RS

200

Rigging Manual V2

RS

200

Contents

1. - Introduction

Congratulations on the purchase of your new RS200, and thank you for choosing an RS product. The RS200 was designed by Phil Morrison and launched in the UK at the beginning of 1996.

We are confident that you will have many hours of great sailing and racing in this truly excellent design. The RS200 is an exciting boat to sail and offers fantastic sailability and performance. It is a light weight racing dinghy and should be treated with care.

In order to get the most enjoyment from your boat and maintain it in top condition, please read this manual carefully.

This manual has been compiled to help you to gain the maximum enjoyment from your RS200, in a safe manner. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its safe operation and maintenance.

This manual will not instruct you in boating safety or seamanship. If this is your first boat, or if you are changing to a type of craft that you are not familiar with, for your own safety and comfort, please ensure that you have adequate experience before assuming command of the craft. If you are unsure, RS, your RS Dealer, or your national sailing federation – for example, the Royal Yachting Association – will be able to advise you of a local sailing school, or a competent instructor.

For further information, spares, and accessories, please contact:
RS Sailing
Premier Way
Abbey Park
Romsey
Hampshire SO51 9DQ
Tel: +44 (0)1794 526760
Email: info@RSsailing.com

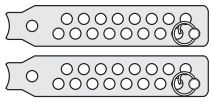
For details of your local RS Dealer, please visit www.RSsailing.com

2 - Specification

Designer	Phil Morrison
Length	4.00m
Beam	1.83m
Draught	1.1m
Weight	78kg
Hull construction	Vynalester Gelcoat and resin. E glass reinforcement
Centreboard	Polyester Gelcoat. Epoxy resin laminate, Epoxy expanding foam core. E glass reinforcement
Rudder	
Mainsail area - Main and Jib	11.52m^2
Gennaker area	8.29m^2
Mast	Aluminium alloy - 6m
Shrouds and froestay	Stainless steel wire
Boom	Aluminium alloy
Bowsprit	Aluminium alloy

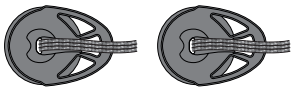
3.1 - Components - Customer Pack

Shroud Verniers

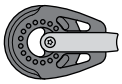


Fast Pins

Spinnaker Sheet Blocks

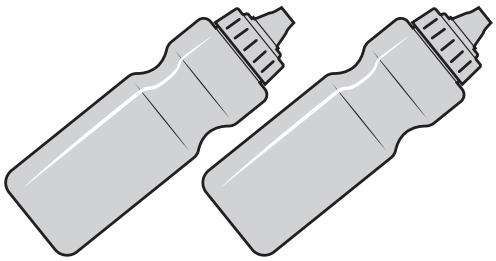


Mainsheet Block

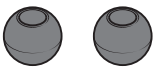


Jib Tack Shackle

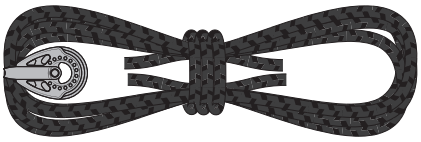
Water Bottles



Small 4mm Bobbles

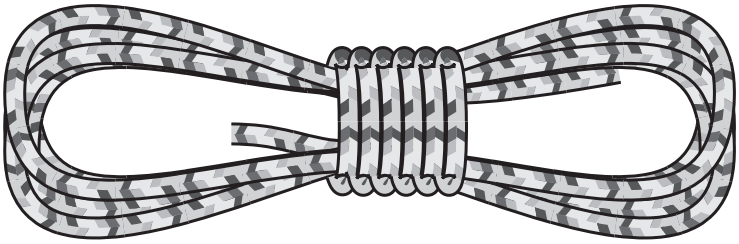


Mainsheet Strop

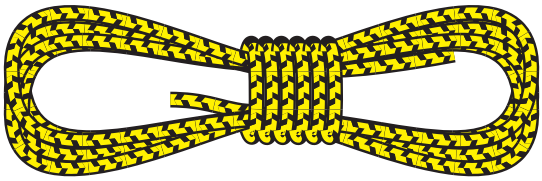


Downhaul Pack

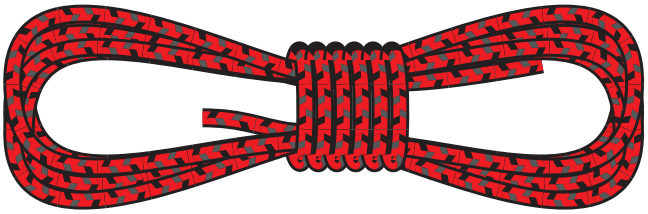
Mainsheet



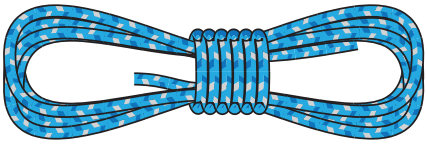
Jib Sheet



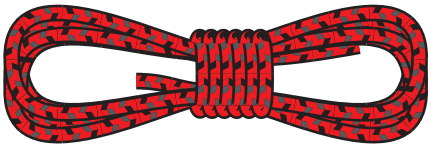
Spinnaker Sheet



Kicker Control Line



Downhaul Control Line



Toe Strap Shock Cord

Kicker Pack

3.2 - Components - Rope Pack

Length (m)	Size (mm)	Description	Qty	Type	Colour	Comments
6	5.5	Jib Sheet	1	Braid on braid	Silver	
9.8	8	Main Sheet	1	Braid on braid	Black	
0.5	3	Main Sheet ?	1			
1.3	4	Main Sheet Bridle	2			Block spliced onto 2 adjustable lines
8.8	6	Spinnaker Sheet	1	Braid on braid	Blue	
0.2	2.5	Vang	1			
0.3	2.5	Vang	1			
2	3	Vang	1			
0.8	3	Downhaul ?	1			
7.8	4	Control Line	1		Black/blue	Finished length 7.7, with eye loops
6.6	4	Control Line	1		Black/red	Finished length 6.5, with eye loops
0.7	3	Spi Hal Up Haul Floating Blk	1			
0.5	4	Toestrap Bungy	1			
0.5	4	Toestrap Bungy	1			
0.5	4	Toestrap Bungy	1			
0.5	4	Toestrap Bungy	1			
0.5	4	Toestrap Bungy	1			
0.5	4	Toestrap Bungy	1			
0.3	4	Rear Spi Chute retainer	1			
0.7	4	Rudder Down Haul (blade)	1			
1.8	4	Rudder Down Haul (cleat)	1			
0.25	3	Control Line take up grab rail	1			
0.25	3	Control Line take up grab rail	1			
0.45	6	CB retainer	1			

4. - Preparation

Your RS200 comes complete with all the components necessary to take the boat sailing. In order to commission it, you will need the following tools:

- Pliers or a shackle key
- Small, flat-bladed screw driver
- PVC electrician's tape
- Pozi-drive screwdriver
- Adjustable spanner (small)
- Knife/Scissors
- 4mm allen key

Including adding a spinnaker system please allow 3 hours to fully prepare your RS200.

Whilst your RS200 has been carefully prepared, it is important that new owners should check that shackles and knots are tight. This is especially important when the boat is new, as traveling can loosen seemingly tight fittings and knots. It is also important to regularly check such items prior to sailing. Make sure that you have a basic tool kit with you the first time you rig the boat in case there are tuning / settings changes that you wish to make.

To simplify the commissioning process, please take care when unpacking the items from the boat as cross contamination of pack contents can cause confusion. A calm and orderly environment will assist the process.

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Rigging Guide

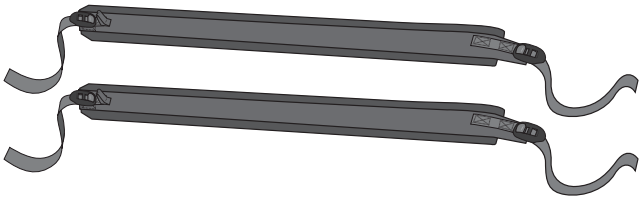
5 - Hull

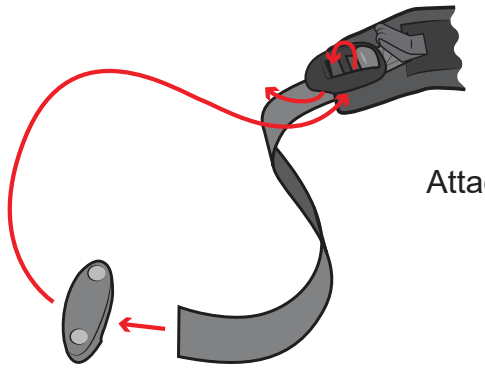
PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

5.1 - Toestraps

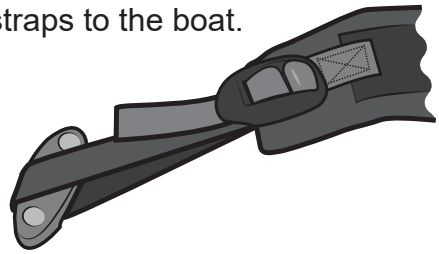
a)

Locate the two short front toestraps.



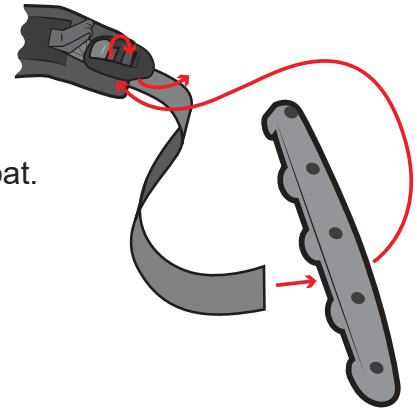


Attach the front end of the toestraps to the boat.



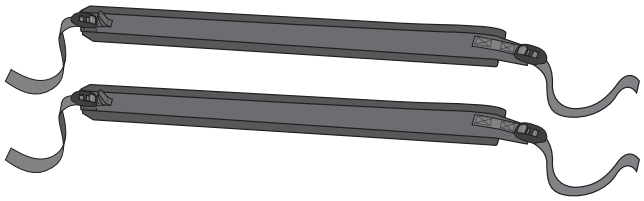
b)

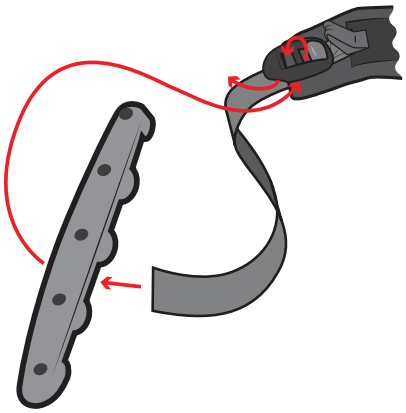
Attach the aft end of the front toestraps to the boat.



c)

Locate the two long middle toestraps.



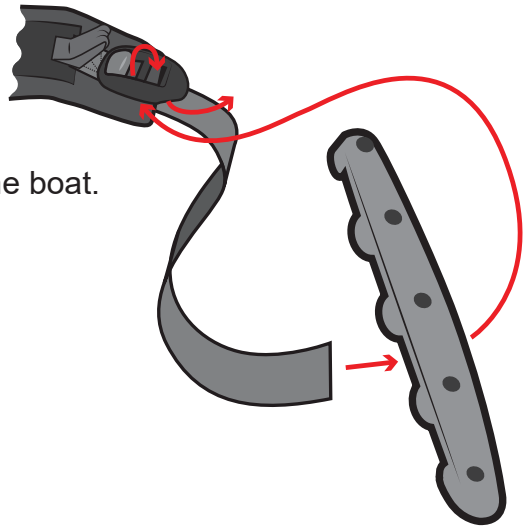


Attach the front end of the toestraps to the boat.

b)

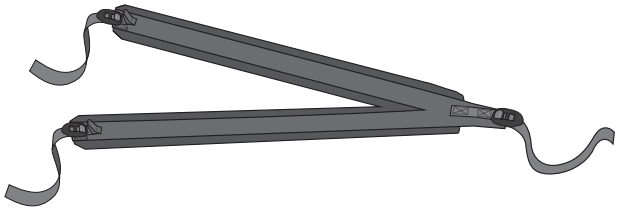
d)

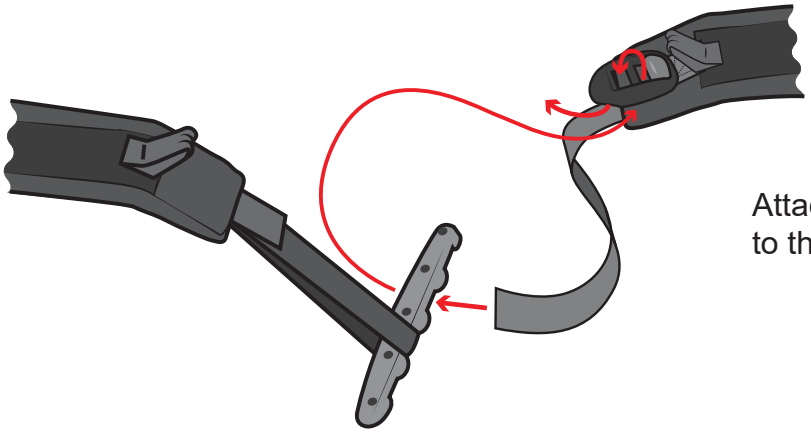
Attach the aft end of the middle toestraps to the boat.



e)

Locate the aft toestraps.

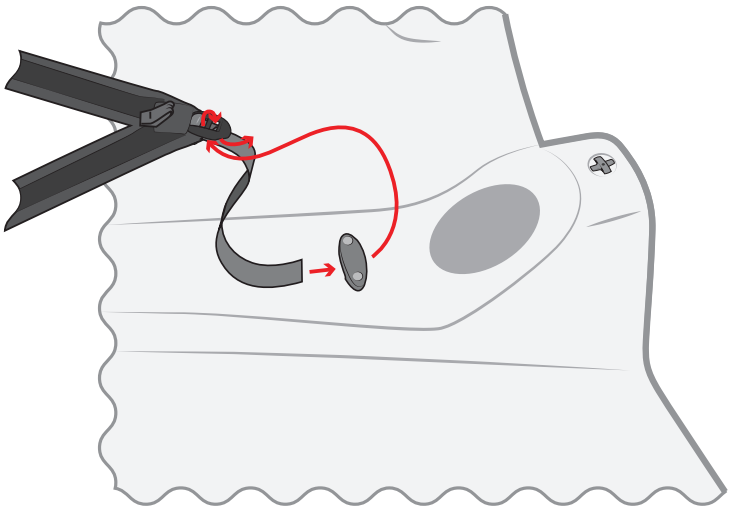




Attach the front end of the aft toestraps to the boat.

f)

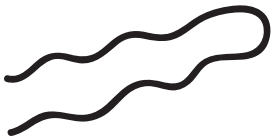
Attach the aft end of the toestrap to the fitting just forward of the rear hatch.



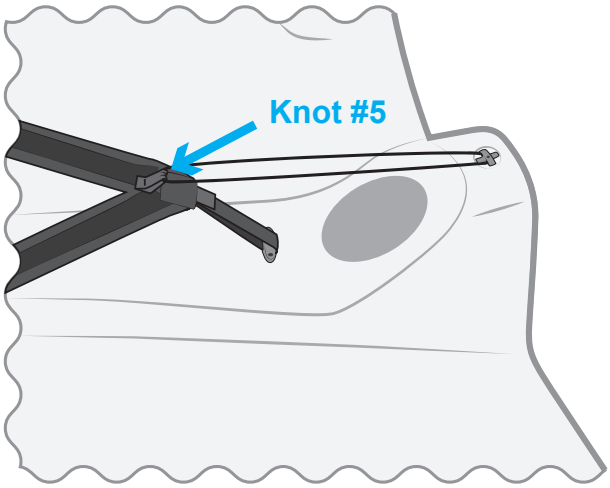
5.2 - Elastic ties

a)

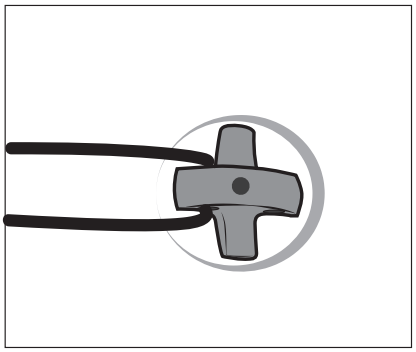
Locate the 7 elastic toe strap ties.



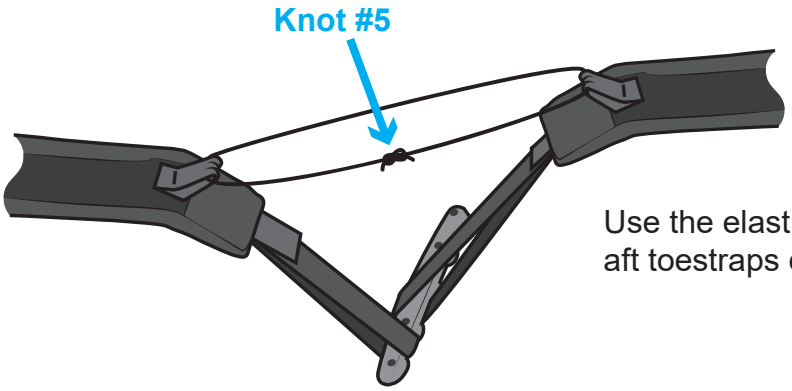
d)



Attach an elastic tie between the back of the aft toestrap and the cross shaped fitting on top of the transom.

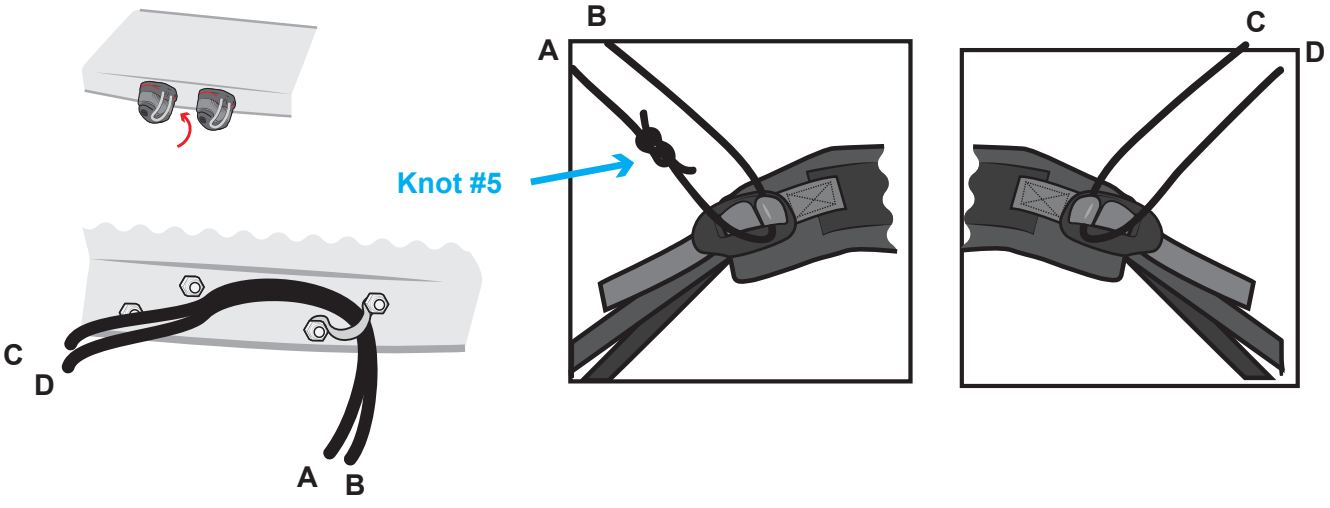


b)



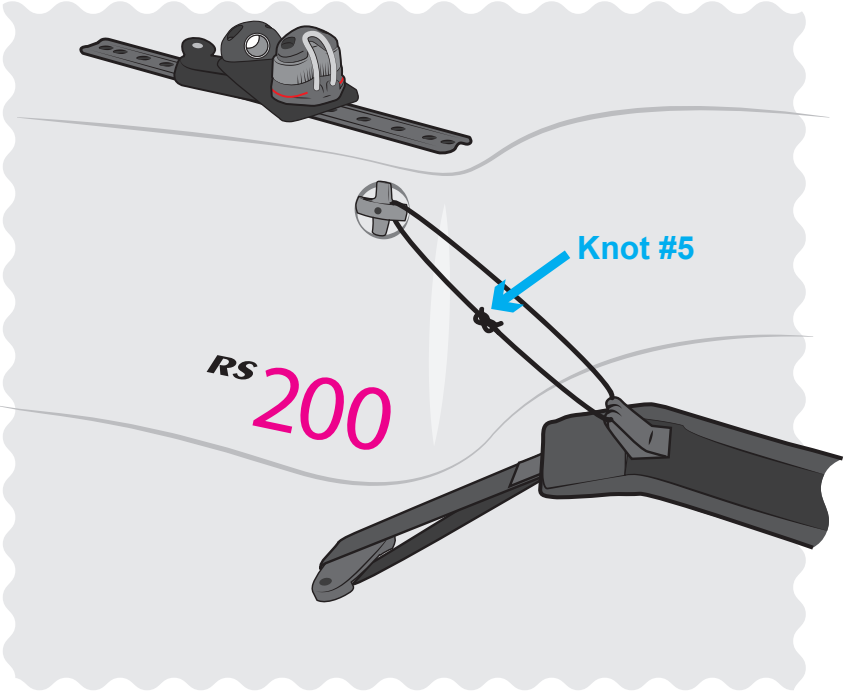
Use the elastic ties to attach the middle and aft toestraps on either side of the boat.

c) Using the elastic ties, attach the front end of the middle toestraps through the fitting behind the vang control line cleat and attach to the aft end of the front toestraps on either side of the boat.



