

# CRUISING THE LEADER

A PERSONAL VIEW BY LEN WINGFIELD



SEAMANSHIP & SAFE SAILING, LIVING ON BOARD, MAKING UP GEAR, RESCUE ETC.

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## **CRUISING THE 14 foot LEADER DINGHY.**

A personal view by Len Wingfield.

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C Len Wingfield 27.8.1991

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## 1. INTRODUCTION

### 1.1 About these notes

These notes are not intended to replace any of the excellent text books published on dinghy cruising, but to provide material particularly relevant to the Leader dinghy. Nor is it intended to "lay down the law" on what constitutes good practice, because different approaches work for different people in different situations. Rather it is hoped that these notes will stimulate further thinking and that readers will write in to Leader News with their comments and queries.

The views expressed here are the writer's own and not necessarily those of the Leader Class Owner's Association. The writer does not claim to be an expert sailor, but has sailed a very wide range of boats over fifty years or so. As a teenager he made his first little boat from scrap materials, and went on to cruise various traditional and modern boats in British and west European waters. Examples include sailing a Thames Barge replica to Brittany, and paddling a dug-out pirogue on the Amazon headwaters. He now finds that his Mk I Leader, which he uses for fairly adventurous coastal and estuarine cruising, suits his needs best.

### 1.2 The Leader as a cruising dinghy

The 14ft Leader dinghy is well known to discerning helmsmen as a thoroughbred racing and daysailing dinghy, but its other role as a light cruising dinghy has tended to be overlooked. With its efficient but moderate rig and easily driven hull the Leader lends itself especially to cruising our many tidal rivers, estuaries and other sheltered waters, and its easily-lowered mast enables the Leader to pass under low bridges and penetrate quiet waters far inland. With a fully experienced and well-prepared crew the Leader is also seaworthy and powerful enough for coastal cruising in moderate weather, sailing from one safe haven to another, or possibly drawing up on beaches at night. Ambitious offshore cruises have also been undertaken in Leaders, such as from Alnwick in Northumberland to the Netherlands, but this type of epic cruising is beyond the scope of these notes.

The Leader can of course carry a 2HP or even a 4HP outboard motor, but this is by no means essential for cruising. The Leader's easily driven hull

enables it to ghost along under sail in the lightest of airs, even through a popple, and when the breeze fails altogether it can be rowed effortlessly for hours on end.

Another valuable feature of the Leader is its convenient size. Although the Leader is large enough to carry four adults daysailing, and provides room to sleep two large males comfortably on board, it is not too big to be sailed singlehanded by average or even light helmspersons, nor too heavy to be drawn out and manhandled ashore singlehanded by a lightweight woman.

Furthermore, the Leader need not be dedicated to cruising. The extra cruising gear described can be lifted out and the boat put back into class-racing order within minutes. The Leader is especially suited to those who enjoy all aspects of the sport, racing and daysailing as well as serious cruising.

Although a fair amount of skill is required to develop the full potential of the Leader dinghy one certainly need not be young and athletic. The writer is in his late sixties and never was strong, but nevertheless still enjoys fairly adventurous singlehanded cruising. A number of enthusiastic Leader sailors are quite elderly.

Beginners are however, as with any cruiser-racer dinghy, earnestly recommended to take their training seriously, and to sail well within their limits as experience is gained.

## 2. SEAMANSHIP AND SAFE SAILING

### 2.1 Safety - the realities

It must be understood that dinghy cruising is an adventure activity, and as such demands a fair degree of skill, training, sound judgement and proper preparation. However for those sailing within these limitations Leader cruising should be safer than driving their car down to the coast!

The novice crew should therefore gradually build up their skills in safe conditions and sheltered waters, extending their range as experience is gained. A little racing in club handicap classes can be a great help, especially in coping with rough conditions. However the essential difference between racing and cruising must be borne clearly in mind: in racing you

can depend on the rescue boat, but in cruising you must rely on yourself, and if you get into trouble, be able to get yourself out of it.

Even if you are carrying distress pyrotechnics, and can reach them after a capsize, and do not drop them in the water, and they ignite, and they are seen, and are reported, there is no certainty that the rescue services will find you in time! All this means that the skipper must take care to sail within the limitations of the skill, stamina and experience of himself and his crew. The Leader is a very rewarding boat to sail, and is fairly stable and forgiving of mistakes, but safe offshore sailing in boisterous conditions does demand a fair degree of skill and stamina.

## 2.2 Two essential cruising skills

Two essential skills that every dinghy cruising crew should practice are: (1) Capsize recovery and (2) Reefing at sea. Capsize recovery is a skill which will probably never actually be needed since if the Leader is sailed properly it would only capsize in rare freak gust conditions. Nevertheless, like the lifeboat drill in a cruise liner, capsize drill should be practised just in case.

Reefing at sea, on the other hand, is a skill that will often be needed, and lack of skill in this is probably the commonest cause of beginners getting into trouble. It must be borne in mind that British weather conditions are notoriously unpredictable, especially in areas of complex topography such as the Solent, so the crew must be able to cope.

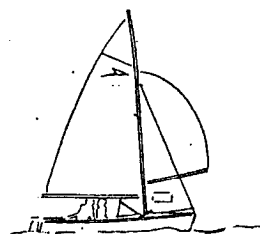
## 2.3 Reefing in relation to wind strengths and conditions

When to reduce sail and how much to take in depends not only on wind strength but sea conditions and other factors such as crew-skill and stamina. A very rough indication is given in Fig. 1, but this is, repeat, only a very rough indication.

## 2.4 Foresail reduction

Many owners find their foresail roller reefing a great boon, but others simply switch from the racing genoa to the working (cruising) jib when the wind freshens up. Changing or removing a foresail at sea is not difficult with the tensioned-luff system because the sail is simply dropped without having to unclip hanks, and most crews can reach to unshackle the tack of the sail from the stem from within the boat. For dropping anchor or coming up to

a mooring buoy it will usually suffice to unclip the head of the jib and leave it on the foredeck to be dealt with later.



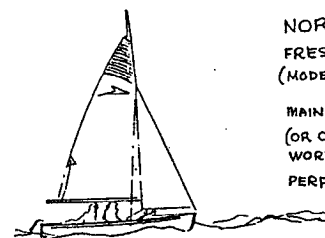
### FULL RACING RIG

LIGHT BREEZES.

(LIGHT AIRS IF SINGLEHANDED)

FULL RACING SAIL - BUT IF SINGLEHANDED ONLY IN LIGHT BREEZES & SPINAKER ONLY IN VERY LIGHT AIRS. EXCELLENT PERFORMANCE.

REDUCE SAIL TO SUIT GUST-STRENGTH, NOT LULL-STRENGTH!



### NORMAL CRUISING RIG

FRESH BREEZES

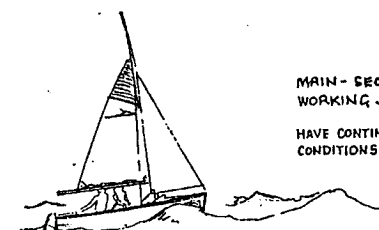
(MODERATE BREEZES IF SINGLEHANDED)

MAIN - FIRST REEF ( $\approx$  25% AREA)

(OR CRUISING MAIN)

WORKING JIB.

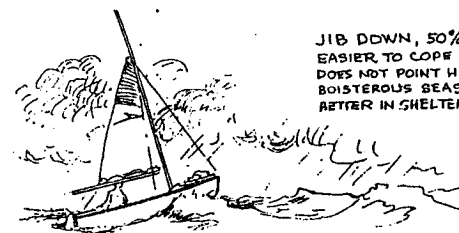
PERFORMANCE NOT SIGNIFICANTLY REDUCED



MAIN - SECOND REEF ( $\approx$  50% AREA)

WORKING JIB.

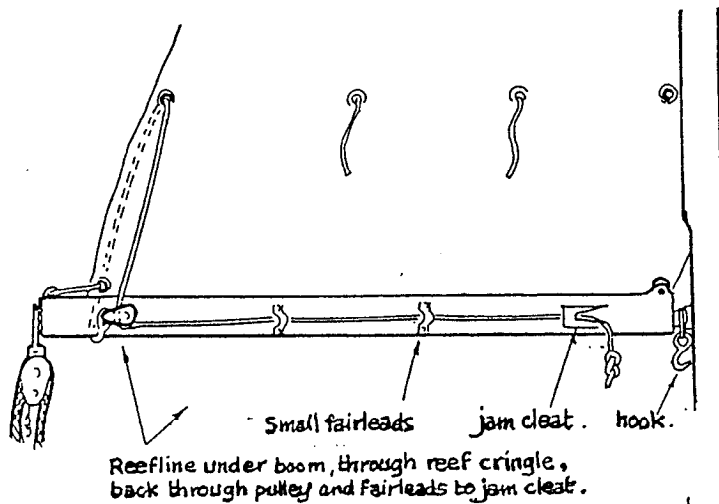
HAVE CONTINGENCY PLANS FOR WORSENING CONDITIONS (POSSIBLE TO BEAR AWAY TO SHELTER?)



