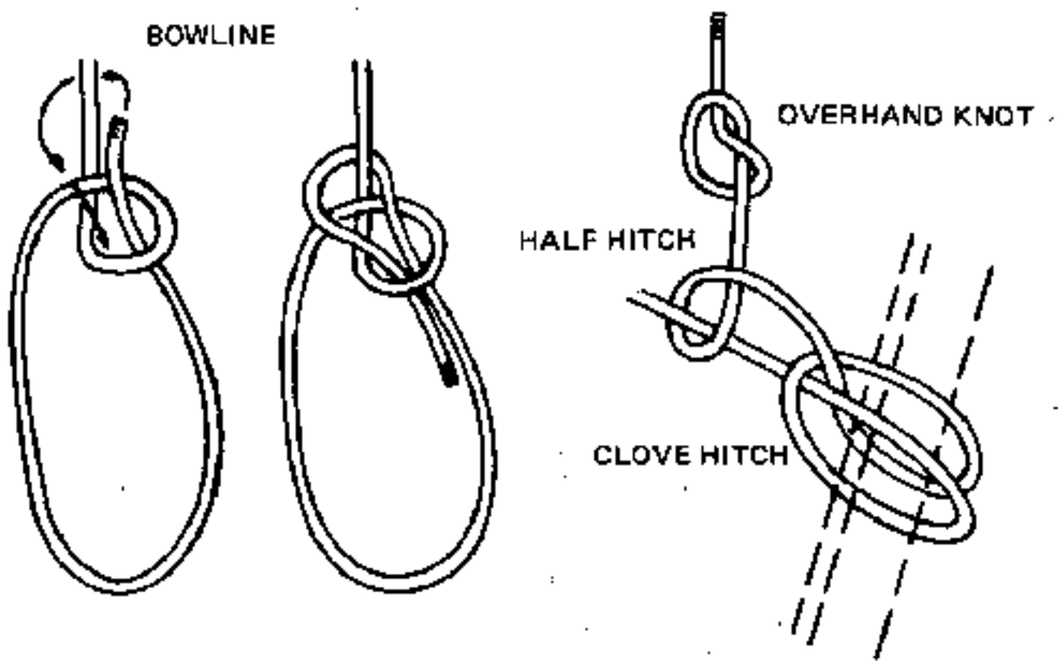


Fig. 10 Some useful knots.

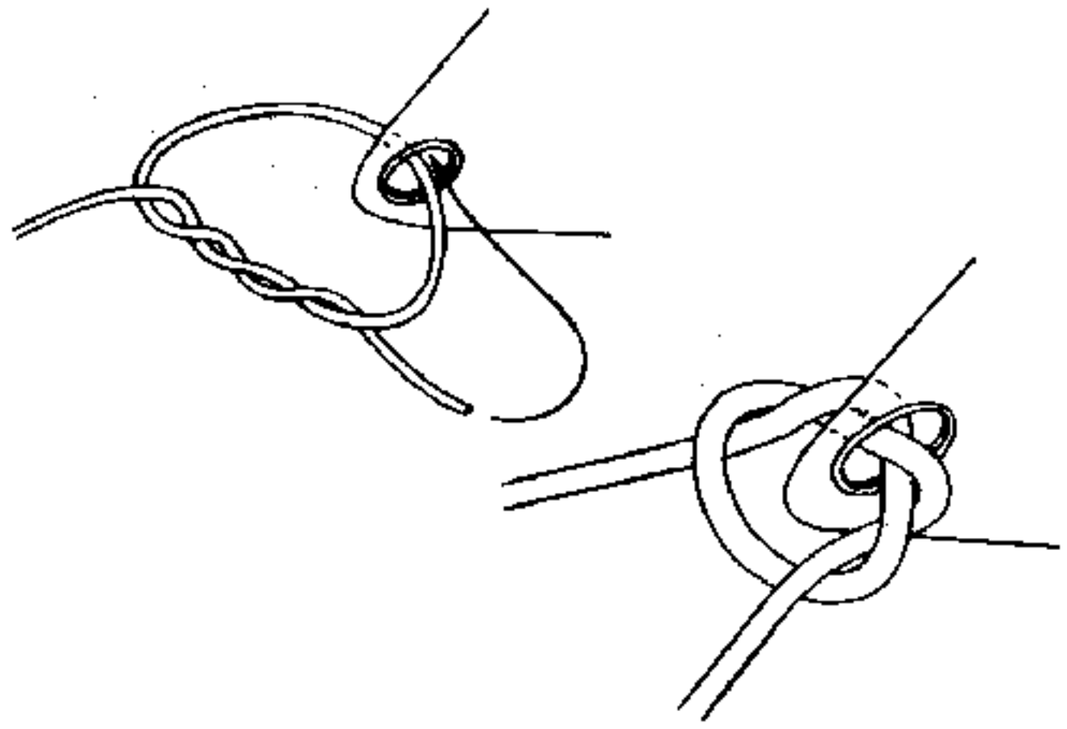


Fig. 11 The double overhand knot for jib sheets.