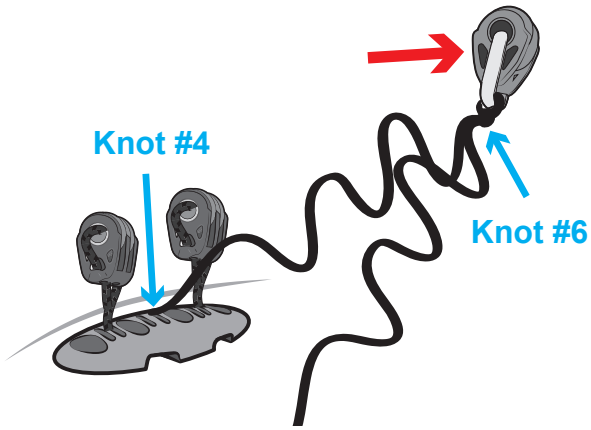
5.2 - Elastic ties

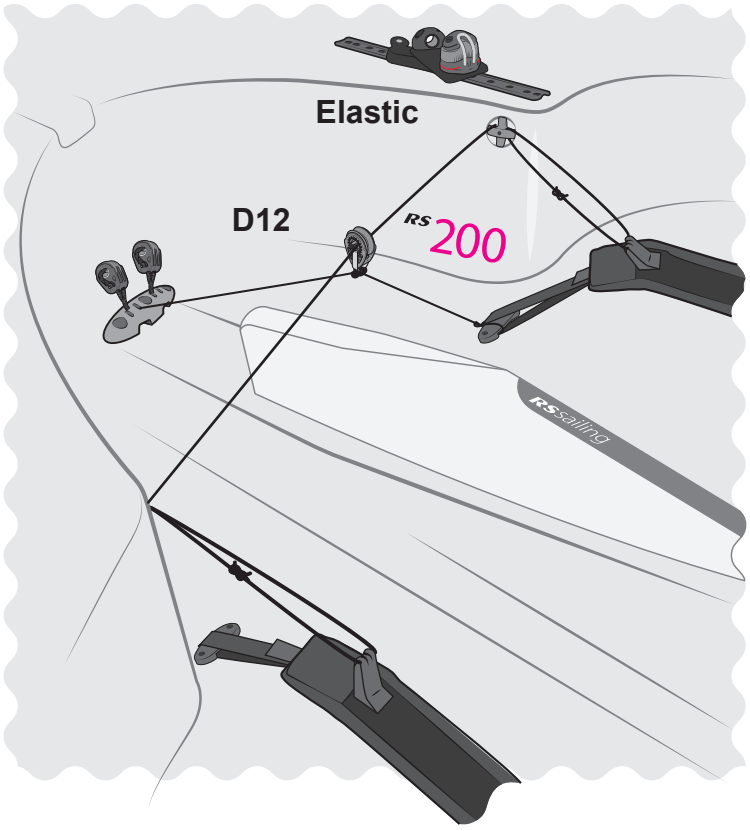
e) Attach elastic ties between the front toestraps and the cross shaped fittings on either wall of the cockpit.



f)

Tie d12 on to block using knot 6 tie one end throught orgasniser with knot 4 Tie other end through front starboard toestrap strap plate.





Locate the spinnaker halyard floating block elastic and tie it between the cross fittings on either wall of the cockpit, passing through this block.

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Rigging Guide

6 - Mast

To complete this section you will need:

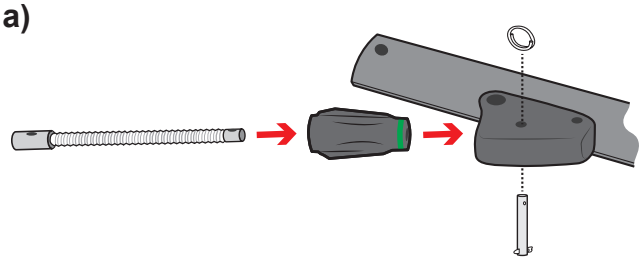
- The mast and rigging packs
- A flat-bladed screw driver
- PVC electrical tape
- 8mm spanner (or small adjustable)

PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

6.1 - Fitting the spreaders

As delivered the mast may be wrapped for transport. Carefully remove this wrapping before proceeding.

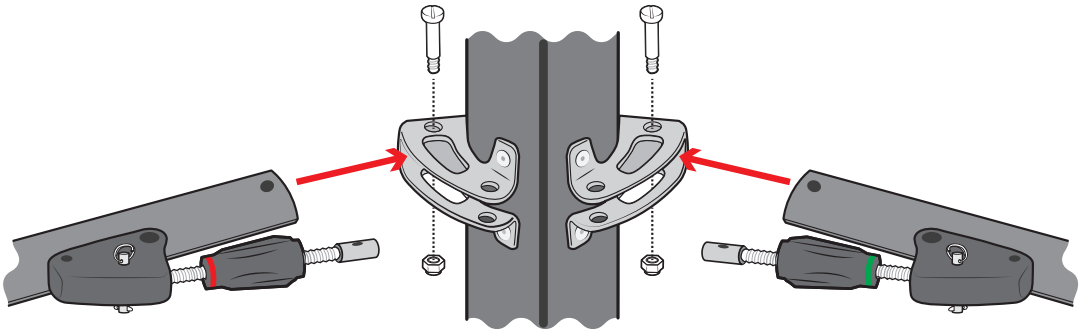
a)



Fit the spreader angle adjusters to the spreaders.

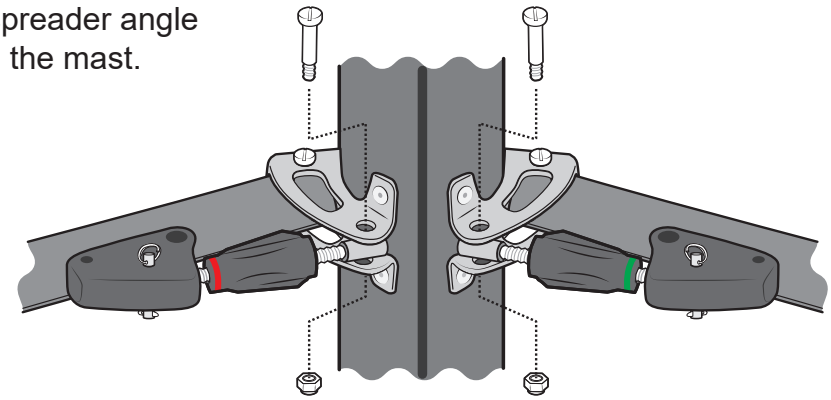
b)

Bolt the spreaders to the bracket on the mast.

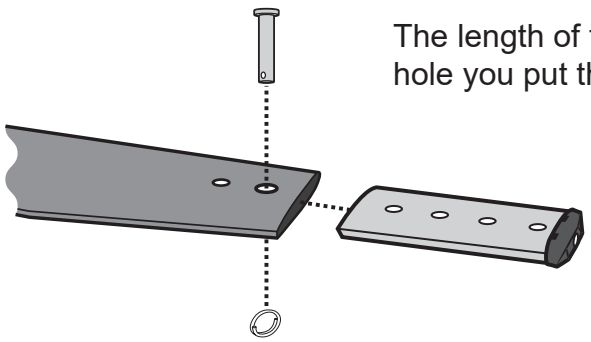


c)

Bolt the inboard end of the spreader angle adjustewrs to the bracket on the mast.



d)

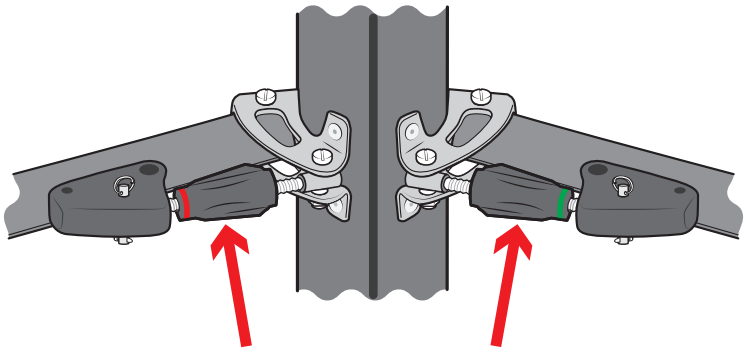


The length of the spreaders can be adjusted by selecting which hole you put the clevis pin through.

Set the length of the spreaders so that the distance from the end of the spreader to the wall of the mast is 390mm.

6.1 - Fitting the spreaders

e)



These adjusters can be rotated to set the spreader angle.

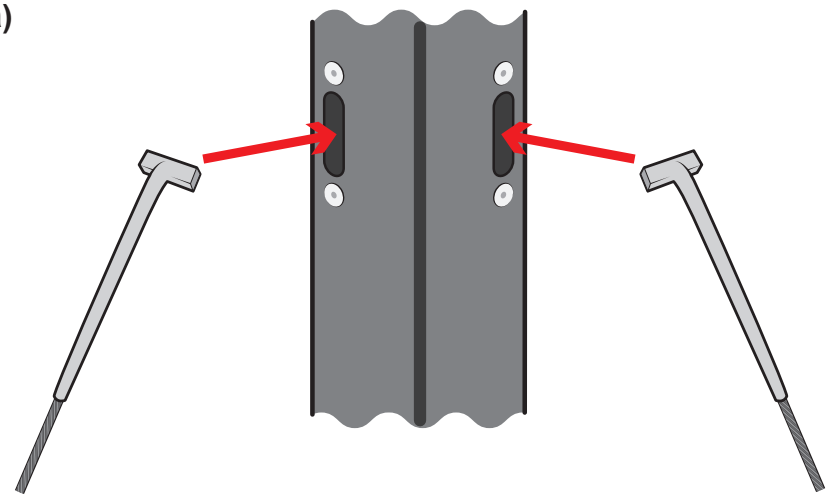
Set the spreader angle evenly so that the distance from a line between the spreader ends and the back of the mast is 140mm.

Warning:

The spreader settings recommended are safe general purpose settings. Most people should not find it necessary to deviate substantially from these positions. We have deliberately left the spreaders adjustable in the RS200 to enhance its potential as a racing boat and broaden the range of competitive sailors. Extreme settings, especially a reduction in the distance from the shrouds to the back of the mast, may lead to mast failure in strong winds

6.2 - Fitting the shrouds

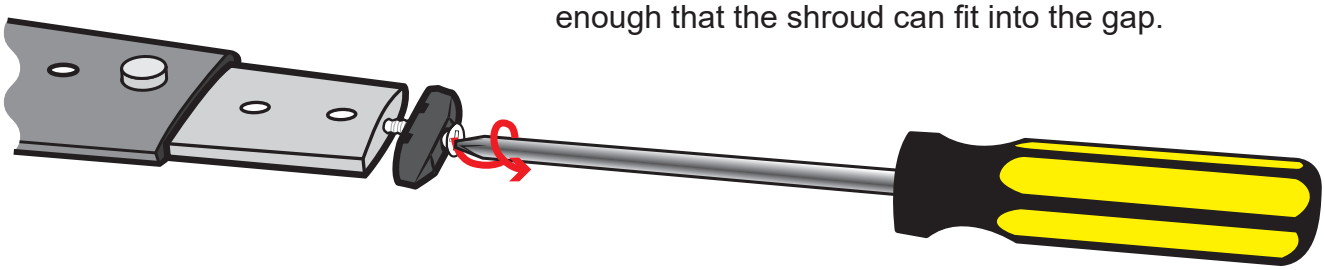
a)



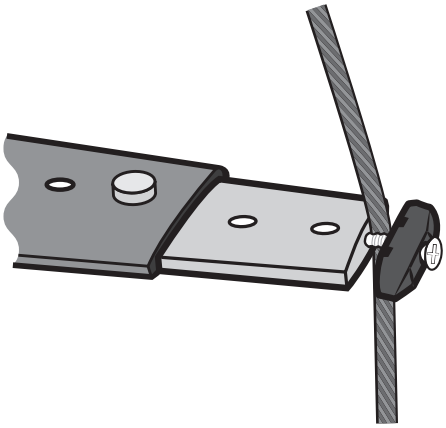
Hook the T-terminals on the end of the shrouds into the holes on the mast.

b)

Loosen the screw holding the spreader end cap enough that the shroud can fit into the gap.

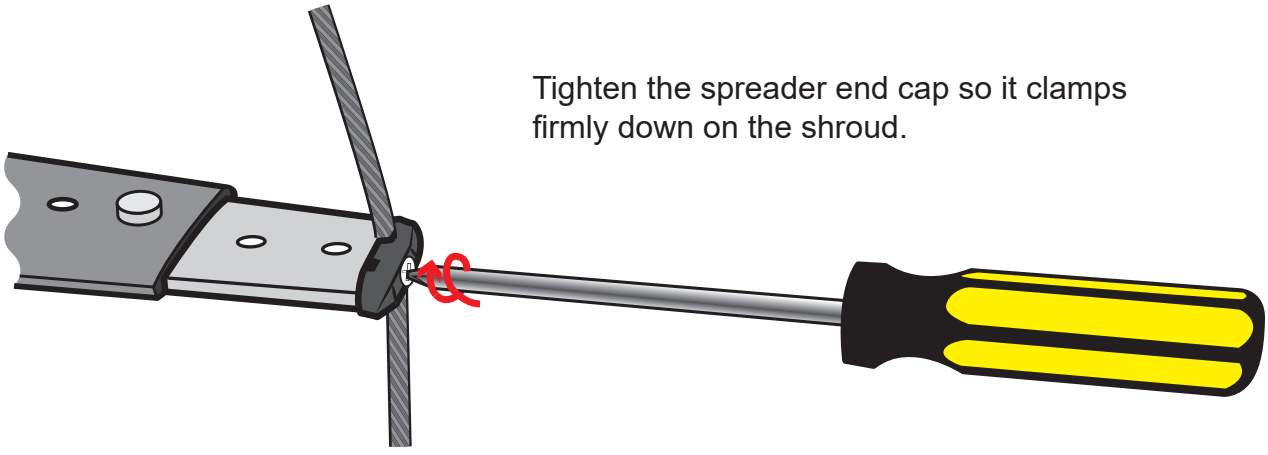


c)



Insert the shrouds into the 3mm recess behind the spreader end cap.

d)



Tighten the spreader end cap so it clamps firmly down on the shroud.

6.3 - Preparing the mast

a)

Check that the shroud 'T' terminals are correctly seated in their sockets on the mast and that they are securely attached to the end of the spreaders.

Check all clevis pins and bolts are fitted with the flat head on top, and the pins are locked with a split ring.

Tape all split rings, pins and the outboard end of the spreader extrusion.

This will reduce chafe on the mainsail and prevent flailing sails/halyards becoming damaged. Self-amalgamating tape is best, but pvc electrical tape is an adequate alternative.

c) The main and jib halyards should be sorted out and dressed neatly down the mast.

d) Dress the spinnaker halyard down the mast in the manner described below:

1) Un-reave the spinnaker halyard tail right back to the exit slot in the mast.

2) Make a large bowline in the fall of the halyard.

3) Pass the whole of the tail of the halyard through the loop of the bowline.

4) Keep hold of the bitter end of the halyard tail.

5) Pull on the halyard where it exits from the mast slot, hoisting the bowline up the mast taking a loop of the tail with it.

6) When the halyard has got to the end of its travel the end can now be secured at the exit slot with a couple of half hitches.

7) Any remainder can be wrapped around the mast or used to secure the shrouds etc.

The instructions in step d should also be followed before dropping the mast.

This method of securing the spinnaker halyard when de-rigging has the advantages of keeping everything tidy when lowering or stepping the mast. More importantly it does not require a lot of winding or coiling which helps to keep the halyard twist and kink free when sailing.

6.4 - Stepping the mast

BEFORE PICKING UP THE MAST, CHECK THAT YOU ARE NOT IN THE VICINITY OF OVERHEAD POWER CABLES

a) Check the surroundings for electrical power lines! On no account attempt to step the mast near electrical power lines or if there are any lines between you and the sailing water!

b) Check all sheaves and pulleys rotate freely.

c) Check the shrouds, forestay and halyards for damage or chafe, the spreaders for alignment.

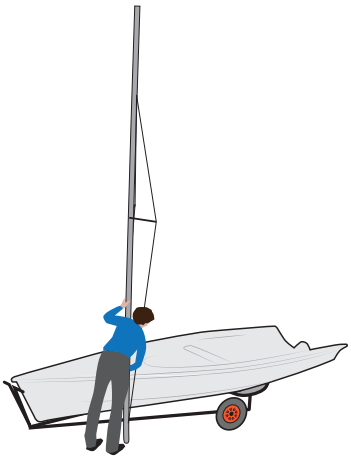
d) Fit any racing flag or wind direction indicator to the mast head. It will help if the boat and launching trolley are off the road trailer base when stepping and un-stepping the mast as this keeps the boat as low as possible.

e) Check the shrouds and forestay are free and ready to attach and that the mast step in the boat is clear of ropes and obstructions, the kicking strap rig tension and Cunningham controls should all be aft of the step.

f)

Rotate the mast to the upright position whilst standing beside the boat adjacent to the mast step.

Try to ensure that the tenon at the base of the mast remains free of sand, grit or stones.



g)

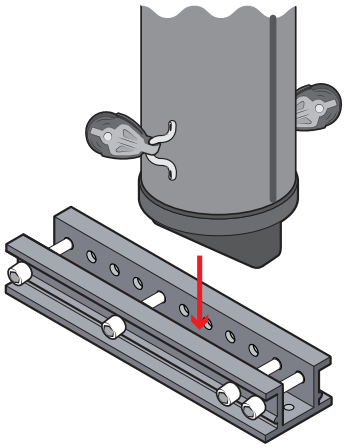
Lift the mast into position. If you are uncertain or there are strong winds it will be helpful if one crew member stands in the boat just behind the mast step.

