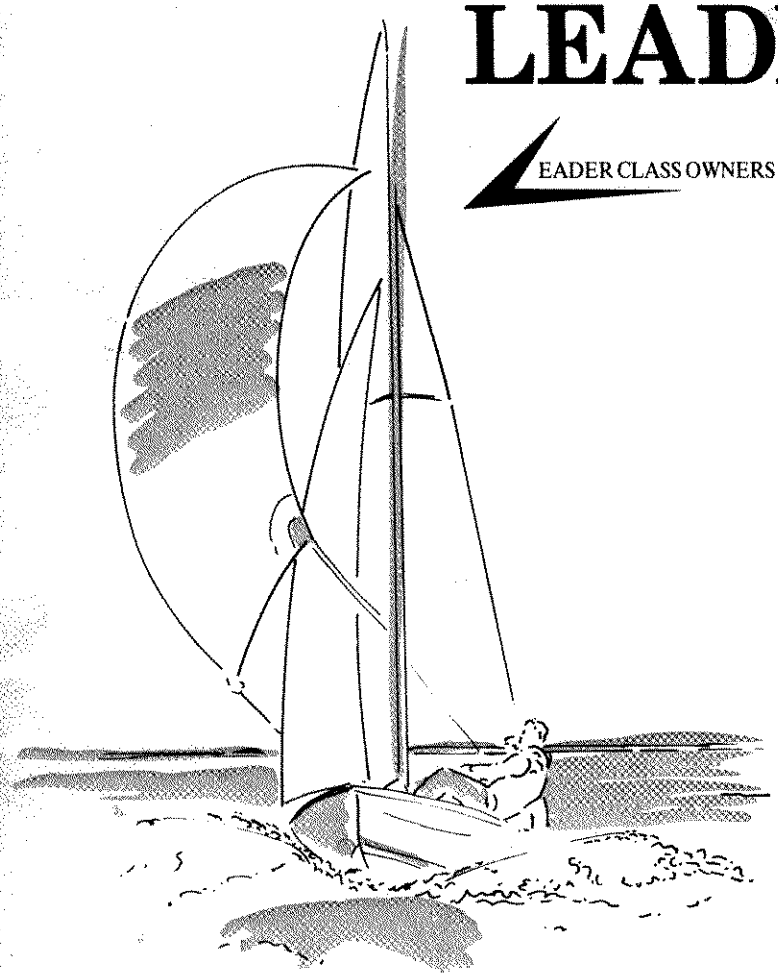
KNOW YOUR LEADER

EADER CLASS OWNERS ASSOCIATION



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Foreword

In 1962, Gordon Pollard and his design team at Smallcraft produced the lines for the first LEADER dinghy. With the boat intended for production in plywood, the design was envisaged as a 14ft. hard chine dinghy, anticipated to fit into a gap in the sailing market. To keep costs to a minimum, the Class was structured as a One Design. The fact that early wooden boats still race on level terms with the latest GRP boats proves the success of his initial policy.

Sales through Gordon's company went very well and the boat received much praise for the performance, weight, size and stability, as well as for the capsize characteristics.

As GRP found acceptance as a building material, Gordon saw potential to increase the popularity of the boat by manufacturing in the new material. Thus the first glassfibre boats were built, using the original hull shape and internal configuration, complete with wooden side benches.

Years went by, together with a number of builders, until eventually Sapphire Boats became involved in the building of the new version of the LEADER; the LEADER II. This varient featured GRP side-tanks, creating a side bench instead of the old wooden structure. Sales were revived by this new mark, but Sapphire began to feel the effects of recession, and they relinquished the licence to Porter Brothers; supplementing, and improving the range of boats that we were offering.

With some 1200 boats having been built, and used for every possible branch of sailing; from family sailing, cruising and racing, through to teaching and training. Second hand prices have remained buoyant due to long lasting life of the hulls; and second hand boats have remained in demand with the renowned ease of handling of the LEADER.

The information contained within this booklet has been written by a keen section of the LEADER CLASS OWNERS ASSOCIATION; its purpose is to help the LEADER sailor to obtain the maximum enjoyment from the boat.

The Pollard family are keen to ensure that Gordon's legacy is given continued committment for the future, and the best way to ensure that his wish is accomplished, is by encouraging and helping class owners, and thus preparing a foundation on which growth in the fleet can be built.

IAN PORTER

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INTRODUCTION

The LEADER dinghy has undergone several changes over the last few years, and the purpose of this edition of KNOW YOUR LEADER is to bring the publication up to date and to incorporate some of the changes to help those new to the class gain maximum enjoyment from their LEADER.

The LEADER is an ideal dinghy for all types of sailing; forgiving for the gentle cruise yet competitive for the racing helm. However by setting the boat up carefully and using the tuning notes in this handbook you will find that you can go further in the same time when cruising and that the chances of winning races becomes even more feasible.