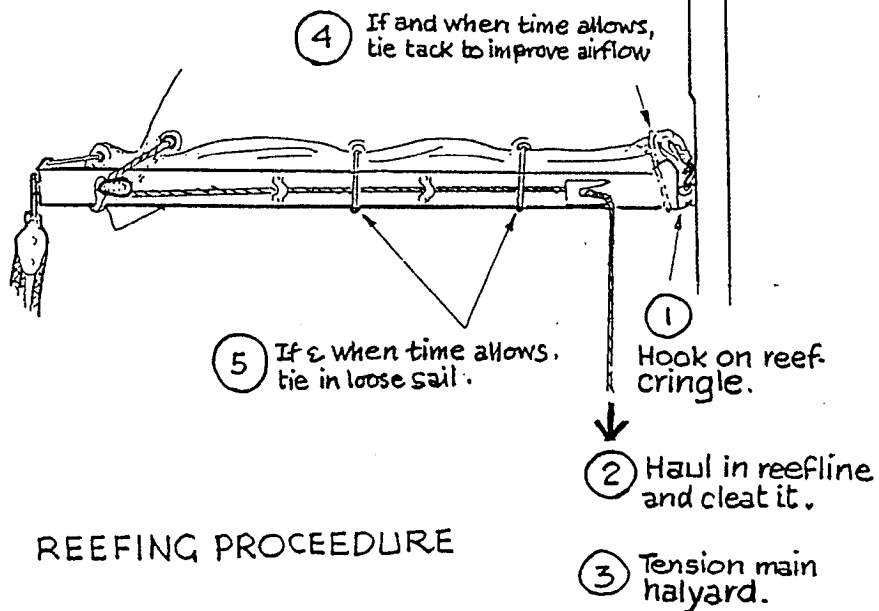
JIB DOWN, 50% REEFED MAIN. EASIER TO COPE WITH GUSTS SINGLEHANDED, BUT DOES NOT POINT HIGH, ESPECIALLY IN BOISTEROUS SEAS. WINDWARD PROGRESS MUCH BETTER IN SHELTERED WATER

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Fig. 1 - REEFING IN RELATION TO WIND STRENGTH AND CONDITIONS



BEFORE REEFING



REEFING PROCEEDURE

FIG. 2 - SLAB REEFING (Sketch not to scale)

## 2.5 Mainsail reduction

The easy-reefing systems currently popular on dinghies are variants of "Slab" or "Jiffy" reefing systems used on yachts. The advantage of these systems is that they enable a dinghy crew to take in a reef quickly at sea while sitting safely well within the boat.

The reefing method is basically as indicated in Fig. 2. First the mainsail is lowered to a little below its reefed height then the tack reef-cringle is hooked at the gooseneck. Next the clew reef cringle is hauled out and down to the boom by a reefline which passes through a small pulley and is led forward along the boom to a point within easy reach of the crew and cleated. The mainsail can now be hardened up and the boat sailed on. As and when time allows the reefed part of the mainsail can be brailled up out of the way. Ordinary reef-points, or a continuous line, or shockcord arrangement may be used. If sailing to windward it may also pay to tie in the ends of the reefed part of the sail, but like brailing in this is an optional extra operation if and when time allows. In one common variation of the system the luff cringle is hauled down to the boom by a reefline instead of being hooked to the boom. Racing crews usually position the reefing cleats about halfway along the boom, but the singlehanded helmsman is recommended to fit them well forward, so that the reefing and halyard work is done from the same position, and the reefing lines fall out of the way by the mast rather than having to be secured.

Of course an experienced and well-co-ordinated crew may find the traditional points reefing adequate. The other traditional method of rolling the sail round the boom also has some advantages but it puts an extra strain on the gooseneck. It is also necessary to roll a length of webbing round the boom to provide an attachment for the kicking strap, and it is advisable to fit a shallow wooden wedge at the end of the boom to take up the reefed sail and prevent the boom drooping too far. Whichever reefing method is used, it is strongly recommended that for serious cruising provision is made to reef to 25% and then 50% of the full mainsail area.

## 2.6 Special reduced-area cruising sails?

The cruising sail area recommended for the Leader is 90 square feet (8.36 metres) as against 118 square feet for racing, but many owners cruise with the full racing rig and reef down as and when necessary. However whether

or not the cruising rig is worn, provision for reefing is still necessary. A lightweight genoa is a useful addition to the reduced cruising rig.

## 2.7 Spinnaker when cruising?

Flying a spinnaker is hardly necessary when cruising, since a boomed-out genoa will provide any extra power needed to stem a strong adverse tide. On the other hand flying a spinnaker is fun, and it also provides excellent all-round vision. Flying a spinnaker when singlehanded is risky even in the lightest of airs, and a constant alertness for thermal gusts is required.

## 2.8 Kicking straps

Most cruising owners like to have the sail-control provided by the kicking strap, but it is prudent to disconnect the strap before changing foresails, reefing the mainsail or mooring or anchor work. Otherwise one could be hurt or trapped by the kicking strap as the mainsail swings over.

## 2.9 Sailing singlehanded, fixing the tiller

The Leader's size, sail area and weight represent the comfortable upper limit for singlehanded sailing and manhandling ashore. Smaller boats may be lighter, but would lack the Leader's power and sea-keeping ability, and in most cases would not provide sleeping room at floorboard level.

Obviously the singlehanded helmsperson will tend to reduce sail earlier than one with a heavy crew to help balance the boat, and equally obviously preparing the boat for sailing, and many other tasks will take longer when singlehanded. However an experienced helmsperson will have no undue difficulty in making quite ambitious cruises singlehanded in a Leader.

Operations such as anchoring may require some preparatory work. Anchoring is easier if the anchor and warp are first taken out to the fairlead and back round the shroud and into the boat, where the helmsperson can simply reach down and drop it overboard when the right spot is reached.

When tacking up a narrow channel it may pay to drop the jib and proceed under mainsail only, especially if there is a favourable current to help push the boat up to windward.

Fixing the tiller enables many tasks to be undertaken singlehanded. The simple shockcord device shown in Fig. 3, gives the helmsperson time to

drop or reef a sail (possibly in more than one stage), prepare an anchor for dropping, and so on. It also provides time to check a chart or have lunch with only occasional helm adjustments. Of course mainsheet adjustments may also be necessary to balance the helm. It must always be borne in mind however that should the helmsperson fall overboard with the helm fixed the boat may well sail on out of reach.

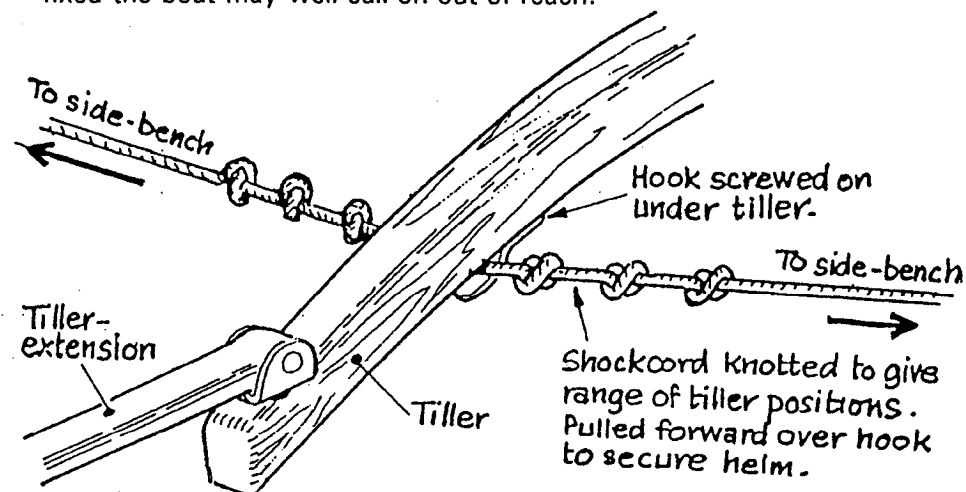


Fig 3. INSTANTLY-REMOVABLE HELM-FIXING

## 2.10 Rowing

Another of the essential safety requirements is carrying oars of adequate length. Oar length is related to the boat's beam, and for the Leader's beam of 5'6" oars 8'6" long would normally be recommended. However with the Leader's light easily driven hull oars of 7'6" length will give adequate if not optimum performance, and enable the boat to be rowed effortlessly in calm conditions.

Rowlocks (strictly speaking we should call them crutches) should be of metal, not bendable and breakable plastic, and should always be secured to the boat with lanyards. Some experienced sailors keep their oars on lanyards too, but if not the oars must be secured to the boat when sailing.

When rowing any distance it may pay to lower the centreboard a little and if singlehanded secure the helm centrally with the rudder-blade up. The Leader will then row with the directional stability of a straight-keeled rowing skiff.

## 2.11 Outboard motors

A 2HP outboard motor provides adequate power for the Leader, but a 4HP model can be used if required. It is just possible to stow a 4HP outboard in the rear compartment through the standard 12" diameter hatch.

As it is all too easy to drop an outboard overboard when lifting it off or on to the transom, it is prudent to keep the motor secured to the boat by a lanyard. If the motor is to be used for serious cruising then the crew should have the ability to strip it down and correct any likely fault. It follows that the necessary tools, spare spark-plug and shear-pin should be carried.

However an outboard motor is by no means essential on a boat that sails so well and rows as easily as the Leader, nor should it ever be regarded as a substitute for carrying oars. Outboard motors are vulnerable in rough conditions, so it is better to rely on sailing skills in heavy weather.

Electric outboards have the aesthetic advantages of silent operation and no exhaust fumes, and the practical advantage of light weight on the transom with the heavy battery stowed forward where the trim of the boat is least affected. Unfortunately the problem of recharging the battery on a cruise limit the electric outboard motor's use to daysailing on sheltered waters.

## 2.12 Anchors and anchoring

Modern anchors such as the CQR, Danforth or Bruce are relatively foolproof and the 5lb size is adequate to hold a Leader in all but extreme conditions. A light chain about 2 metres long between anchor and warp is recommended, both to prevent the warp chafing on the bottom but more importantly to help ensure that the pull on the anchor is in a horizontal direction, and to make the anchor dig in, (not upwards so that it pulls out).

The length of warp paid out is a critical factor. Some authorities quote a minimum of three times the depth of water at its highest rise, but four times is a safer figure, and the Wayfarer Association now recommend five times the highest depth of water. Allowance must not only be made for the rise of tide in paying out warp, but also for the radius of the boat's swing when the tide falls! The Dinghy Cruising Association recommend that a minimum of 100 feet (30 metres) of 1" (25mm) warp is carried, and a quick calculation will show that this is by no means excessive for serious cruising in tidal waters. A second anchor and a lighter warp is often useful in

preventing the boat from swinging too far or gyrating wildly if the wind blows up at night.

If there is any risk of the anchor being caught up in a mooring chain or other obstruction, a light line with a float on the end should be bent on to the crown of the anchor to ensure that it can be pulled out. On the other hand if the depth of water is less than about three metres a strong swimmer should be able to follow the warp down to release a fouled anchor.