Be careful to keep forward of the launching trolley wheels when in the boat.

6.4 - Stepping the mast

h)

Ensure that the tenon is fully located, both in the step and between the spacer and the rear bolts. It should be a snug fit, any rotational play reduces the efficiency of the spreaders to control mast bend.



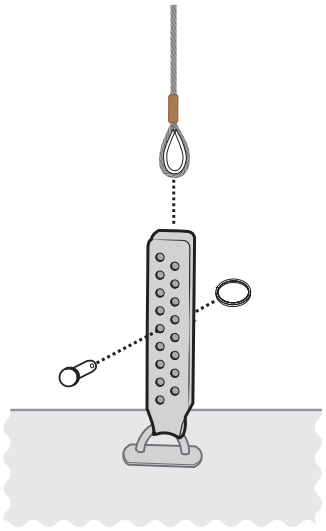
i)

One crew member should remain holding the mast.

The other crew member can then attach the shrouds.

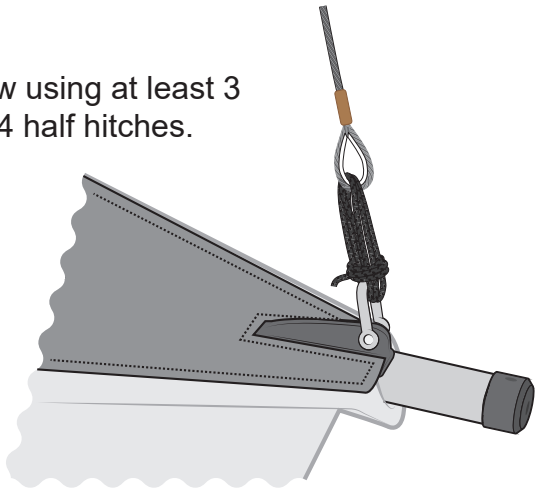
Pins and rings, and fast pins are supplied, you can chose which fixing to use.

For a first setting locate the shrouds 5 holes down on the longer range of adjusters.



j)

Secure the forestay to the forward shackle at the bow using at least 3 turns of the lanyard and finally finishing off with 3 or 4 half hitches.



Do not over tension the forestay, a light tension sufficient to prevent the mast moving around excessively is sufficient.

It is desirable that the forestay has some considerable slack in it once the jib is hoisted and tensioned. The windward performance of you RS200 may be adversely affected if the forestay becomes tight whilst sailing!

6.4 - Stepping the mast

k)

Once the mast is stepped and secured, tape all the rigging pins on the shrouds for extra security and the swage at the bottom of the forestay to prevent snagging the spinnaker.

TIP:

The RS 200 mast is fairly light, most people will have little difficulty simply lifting the mast into place in the mast step as described. If however you are short handed, it is possible to step the mast with the shrouds already attached.

Warning:

The forestay on the RS 200 is intended solely to support the mast when ashore without sails hoisted. Do not attempt to sail the boat without a fully hoisted and tensioned jib. Should the jib fall down or lose tension for any reason return to shore as quickly as possible sheeting the mainsail only lightly.

RS

200

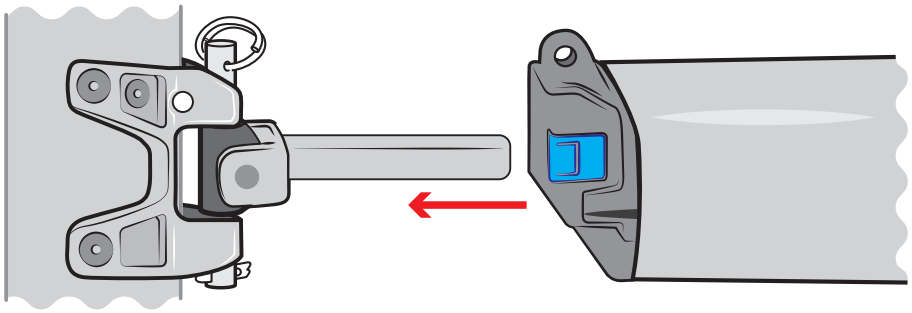
Rigging Guide

7 - Boom

PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

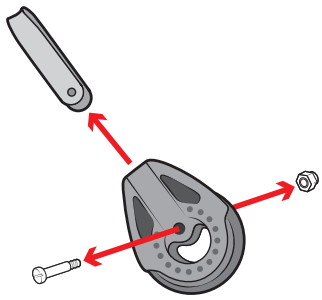
7.1 - Fitting the boom

a) Fit the boom to the gooseneck joint on the mast using the drop-nose pin.



7.2 - Mainsheet

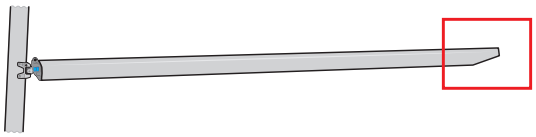
a)

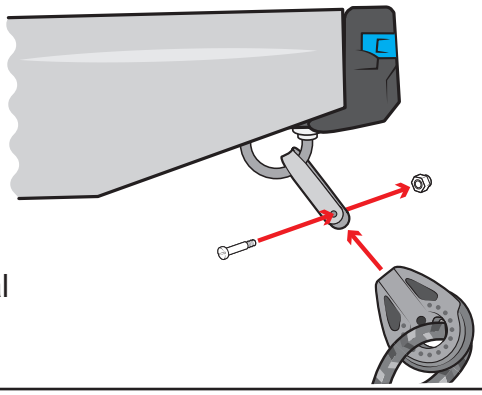


Locate the mainsheet boom block in the rigging pack.

Remove the bolt through the middle of the block to allow you to slide the metal part off the block.

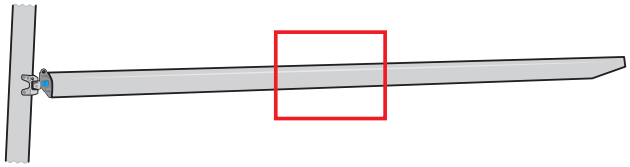
b)

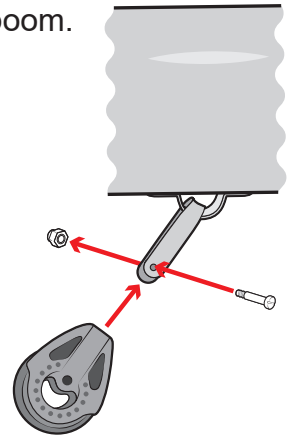




Attach the block with the mainsheet attached to the metal hoop at the outboard end of the boom.

c) Attach the other block to the metal eye underneath the middle of the boom.





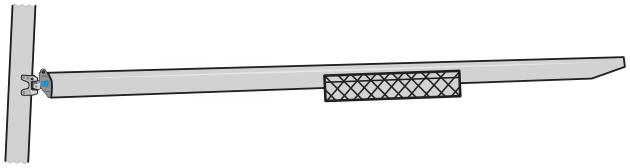
Thie position of this block can be adjusted to suit your personal preference but it is recommended that the block is 1030 mm from the inboard end of the boom so that it hangs directly above the central mainsheet block.

After sailing your RS200 in a variety of conditions, and you are satisfied these positions are correct, a small hole drilled in the underside of the boom track where the slider screw locates will ensure these fittings do not slip under load.

d)

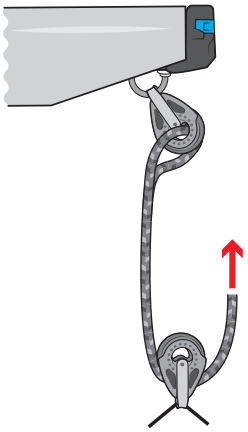
Fir the boom sleeve.

Remove backing from velcro.
Stick on boom in the middle between the aft mainsheet block and the rear mainsheet block.



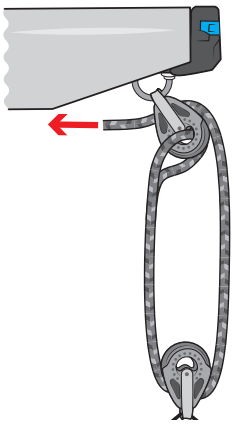
e)

Pass the end of the mainsheet around the block on the bridle at the stern of the boat.



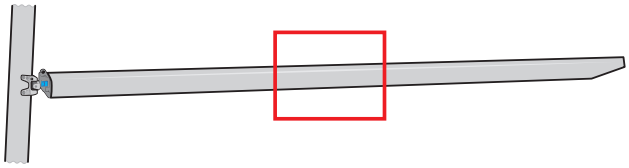
f)

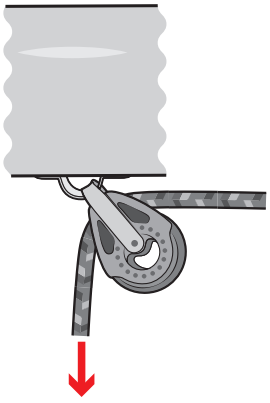
Pass the end of the mainsheet around the block at the end of the boom.



g)

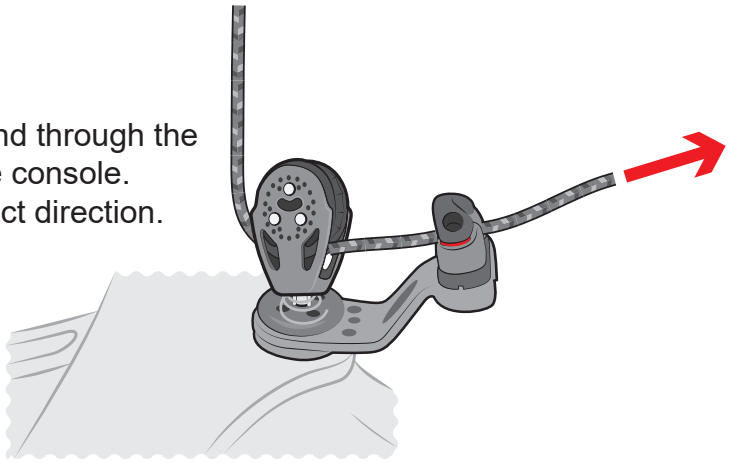
Pass the end on the mainsheet forwards along the boom, throught the boom sleeve and around the block in the middle of the boom.





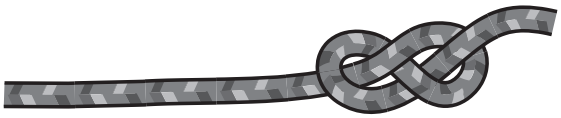
h)

Pass the end of the mainsheet down and through the ratchet block and jammer on the centre console. Ensuring the ratchet is working in correct direction.



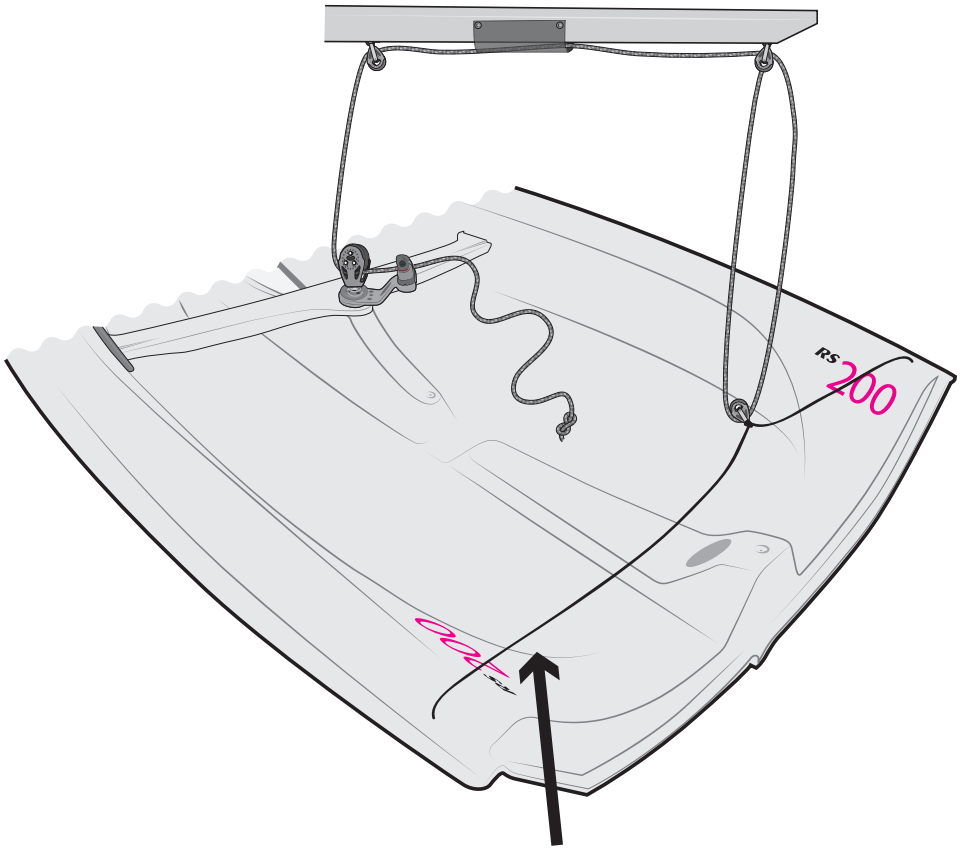
i)

Tie a figure of eight in the tail so that the boom will not hit the shroud if the mainsheet is released.



j)

Mainsheet system



The bridle is adjustable and works under friction, by pulling the tail or loop the bridle will get longer or shorter, once found the desired length its worth tying an overhand knot to secure the splice. Ensure the block stays in the middle of the boat.

7.3 - Gybing rope

a)

You are recommended to fit a gybing rope as follows:

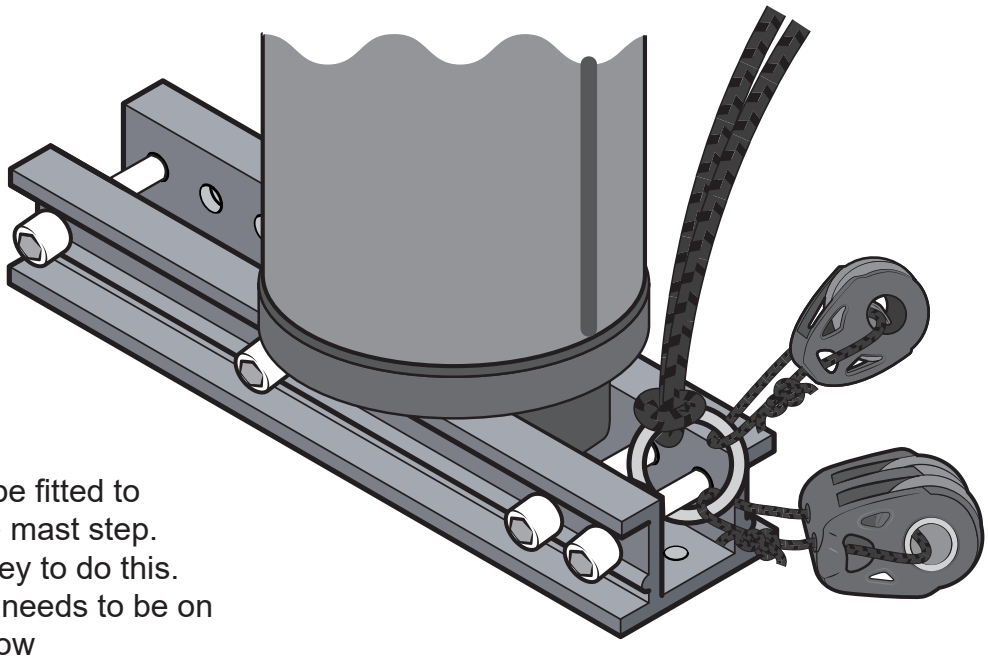
Tie one end of a piece of rope approx. 900mm long to the centre boom eye and make a bowline in the other so that the loop encircles but does not restrict the fall of the mainsheet.

This rope enables the helmsman to pull the boom over positively in a gybe rather than pulling on the mainsheet.

7.4 - Vang

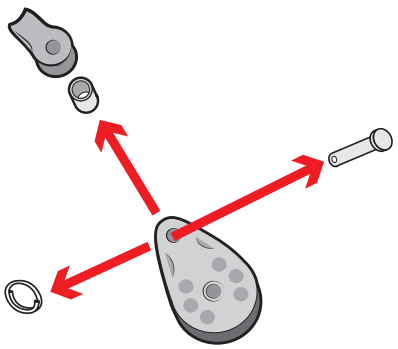
a)

Locate the vang cascade in the rigging pack.



The ring needs to be fitted to the rear bolt on the mast step. Use a 4mm allen key to do this. Cascade cowhitch needs to be on top with blocks below

b)



Locate the vang cascade in the rigging pack.

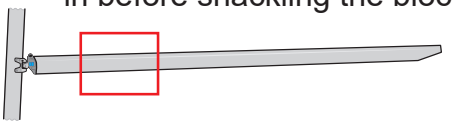
Remove the shackle from the block.

7.4 - Vang

a)

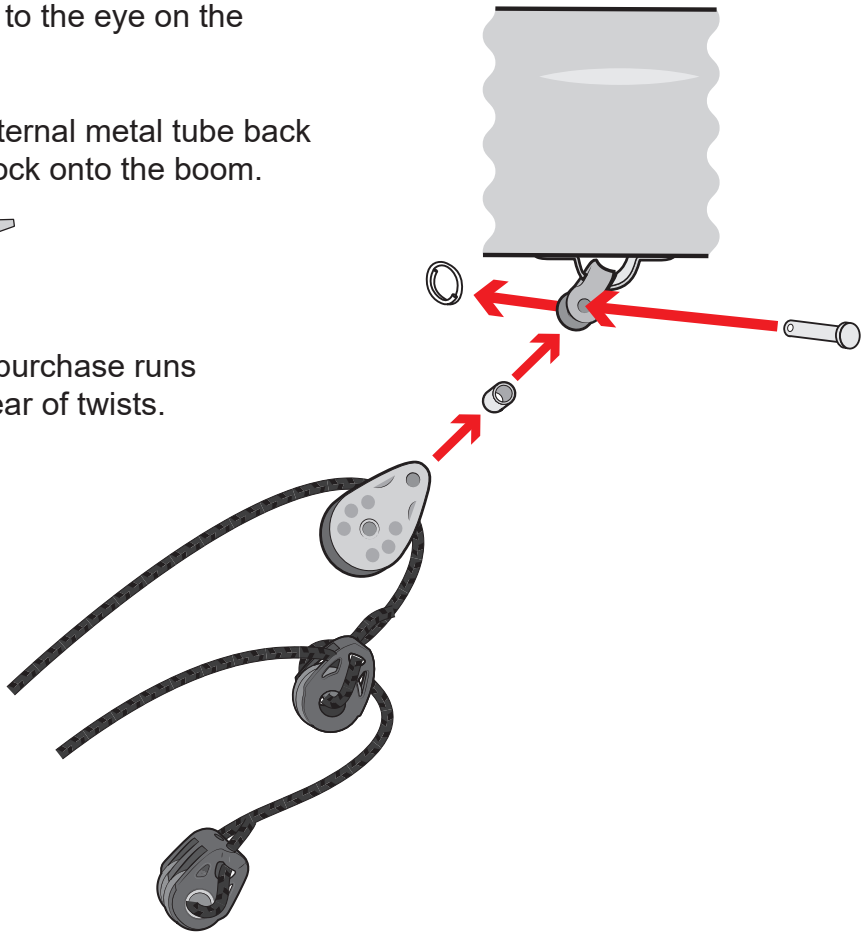
Attach the top vang block to the eye on the bottom of the boom.