Past issues of KNOW YOUR LEADER have concentrated on wooden craft, now the majority of LEADERS being sailed regularly are fibre glass and with the modifications introduced by PORTER BROTHERS, the builders, this edition is intended to help owners set up and tune fibre glass boats.

KNOW YOUR LEADER is not written to teach you how to sail, there are some superb courses designed for this purpose, however we are trying to help you get more out of your LEADER safely and to understand some of the ***basics*** of boat tuning. The best way to tune ***your*** boat is get on the water with other LEADERS, compare settings and check results.

THE LEADER CLASS ASSOCIATION organises many events throughout the year and one of the best ways of enjoying LEADER sailing is to join others at training weekends, sail-aways and cruises and of course at open race meetings and at the annual NATIONAL CHAMPIONSHIPS.

J A KIDD
CHAIRMAN LEADER CLASS OWNERS ASSOCIATION

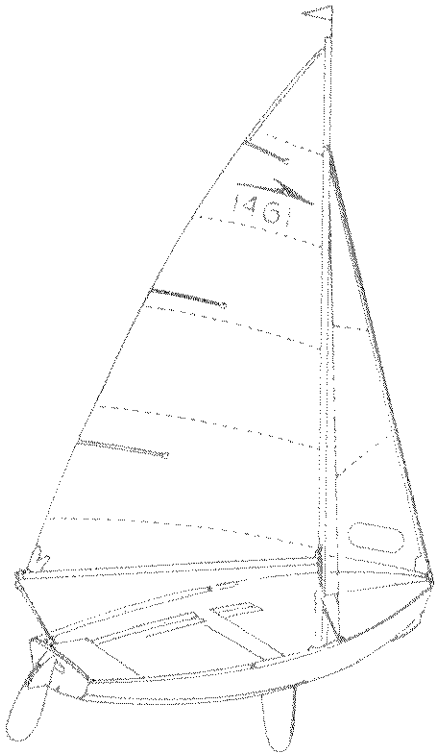
PART ONE

SETTING UP A LEADER

Setting up a LEADER is a very simple matter thanks to the original design of the boat and rigging. To get the best possible performance from your LEADER will however take a little more time, trial and effort.

It is quite acceptable to use 'standard' settings for the majority of sailing with only minor modifications depending upon the conditions and the type of sailing you are about to undertake.

The simplicity of the rig makes the LEADER one of the easiest boats to trail and launch at new venues, so attending race meetings or LCOA organised cruises becomes a matter of enjoyment with boats being fully rigged and ready to sail in under half an hour, how many classes can claim this!



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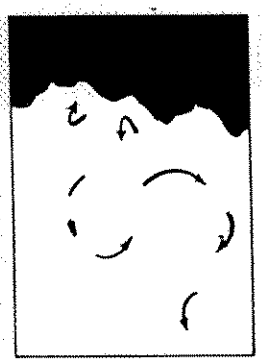
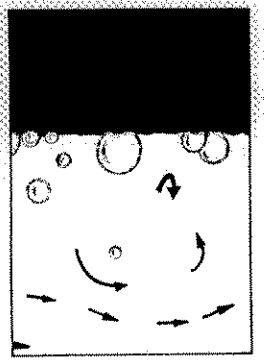
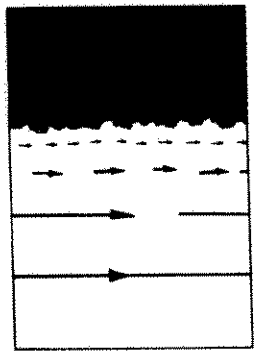
THE HULL







As fibre glass boats are produced from highly polished moulds, the finish should be perfectly smooth, however during the season knocks and bumps may cause the gel coat to chip or star. These faults should be rectified as soon as possible to prevent long term damage and weakness of the hull. Repairs are very simple with modern gel coat repair kits so there can be no excuses for leaving a hull damaged. Do remember to smooth the surface after any such repairs to maintain maximum hull speed, and always follow manufacturers instructions when using these kits.

Fibre glass hulls are generally considered to be maintenance free, it may however be worth polishing the hull occasionally to get back to the original finish, use a cutting paste designed for this purpose not a wax polish as this will cause drag.

Wooden boats usually spend the winter months in various stages of 'undress'. Paint and varnish scraped back before new coats are applied and rubbed down with very fine wet and dry to produce that silky smooth finish. Best finishes are now being achieved by applying a thinned, two pot polyurethane paint with a brush then 'spreading' the paint with a painting pad, these pads leave few marks in the drying paint which is then much easier to rub down. The polyurethane paint gives a hard finish and is able to withstand knocks and bumps without damage. With wooden boats it is possible to gently fair-in the bow to the width of the stem band to allow smoother entry of the water, but when working at the transom ensure that the angle between the transom and the lower chines is kept true and not rounded to maintain minimum drag.