It is often required to go ashore for a while, leaving the boat in deep water. This can be arranged by shackling a metal ring to the chain tail of the main anchor and passed a long loop of light warp through it. The boat is then moored to this loop of warp and rowed ashore. Once ashore the crew pull the boat back into deep water by means of the loop, secure the end of the loop to a convenient point onshore (if nothing else is available the second anchor will serve). The crew are then free to go off to the pub, shops, phone or whatever. (See Fig. 4.)

As has been indicated, anchoring can be a complicated business, so in some situations it may be better to take advantage of the Leader's light weight and draw up onshore on rollers or big fenders! (See next section.) However carrying at least a 5lb anchor and 100 feet of warp is still the essential minimum for safe cruising.

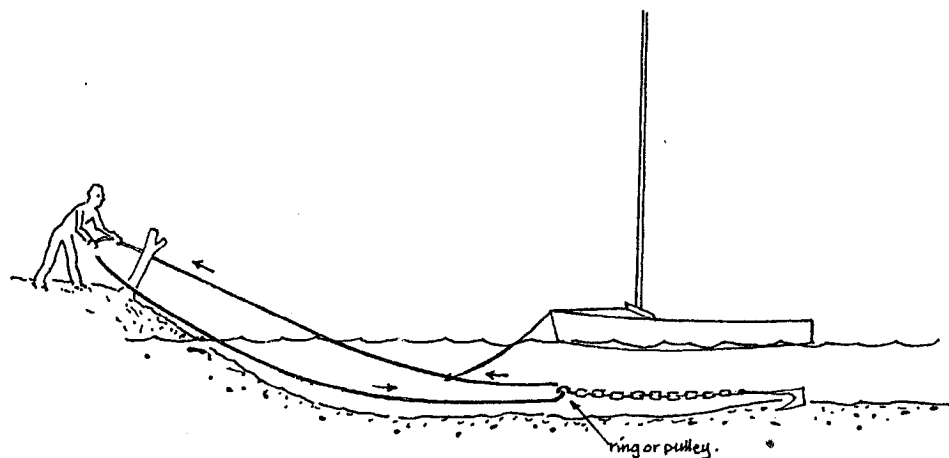


FIG. 4. RETRIEVING AN ANCHORED BOAT Not to scale!



### 2.13 Landing on beaches, drawing up on shore, hauling off.

With a light dinghy such as the Leader it may be possible, in moderate conditions, to land on open beaches and draw the boat up onshore. There are no problems of course in doing this in sheltered waters, but landing in waves of any size demands care, preparation and some practice beforehand.

The first thing is to check the size of the breakers. This can be difficult to judge from seaward, so if in doubt it is best to first anchor clear of the breakers, and stow the sails and rudder. One can then make a dummy run in, stern first, under oars, paying out anchor warp, ready to haul back if the breakers prove to be too large for safe landing. The boat must at all times be kept at right-angles to the waves. If all is well the boat can then be brought in stern first and beached with the bows to the breakers. A strong crew may be able to lift an unladen Leader up a beach, but most of us need some form of boat rollers. Inflatable boat-rollers are not cheap, but can double up as buoyancy and fenders if required. A cheaper alternative is to carry large sausage-shaped fenders which work quite well as rollers, and of course can provide extra side buoyancy too. The cheapest method is to make rollers out of 100mm diameter drainpipe. Surprisingly lightweight piping, about 3mm thickness, seems strong enough. Four feet lengths seem about right for the Leader. Pipe rollers seem to work better than soft rollers on firm surfaces, but worse on soft sand.

Even with a strong crew and with rollers, hauling up a steep beach is not easy, but if some form of firm anchorage is available, the mainsheet can be detached and used as a tackle. The load on the boat can be spread by passing a warp right round the gunwhales and securing the tackle to that, or as with Wayfarer practice, a piece of strong timber can be used to spread the load on the transom, with a loop of strong line passed through the tiller-slot to attach it to the tackle. (See Fig. 5.) Alan Phillips suggests an emergency method of rocking a boat up a beach by hauling it down first on one side and then on the other. Obviously the boat's gunwhales are likely to be damaged in the process, which is why we have not tried this method for ourselves!

More detailed information can be obtained from the Wayfarer Handbook and from Phillips' booklet (see reference sections 7.4 and 7.5).

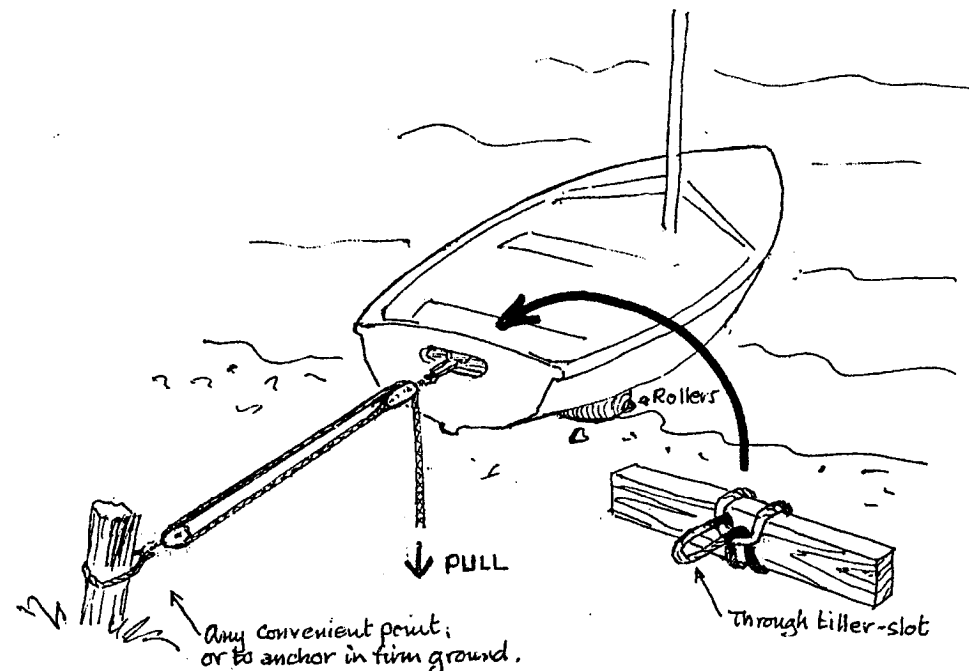


FIG. 5. HAULING OUT WITH MAINSHEET

If stranded on a beach without rollers, a useful dodge is to make a track with seaweed and slide off on that. If lying on mud beside a jetty or hard track, hauling the boat from the bows only draws it in towards one, but if the line is taken from a point nearer the bows, the boat tends to move parallel to the track. (See Fig. 6.)

Many crews have broken their oars in trying to row or lever a boat over mud, so take care. If hauling a boat down a mudbank watch out for soft wallows where boats have been moored. There is a real risk of sinking in and getting stuck, and unless help arrives before the tide rises, or unless the boat can be used to float oneself out, drowning is possible.

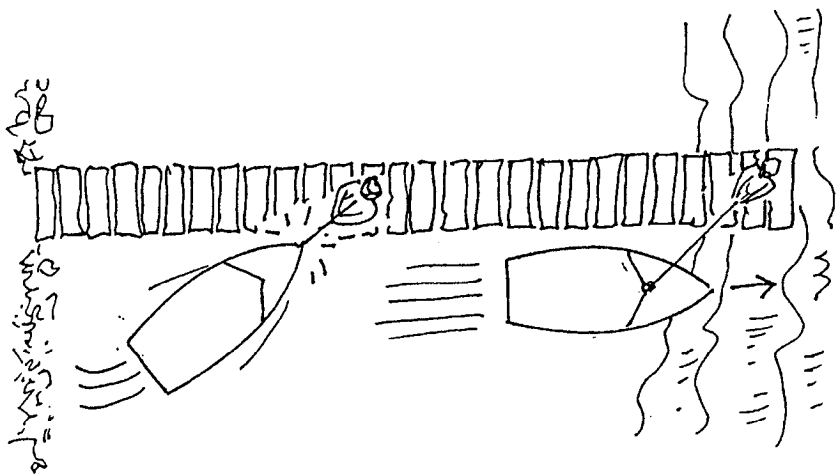


FIG. 6 - TOWING FROM BOW WILL PULL THE BOAT IN, BUT TOWING FROM POINT FURTHER AFT WILL PULL THE BOAT ON PARALLEL COURSE

### 2.14 Taking the ground at night

There is much to be said for letting the boat take the ground at night, rather than lying afloat. With a morning and evening high-water one can allow the boat to settle on a beach or a mudbank, have a quiet night and be ready to float off when the tide rises in the morning. If the ground is sloping it is better to lie stern uppermost so that one is sleeping with head higher than one's feet. This also means that any water in the bilges will drain to the deepest part of the boat.

Entering a strange anchorage, it pays to sail in early on a rising tide if possible and check that the intended berth is free from rocks, stumps or other hazards. The time spent waiting for the tide to rise further may be conveniently spent cooking the evening meal. Incidentally it is worth checking the predicted height of the morning tide against that of the evening tide to ensure that there will be enough water to get off in the morning. There is sometimes a significant drop in height.

### 2.15 Centreboard jamming

A problem sometimes encountered when taking the ground on shingle, even for a short period, is that stones may work up into the centreboard-case and jam the centreboard. The traditional remedy is to poke the stones out from above with a sail batten. However there may not be enough clearance for this simple expedient, in which case it pays to carry a simple tool made from non-corrosive metal strip. (See Fig. 7.) Failing this the boat would have to be careened on its side and a simple hooked wire tool use to pull the stone out from below.