Make sure you put the internal metal tube back in before shackling the block onto the boom.

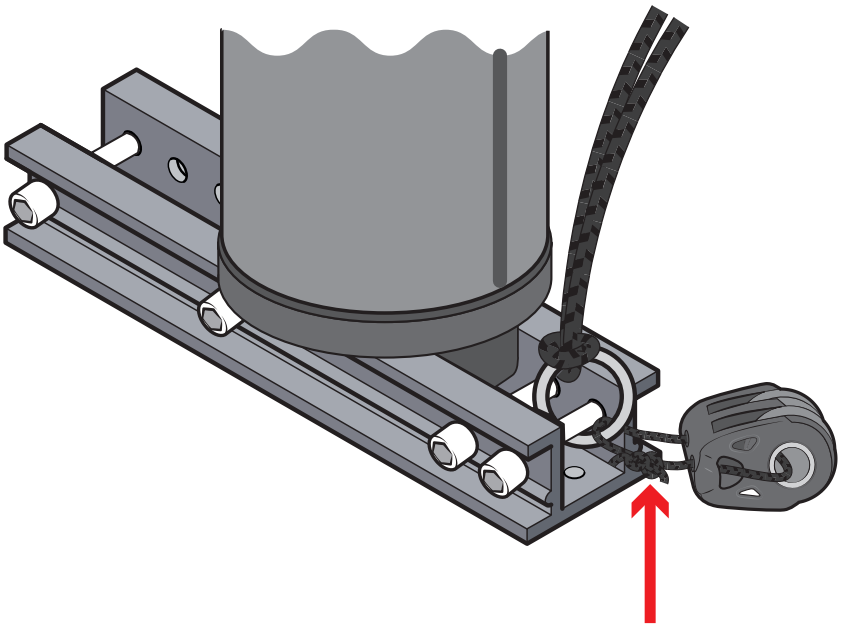


Make sure the purchase runs freely and is clear of twists.

The position of the eye on the boom can be adjusted to suit your personal preferences, but it is recommended that it is 420mm from the inboard end of the boom.

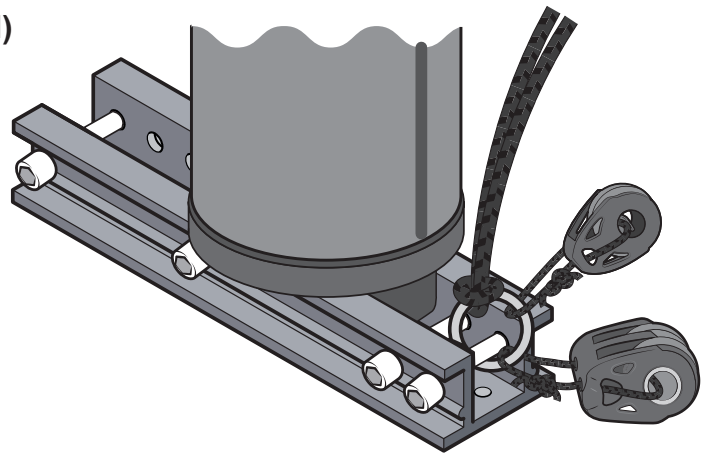


b)



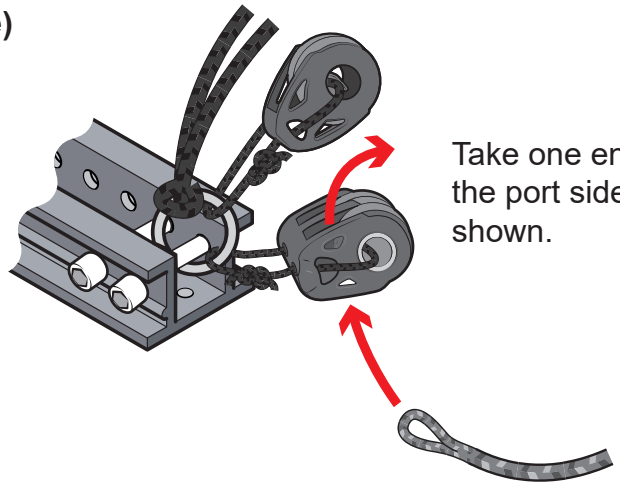
Tie the control line double block to the metal ring on the mast step as shown with a reef knot.

d)



The single block should be attached above the double block and below the cowhitched rope from the vang cascade.

e)

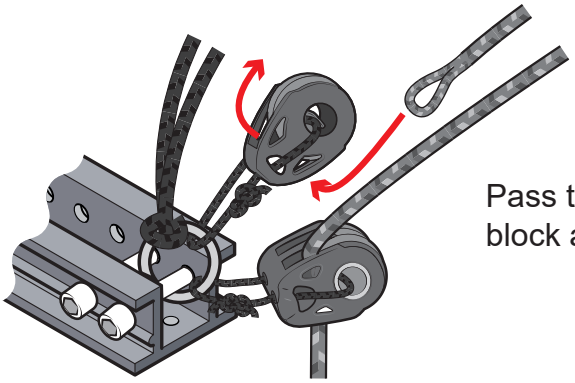


Take one end of the vang control line and feed it through the port side of the double block at the mast step as shown.

f)

Pass the end up through the double block on the vang cascade as shown.

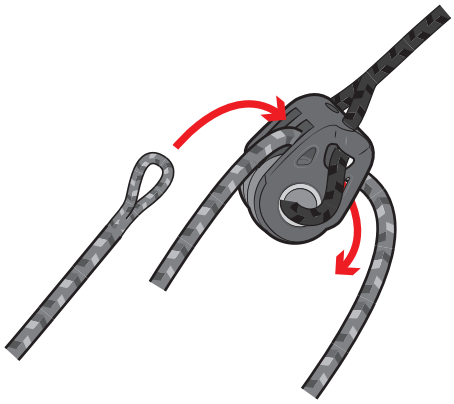
g)



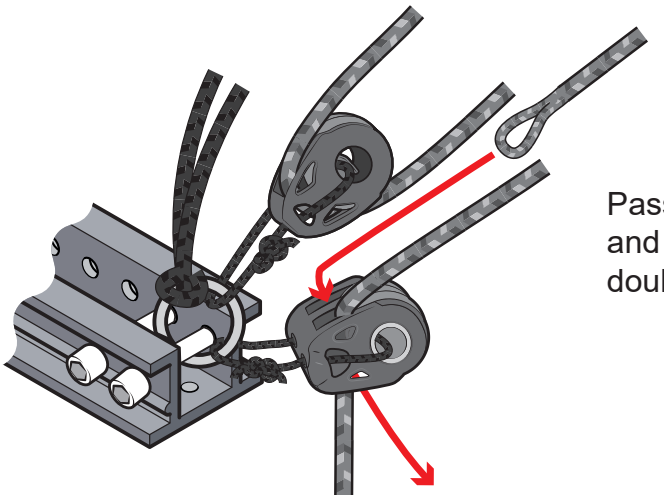
Pass the end back down to the mast step and the block as shown.

h)

Pass the end back up and around the double block on the vang cascade as shown.

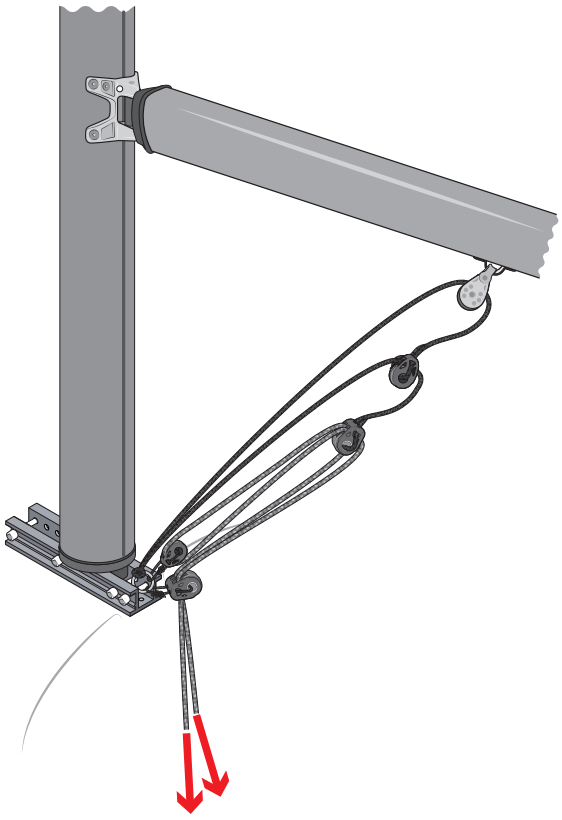


i)

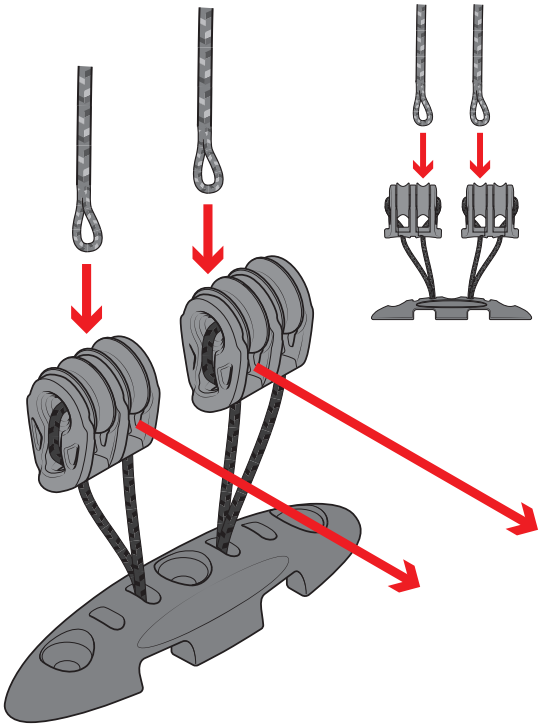


Pass the end back down to the mast step and through the starboard side of the double block as shown.

j)



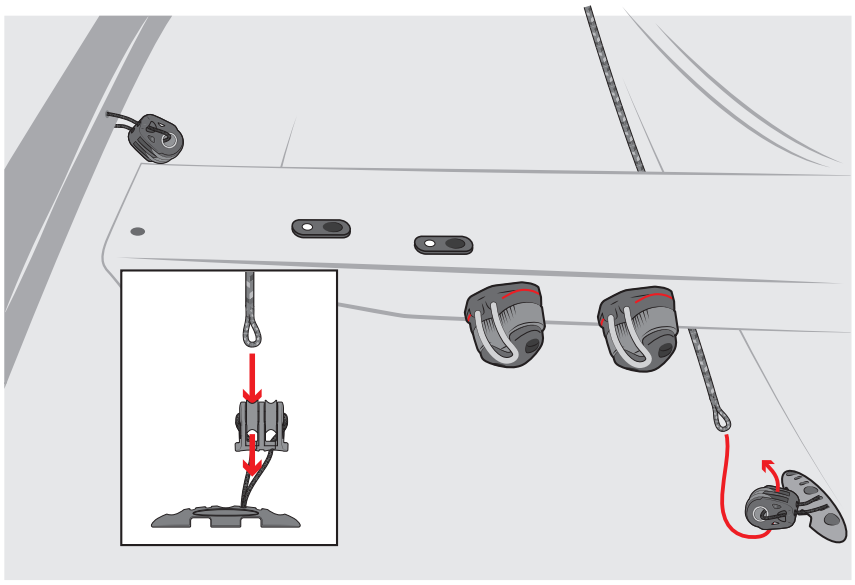
Pass both ends down and throught the inside side of the two double blocks on the organiser at the forward end of the cockpit floor.



7.5 - Vang control lines - port

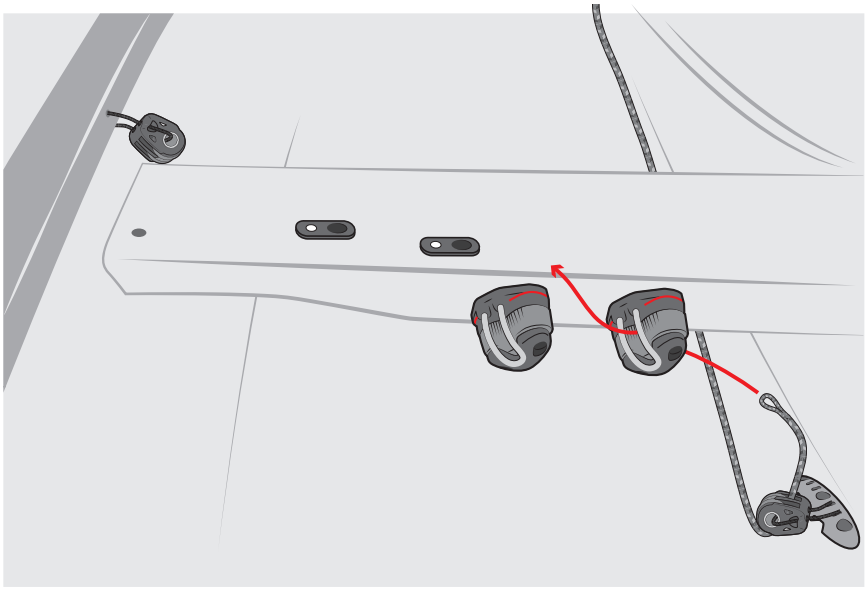
a)

Take the port control line aft and pass it through the double block on the organiser on the cockpit floor as shown.



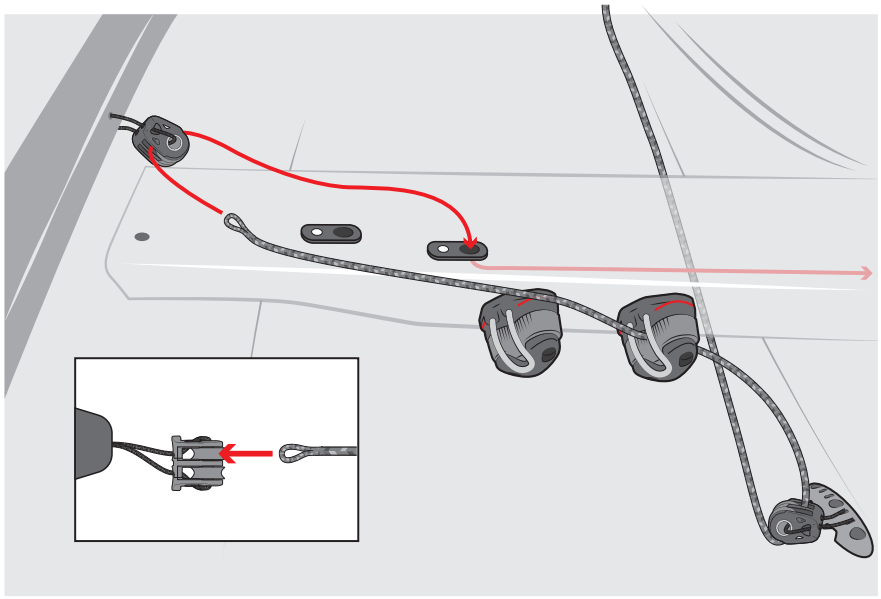
b)

Pass the end through the inboard cleat as shown.



c)

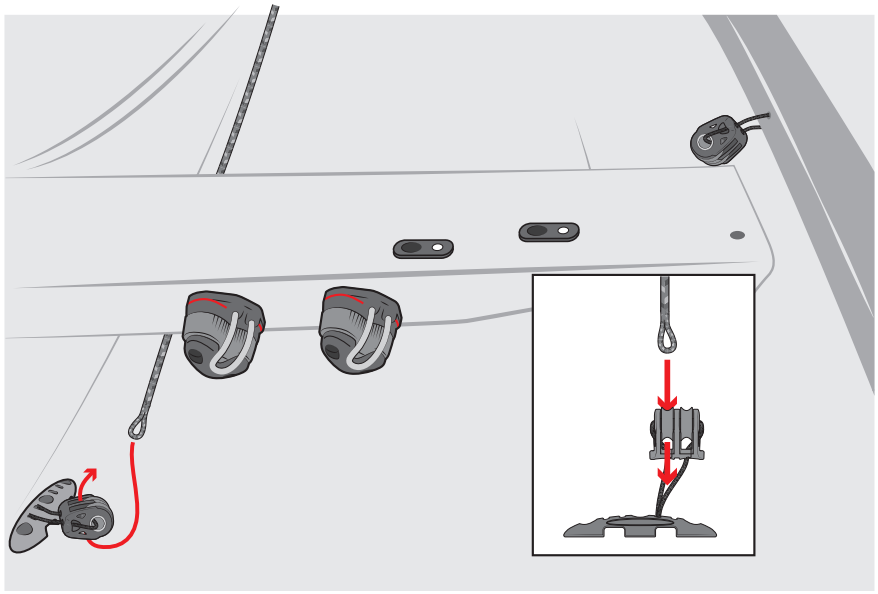
Pass the line through the block on the rail at the side of the cockpit, then down through the hole in the thwart towards the centre of the boat.



7.5 - Vang control lines - starboard

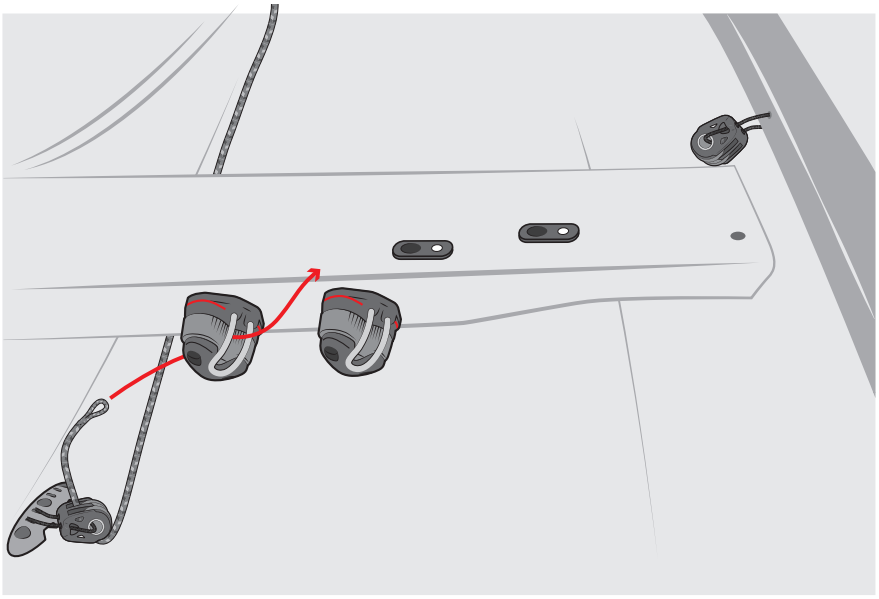
d)

Take the starboard control line aft and pass it through the double block on the organiser on the cockpit floor as shown.