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 accomodate 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.

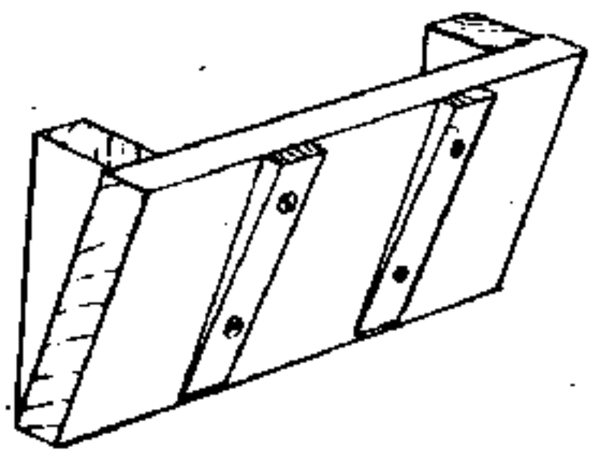


Fig. 12 Some motors may need wedges on the mount to permit them to lock when tilted

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 centerplate 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.

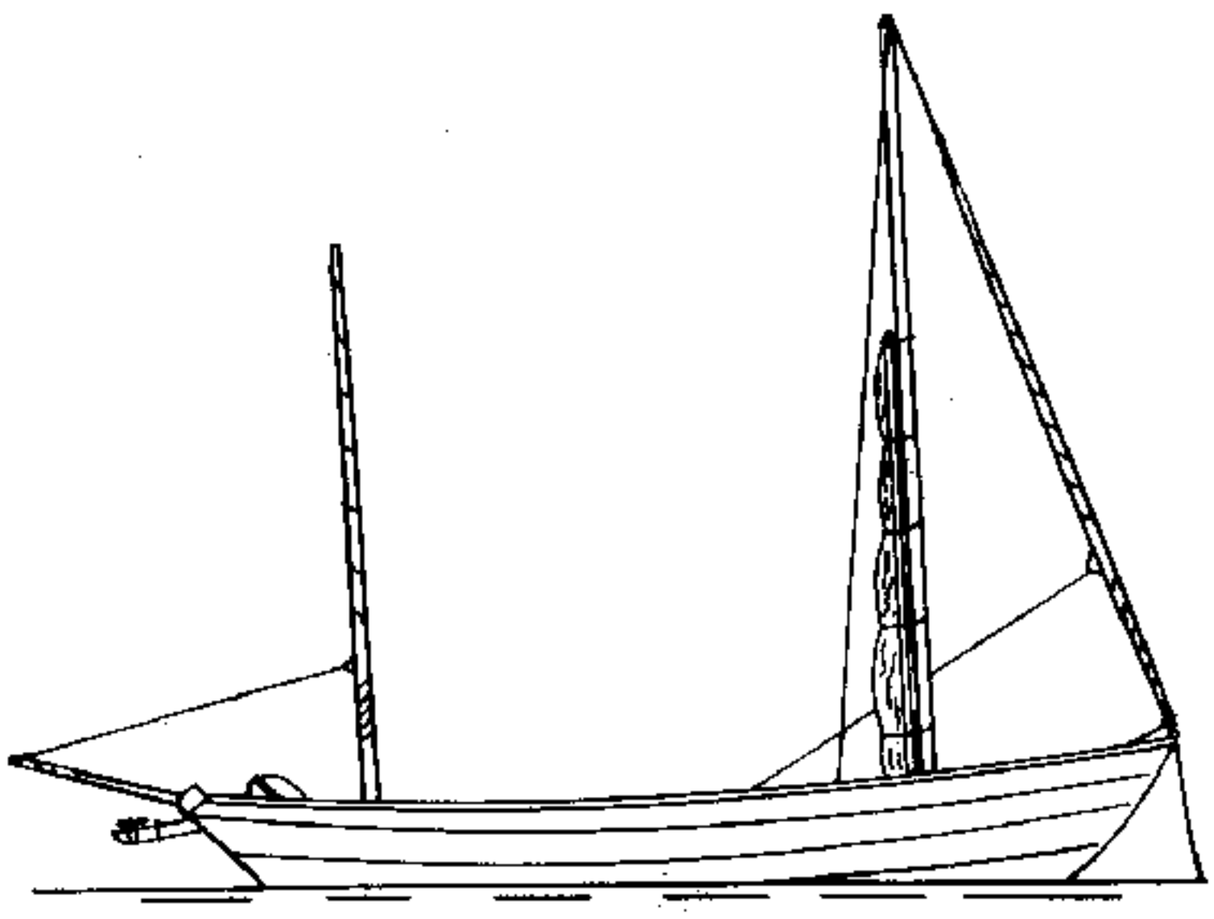
You may immerse them in salt water to launch or recover boats but never do so if the hubs are warm immediately after a long fast trip. Do keep the hubs well packed with grease and also the hitch from time to time. Braked trailers need to have the brake mechanism cleaned and oiled to ensure it works freely.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