There is a school of thought that believes that painted hulls perform better if the final finish is a matt finish created by using very, very fine wet and dry rather than a high gloss finish, results are not conclusive, but psychological advantages can be gained from both finishes.

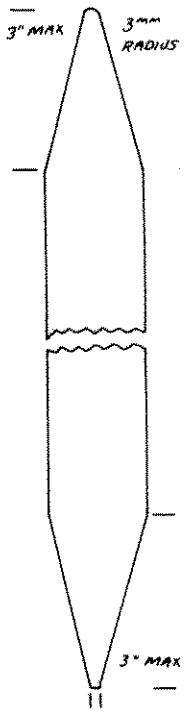
Hull weight should be kept to as near the minimum 245lbs (111.1Kg) as possible.

THE FOILS

LEADERS are now fitted with the long rudder design rather than the original spade' design. Older boats will find a change to the new style, together with alterations to rig settings will create less weather helm and hopefully an improvement in boat speed. Owners more concerned with the cruising characteristics of their boats may prefer to leave the older high aspect rudder in place as control when this rudder is raised for cruising in shallow waters is easier.

As with the hull, foils should be smooth and defect free. The same comments apply regarding the finish of foils as to the painted hull, some prefer a matt finish, some prefer a high gloss finish. The shape of the foils is also vital, a rounded leading edge, a flat centre section and a long taper to a squared off trailing edge as shown below is the ideal shape allowed under the class rules.

(Note: General rules 30 & 31 relating to the shape and construction of centre-boards and rudders state that, "The chamfer should not extend from any edge more than three inches").



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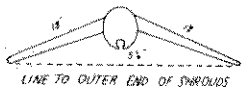
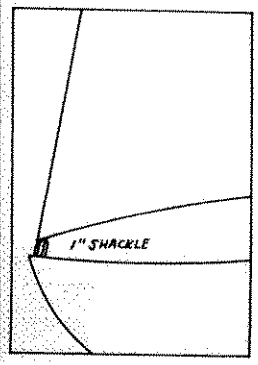


THE SPARS

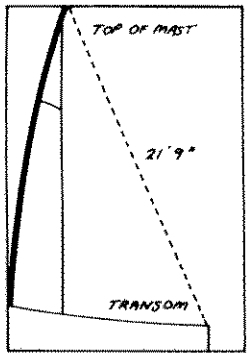
Setting the spars on a LEADER could not be easier!

Position the foot of the mast between the mast gate having first checked that the front of the mast is uppermost. Line up the mast pin holes in the gate and the mast and slide in the pivot pin. Locate the forestay and lay this along the boat towards the bow.



With one person at the stern lifting the mast, pull on the forestay and hoist the mast into an upright position, with practice this can be done single handed but as with many things it is easier with two. As the mast is pulled upright, check to make sure the heel of the mast is correctly located in the step fitting within the gate. It is this fitting which takes the weight of the mast, there should be no downward pressure on the pivot pin at any time.

Tie the forestay loosely to the bow fitting, just tight enough to hold the mast in position, the shrouds can then be attached and with the jib hoisted and tensioned the mast can be checked for rake. Adjust if necessary by repositioning the shroud adjusters up or down. For new LEADERS without jib furlers but with the jib shackled with a 1" shackle direct to the bow fitting, the mast rake should be set to 21ft 9ins, this is measured from the mast top black band to the centre line on the transom.



The spreader setting should also be checked, the spreaders should be set at 18ins in length. To check the spreader angle, tie a line between the tips of the spreaders where they hold the shrouds, then measure the distance from the back of the mast to this line (see diagram) the distance should be 5.25ins.

From now on there is no reason to detach the shrouds even when trailing the LEADER, as having released all halyards, sheets and controls from the hull, untied the forestay, the mast can be gently lowered. The pivot pin can then be removed and the mast rotated through 180 degrees along the length of the boat. Place the mast in the trailer mast support, tie everything down, and you are ready to go.

To re-step the mast just reverse all the above steps, easy isn't it!

THE SAILS

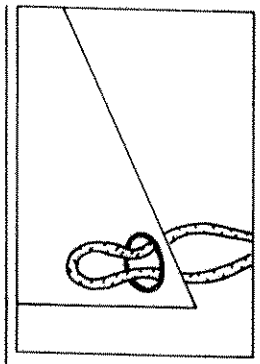
Settings for all sails vary depending on the strength of the wind, alterations will also have to be made depending on the state of the water, waves will require a more powerful sail setting than flat water.