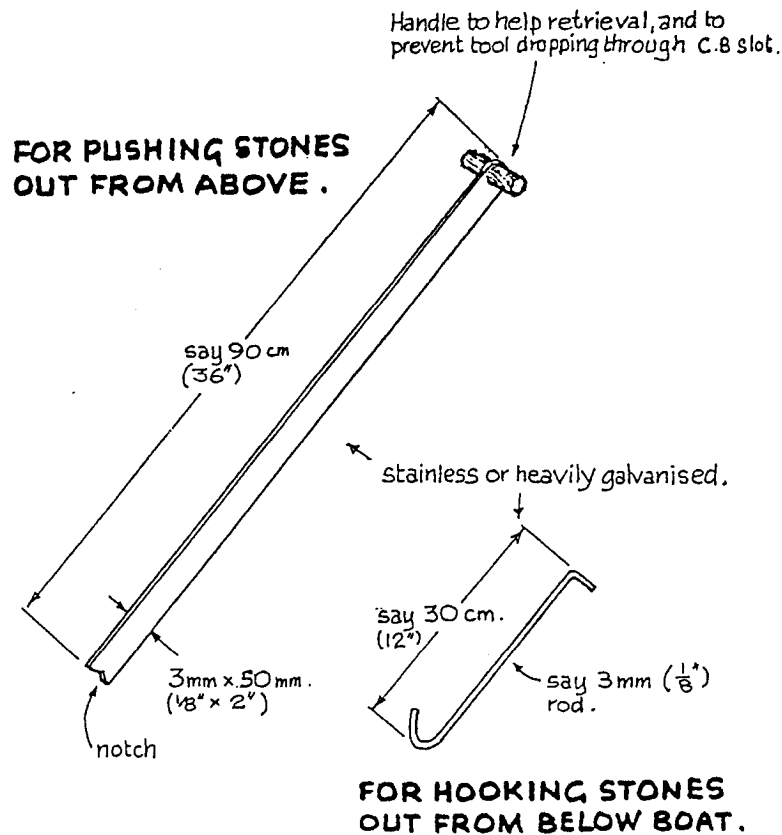


FIG. 7. TOOLS FOR FREEING CENTREBOARDS

## 2.16 Rudders

The rudder is probably the most vulnerable part of a sailing dinghy. A simple proprietary catch will prevent it floating off the gudgeon pins and being lost, and an uphaul is useful in raising the rudder-blade out of harm's way when temporarily beached, but it is safer to unship the rudder and stow it in the boat when ashore. Should the rudder be lost or seriously damaged when at sea, one could steer with an oar lashed to the transom or simply held in the transom slot, with the sails trimmed to ease the steering. Rudder-damage is rare on Leaders, fortunately.

## 2.17 Wind and weather forecasts

An understanding of weather and its implications in sailing are of the utmost importance in dinghy cruising. Not only is British weather notoriously changeable, but in coastal areas wind-patterns are further complicated by sea-breeze and topographical effects. We are of course not only concerned with winds (and visibility) but also with winds in relation to tidal currents. Where we have large islands such as the Isle of Wight close to the main landmass not only are the tides more complex, but the wind-patterns even more complex too! Nevertheless following with understanding\* the Shipping Forecasts plus the local inshore forecasts, and using Marinecall combined with constant personal observation, pays off handsomely. The most dangerous wind-effects as far as dinghies are concerned are down-draught gusts from mountain and hill-sides or tall buildings or in thundery conditions. Another danger sometimes experienced is a sudden heavy slam soon after a land breeze fills in following a calm.

There are a number of excellent text books on this subject but John Kidd's article in the Leader News, "Windy Old Weather" (reprinted in the Dinghy Cruising Association's Bulletin No. 131) is of special interest.

\* For example, understanding the precise meaning of the terms 'Soon', 'Later' and 'Imminent', in the context of the Shipping Forecast.

## 2.18 Navigation and pilotage

In all but the more extreme dinghy cruises, 'fisherman's' rather than big ship navigation methods apply. The principles are the same, but cross-tide effects are more often estimated than calculated, and the course modified as the wind-strength and therefore the boat's speed changes. The chartwork is as far as possible carried out before setting sail, and

information such as the buoys, transits and tide rates and directions noted down on a waterproof pad.

One should not scorn the use of 1:50 000 Ordnance Survey maps in addition to charts. They provide a great deal of valuable information such as where to find pubs, post offices and telephones, and of course the roads and footpaths to get to them. In any case when penetrating far inland up tidal rivers one may be off chart limits, so the OS map becomes the only source of information.

## 2.19 Collision regulations and shipping lanes

Although the collision regulations require power vessels to give way to sail this does not apply when they are constrained by their draught or restricted in their ability to manoeuvre, which big ships in coastal waters usually are. In any case the big ship may well have restricted vision (see Fig. 8), and certainly be unable to alter course or stop at will. If she even attempted to alter course for a dinghy, a large tanker in restricted waters, such as say Southampton Water, might well run aground or hit another vessel, rip her tanks open and then we would have another environmental disaster on our hands! It follows that we should sail clear of the shipping lanes, or if they must be crossed do so quickly, when they are clear of shipping, and as far as possible at right-angles to the lane.

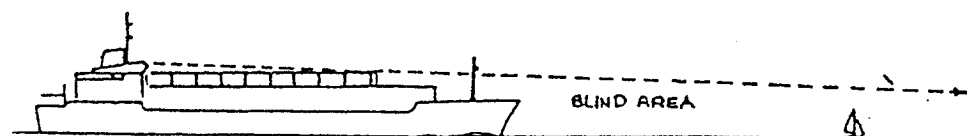


FIG. 8. ALLOWANCE MUST BE MADE FOR RESTRICTED VISIBILITY OF MODERN SHIPPING

## 3. LIVING ON BOARD

### 3.1 Whether to camp on shore or on the boat?

With an evening high water providing easy access to a known campsite the crew may well prefer to take a light tent and sleep on shore. However

there may be many problems in sleeping ashore, such as mud three feet deep between the boat and the nice grassy spot where it was intended to camp! It is therefore much better to have the option of camping on board.

Camping on board is in many ways similar to ordinary lightweight camping but with considerably greater carrying capacity than in cycle camping and many times the carrying capacity of backpacking.

### 3.2 Camping covers

Purpose-made tent-covers can be purchased for the Leader, but a serviceable if very basic cover can be made easily and cheaply from a standard plastic tarpaulin. (See Figs. 9, 10 and 11.)

The writer's cover was made from a standard 12 feet by 9 size plastic tarpaulin, but the 4 by 3 metre metric size would be better still. The tarpaulin is simply cut in the centre as far as the mast position (see Fig. 9). Eyelets are put in as shown at each end of the ridge so that the cover can be tied to the mast forward and to the end of the boom aft. The cover is then secured with shock-cords passed under the boat (see Fig. 10). The end of the cover is left open but this is no problem because the boat normally swings head to wind, and in any case the front being secured down to the boat prevents too much through-draught. There are very small uncovered areas where the cover is pulled inboard round the shrouds, but surprisingly, in several years of all-weather cruising, we have never found this to be a significant problem. Nor have we had undue problems in getting the shockcord under the boat when it has been beached.

Of course such a basic cover would not be recommended for long periods of wet weather, but dinghy cruising in long periods of wet weather would not be recommended however elaborate the tent-cover! A refinement would be to add end-panels, preferably with mosquito netting ventilators. Windows and a side entrance are other possibilities.