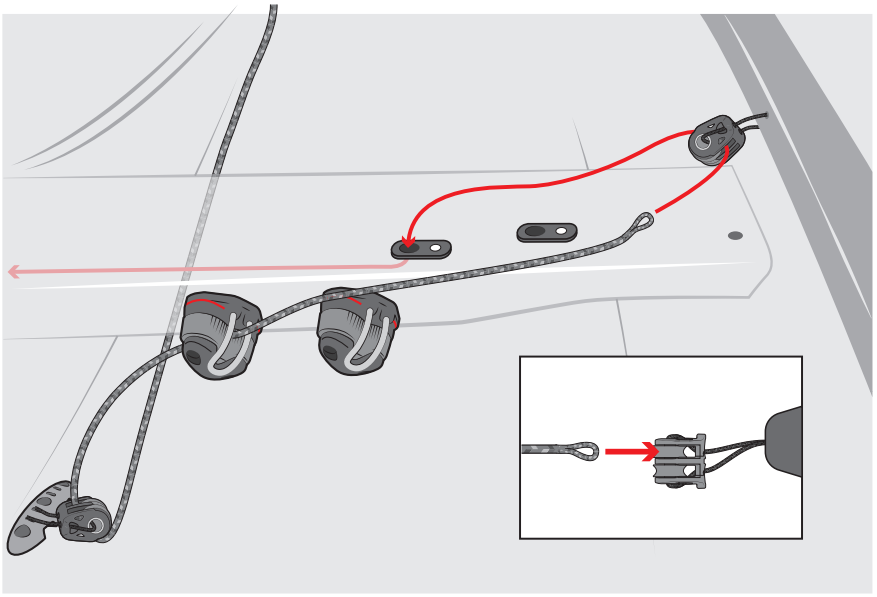
e)

Pass the end through the cleat as shown.



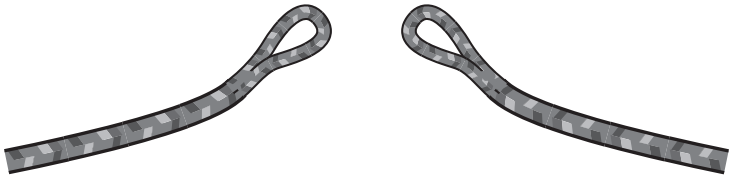
f)

Pass the line through the block on the rail at the side of the cockpit, then down through the hole in the thwart towards the centre of the boat.



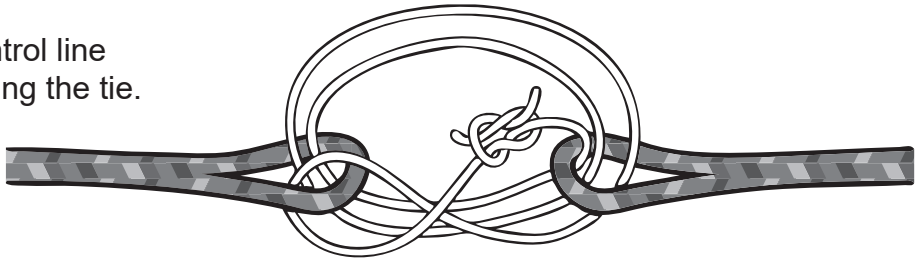
7.5 - Vang control lines

f)



Make sure the control lines pass through the hole between the thwart and deck in the center of the boat under the thwart.

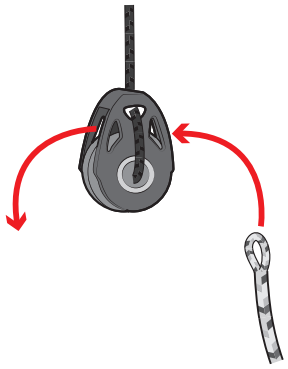
Lash the two ends of the control line together under the thwart using the tie.



7.6 - Downhaul control lines

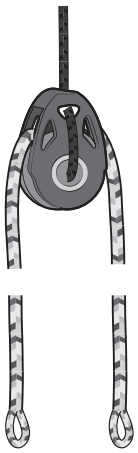
a)

Take one end of the downhaul control line and feed it through the block on the downhaul tail.



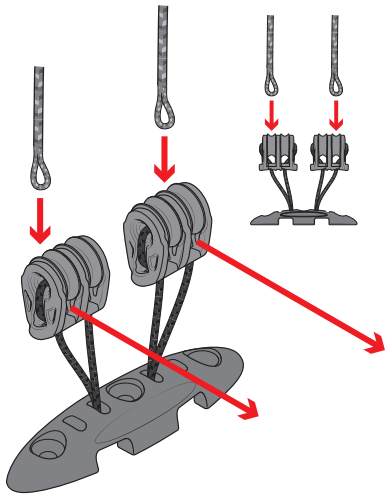
b)

Pull the line through until you have roughly the same amount of rope either side of the block.



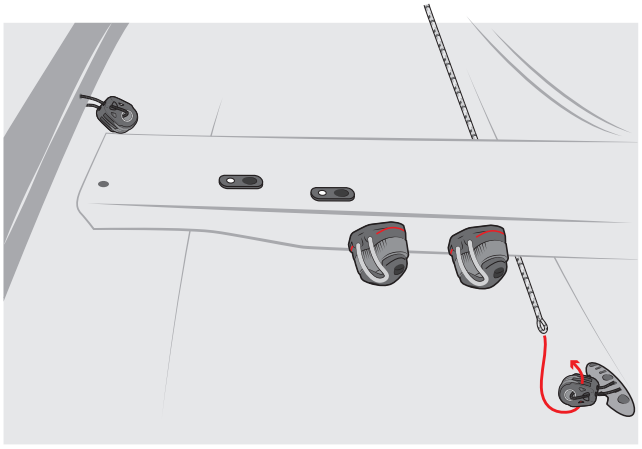
c)

Pass the two ends through the outside of two double blocks on the organiser at the forward end of the cockpit floor.



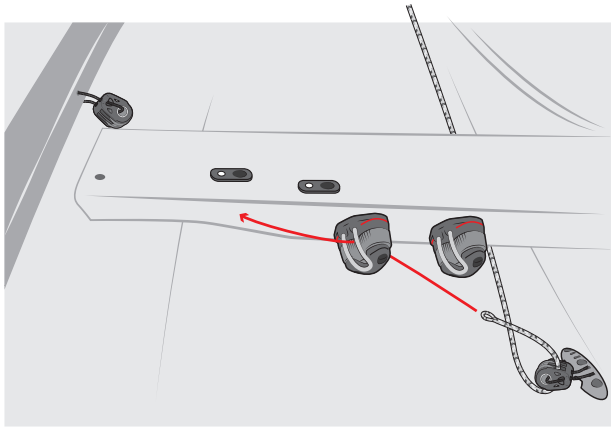
d)

Take the port control line aft and pass it through the double block on the organiser on the cockpit floor as shown.



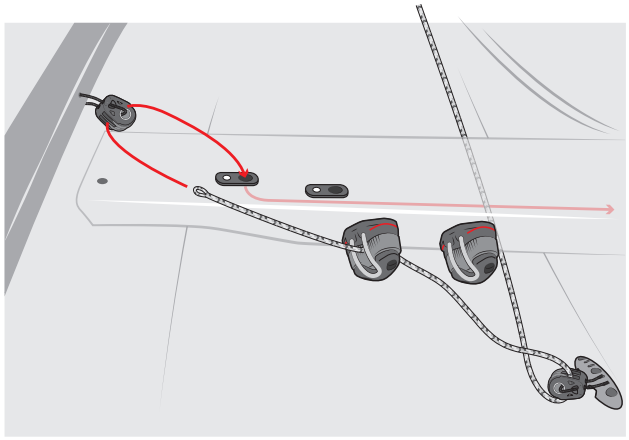
e)

Pass the end through the outboard cleat as shown.



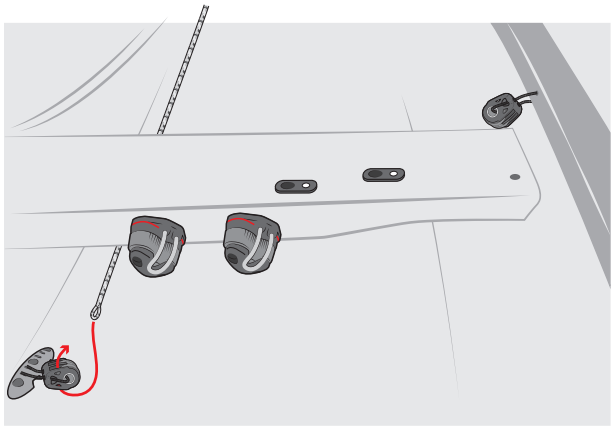
f)

Pass the line through the block on the rail at the side of the cockpit, then down through the outboard hole in the thwart and towards the centre of the boat.



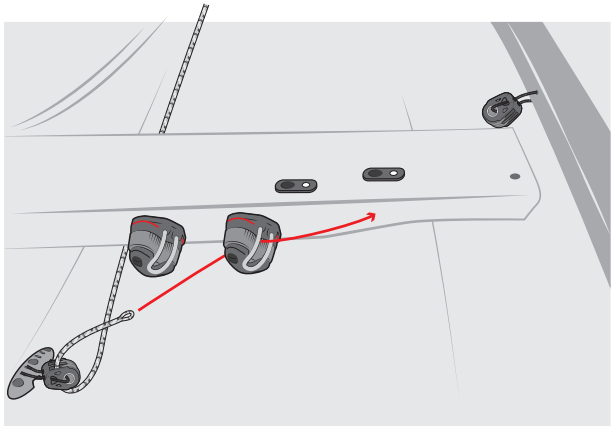
g)

Take the starboard control line aft and pass it through the double block on the organiser on the cockpit floor as shown.



h)

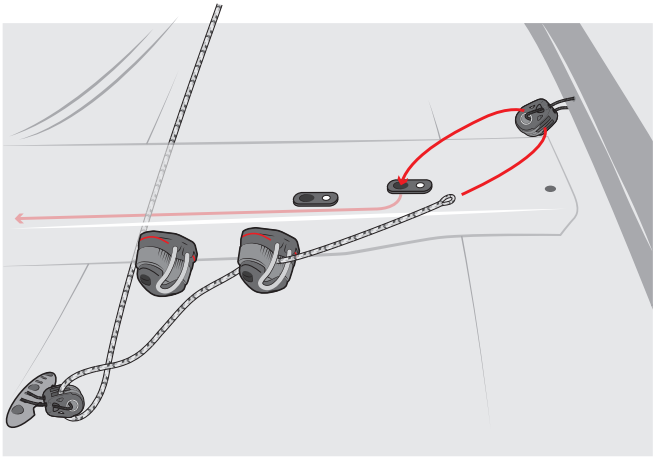
Pass the end through the outboard cleat as shown.



7.6 - Downhaul control lines

i)

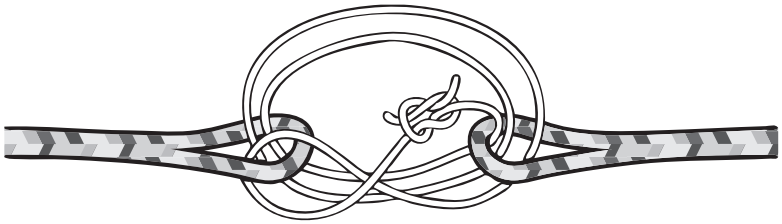
Pass the line through the block on the rail at the side of the cockpit, then down through the outboard hole in the thwart and towards the centre of the boat.



j)

Make sure the control lines pass through the hole between the thwart and deck in the center of the boat under the thwart.

Lash the two ends of the control line together under the thwart using the tie.



RS

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Rigging Guide

8 - Jib

RS

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PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

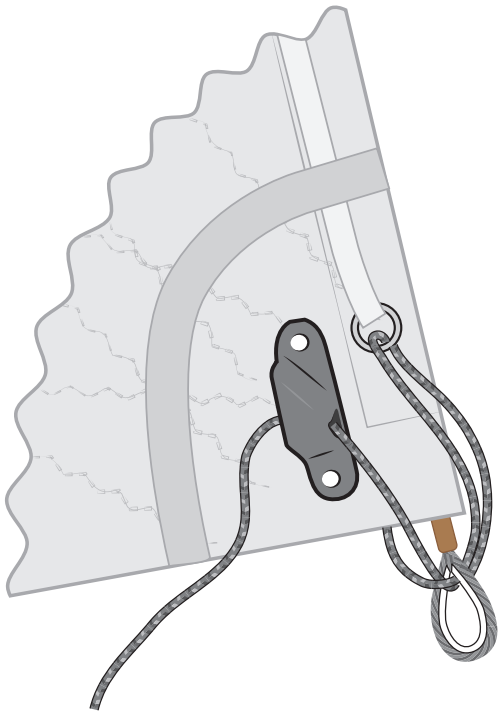
8.1 - Preparing the jib

a)

When using a brand new jib for the first time carefully unroll it in a clean area and hold it out by the three corners:

Ensure that the eye in the luff wire at the head is correctly aligned with the attaching tape.

Now whilst applying firm tension to the luff wire make a small lashing at the tack between the eyelet in the sail and the eye in the luff wire ensuring these are correctly aligned. (You cannot do this with the jib rolled as this twists the wire relative to the sail.)

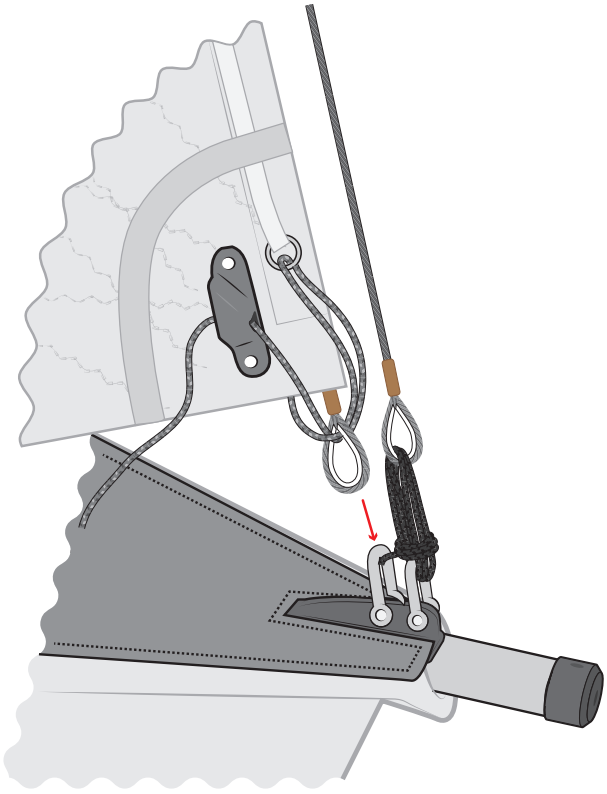


Leave the lashing quite slack at this stage you can adjust the tension once the sail is hoisted and the luff wire correctly tensioned.

8.2 - Hoisting the jib

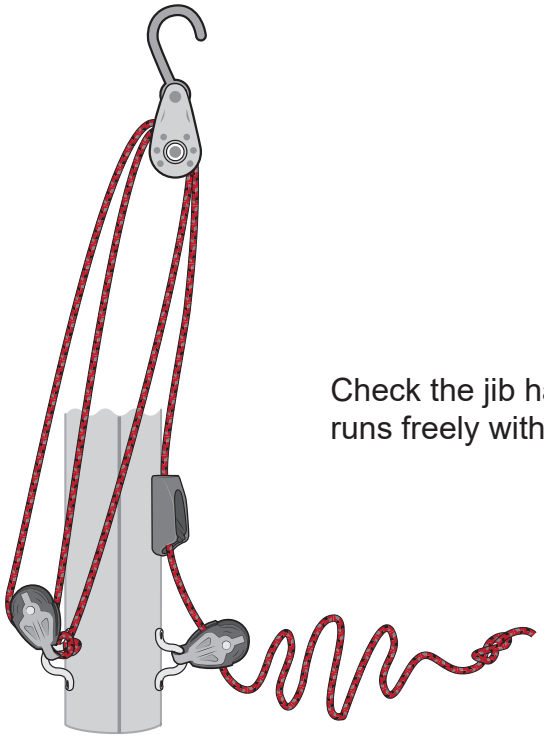
a)

Shackle the tack of the jib to tack plate just behind the forestay ensuring the eye in the luff wire and the sail lashing are correctly aligned fore and aft without any twists.



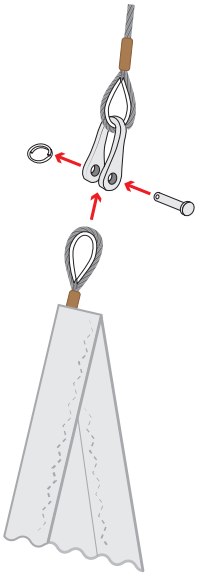
7.2 - Hoisting the jib

b)



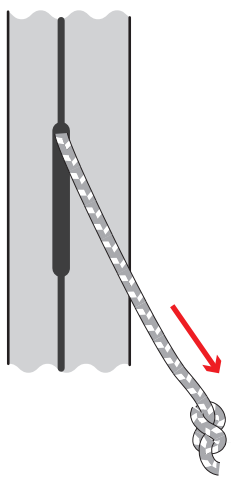
Check the jib halyard purchase system on the mast so it runs freely without any twists.

c)



Shackle the jib halyard to the head of the jib, ensuring the jib or halyard are not twisted.

d)



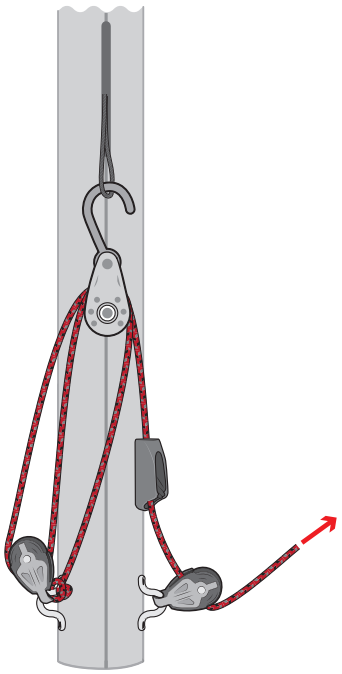
Hoist the sail by pulling on the jib halyard tail, which exits from a slot just beneath the gooseneck.

8.2 - Hoisting the jib

e)

Hook the loop of wire which emerges onto the jib halyard tensioning purchase. It may help to obtain sufficient slack at this point if one crew member pulls firmly forward on the forestay.

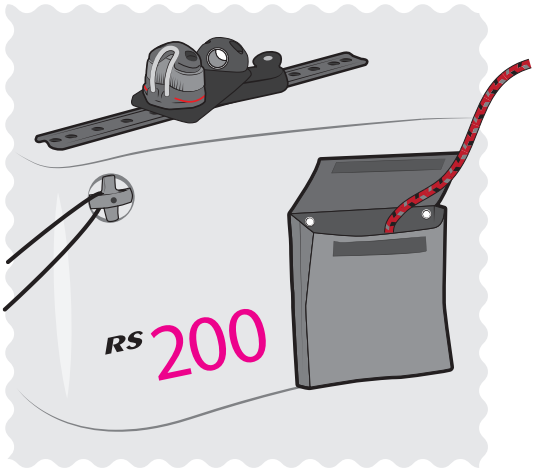
Pull on some rig tension, a generous heave should be sufficient.



Ensure that the tensioning purchase is not twisted or fouling other systems (it should be the one closest to the mast).

f)

Stow the halyard tail in the halyard bag provided.



g)

Check that the forestay now has plenty of slack in it and that the jib is not twisting at the head. If it is, it may be necessary to lower the sail and turn the wire (undoing the temporary lashing) at the tack until the sail lies fairly well fore and aft.

h)

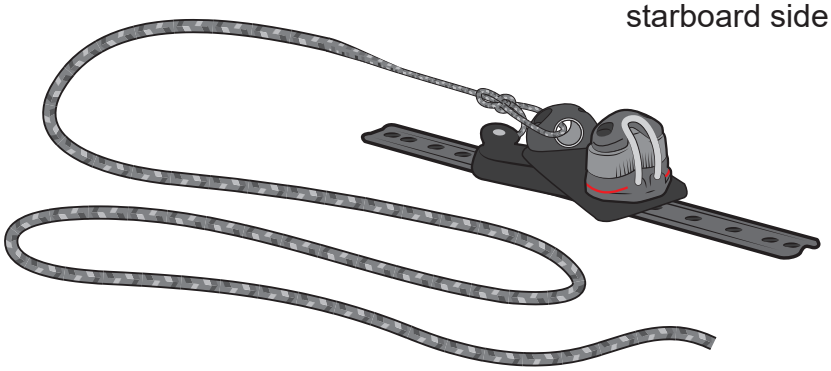
Adjust the lashing at the tack so that the tension is just sufficient to remove the wrinkles in the sail cloth (it may be necessary to redo these adjustments after one or two sails as the jib and luff wire settle down).