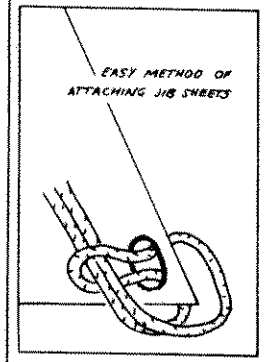
Whenever sails are hoisted or lowered always point the boat into the wind, this helps prevent damage to the sails and makes the whole operation easier.
Fit the head and the tack of the genoa to the jib halyard and the bow fitting respectively. Some new boats are now fitted with roller reefing for the genoa as an optional extra, if this is

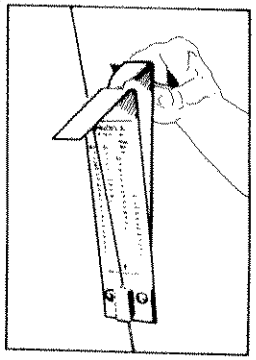
FORESAIL

so the tack should be attached to this fitting rather than a 1" shackle. Hoist the genoa and, having looped the wire halyard onto the highfield lever tension the rig so that the shrouds are bar tight. If you have a rig tension meter the reading should be 250-300lbs.

The genoa sheets can then be tied to the cringle at the genoa clew having first ensured that both sheets are of equal length. Lead the sheets through the fairleads making sure that the sheets pass ***inside*** the shrouds. At this point it is worth checking the position of the jib fairleads if your boat has adjustable fairleads, the mean position should be 6ft 8ins from the transom. This will give a sheeting angle from the fairlead through the clew cringle to a point approximately one third of the way up the luff.







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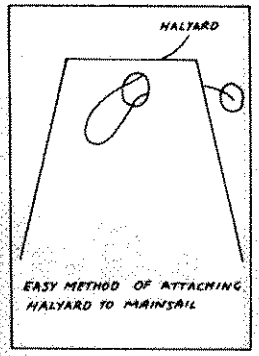
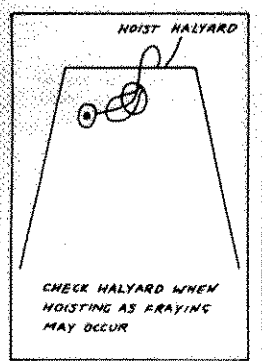
MAINSAIL



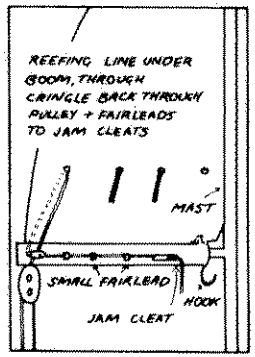
When setting the mainsail for the first time make sure that the battens are inserted thin end first.

For general purpose sailing and average conditions the mainsail should be hoisted near to the black band at the top of the mast. Ensure that the halyard is cleated as tight as possible so that the sail does not slip.

Fit the boom onto the gooseneck then pull the outhaul so that the clew reaches near to the black band on the boom. If you have the Regatta version of the LEADER II fit the cunningham line through the hole in the sail and lead the lines through the pulley blocks back to the appropriate cleats. Normally the cunningham is only used to 'smooth out' creases forming from the mast towards the clew. The cunningham should not be pulled too tight as this may move the belly of the sail too far forward and cause the airflow to stall.



If the majority of your sailing is to be cruising it is worth noting that all new LEADERS are now fitted with slab reefing as standard. If your boat is an older version it is well worth fitting slab reefing lines to make fast reefing on the water a simpler matter. (See diagram for details).



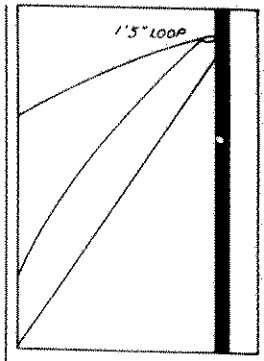
SPINNAKER

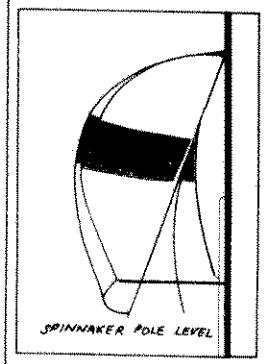
Of the new boats, again it is only the Regatta model which comes complete with a spinnaker and all the necessary fittings. If cruising, the setting of the spinnaker is less critical than when racing.

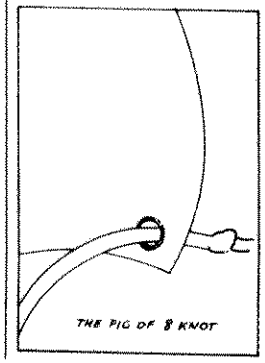
When fixing the head of the spinnaker to the halyard make sure that the cringle is in a loop of about 1.5 ins in length as the head of the spinnaker should not be pulled tight against the mast but allowed to fly a little free.