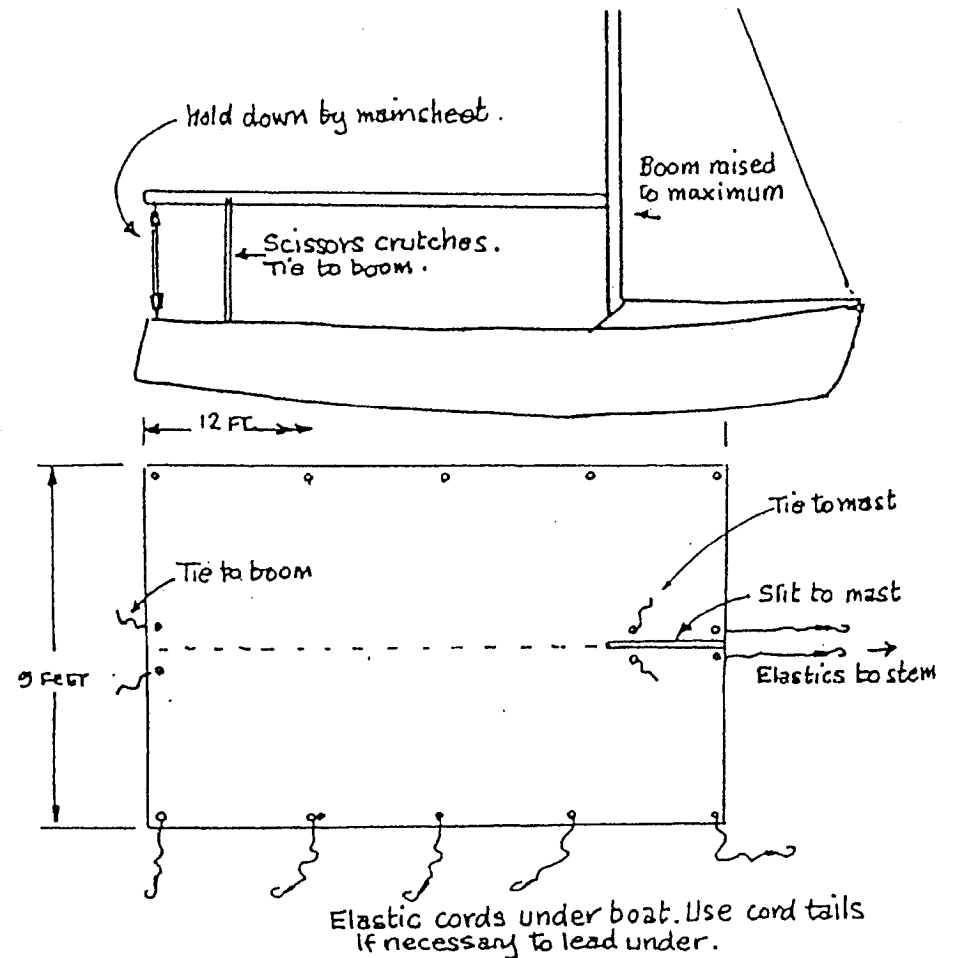


FIG. 9. HOW TO MAKE BASIC CAMPING COVER FROM PLASTIC TARPULIN

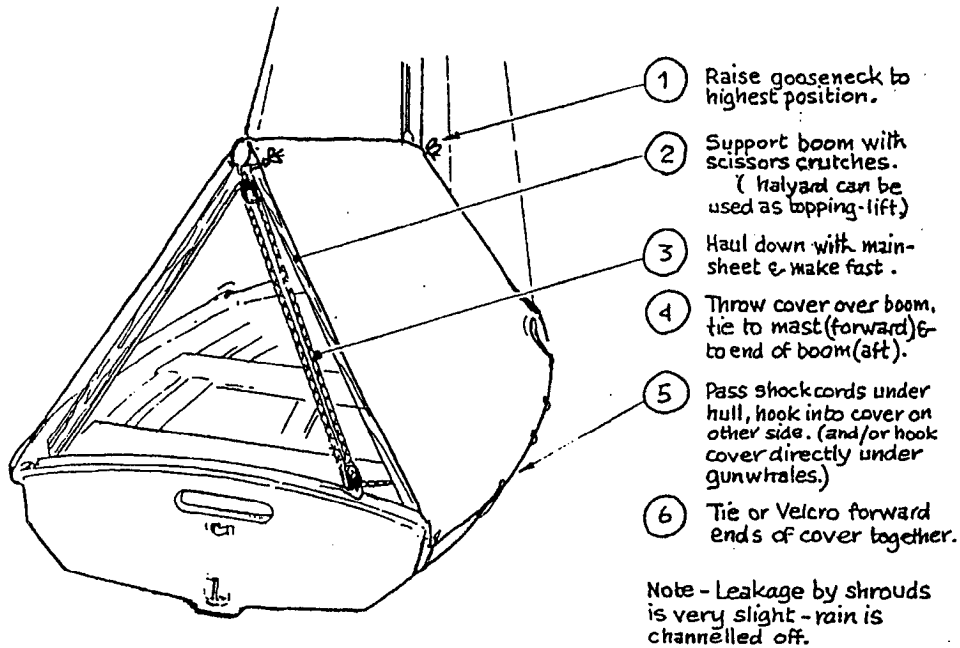


FIG. 10.

If two people are to sleep on board more room can be obtained by bowing the cover out 'Covered Wagon' style, using plastic hoops. Water-pipe is commonly used, but some people prefer 'Oval' plastic electrical conduit (see Fig 11b). For maximum space inside a 'Cottage' style cover can be made up as indicated in Fig. 11c. Some form of side-supports are required. Oars are sometimes used for this. However the 'Cottage' type takes a fair time to erect.

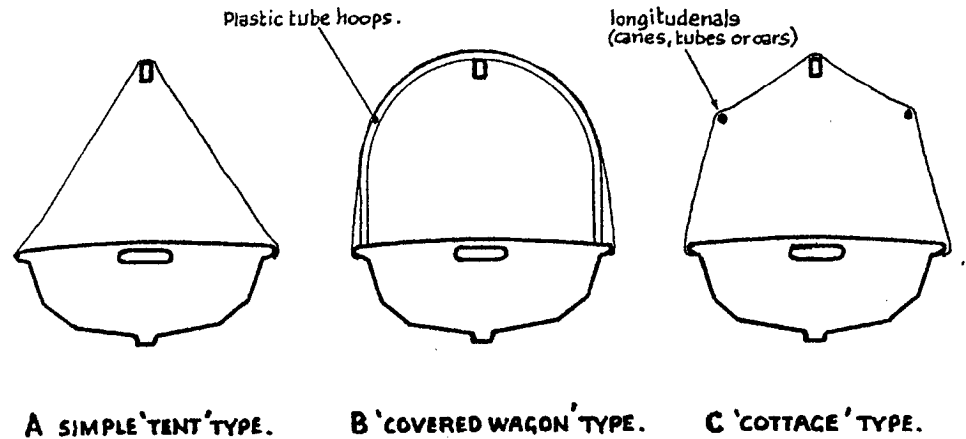


FIG. 11. VARIOUS TYPES OF CAMPING COVER

### 3.3 Sleeping arrangements

#### (a) Full floorboards or simple supports?

The Leader is not fitted with floorboards as standard, but this is no problem. Making a simple sleeping support is the easiest possible carpentry job, and making up full floorboards requires very little skill.

The simplest form of sleeping support is a panel 6'6" long and as little as 14" wide, mounted on timbers about 1 1/2" high by say 5/8". See Fig 12b. (Oars could be laid either side to provide extra side-support for the foam mattress). One writer suggests that such boards could be hinged down their length to fold down to 7" x 6'6" when sailing.

For those requiring less spartan arrangements, full floorboards can be easily made up from 6mm (or preferably slightly thicker) ply. See Fig. 12a. Marine ply is not essential, exterior grade will do. If it is required to cover the whole floor from front bulkhead to rear-locker then two panels 8'6" x 1'8" will be required. First cut down to exact length minus a small clearance, then make a cut to allow for the centreboard case. The outside corners are then roughly shaped to match the contour of the boat, leaving the panel oversize in the first instance, and finally the panel is offered up to draw the final curve. (A thin strip of timber can be flexed to the required contour in order to draw a fair curve.) The slight curvature can be roughly cut with an ordinary handsaw, and then trimmed down to shape with a

plane. Supports are now made from any available timber, about 5/8" wide and 1 1/2" maximum depth under the thwart and along by the centreboard case, tapering down to say 1/2" or 3/4" at the outer edges and to the rear. These supports are simply fastened to the panels with countersunk screws. The whole inside edge of the panel should be supported right down its length, and four cross ribs will be required at intervals. These floorboards can of course be removed for racing.

Between these two extremes any number of variations of floorboard sleeping support systems can be devised. For instance the sleeping support can be fitted at thwart level alongside the side-benches, and seat-backs can be arranged against the thwart. Cutouts can be devised to stow anchors or other gear, or (with a lift-off cover) to make easy provision for bailing and sponging the bottom of the boat dry.

(b) Keeping warm at night.

As on the water it may be cold at night even when it is warm inland, proper attention should be given to sleeping warmly enough. However cheap polyester sleeping bags\* are usually adequate, because it makes sense for the crew to wear warm nightwear, so that should they have to turn out suddenly during the night they only have to pull on wellies and oilskins to be warmly dressed.

Warmth under the body is even more important than warm coverings over, and closed-cell foam mattresses seem to have every advantage over air-beds, at least for those requiring a firm back-support. A particular advantage is that the foam mattresses being thinner than air beds allow more leg-room under the thwart.

The writer wears a track suit with warm wool socks at night, plus a light woollen pullover and a woollen hat on a cold night. If he arrives at his anchorage cold and wet he may change into this nightwear as soon as the tent-cover is up and before preparing the evening meal. If the night is particularly cold, (as often happens following a hot day with clear skies), an aluminium foil 'space blanket' or even a light genoa or spinnaker pulled over the sleeping bag will provide a considerable amount of extra warmth. Some experienced lightweight campers also use pile-nylon sleeping bag liners.

\* Polyester sleeping bags can be washed in a washing machine to keep the bag free of accumulations of salt-damp, whereas down bags have to be expensively dry-cleaned.

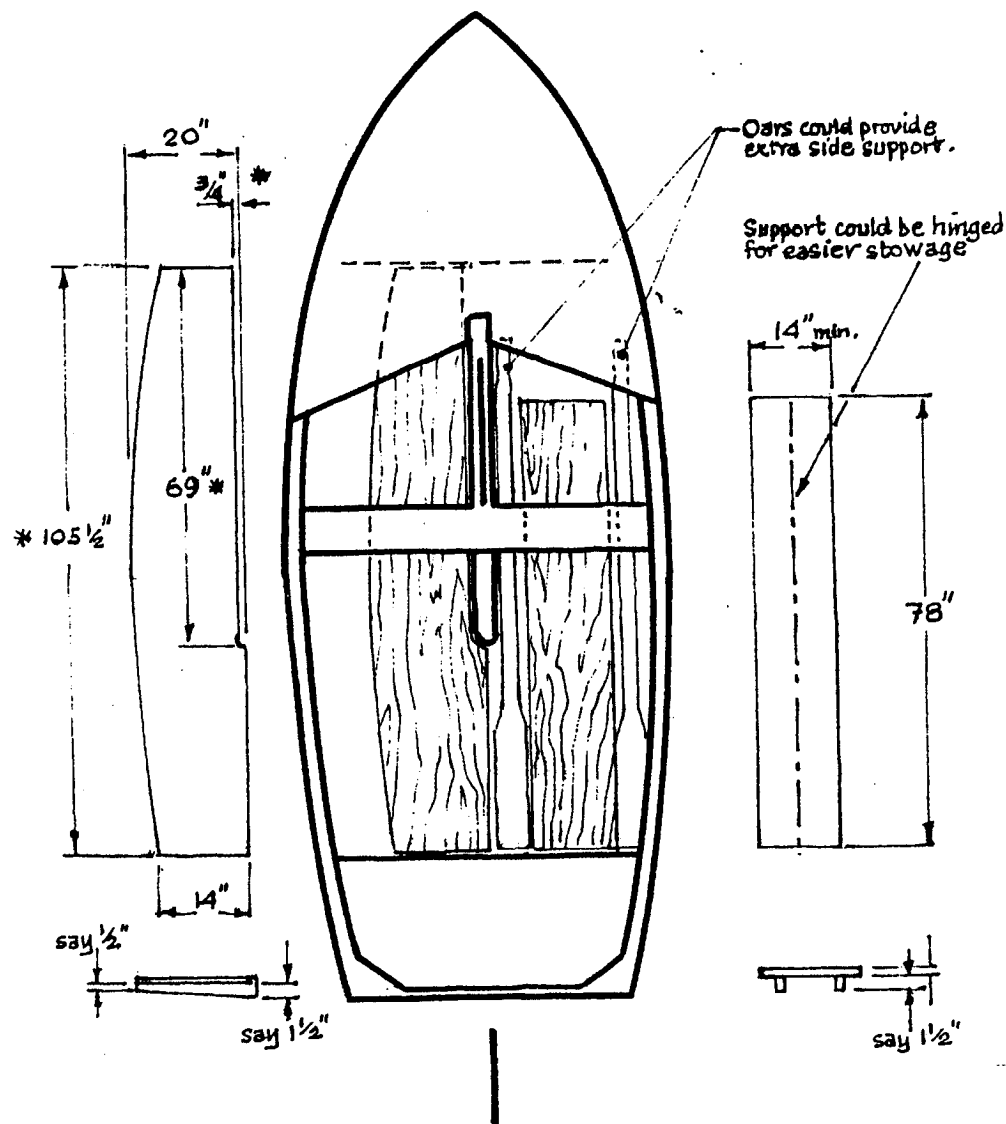


FIG. 12a. FULL FLOORBOARD. FIG. 12b. MINIMAL SUPPORT.  
\* These nominal dimensions should be checked against exact dimension of individual boats. (NOT TO SCALE)

### 3.4 Cooking and Catering

Whole books have been devoted to the subject of cooking and catering afloat, so only a few suggestions and guidelines are given here.