8.2 - Hoisting the jib

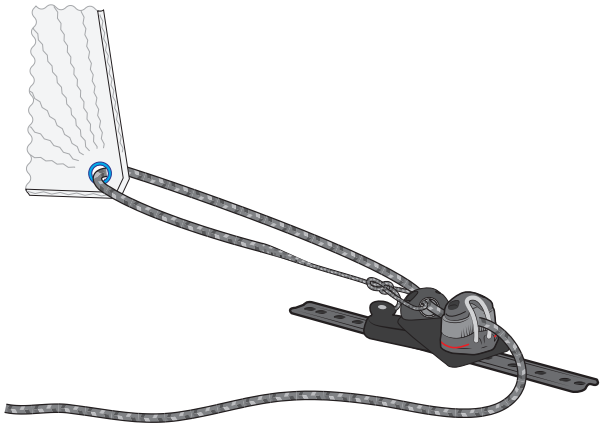
i)

Locate the jib sheet in the rope pack.

Tie one of the thin ends of the sheet to the fairlead on the jib cars on the starboard side of the boat.



j)

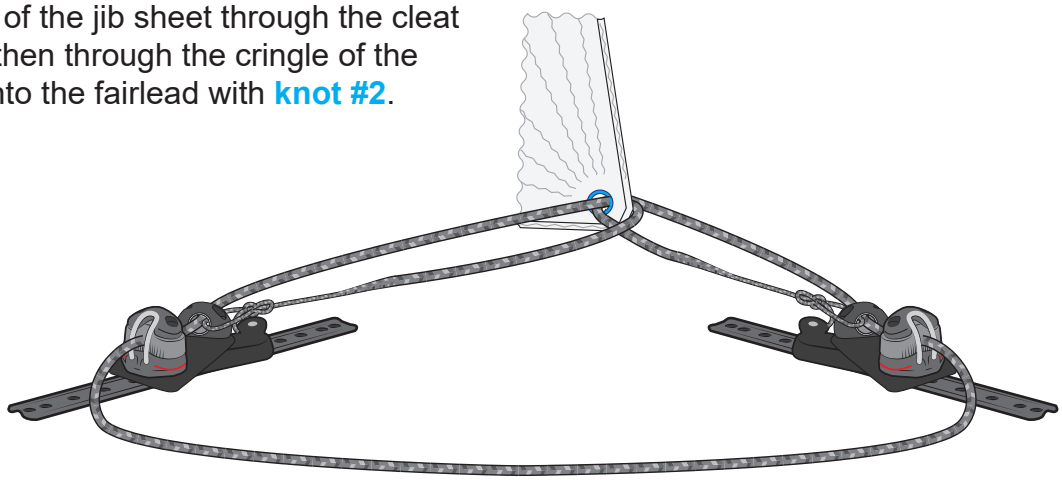


Pass the jib sheet through the cringle in the clew of the jib, back through the fairlead and through the cleat.

Pass the tail across the boat to the cleat on the port side.

k)

Pass the end of the jib sheet through the cleat and fairlead, then through the cringle of the sail and tie onto the fairlead with **knot #2**.



If conditions permit cleat the jib to save it flapping and remember never to leave any sails especially the jib and spinnaker flapping unnecessarily as this considerably shortens the life of the sail.

RS

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Rigging Guide

9 - Mainsail

RS

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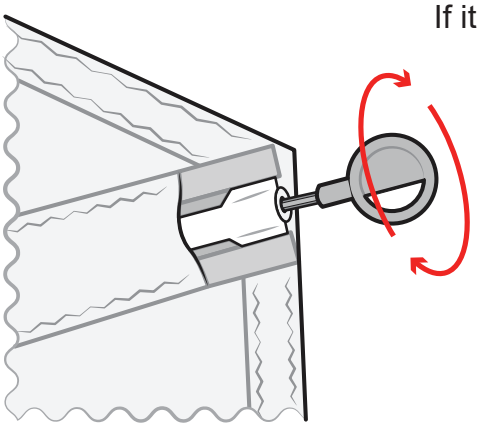
PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

9.1 - Preparing the mainsail

a) With a brand new sail carefully unroll the sail in the boat or on a clean smooth surface and ensure the battens are fully inserted into their protectors at the luff and securely tied into the sail. To tension, turn the key clockwise until the cloth becomes just tight. If it is over tightened you will have trouble tacking the head of the sail in light weather. Insufficient tension and the sail will set up too flat with wrinkles running down from the head.

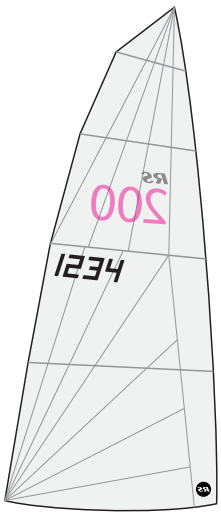


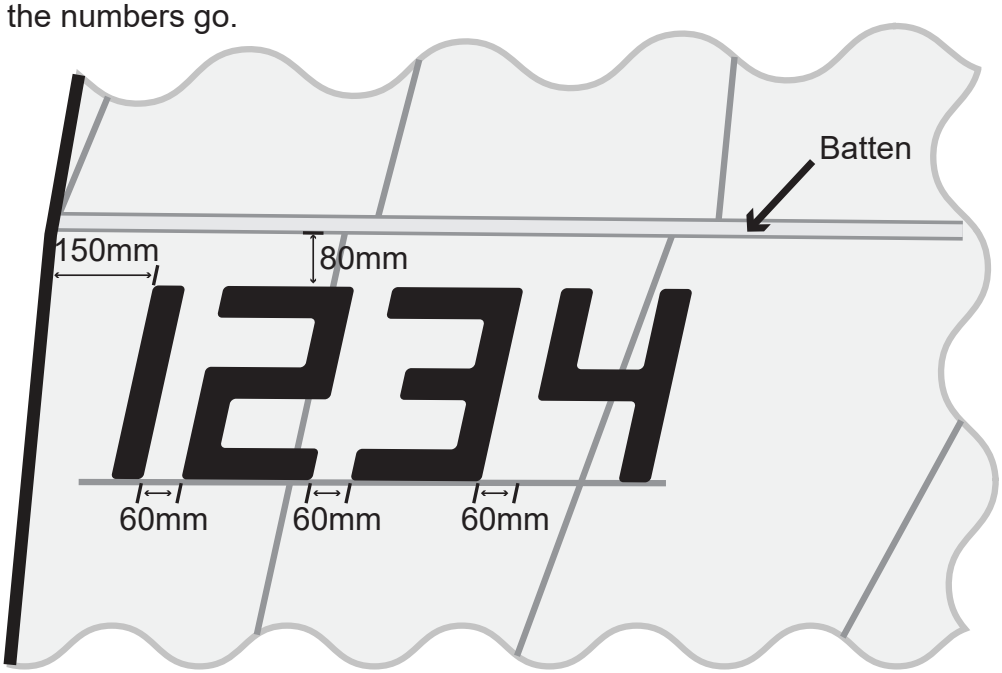
Batten key should be on clew of sail.

b) Sail numbers should be supplied with each sail.

• Cut along dotted lines to form the correct sail numbers.

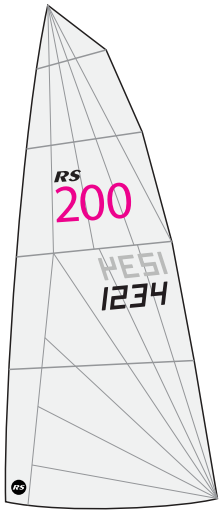
c) Unroll your new sail. Start with the numbers on the Starboard side. The numbers go below the second batten pocket. Refer to these dimensions for correct placement before sticking the numbers to the sail. There may already be faint lines on the sail to show you where the numbers go.

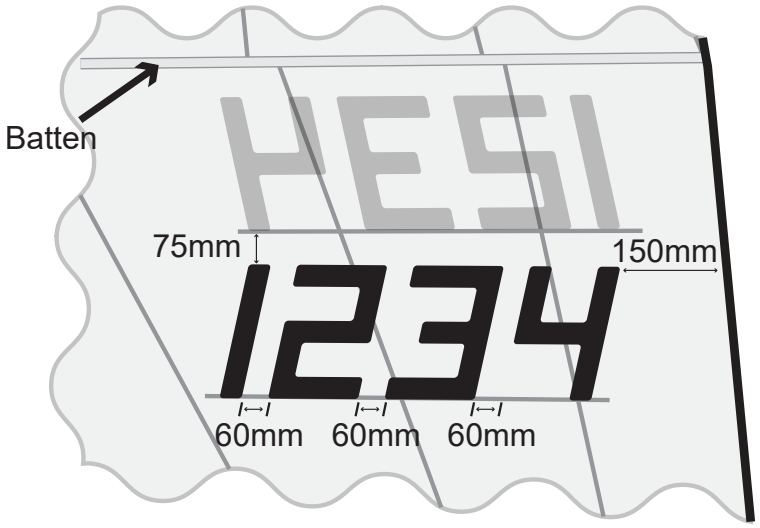




d)

The numbers on the Port side go 75mm lower than the numbers on the Starboard side. There may be faint pencil lines on the sail to show correct placement.





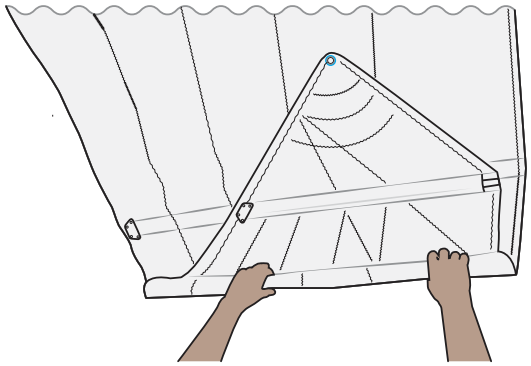
9.2 - Sail Care

e) SAIL CARE

Wash salt off sails after use and dry. Roll from the head. It is easier to fold the head in (as shown) so the top of the battens coincide before starting rolling. Store sail in its bag in dry conditions away from sunlight.

When using a new sail for the first time, try to avoid extreme conditions as high loads on new sailcloth can diminish the racing life of the sail.

Roll from 2nd batten.



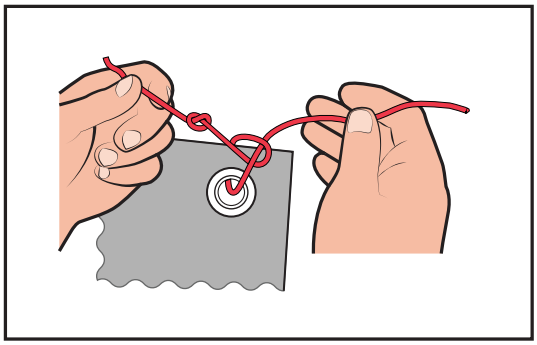
If your sail is stained in any way, try to remove it using a light detergent and warm water. DO NOT attempt to launder the sail yourself. A sail can be temporarily repaired using a self-adhesive cloth tape, such as Dacron or Mylar. The sail should be returned to a sail maker for a professional repair. Check for wear and tear, especially around the batten pockets, on a regular basis.

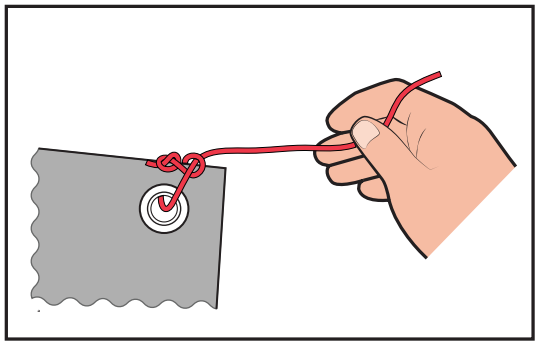
9.3 - Hoisting the mainsail

Ensure that the boat is as near as possible head to wind. This is especially important with fully battened sails as point loads at the end of the batten tend to accelerate the wear on the luff tape if care is not taken when hoisting and lowering the sail. The use of candle wax or silicon spray in the luff groove from time to time is highly recommended, this will certainly ease hoisting and prolong the life of your sail.

a)

After checking that the halyard is clear attach it to the head of the mainsail by tying a knot-on-knot through the eye in the headboard. A bowline is not recommended as it wastes distance at the mast head, it is also a weak knot especially when tied in Kevlar.

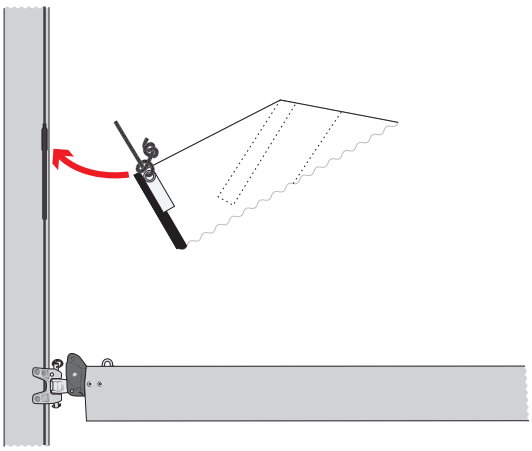


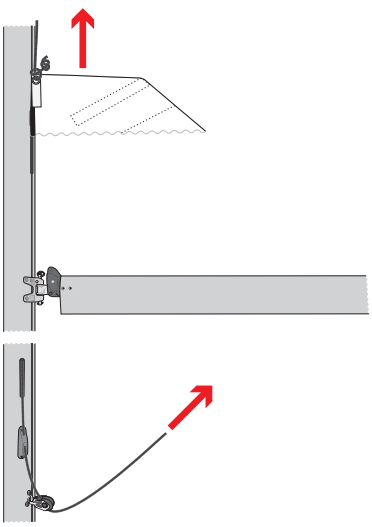


b)

The exit for the main halyard is positioned on the port side of the mast, when hoisting try to avoid letting the halyard run through the Clamcleat. Hoist the sail taking care to feed the sail carefully into the feeder on the luff grove. You will notice that this becomes a little harder just after each batten as the tension in the sail cloth tries to force the bend into the batten. You will help this situation by holding the luff rope just below the feeder and pulling it forward of the sail track, this will force bend into the batten and take the load off the sail where it enters the feeder.

Do not force the sail into the feeder, if it catches ease the sail down a little and then start again using the technique described above.

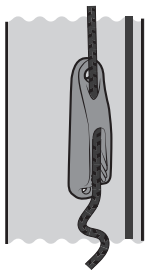




9.3 - Hoisting the mainsail

c)

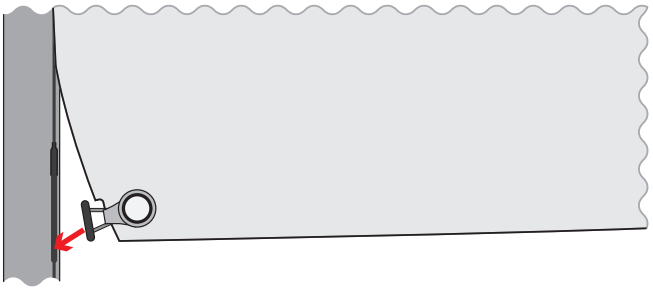
When fully hoisted slip the halyard into the Clamcleat and stow the halyard tail in the stowage bag beneath.



9.4 - Downhaul

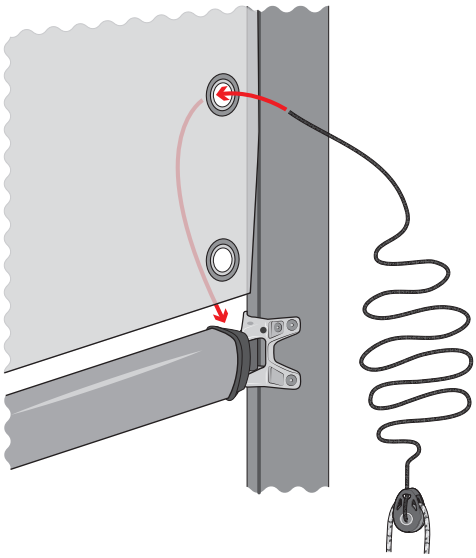
a)

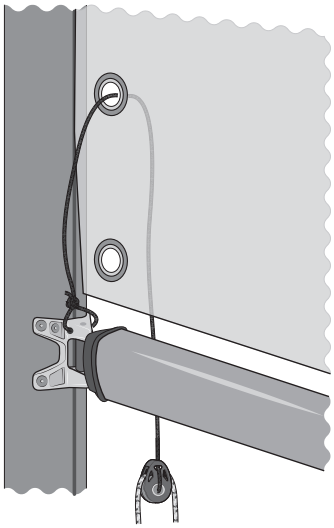
Insert the slug on the tack of the mainsail into the track on the mast.

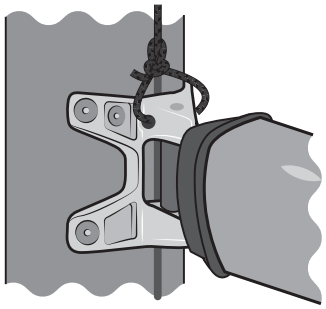


b)

Locate the downhaul tail line. Pass the free end of the line through the higher of the two cringles on the tack of the mainsail, then tie it to the gooseneck as shown.

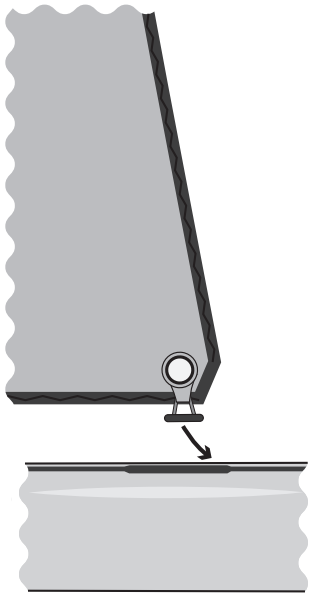






a)

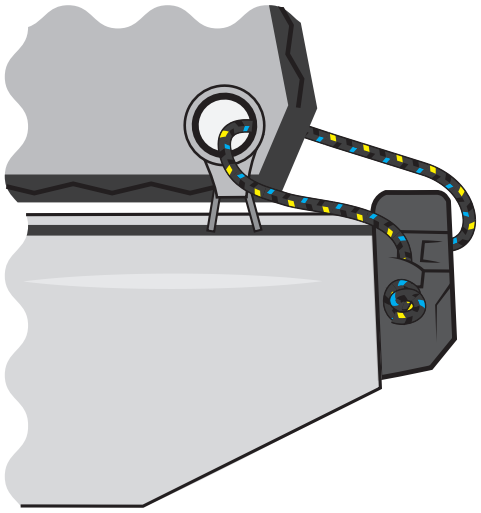
Slide the slug on the clew of the mainsail into the track on top of the boom.