Always try to keep the clews level when the spinnaker is flying, adjust by altering the height of the spinnaker pole and playing the sheet and the guy. Care should be used when adjusting the height of the spinnaker pole; if possible the pole should be horizontal at all times as this puts the sail the maximum distance from the mast.

If the spinnaker begins to collapse above the mid point of the luff the pole is set too low, if on the other hand the sail begins to collapse below the mid point, the pole is too high. Adjust the pole until the spinnaker begins to collapse at about mid point on the luff. This is not a 'once set leave forever' setting, different conditions will require different setting.







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PART TWO

THE RACING LEADERS

Racing gives many of us the opportunity to develop our boats and helps sharpen our sailing skills, after all, who likes to sit in the middle of the fleet watching the leaders (or other LEADERS) disappear into the distance, we all like to be out front.

The LCOA organises several Open Meetings throughout the year plus of course the annual National Championships (see the regular LCOA Newsletter for details) which gives us a chance of comparing our skills and performance against virtually identical craft. The Association also organises a race training weekend at the start of the year to help get the mind and body away from the excesses of winter and into a competitive frame of mind. If you intend to race throughout the year these race training sessions are invaluable as they provide the opportunity to tune your boat against other LEADERS, ie two boat tuning. There is usually a video camera at these sessions and the evening de-briefing includes an analysis of the video and gives you an opportunity to see how your boat looks from the outside.

As the LEADER is a 'One Design' boat there are few modifications that can be made to help the boat go faster. Different mast sections are allowed as are sails from different lofts, however by staying with standard rigs the costs are kept lower and the racing is a competition of skill rather than technology.

If you are preparing for a season of racing please remember that extra stresses are placed on both you and the boat, it is essential to make sure that both are fit. Your car is tuned and serviced every year so that it continues to give its best performance, so should your boat. How many times have you heard or seen crews falling out of the boat because toe straps break, this is inexcusable, it should never happen but it does, we know because we have done it!

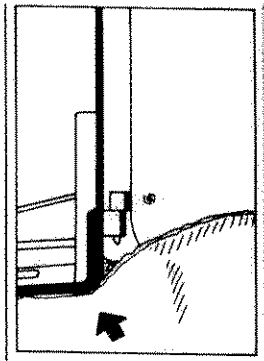
HULL TUNING

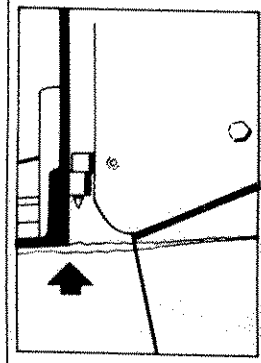
We have already mentioned the importance of ensuring a smooth and blemish free hull, the reason for this is to reduce friction and turbulence. A fast hull allows a microscopic layer of water to remain attached to the hull which acts as a lubricant for the adjacent water layers. The best hull surface is one that has been treated above and below the water level to a good rubbing down with 400 grade wet and dry paper, never use a wax polish as this repels water which in fact then increases friction. Before important races it is also worthwhile washing the hull with a clothes washing detergent to remove any traces of grease or oil which also repel water.

Hull shape is also important in fast boats, the LEADER is now moulded in identical moulds, therefore the shape is standard. However, check that all fittings below the water line are faired in and that rubbing strips are not damaged or bent and that the self bailers are fitted correctly.

On wooden boats also check the angle where the chines meet the transom, any roundness will cause the water to curl round the curve thus increasing drag.

Class rules now state that all boats competing in LEADER class events must have an up to date buoyancy certificate. A new certificate is required each year, the three most common test methods are - pressure testing, vacuum testing and capsize testing. The class measurer will be able to give advice on each method.





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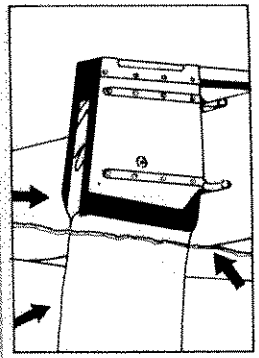
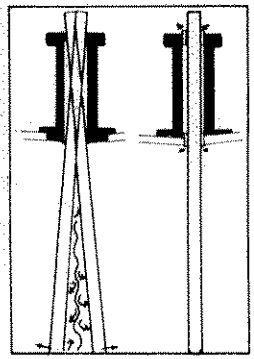
CENTREBOARDS AND RUDDERS





The point at the top of the leading edge where the rudder cuts into the water at the base of the transom may be shaped into a sharp point, this helps reduce turbulence between the transom and the rudder. The rudder blade should also be checked that it is vertical when in the normal sailing position. (When checking this don't forget the transom is raked so should not be used as the vertical reference).