The main constraints in dinghy cooking and catering are the obvious ones that storage space is limited and there is no refrigeration. Unlike other forms of lightweight camping however weight is not critical, so it is unnecessary to rely on dehydrated food, and one can enjoy fresh natural food with plenty of flavour and texture. Tasty menus can be devised which require the minimum of preparation or equipment, and little culinary skill either.

For instance the writer breakfasts on a rich muesli with fresh banana or other fruit as available, and decants a second hot drink into a vacuum flask for lunch under way. A lunch of pitta-bread dipped in hommous or with cheese, and radishes and other salad requires no preparation at all. The evening meal might be a rich vegetable stew with a potato base (cooked in their skins for flavour of course), with lentils to boost the protein, and plenty of tomato, onion and garlic for flavour. Other vegetables - carrots, turnip and so on are added as available, plus a teaspoonful of mixed herbs chucked into provide an aroma to make anyone moored downwind envious. For weekend cruising the stew is pre-cooked for twenty minutes at home to save time and butane cartridges.

For those who feel in desperate need of animal protein it may be possible to hook a mackerel or a small bass en route, or of course tinned tuna or sardines or meat can be carried. Nevertheless both Sir Francis Chichester and Clare Francis managed to sail round the world on meatless diets. However those following prudent diets should be prepared to modify them temporarily regarding sugar. Hot sweet drinks are great revivers for cold, tired crews, and could literally save the life of someone suffering from hypothermia.

### 3.5 Alcohol - a warning

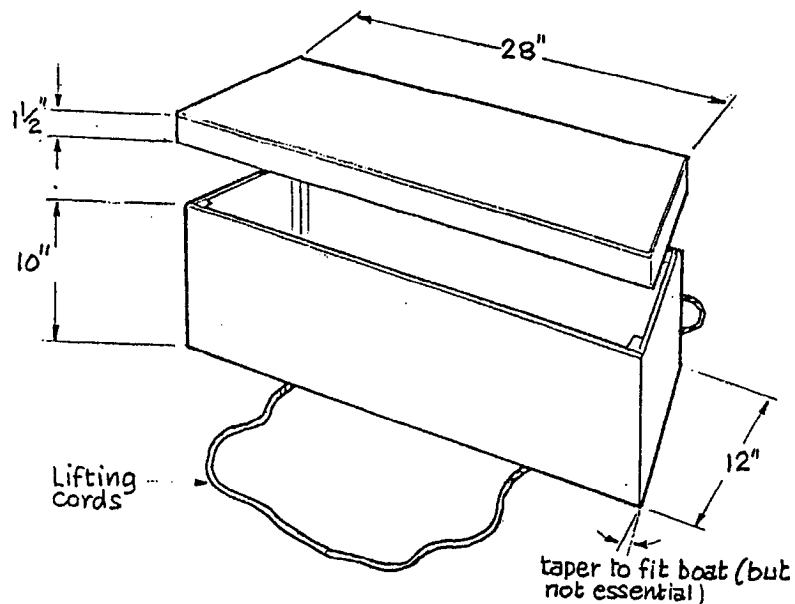
Alcoholic drinks are fine after the day's sail but **never before it** because alcohol reduces the body's resistance to cold. Therefore **NEVER** give an alcoholic drink to anyone suffering from hypothermia.

### 3.6 Stowing the camping gear, stowage in relation to buoyancy

Although stowage space is always at a premium when cruising, and hopefully the buoyancy will never actually be required, having the right amount of buoyancy in the right places must always take priority, just in case. Extra buoyancy may need to be added to compensate for the extra weight of cruising gear, but this presents no problems. About 60lbs of preferably solid foam buoyancy can easily be fitted under each forward side bench. (Too much side buoyancy can make a boat difficult to right after a capsizes.)

Stowage facilities on Leader dinghies vary according to the model. Early wooden MK 1 Leaders have generous under-foredeck stowage space, but it is advisable to add some buoyancy here. Later Mk 1's all have sealed bulkheads in the bows. The class rules permit 7" diameter hatches to be fitted to this bulkhead, but the nearest commercially-made hatches are 6" diameter. All wooden Mk 1 Leaders are allowed rectangular hatches in the stern buoyancy compartment, but the GRP and composite versions, because of their different internal construction, are limited to circular hatches of up to 12" diameter. Mk 2 models have larger rectangular hatches, but the Mk 1 hatches are quite adequate for stowage and have the advantage that in the event of a capsizes they float clear of the waterline.

However stowage need not be a significant problem. On the writer's Leader food and cooking gear is most easily stowed in a lift-in lift-out box made from scrap plywood, which is stowed a few inches forward of the stern compartment, out of the way, under the tiller. (See Fig. 13.) Here the weight will not significantly affect the boat's trim. Alternatively plastic tote-boxes can be carried, in the stern or under the thwarts, but in each case lids with rims at least 1 1/2" deep are recommended to keep any spray out. After the cruise such storage boxes can be lifted out and taken home for cleaning and replenishment.



**FIG. 13. CRUISING STOWAGE BOX FOR MK 1 LEADER**  
(Adjust dimensions to suit your boat)

Ideally the stern compartment should be reserved for light buoyant gear such as sleeping bags, and spare clothes packed in polythene dustbin liner-bags within sailbags or stuff-bags to prevent puncture, together with closed-cell foam mattresses, all these being items "not wanted on the voyage". The buoyancy compartment thus remains sealed while at sea, and in the unlikely event of the compartment being damaged by collision or whatever the contents would still provide a considerable amount of buoyancy.

Oilskins, spare clothes and other items which may be required while sailing can be stowed against the fore bulkhead under the foredeck, as can the tent-cover. Fresh water is best stowed in polythene bottles preferably near the lowest point of the boat.

### 3.7 Small Children on Board

It is as well to bear in mind that when two adults are sailing with young children on board the skipper is effectively singlehanded, because the other adult's attention must be mainly on the kids. As young children soon become bored and restive, short cruises in sheltered waters in clement weather are likely to be the only practical possibility. Obviously venues with sandy beaches provide instant entertainment for kiddies, and enable them to stay reasonably clean if not dry, whereas muddy foreshores provide disasters just waiting to happen!

Sleeping two small children on board in addition to two adults might be possible if a sleeping shelf was improvised up forward at thwart level. With older children it would be advisable to choose a venue where they could sleep ashore in a tent, with the boat drawn up onshore within calling distance. Even where camping is not specifically allowed it is unlikely there would be objections if the tent was pitched at dusk and removed early in the morning.

A canvas dodger will help keep the kids warm and dry when sailing or motoring to windward in choppy conditions (see ref. 7.2 for an illustration). Simple amusements such as trailing toy boats (or even a piece of wood said to be a boat) can keep young children entertained for an hour or so.

### 3.9 Dogs on board

Some dogs take to boats as the proverbial duck to water, others remain nervous and insecure. Some of the suggestions made for children apply equally to dogs, for instance choosing sandy beaches rather than muddy foreshores, using sleeping shelves, and providing spray dodgers. Small dogs may however be quite content to curl up on a favourite blanket in a plastic washing basket under the foredeck. Liz Fiebusch, an RYA Senior Coach, not only provides her dog with a special canine life jacket but with canine oilskins too.

### 3.10 Midges and mosquitos

Midges and mosquitos can make life unbearable in sheltered areas, especially in Wales or Scotland. It is worth bearing in mind that midges do not attack in strong sunlight or in breezy conditions, so anchoring in open water may be advisable until ready to close the tent cover against them at nightfall. Repellant creams have very little effect against determined midges.



## 4. FIRST AID, RESCUE AND SURVIVAL

### 4.1 First aid afloat and ashore

A casualty when dinghy cruising may have to wait longer for medical treatment than in almost any other adventure activity. Some understanding of First Aid is therefore vital. This understanding is much more important than carrying a comprehensive First Aid kit with a book of instructions. Obviously drowning, hypothermia and burns/scalds come high on the list of dinghy cruising risks, and all these can be treated without having a First Aid kit. As for studying a book of instructions, the injury may well be part of some major emergency such as capsize or collision, the instruction book could be washed or dropped over the side, it could be dark .....

Minor cuts, grazes and burns may be unimportant if washed in clean saltwater out at sea, but onshore or in creeks and rivers immediate protection is advisable because of the risk, however slight, of Weil's disease which is spread by contact with rat's urine.

Incidentally, in her lectures on dinghy cruising First Aid, Liz Fiebusch, RYA Senior Coach, asks "What is the easiest way to save someone's life?" The answer: "Tilt the patient's head back and open up the airway!" Resuscitation practice with a First Aid dummy is recommended. Your club may be able to arrange for a lecture with "hands on" practice from the Red Cross/St.Johns.

### 4.2 Rescue

The first rule to be observed in any rescue bid is "Do not become a casualty yourself". The Leader is not ideal as a rescue boat, but yours might be the only boat around. In such a situation it may help to put in a quick reef before sailing to the rescue, and/or dropping sail and rowing in to the casualty.