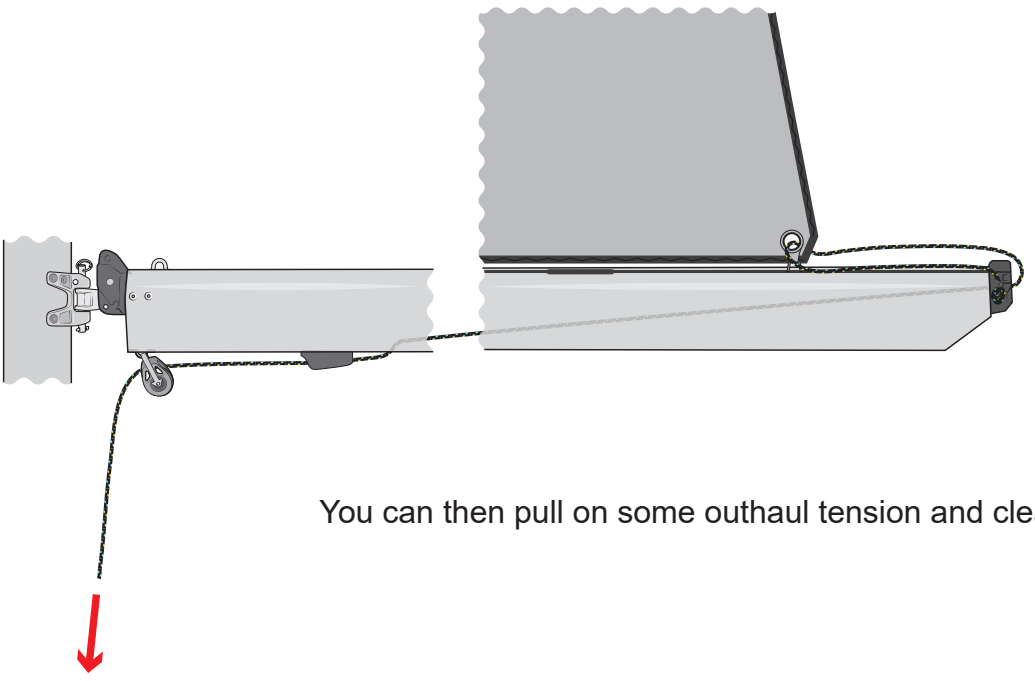


b)

The outhaul should already be threaded through the boom.

Pass the knotted end of the outhaul through the cringle in the clew of the boom and hook it into the slot in the port side of the boom endcap.





You can then pull on some outhaul tension and cleat the tail.

RS

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Rigging Guide

10 - Spinnaker

PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

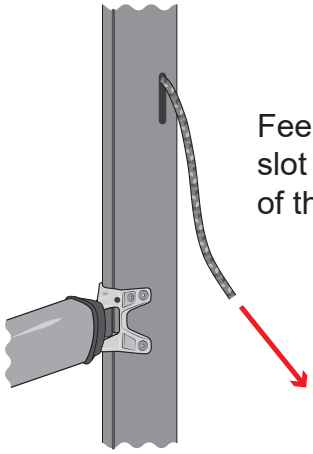
a)

If you have dressed the spinnaker halyard on the mast as recommended in **section 5.3.**

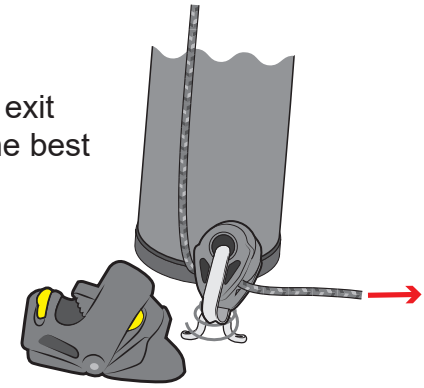
Untie the hitches and pull the halyard down.

Keep the bowline on the end of the halyard and hook it over a handle of the launching trolley. This is a precaution to ensure the halyard is not inadvertently pulled up the mast, or worse still, pulled through the top sheave.

b)

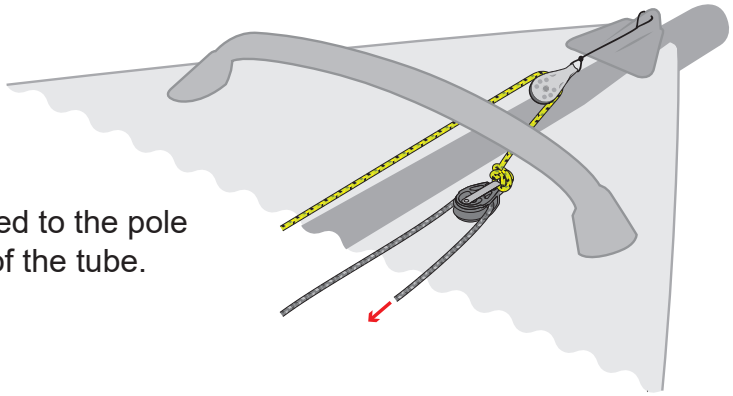


Feed the tail of the halyard directly from the exit slot forward through the stand up block at the best of the mast.



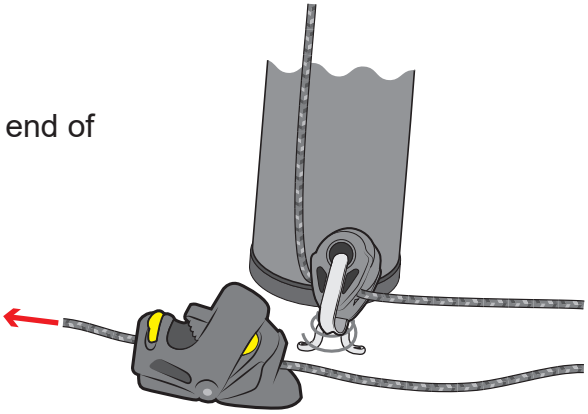
c)

Pass it around the single block attached to the pole launch line, situated toward the front of the tube.

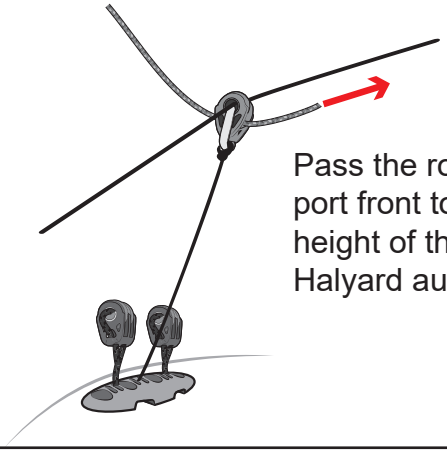


d)

Pass it back through the spinlock at the inboard end of the sprit tube.



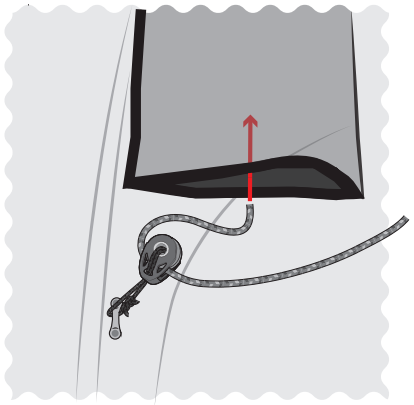
e)



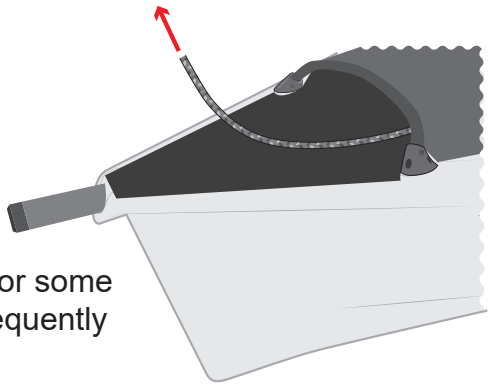
Pass the rope through the floating pulley, which is connected from the port front toe strap eye, and the middle control line pulleys. Adjust the height of the block so it is fractionally below the cleat height so the Halyard automatically cleats on the host.

f)

Lead the halyard tail, which is now the downhaul line, directly back to the turning block at the aft end of the spinnaker sock.

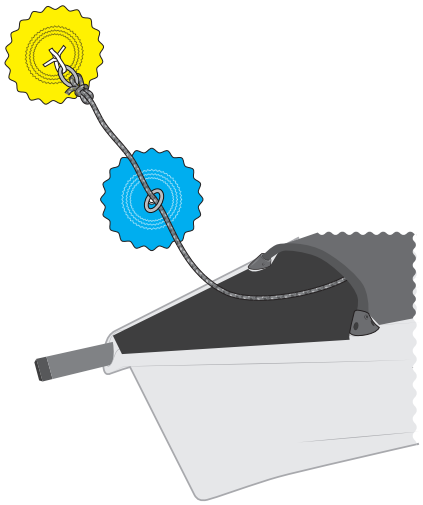


g) Feed the downhaul line through the spinnaker sock to the chute mouth and A sail batten or stiff wire will help with this on the first occasion.



Remember to pull the end of the spinnaker sheet or some other rope back through the sock when you subsequently de-rig in order to facilitate this action in future.

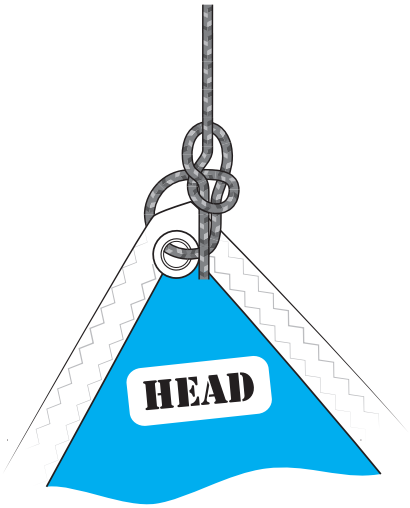
h)



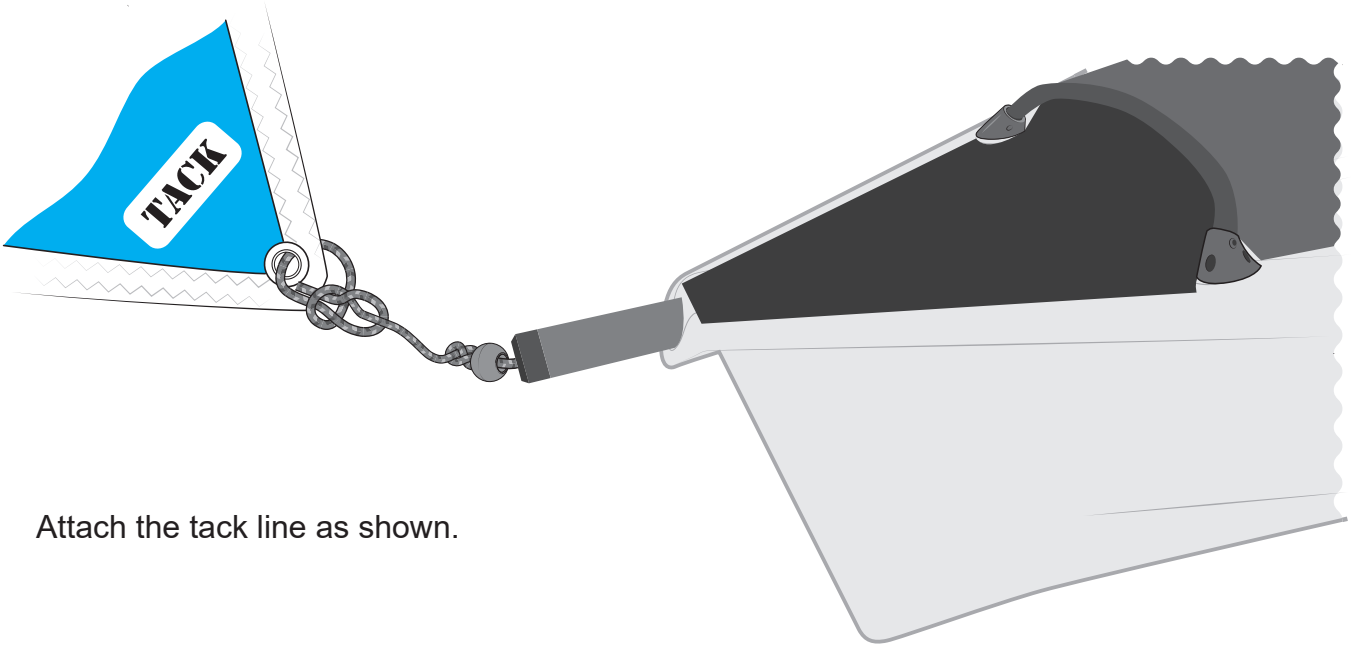
Pass the rope through the ring on the first downhaul patch and then tie it to the second downhaul patch on the spinnaker.

i)

Attach the halyard to the head of the spinnaker as shown.



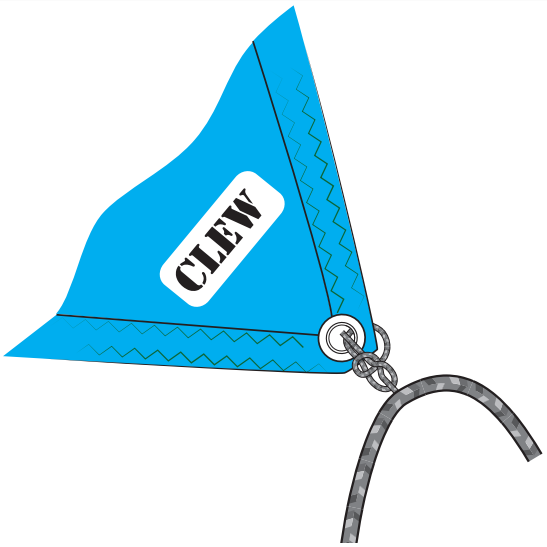
j)



Attach the tack line as shown.

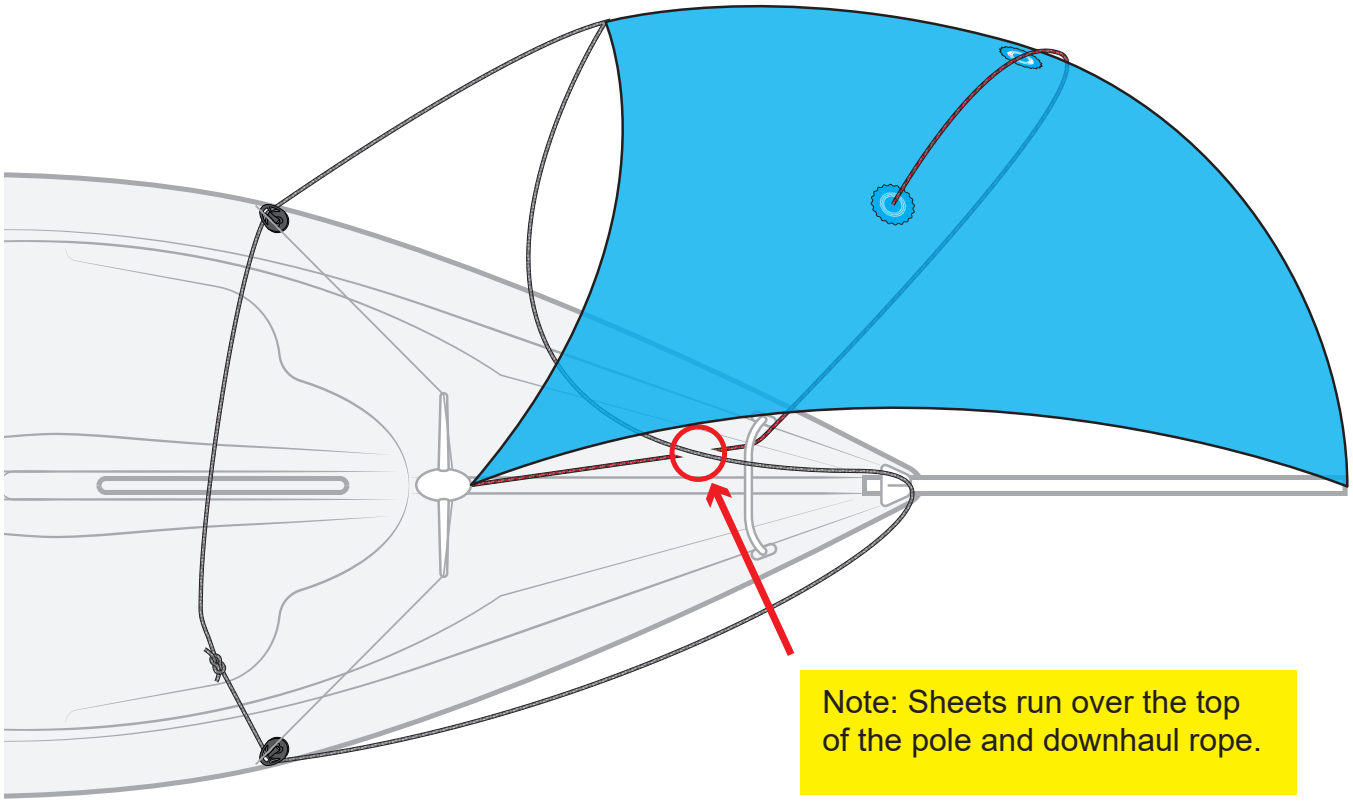
k)

Find the middle of the spinnaker sheet there is a spliced tail, ties it to the clew using a bowline **knot #2** .



k)

Make sure the sheets run over the top of the pole and downhaul rope, also make sure the windard sheet going in front of the forestay. The sheets are then threaded through the sheet blocks on the shroud u-bolts and tied together in the middle of the cockpit with a reef knot.



Note: Sheets run over the top of the pole and downhaul rope.

RS

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Rigging Guide

11 - Completion

PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

11 - Completion

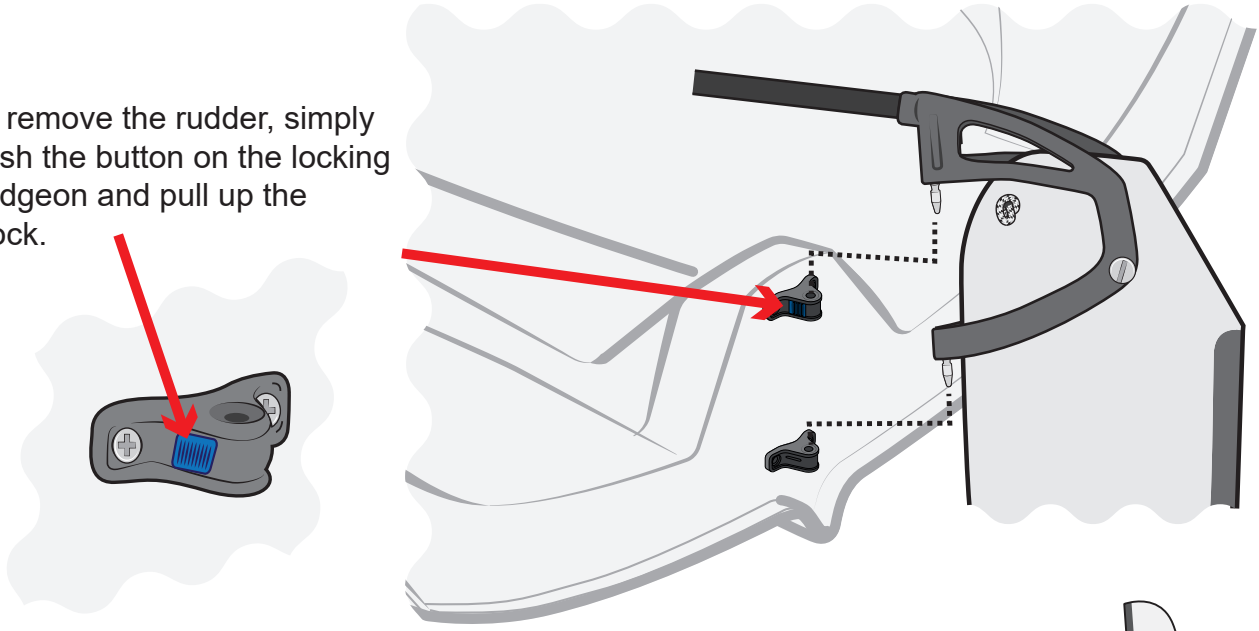
Now you are almost ready to go 200 sailing. All that is left to do is:

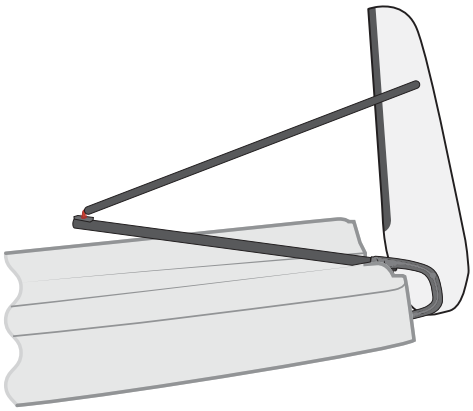
- Fit the rudder to the back of the boat.
- Tidy the halyards away.

a) To fit the rudder, simply line up the pins with the fitting on the back of the boat and push down until the retaining clip ‘clicks’ into place.