The same rules apply to the centre-board as to the rudder, it is also important to mark various settings on the top face of the centre-board case showing full, half and quarter height settings to allow fast setting for the different points of sailing.

While checking the centre-board also check the fit of the centre-board slot gasket, this should be shaped to fit the leading edge of the board and cut out at the rear of the slot to allow any water to escape. If the boat is on its side also check that the centre-board is not too sloppy within the case as any twist, vibration etc will create drag and slow the boat.

For keen racing helms an advantage can be gained when sailing off wind with the board raised by having the tip of the centre-board shaped into a shallow 'V', a rounded shape is slower and should be avoided.

RIG TUNING

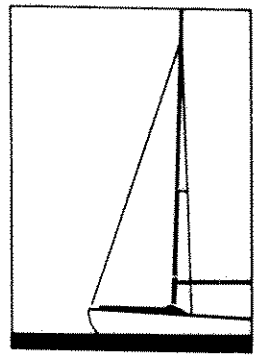
Although the LEADER has a very simple rig it is easy to develop more power under different conditions. The following settings have been taken from the 1991 National Championship winning boat sailed by Ian Porter.

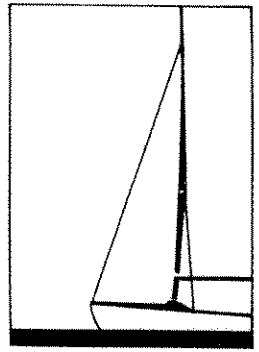
Mast rake should be set to a measurement of 21ft 9ins from the top black band on the mast to the top of the transom (ie the underside of the mainsheet track). This setting is found by hoisting the jib and setting the highfield lever to give a shroud loading of between 250-300lbs. A tape measure is then hoisted by the main halyard to the black band at the mast top and the measurement read off at the transom. To adjust mast rake, release the highfield lever and drop the jib, then re-position the shroud adjusters - up to decrease mast rake, down to increase rake. Reset the jib, check the tension and read off the new measurement.

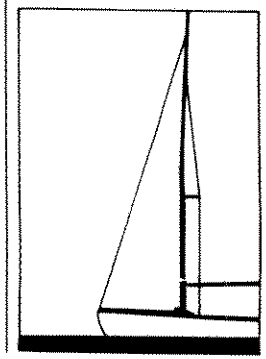
Fine tuning can then find the ideal setting :- more rake gives increased weather helm, lower centre of effort, frees the jib leech, flattens the main and opens its leech, alters the angle of attack which helps pointing.

Spreaders should be 18ins long and should equally divide the angle made with the shrouds and they should be raked back 5.25ins. Forward and aft adjustment is made to create the desired amount of prebend, ie forward in stronger winds to create a fuller sail, aft in light winds to flatten the sail.

New boats are being fitted with centre sheeting as an option, a traveller is still used on the transom but the main sheet is lead forward along the boom to a block, then down to a single block with a jammer on the rear of the centre-board case. This is a simple modification for older boats but for the sake of the helms health it is worth leading the mainsheet through loops or a sailcloth 'tunnel' along the boom to prevent premature strangulation. (This is of course the crews job when the helm gets it all wrong, again!)







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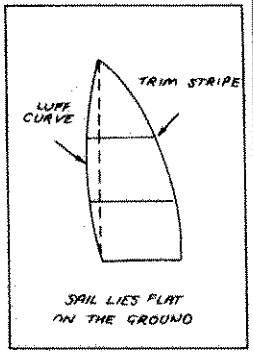
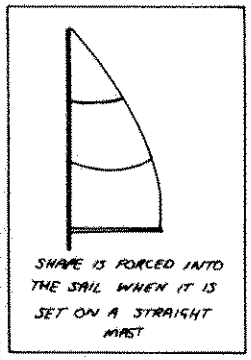
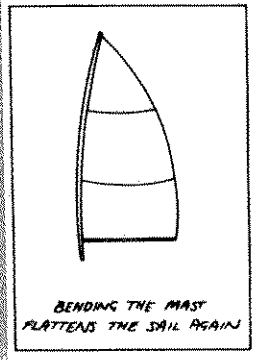
SAIL TUNING

THE MAINSAIL







Light winds (Force 0 - 1)
When setting up for light winds the sail should be as flat as possible as the air flow is not able to stick to a full sail shape which would create a stall condition. To achieve a flat sail the mast should be allowed to bend, use minimum chocks and sufficient jib halyard tension to introduce the required bend.

Beating Outhaul pulled as tight as possible, no kicker and no cunningham, the mainsheet should not be pulled too tight but the traveller should be adjusted to bring the boom up to the centre line.
Reaching A little kicker may be used to control twist, check adjustments with the leech telltales, otherwise leave all controls as for the beat, except that the centre-board should be raised about half way.
Running Raise the centre board to its uppermost position, the outhaul should be full on and the cunningham completely loose. Use only enough kicker to stop the leech twisting too much, in very light airs no kicker should be used at all. Crew weight should be kept well forward to reduce the wetted area.