It is not easy for anyone in the water to clamber on board a boat when encumbered with the heavy weight of wet clothes, and it would be all too easy to overturn the boat when trying to pull him on board. If a warp or the mainsheet is fastened to form a loop falling about two feet below the waterline, the man in the water should be able to get his foot into this and use it as a step to get over the stern, while the rescuer sits back keeping the boat in balance. (Fig. 14.) If the casualty cannot help himself on board,

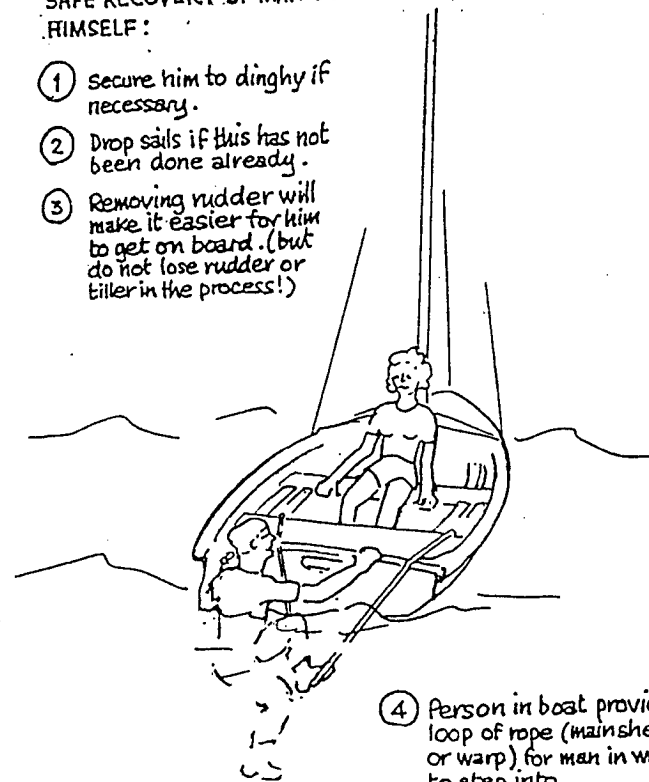
another possibility is for the rescuer to get him to face backwards, put a line under his arms and secure him to the transom. (Fig. 15.)

He might then be rowed to the shore, or to a larger boat. On a larger boat one technique is to stand in the stern facing the casualty, holding him by the upper arms, then suddenly dunk him and haul him on board on the upsurge. This method is not recommended for light dinghies such as the Leader however. Nor is the roll-capsize method of crew rescue recommended for use in cruising situations.

Lifesaver's rescue methods may come in useful some day, and can be practised in the swimming baths in winter. Contrary to popular belief, lifejackets are no hindrance when swimming at slow

### SAFE RECOVERY OF MAN OVERBOARD - ABLE TO HELP HIMSELF:

- ① Secure him to dinghy if necessary.
- ② Drop sails if this has not been done already.
- ③ Removing rudder will make it easier for him to get on board (but do not lose rudder or tiller in the process!)



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Fig. 14

- ④ Person in boat provides loop of rope (mainsheet or warp) for man in water to step into.
- ⑤ Person in boat sits well forward and balances boat as man overboard clambers over transome.

speeds, and mediocre swimmers such as the writer find them a help in towing a practice casualty.

The easiest method of propelling a calm casualty, whether or not he is wearing a life jacket, is to get him to float on his back with arms straight in front of him with fingers on the rescuer's shoulders. The rescuer then propels the non-swimmer by the normal breaststroke, the casualty's legs floating up either side of the rescuer's body.

Full details can be obtained from the Royal Lifesaving Society's handbook, obtainable in most libraries, and training courses are available in most areas. With the possible exception of the "dunking" lift, none of these rescue methods demand strength on the part of the rescuer, and could be used by a small woman to rescue a large overweight male.

#### 4.3 Self-rescue and survival

Some self-styled experts claim that they would never get themselves into a dangerous situation, but for those of us who are not infallible the following notes may be of interest.

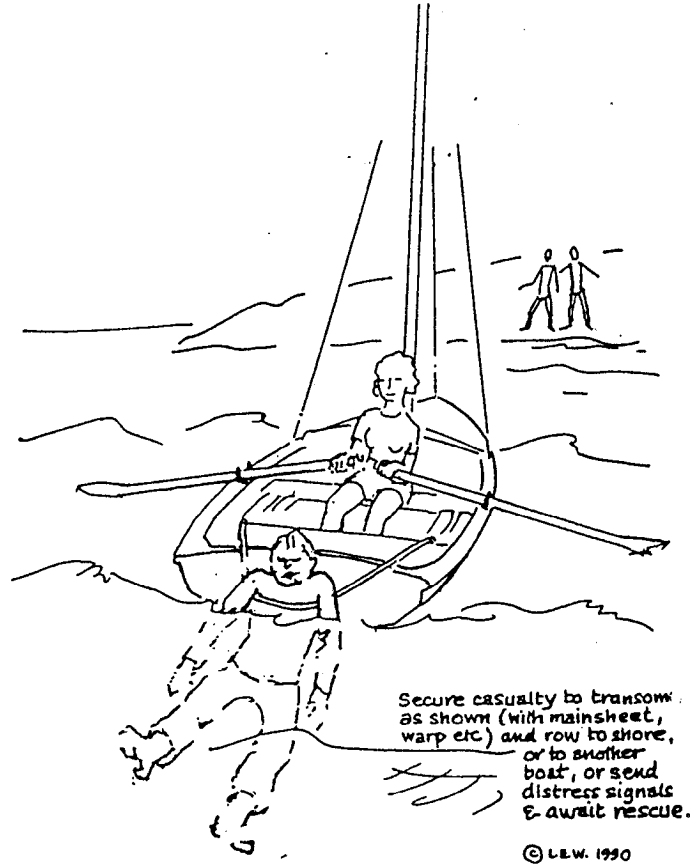


FIG. 15

RESCUE WHERE CASUALTY IS TOO HEAVY TO BE LIFTED ON BOARD.

Secure casualty to transom as shown (with mainsheet, warp etc) and row to shore, or to another boat, or send distress signals & await rescue.

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Since hypothermia as much as drowning is a major risk, always have sugar, mint-cake, Mars Bars, or other quick energy-boosters on hand. This would be invaluable following a capsize or in any other situation when cold and/or exhaustion set in. When soaked wearing oilskins reduces the wind-chill factor.

Practice capsize recovery in safe situations, as with a rescue boat on call, but remember that recovery in really rough wind and wave conditions would be far more difficult, especially when hampered by cruising gear. Capsize is not an acceptable risk when cruising, but the risk can never be entirely eliminated. If you have capsized and cannot right the boat, the rule is "Stay with the boat, never attempt to swim to the shore". This is good advice, because the shore is always much further away than it looks. However if there is no help available, and if in comparatively warm estuarine water, swimming ashore might be quite practicable and your only chance. Practice swimming in a lifejacket. Contrary to popular belief it is quite easy at slow speeds, using the breaststroke or backstroke. Taking a "Survival Swimming" course improves one's confidence in the water, but to be realistic, the "Gold" award should be a minimum standard to aim for.

When sailing alone or through the night, it is a good idea to clip a lifeline to the bows, so that if you fall out the boat it would be brought head to wind and stopped. It is an even better idea to try and arrange your sailing in easy stages so that full concentration can be maintained, (at least when offshore), and long periods of singlehanded night sailing are best avoided. Fatigue hallucination can lead to serious disorientation.

Always have contingency plans. For instance, if the mast broke, could you devise a jury rig with the tools and gear you have on board? What if the centreboard or the rudder broke when offshore? If your boat was holed whilst at sea, could you get at your patching materials and make a repair while afloat? If you are off a lee-shore, have you worked out where survivable landings could be made in an emergency? (Many lee-shores have spots where a dinghy could get in behind sandbanks or rocks.)

#### 4.4 Physical and psychological fitness

Some put the emphasis on the safety of the boat and its equipment, but time and time again it has been found that those who are physically or mentally unprepared can come to grief even in the safest of boats in moderate conditions, whereas others survive in the most appalling

conditions. Fitness on its own is not enough. Know-how and obstinate determination to survive are more important factors.

Although one does not have to be young, strong and superbly-fit to cruise a Leader, the crew should not be too badly out of condition, since reasonable stamina is required. When not sailing, other activities such as canoeing, rowing, cycling, hard gardening work and hill-walking all help keep in trim, and other adventure sports help build self-confidence for tough situations.

## 5. TRAINING

### 5.1 Training courses

In addition to the RYA's sailing courses for beginners and improvers at levels 1,2 and 3, many sailing schools now offer courses at level 5 (Advanced Skills) which include navigation, repair, planning with reference to weather and other requirements for dinghy cruising. These courses are believed to be excellent, but it should be borne in mind that passing the assessment in any course is only the beginning, and it takes time, experience and further personal study to consolidate the course training. It can be argued that the RYA Yachtmaster courses are also appropriate to serious dinghy cruising, and this is partly true, but although many of the principles are the same, the application and emphasis are generally different in the case of dinghy cruising. Nevertheless Yachtmaster question papers may be useful for checking one's understanding of buoyage, lights, signals, weather, collision regulations and so on.

The Leader Class Owner's Association Training weekends are in no way intended as a substitute for RYA training courses but as a supplement to them, concentrating on aspects of special importance in sailing the Leader dinghy. They are recommended for improvers and more experienced crews alike.

Reading is of course no substitute for experience and "hands-on" training, but it can make a little training and experience go a long way. Some titles and information sources are listed in Section 7.0.

### 5.2 Your first cruise?

Initially it is advisable to limit cruises to easy situations, such as a weekend cruise in sheltered waters and settled weather, making for a well-sheltered spot to spend the night. Non-tidal waters, (such as the Norfolk Broads out of the high season) present the least problems. In tidal waters the date could be chosen to give morning and evening high tides, allowing the boat to be drawn up on shore at night and floated off again in the morning. One's range of cruising can then be gradually extended as experience is gained.

Another approach is of course to crew more experienced cruising skippers. Many singlehanded skippers are happy to offer a berth to anyone trained to RYA Level 3 or higher and with some experience of lightweight camping.

