



OPERATING PROCEDURE No.11

Issue 3 April 2025

DRASOMBE LONGBOAT (Kanata) PREPARATION AND SECURING

PURPOSE

This procedure provides guidance on preparing Kanata, our Drascombe Longboat for sailing and securing her at the end of a session. It also includes some guidance on boat handling. It should be read by all Keel Boat Skippers and Crews and other volunteers who might assist with boat preparation.

PROCEDURE

Please rig and de-rig as described below so we have consistency. ANY problems or questions, please report to Boat Guardian [\(Chris Wood\)](#) or Chief Sailing Instructor [\(Kevin Ruff\)](#).

Part one: preparing boat whilst on central pontoon, prior to collecting sailors from shore pontoon.

Pick up safety box and radio and engine [controller and](#) battery.

Get a lift to centre pontoon.

Remove Cover starting at stern.

Undo main halyard from loop of rope in cover, tie temporarily round a shroud. Fold cover, stow in a side locker.

Lower centreboard. [Secure in down position by tightening red elastic in cleat.](#)

Lower engine, check that engine and controller are synchronised

[Fit controller to Starboard side of the Steering pedestal, undo wingnut and washer, slip controller into the holder and replace washer and wingnut. Tighten only lightly.](#)

[Nb, The controller operates with the lever moving up from neutral for forward and down for reverse.](#)

Killcord on controller should be attached to operator

RUDDER.

Turn steering wheel so that the steering cable is well clear of the rudder slot. Gently lower rudder into rudder slot, it may need a wiggle.

Using steering wheel again, re-centre end of steering cable so holes are aligned with end of rudder arm. VERY IMPORTANT - fix rudder arm onto steering cable using attached pin pushed down as far as it will go. Knot spare line around rudder arm for extra security.

SAFETY BOX

Stow in stern locker.

MIZZEN

1. Step mizzen mast with bullseye facing aft.
2. Lie bumpkin longways on aft deck with eye just poking through hole in transom.
3. Unwrap sail.
4. Thread **sheet** through bumpkin bullseye from OUTSIDE of transom
5. Through small hole in transom and over bumpkin.
6. UNDER EVERYTHING ELSE on aft deck
7. Through small hole nearest centre of boat under mainsheet tracking, finishing through central cleat. Tie figure of 8 in end.
8. Gather sail round mast and secure with bungie, ensuring sheet cannot get round prop.
9. Do NOT extend bumpkin until making sail out in river.

JIB.

1. Hank on jib from bottom upwards.
2. To identify halyard, look up mast, jib halyard is on front of mast running through a pulley
3. Fix on halyard by making a loop in the rope just below the bobble. Push loop through eye in top of sail, then put bobble through loop and pull tight.
4. Please leave the knot higher up in halyard, it's to stop it running up the mast.
5. Do not raise jib at this stage.
6. Run sheets **outside** shrouds, through jib fairleads and tie figure of 8.

MAINSAIL.

1. Find foot of gaff attached to mast.
2. Find halyard attached to gaff through highest hole.
3. Pull other end of halyard to raise gaff until it's lying vertically against mast (ensure foot does not rise up mast)
4. Make off halyard round named belay pin (figure of 8).
5. **Loosely tie gaff** to mast using string of 'parrel' beads already fixed to gaff next to halyard. Pull tight enough for beads to come to front of mast.
6. Find **downhaul** running **up** through hole on port side of mast thwart, through tack of sail (to stern side of mast), **down** through hole on starboard side of mast thwart ready to be tensioned and secured round named belay pin when rigging out in the river.
7. Tie sail firmly to mast in vertical position using loose end of main halyard or bungies.

Untie **warp** acting as spring and stow in forward porthand locker with other lines.

Check/remove any other trip hazards.

Kanata is now ready to receive sailors. Proceed to shore when asked.

[NOTE: the helmsman's seat can slide forwards and backwards to aid in hoisting a sailor into the chair, find the lever on lower side of chair.](#)

See Part two for setting sail.

Part two: preparation for sailing when out on river.

Skipper pushes out bumpkin locating inboard end in little moulded hole on aft deck.

Adjust mizzen sheet cleating loosely but without sheet flogging (it will loop itself over end of bumpkin if too loose).

Crew hoist jib tightly, secure halyard round named belay pin making a figure of 8 shape.

MAINSAIL.

Skipper, unclip mainsheet from deck and clip on to mainsail clew.

Crew untie halyard/bungie where it is holding gaff upright. Haul mainsail as high as it can go – tightly. Look up mast to check that gaff is snug against mast and no halyard is showing.

Make off round named belay pin making figure of 8 shape.

Tension downhaul, make off round named belay pin.

Cut **engine**, Leave engine in **DOWN** position.

SECURING

When putting away, please reverse all of above so you leave her as you found her. Do NOT untie anything unless it was previously untied. **See note below.**

NOTE:

Scandalising the mainsail ensures it can be lowered without endangering the crew.

Unclip sheet from clew.

Release Main halyard and gently lower gaff ensuring it remains parallel to mast at all times.

When foot of gaff reaches the deck, gather as much sail as possible, as high up mast as possible and fix with bungies. Bundle remaining sail at foot of mast.

ALL sails must be lowered and made tidy before coming back to pontoon, the bumpkin must also be slid back onto the stern deck.

REMEMBER; raise centreboard, engine and remove rudder from slot before leaving the boat. The pontoon is drying.

Battery, safety box and remote controller must be returned to shore.

BOAT HANDLING TIPS.

Skipper: Be prepared when tacking/gybing to lift the sail at clew end to prevent it brushing the helmsman's head.

Crew: in light/fluky airs be ready to back the jib when tacking to help boat round onto new course.

Do not oversheet any sail, she's not a performance boat! And likes to be sailed 'free'.

If tacking is hard, look at the mizzen, being a yawl it is behind the rudder and can have a significant effect on steering.

She will not perform well to **windward**.

Do not adjust the centreboard at any time.

ANNEX A

KANATA INVENTORY, all to be left aboard.

Anchor, chain and rope, forward starboard locker (if needed, fix anchor rope onto cleat on forward deck).

Bilge pump, starboard side of aft deck, handle attached. Spare pump handle in canvas bucket as below.

~~Fuel tank, stern locker. To be kept only half full.~~

Bucket and sponge, stern locker.

Spare lines, spring, forward port_hand locker.

Boat hook, aft port_hand locker.

Spare shackles, rowlocks, spare pump handle etc in canvas 'bucket', forward port_hand locker.

Also 2 spare rudder pins and spare wingnut and washer, for securing engine controller, in canvas bucket.

Oars, fixed either side of centreboard case.