Medium winds (Force 2 - 4)

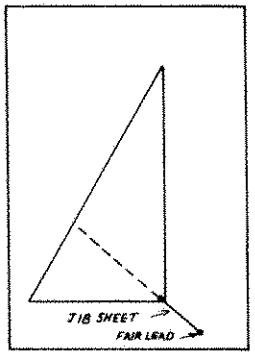
Beating Outhaul eased about 1/2", no cunningham until the rig is over powered, kicker used to control leech twist, chocks may also be used at deck level in front of the mast to help straighten the lower part of the mast. If sailing in waves the outhaul should be eased a little more to deepen the lower third of the sail.
Reaching This is where we need maximum power, straight mast, release the outhaul and use the kicker only to control leech twist. Keep an eye on the leech telltales and adjust the kicker when necessary.
Running Use the kicker to prevent excess upper leech twist and release any cunningham. Do not panic if the telltales are not doing anything as usually on a run they just hang.
(If the leech telltales are streaming down wind, ie 90 degrees to the leech, it shows that air is escaping from the sail).

THE MAINSAIL

Strong winds (Force 5 & above)

Beating We again need to flatten the sail but this time to reduce drag, the mast should be raked back, minimum chocks and loads of tension on the jib halyard (don't forget to move the spreaders forward a little). Cunningham on hard and kicker applied to prevent excess upper leech twist and the outhaul should be pulled tight.
Reaching If using a spinnaker it is advisable to dump mainsail power. Release kicker and pull the cunningham on hard with the outhaul also pulled tight. If not using a spinnaker, keep kicker tension on, release the cunningham a little and leave the outhaul on hard.
Running It is not advisable to sail dead down wind in a strong wind, better to sail very broad reaches. Use the spinnaker to help lift the bows, release the cunningham and control leech twist with the kicker.

KNOW YOUR LEADER



THE FORESAIL

If your boat is fitted with a roller furling system and you intend to race most of the time, it is advisable to discard the furling gear and shackle the foresail directly to the bow fitting with a 1" shackle. It has been found that the furling gear lifts the foresail too high which in turn makes finding the most suitable sheeting angle very difficult. As has been stated elsewhere, the LEADER has a very full lower half of the foresail, therefore when sheeting the fairleads will need to be adjusted so that if extended the sheets would meet the luff about a third of the way up. Always make sure though that the crew is applying the correct tension - mark the sheets if necessary. If you do not have adjustable jib fairleads - tough! The advice is throw your existing fairleads away and fit adjustable ones, do make sure though that there is sufficient reinforcement to take the load.

Light winds (Force 0 - 1)

Beating The fairleads need to be set in a mid position so that the sheet, if extended through the clew, would meet the luff about a third of the way up. Sheeting tension can be eased a little.
Reaching Keep an eye on the jib telltales, make adjustments as smooth as possible and keep the slot between the main and the jib clear.
Running If using the spinnaker the jib is virtually useless in most wind conditions except to help the helmsman spot any wind shifts. If you do not use a spinnaker the jib should be poled out on the opposite side to the main. In light winds the jib tension should be eased to allow air to escape from the top of the sail. As the wind increases more tension should be applied.

Medium winds (Force 2 - 4)

Beating Set the fairleads well forward, the correct position can be judged by gently luffing up while watching the top and bottom jib telltales. If the upper windward telltale lifts first the jib is too open - move the fairlead back a little and vice versa if the lower telltale lifts first, Ideally they should both lift at the same time.
Reaching Spinnaker sheet in one hand, jib sheet in the other and adjust both whilst watching the spinnaker luff and the jib telltales.

THE FORESAIL

Strong winds (Force 5 & above)

Beating Move the fairleads aft so that the upper leech can open in the gusts and use handfuls of sheeting tension.
Reaching As we do not have barber haulers in class rules it is a case of watching the telltales. It is slightly more preferable to over sheet the lower sail to keep the top of the sail filling, so keep an eye on the top telltale and keep the power on.

Note: The use of barber haulers or in-board/out-board adjustable fairleads would make considerable difference to the setting of the jib. They have the effect of moving the clew in or out thus opening and closing the slot.
When setting up your boat it is worth having a look at other LEADERS and measuring the distance between the fairlead and the side of the boat. It could make a difference to the handling of your boat.
New boats have the position set correctly when they are fitted out.