### 5.3 Mistakes commonly made by inexperienced sailors.

Probably the commonest cause of beginners getting into trouble is setting off from a sheltered launching site under full sail in deceptively calm conditions but with a fresh offshore breeze blowing. Once clear of the shelter of the land they realise the true strength of the wind and try to beat back, only to find the apparent wind even stronger. Unless they have practised reefing afloat they are likely to be in trouble. Another common scenario for inexperienced sailors is setting off in smooth water conditions, unaware that this is due to the tide flowing with the wind, and that boisterous conditions will be encountered when the tide turns against the wind, piling the waves up. All too often inexperienced sailors set off under-equipped, without oars, anchors, warp or reefing lines etc. Very strong and highly skilled crews may be able to manage, up to a point, without these items, (they can paddle the boat effectively, haul the boat bodily up on shore, and carry full sail in very rough conditions), but most of us cannot. Most experienced skippers who have made ambitious and adventurous dinghy cruises would never sail, even in sheltered waters, without such basic items. Of course most experienced cruising skippers also make mistakes from time to time, but are much better at correcting them and covering up than beginners! Reprints of articles on "Beginner's problems and experiences" are available to members of the DCA (see ref 7.5).

## 5.4 Taking Advice

The beginner may be faced with conflicting advice from experienced (or seemingly experienced) people. Whose advice is to be trusted? Naturally any warnings from lifeboat crew, professional fishermen and RYA qualified instructors must be taken very seriously indeed. River Police and coastguards must also be taken seriously although some of these may have no experience or understanding of small boat sailing.

Some experienced dinghy cruising skippers are highly prejudiced against cruising in light dinghies, but for a balanced and authoritative view refer to "Dinghies for All Waters", by the late Eric Coleman, founder of the Dinghy Cruising Association, (ref 7.1); Eric himself preferred heavy boats, but put the pro's and cons of light versus heavy dinghies very fairly.

RYA views are based on a concensus of many instructor's experiences built on a great deal of sailing time over the years, with an emphasis on Wayfarer sailing. As the Leader is similar to the Wayfarer in many respects (they were originally developed by the same firm), RYA advice is generally appropriate to Leader sailing. However, as Ronald Preedy put it, "In any discussion of the factors contributing to a boat's seaworthiness, the dividing line between fact and assertion seems to be paper-thin, so complex and emotive is the subject." It is therefore important to obtain a range of views, and to understand the substance and reasoning behind any advice taken.

## 6. MISCELLANEOUS NOTES

### 6.1 River and inland cruising

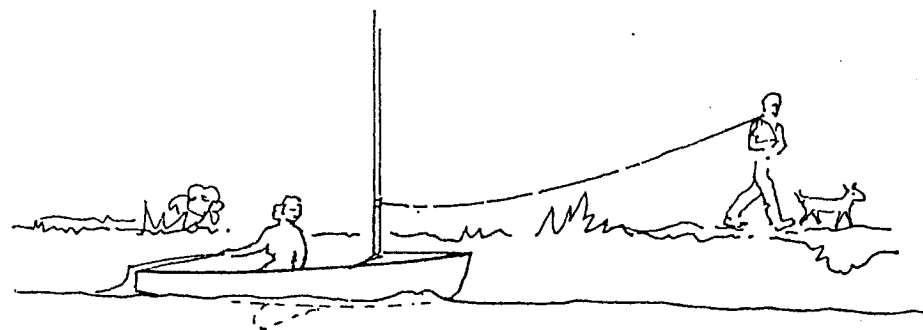
When dinghy cruising is mentioned people tend to think of epic cruises to Scandanavia, Iceland, St Kilda or Labrador, but in fact inland cruising can be not only far safer but just as rewarding. For instance Frank Dye has sailed his famous Wayfarer not only to Norway and Iceland, but also over the Pennines by canal, and one winter cruised with his wife to Cambridge, carrying evening dress with them so that they could arrive properly dressed for a concert! Charles Stock who has cruised some 30,000 miles or more by sail and oar from Malden in Essex, has sailed up the Thames above Windsor and up the Wey to above Guildford, all without motor, rowing or towing from the towpath where necessary. One DCA member who has,

among her many achievements, circumnavigated the Island of Mull by sail and oar, has also penetrated up the River Hamble to Botley Millpond!

The Leader, with its light weight and moderately high rig, is outstandingly suited to sailing inland in the lightest of breezes. The mast is easily lowered to shoot low bridges, and few other sea-going dinghies row so easily as the Leader.

Carrying an outboard motor is regarded as essential by many people, but it should be remembered that cruising our rivers by sail and/or oar only was once a popular recreation of the upper middle classes. Rowing skiffs, canoes and even punts, all carried sail to use when the breeze served. Jerome K Jerome's great comedy-classic "Three Men in a Boat" was obviously based on true experiences, and Dashwood left us a charming account of his cruise from Weybridge to Lyminster via the now defunct Wey and Arun Canal. Outstanding sail and oar (or paddle) cruises were also undertaken on the great continental waterways in this period.

Where a tow-path is available, the Leader is light enough to be towed at walking pace without effort. The boat tows best with the tow-line fastened at the point of balance near the mast. (Towing from the bows tends to pull the bows in to the bank). If the mast is lowered to clear bridges and overhanging trees, a short towing mast will help in keeping the towline clear of weeds and obstructions on the bank. (See Fig 16.)



© (LW 19)

BOATS ARE BEST TOWED FROM A POINT NEAR THE MAST  
Boat moves parallel to the bank, not towards it. Towing from higher point.  
helps keep towline clear of vegetation on towpath.

FIG. 16.

However, it should not be assumed that all river sailing is necessarily easy. Sailing the tidal Thames from Putney to the Tower of London or on to the Thames Barrier and back is an exciting day even for hardened offshore cruising people. The Tidal Severn from Gloucester to Lydney can be very dangerous. Traditionally, the finest sailors in the French Navy were recruited from the skilled boatmen of a certain village on the Loire, many day's journey from the sea.

Given a forecast of a few day's clement weather, the winter season is ideal for cruising inland waterways such as the Norfolk Broads, which are so overcrowded in the high season.

### 6.2 Women skippers in dinghy cruising

Although women skippers are but a tiny minority in dinghy cruising there are several of outstanding ability, sailing mostly singlehanded and by sail and oar only. Despite the advantages of sheer weight and strength for dinghy cruising, at least two of the best\* are quite small. This demonstrates that skill, understanding and determination are the most important factors. Statistically the odds are against it with our relatively small class, but it is quite likely that the Leader Class will produce an outstanding woman skipper in the next few years.

### 6.3 The fisherman's brolley as an instant shelter

It has been said that the two most useless things to have on a boat are a writer on sailing and an umbrella. Not so. A large fisherman's brolley can be very useful indeed.

When anchored for lunch the brolley can be opened up in seconds and secured to the mast if necessary, providing shelter from the wind or rain, and for cooking if required. Alternatively if the boat is beached the brolley can be erected on shore if this is more convenient.

\* (best women skippers)



FIG. 17.

Some users sew side-skirts to the brolley to provide more shelter and privacy. In this case the brolley can be used in combination with a waterproof bivouac-bag for overnight shelter in place of a tent-cover.

## 7. REFERENCES AND FURTHER READING, OTHER ORGANISATIONS

Dinghy cruising involves a very broad range of subjects, and a small library would be required for proper coverage. The preceding notes merely skim over the subject with some emphasis on points which specifically concern Leader sailing, or which are not covered in other works. Important matters such as buoyage, lights, Rule of the Road and so on, which can be studied in many standard publications, have not been mentioned here.

The following reference sources on dinghy cruising are all recommended for further study. There are other excellent publications.

- 7.1 **Dinghies for All Waters.** Eric Coleman (founder of the Dinghy Cruising Association) Hollis and Carter 1976. Recommended as a serious foundation study. Out of print but available through the DCA and public libraries.
- 7.2 **Open Boat Cruising.** Frank and Margaret Dye. David and Charles 1982, (and other works by this famous dinghy cruising couple). Text directly concerned with light cruiser-racer dinghies similar to the Leader.
- 7.3 **Roving in Open Boats.** Ian Nicholson. Ashford Press 1988. Full of constructional sketches for cruising modifications and gear.
- 7.4 **The Wayfarer Book.** UK Wayfarer Association. (Available to non-members) Leader sailing and cruising techniques are not necessarily identical to Wayfarer techniques, but this excellent publication nevertheless provides a great deal of valuable information.
- 7.5 **Dinghy Sailing with Phillips.** Alan Phillips. Canadian Wayfarer Association 1981. (Available in UK.) Although in this informative booklet the emphasis is on Wayfarer sailing, there is much of interest to Leader sailors not found in the other titles.
- 7.6 **Open Boat Cruising.** John Glasspool. Nautical Press 1990. About cruising in a very wide range of dinghies.

7.7 **Dinghy Cruising, the Enjoyment of Wandering Afloat.** Margaret Dye. Adlard Coles 1992. Includes much new material not found in the author's earlier works, and as it is largely based on the 14 foot Wanderer most of it is very relevant to Leader cruising.

7.8 **The Bulletins of the Dinghy Cruising Association, 1952 onwards.** (Index and reprints available to DCA members.) See (9) below.

7.9 **Know your Leader.** Leader Class Owner's Association 1993. Although mainly aimed at racing needs, the tips on getting best windward performance are of considerable value to the cruising skipper.

### Other Organisations:

- 7.20 **The Dinghy Cruising Association.** Open to anyone interested in cruising in small boats of any kind. Members receive four informative bulletins per year, together with library and advisory services. There are regular rallies at venues on the South Coast (Greater Solent area), East Coast and North West England/North Wales areas. Winter talks and social meets are held monthly in London, and occasionally in other areas. There are members all over the English-speaking world. Details of membership and a sample bulletin may be obtained from John Priestly, 15 Hawley Street, Margate, Kent. CT9 1PU.
- 7.21 **The Hosteller's Sailing Group.** Small group based at Paglesham in Essex. Two Club Wayfarers, or members bring their own boats. Inexpensive. Details from Eric Rolf, 63 Sketty Road, Enfield, Middlesex EN1 3SF. Tel: 081-366-0968.
- 7.22 **The Leader Class Owner's Association provides for cruising as well as racing needs.** Details from Membership Secretary.