BEATING SUMMARY

	Heavy Airs	Medium Airs	Light Airs
Mast	Full Bend Raked Back	Chocked	Bend
Kicker	On Hard	Just Tensioned	Off
Cunningham	On	Off	Off
Mainsheet	Just Off	In Hard	Off (Boom On 1/4)
Outhaul	On	On	Slightly Eased
Jib Sheet	Ease	Tight	Ease
Fairlead	Aft a Little	Forward	Well Aft

KNOW YOUR LEADER

THE SPINNAKER

Setting the spinnaker is critical, except in the lightest winds the spinnaker should be about 1 - 2" away from the mast and the pole should be as near horizontal as possible. Never allow the pole to drop except in the lightest of winds when doing so may help to keep the spinnaker flying.

Reaching Without telltales, the only guide to setting the spinnaker is the luff, adjust the sheet and guy continually to keep the luff on the verge of collapse. As always it is essential to sail the boat upright, if you feel that you are becoming overpowered bear away in the gusts and luff up in the lulls. If you then find that you are not making the mark, drop the spinnaker and two sail reach to the mark.

Running Keep playing the spinnaker - concentrate - keep the boat flat, or slightly heeled to windward, and level. Check the foot of the spinnaker is horizontal and adjust the pole if necessary.

PART THREE

CRUISING YOUR LEADER

For many the idea of planning long journeys or day cruising, visiting out of the way creeks, is the most relaxing way of enjoying the pleasures of sailing. The LEADER, as we have already seen, is an ideal craft for cruising. The simplicity of design, the ease of rigging and de-rigging plus plenty of room for both crew and equipment (and the occasional 'six pack') means that more time can be spent on the water.

There are many books on the subject of cruising giving advice on equipment, navigation etc and potential cruising owners are recommended to read these publications before equipping their own boats. There is also a booklet available through the LEADER CLASS OWNERS ASSOCIATION, written by Len Wingfield, that gives more details about cruising in LEADERS.

As with racing, one of the most important aspects of cruising is making sure that both you and the boat are fit for the journey you are about to undertake. Always check your boat and equipment before starting any cruise.

KNOW YOUR LEADER

SAFETY AFLOAT

None of us plan to have accidents, and many go through life never having had a serious accident. However sailing can be dangerous. A wise sailor is therefore one who carries sensible equipment with a view to safety. He also informs someone as to his plans for the trip.

For normal day cruising the amount of equipment needed is limited, the crew will of course all be wearing buoyancy aids and have suitable clothing - the temperature on the water can be very different from that on the land. The boat itself will be in good working order and the sails in good condition. Providing there is suitable wind an enjoyable days cruising will be in prospect.

Three other items may well be included to cover eventualities, a paddle or set of oars in case the wind drops, an anchor and a bucket or bailer to help remove any unwanted water that finds its way into the boat.

For longer cruises or passage making a more extensive equipment list is recommended, however do remember that the more equipment on board the more buoyancy will be needed. Equipment should always be stowed away or tied to the boat to prevent it floating away in a mishap, but do make sure that it is always accessible.

New fibre glass LEADERS have a large hatch in the aft buoyancy compartment, this makes stowage much simpler, but do not over do it or the boat will become dangerously stern heavy and difficult to sail. Always balance the load.

Do remember however that equipment stored in the buoyancy tanks is not always accessible in an emergency. (ie. Do not stow the bucket away!)

TRAILING

This may seem a strange section to add at the end of this booklet, however trailing a LEADER adds to the fun and enjoyment you will get from your boat.

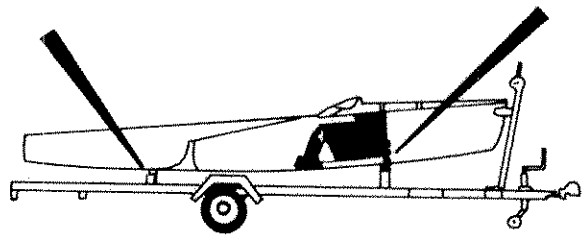
We have already seen how easy the LEADER is to rig and de-rig, so for both the cruising and racing helm there is no reason not to travel to other parts of the country, or even overseas, to explore new coastlines or join some of the racing events.

Do make sure that your trailer is up to the job and that it complies with all legal requirements.

Many manufacturers build trailers that are suitable for the LEADER and most offer the "Combi" type which combine road trailer with a launching trolley, the boat is carried on the trolley and this is in turn fixed onto the road trailer. When buying a trailer/trolley always make sure that your LEADER sits on properly cushioned supports, otherwise the first pot-hole you hit could cause serious hull damage.

When loading your boat make sure all of the boats weight is taken through the keel - only steady the boat on the bilge rails - in other words it should rock a little. More damage is done to boats on bad trailers than whilst sailing.

Before each and every journey always check that the lights are working correctly, there's nothing worse than following a trailer with faulty lights. Not only is it confusing for those behind, it is also illegal!



KNOW YOUR LEADER