The rudder may be difficult to get on at first but all it will need is a simple waggle from side to side whilst pushing down.

To remove the rudder, simply push the button on the locking gudgeon and pull up the stock.





Rudder blade can rotate fully.

Now you are ready to go sailing in your RS200!

Knot #1

Knot #2

Knot #3

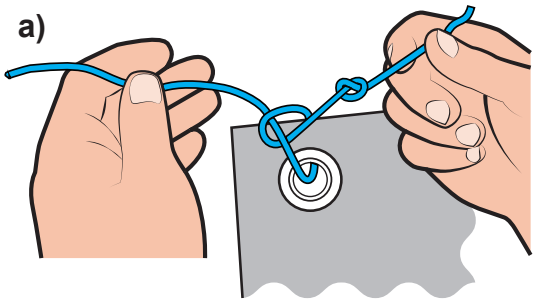
Knot #4

Knot #5

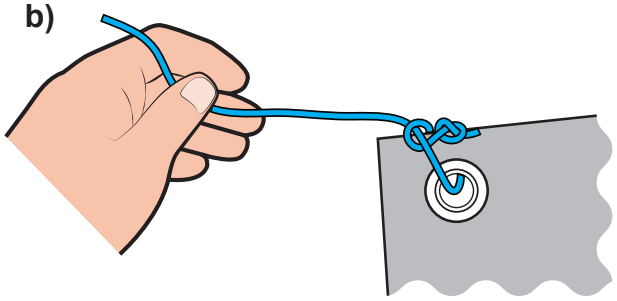
Knot #6

Knot #1 - Knot on knot

a)

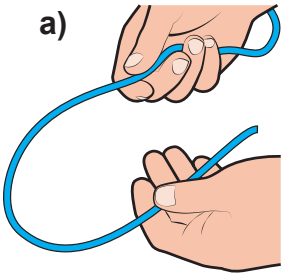


b)



Knot #2 - Bowline

a)



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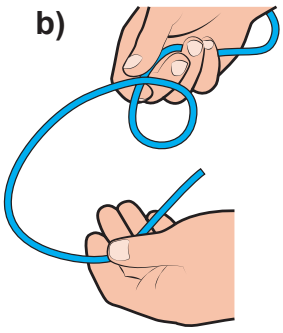

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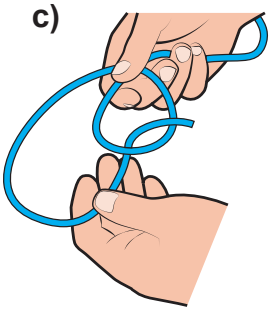

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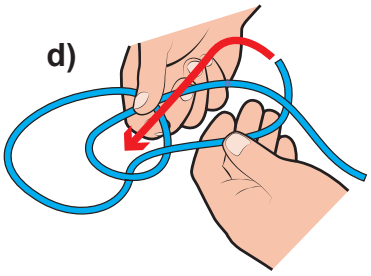

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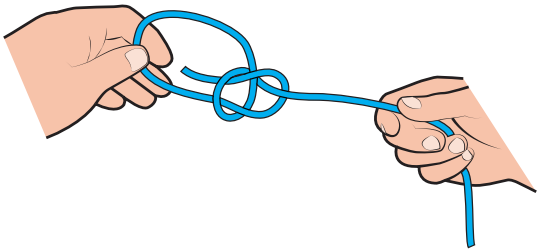
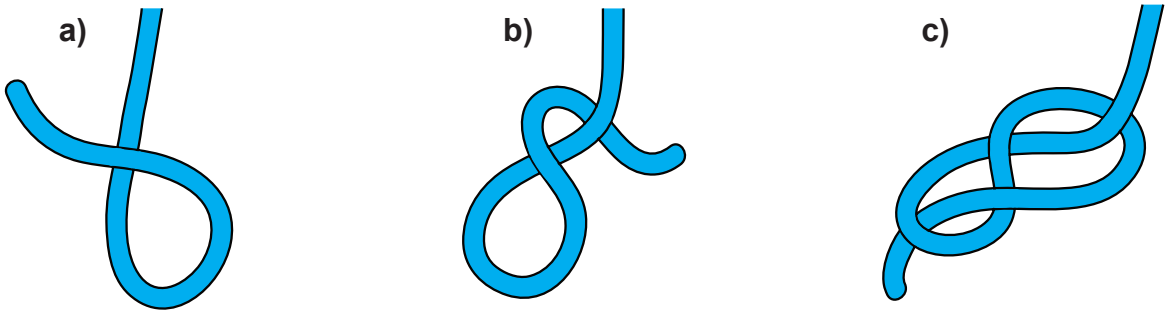
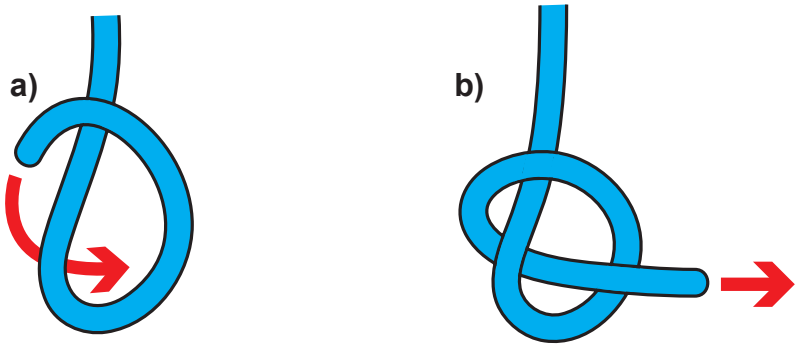


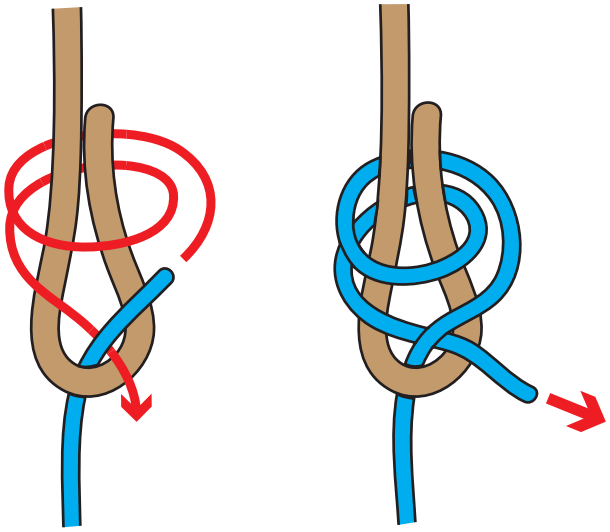
Knot #3 - Figure of eight



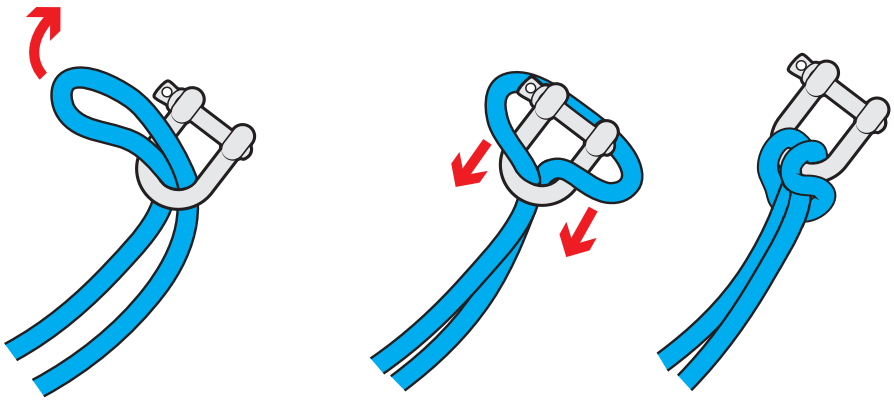
Knot #4 - Overhand knot



Knot #5 - Double sheet bend



Knot #6 - Cow hitch



A

Aft	At the back
Anchor Line	Rope that attaches the anchor to the boat
Astern	Behind the boat
Asymmetric	Gennaker flown from a retractable pole at the bow

B

Back	To 'back the sail'; allowing the wind to fill the back of the sail
Bailer	A bucket or other container used for bailing water
Batten	A thin strip of wood/plastic inserted in the sail to keep it flat
Batten Key	A key used to adjust the batten
Batten Pocket	A pocket on the sail that holds the batten
Beam	Width of the boat at the widest point of the side of the boat. The phrase 'wind on the beam' means that the wind is coming from the side.
Bear away	To turn downwind
Beat	To sail a zig-zag course to make progress upwind
Beaufort Scale	A measure of wind strength, from Force 1 to Force 12
Bilge Rail	The moulded line that marks the transition from the side to the bottom of the hull
Block	A pulley used for sail control lines
Boom	The spar at the bottom edge of sail
Boom Pad	The pad that fits onto the boom
Bow	The front of the boat
Bow Lifting Handle	The handle at the front of the boat, used for lifting
Bowline	A useful and reliable knot, with a loop in it
Bow Snubber	The part of the trolley that the bow rests on
Builder's Plate	Plate that contains build information
Bung	A stopper for the drain hole

Buoy	Floating object attached to the bottom of sea – used variously for navigation,mooring, and to mark out a race course
Buoyancy Aid	Helps you to stay afloat if you fall in the water
Buoyancy Compartment	Water-tight compartment in the hull that maintains buoyancy
Burgee	Small flag at the top of the mast to show wind direction

C

Capsize	To overturn
Capsize Recovery	To right, or recover, the boat after a capsize
Catamaran	A boat with two hulls
Centreboard	The foil that sits below the hull to counteract the sideways push of the wind, and to create forward motion
Centreboard Case	The casing in the hull in which the centreboard sits
Centreline	An imaginary line that runs through the centre of the hull, from the bow to the stern
Chart datum	Depths shown on a chart, at the lowest possible tide
Cleat	A device to grip ropes and hold them in place – some grip automatically, while others need the rope tying around them
Clew	Lower corner of the sail, closest to the stern
Close hauled	Sailing as close to the wind as you can; point of sailing to sail upwind
Cockpit	The open area in the boat providing space for the `helm and the crew
Collision Regulations	The ‘rules of the road’ to avoid collisions
Compass Rose	The compass shown on a chart to aid navigation
Crew	Helps the helmsman to sail the boat, and usually handles the jib sheets
Cutter	A boat with two headsails or jibs

D

Dacron	A brand of polyester sailcloth that is wrinkle-resistant and strong
Deck	A floor-like surface occupying part of the hull
Deck Moulding	A moulded deck
Downhaul	Applies downwards tension to a sail
Downwind	To sail in the direction that the wind is blowing
Drain Hole	A hole in the hull from which trapped water can be drained

Draught	The depth of the vessel below the surface

E

Ease	To ‘ease sheets’ means to let the sail out gently

F

Fairlead	A pulley block used to guide a rope to avoid chafing
Foils	The daggerboard and the rudder
Foot	The bottom edge of a sail
Fore	Towards the front of the boat
Forestay	The wire line that runs from the front of the mast to the bow of the hull, holding the mast in position
Furl	To gather a sail into a compact roll and bind it against the mast or forestay

G

Gennaker	A large sail that is hoisted when sailing downwind
Gennaker Chute	Webbing pocket in which the gennaker is stowed when not hoisted
Gennaker Pole	The sprit that protrudes from the front of the hull, to which the tack of the gennaker is attached
Gnav Bar	Bar that sits between the mast and the boom, performing the same function as a kicking strap
Gnav Control Line	Line that applies and releases tension to the gnav
Gooseneck	The ‘jaws’ of the boom that clip onto the mast
Gunwhale	The top edge of the hull, that you sit on when leaning out to balance the boat
Gybe	To change tack by turning the stern of the boat through the wind.

H

Halyard	The rope used to hoist sails
Halyard Bag	Bag attached to the hull, in which the halyards can be stowed
Head	The top corner of a sail

'Head to Wind'	To point the bow in the direction that the wind is blowing from, causing the sails to flap
'Heave to'	To stop the boat by easing the main sheet and backing the jib
Heel	A boat 'heels' when it leans over due to the sideways force of the wind
Helm/Helmsman	The person who steers the boat, or another name for the tiller
Hoist Block	Block behind which the gennaker halyard is pulled when hoisting the gennaker
Hull	The hollow, lower-most part of the boat, floating partially submerged and supporting the rest of the boat

I

'Into the Wind'	To point the bow in the direction that the wind is blowing from, causing the sails to flap
Inversion	A capsize where the boat turns upside down, or 'turtles'

J

Jammer	Another word for a cleat
Jib	The small sail in front of the mast
Jib Sheet	The rope used to control the jib

K

Kicking strap	The rope system that is attached to the base of the mast and the boom, helping to hold the boom down
Knot	A measurement of speed, based on one minute of latitude

L

Launching	To leave the slipway

Latitude	Imaginary lines running parallel round the globe from east to west. They help you measure position and distance on a chart.
Leech	The back edge of the sail
Leeward	The part of the boat furthest away from the direction in which the wind is blowing
Leeway	The amount of sideways drift caused by the wind
Leverage	The result of using crew weight as a 'lever' to counteract heel caused by the wind
Lie to	A way of stopping the boat temporarily by easing sheets on a close reach
Lifejacket	Unlike a buoyancy aid, a lifejacket will keep a person fully afloat with their head clear of the water
Longitude	Imaginary lines running round the globe from north to south, like segments of an orange. Used with lines of latitude to measure position and distance
Lower Furling Unit	The fitting at the bottom of the forestay that enables the jib to be furled
Luff	The front edge of the sail

M

Mainsail	The largest sail on a boat
Mainsail Clew Slug	The fitting that sits in the track on the boom, to which the clew of the mainsail is attached
Mainsheet	The rope used to control the mainsail
Mainsheet Bridle	The rope runs across the transom of the boat, to which the mainsheet is attached
Mainsheet Centre Block	The main block, usually fixed to the cockpit floor, through which the mainsheet passes
Man Overboard Recovery	The act of recovering a 'man overboard' from the water
Mast	The spar that the sails are hoisted up
Mast Foot	The bottom of the mast
Mast Gate	Fitting which closes across the front of the mast at deck level, holding the mast in place

Mast Lower Section	The bottom section of a two-piece mast
Mast Step	The fitting on the deck that the mast fits into
Mast Top Section	The top section of a two-piece mast
Meteorology	The study of weather forecasting
Moor	To tie the boat to a fixed object
Mylar	A brand of strong, thin, polyester film used to make racing sails

N

National Sailing Federation	Body that governs sailing in a nation. In the UK, this is the Royal Yachting Association
Navigation	To find a way from one point to the other
Neap Tide	Tides with the smallest tidal change

O

'Off the Wind'	To sail in the direction that the wind is blowing
Outboard Bracket Kit	Bracket which enables an outboard engine to be attached to the transom
Outboard Engin	Small portable engine that attaches to the transom
Outhaul	The control line that applies tension to the foot of the sail, by pulling the sail along the boom
Outhaul Hook	The fitting on the boom that hooks the eye at the back of the sail, and to which the outhaul is attached

P

Painter	The rope at the bow used to tie the boat to a fixed object
Pontoon	A floating jetty to moor your boat to
Port	The left-hand side of the boat, when facing forwards

R

RS Dealer	A third-party who sells the RS range
Reach	Sailing with the wind on the side of the boat

Reef	To make the sails smaller in strong winds
Retaining Pin	On a trolley, to hold the launching trolley to the road base
Road Base	A trolley that you place your boat and launching trolley upon to trail behind a vehicle
Rowlocks	U shaped fittings that fix onto the gunwale and holds your oars in position while rowing
Rowlock Holes	The holes in the gunwhale into which the rowlocks fit
Rudder	The foil that, when attached to the stern, controls the direction of the boat
Rudder Blade	The large, rigid, thin part of the rudder
Rudder Downhaul	The control line that enables you to pull the rudder into place
Rudder Pintle	The fitting on the transom onto which the rudder stock fits
Rudder Stock	The top part of the rudder, usually including the tiller, into which the rudder blade fits, and which then attaches to the rudder pintle
Run	To 'run with the wind', or to sail in the direction that the wind is blowing

S

Safety-Boat Cover	Support boats, usually RIBs, in case of emergency
Sail	An area of material attached to the boat that uses the wind to create forward motion
Sailmaker	A manufacturer of sails
Sail Number	The unique number allocated to a boat, displayed on the sail when racing
Sail Pressure	A sail has 'pressure' when it is working with the wind to create motion
Sailing Regatta	An event that usually comprises of a number of sailing races
Shackle	A metal fitting for attaching ropes to blocks, etc.
Shackle Key	Small key used to undo tight shackles
Sheet	A rope that controls a sail
Shroud	The wires that are attached to the mast and the hull, holding the mast up
Side Safety Line	The line that runs along the side of the hull
Single Handed	To sail a boat alone
Single-Line Reefing System	An efficient method of reefing with one line

Slider	Sliding fitting on the boom to which the gnav bar is attached
Soundings	The numbers on a chart showing depth
Spars	The poles, usually carbon or aluminium, to which the sail is attached
Spreaders	Metal fittings attached to the mast which hold the shrouds out
Spring Tide	The tides with the biggest range and strongest currents
Starboard.	The right-hand side of the boat, when facing forwards
Stern	The back of the boat
Stern Lifting Handles	The handles at the stern, used for lifting the boat
Stopper Knot	A form of knot used to prevent a rope from sliding through a fitting, such as a pulley or a cleat

T

Tack	a) To change direction by turning the bow of the boat through the wind b) The bottom front corner of a sail
Tack Bar	The bar at the bow of the hull, to which the tack of the jib is attached
Tack Line	The rope that emerges from the front of the gennaker pole, to which the tack of the gennaker is attached
Tender	A small vessel, usually used to transport crew to a larger vessel
Tidal height	The depth of water above chart datum
Tidal range	The difference between the depth of water at low and high tide
Tidal stream	The direction in which the tide is flowing
Tiller	The stick attached to the rudder, used to steer the boat
Tiller Extension	A pole attached to the tiller to extend its reach, usually used when hiking
Toe Straps	The straps to tuck your feet under when you lean out to balance the boat.
Top Furling Unit	Fitting at the top of the forestay which enables the jib to be furled
Towing Line	A rope attached to the boat, used to connect to a towing vessel
Transit	An imaginary line between two fixed objects, used to ensure that you are staying on course
Transom	The vertical surface at the back of the boat
Trim	Keeping the boat level fore and aft
Trimaran	A boat with three hulls
Trolley	A wheeled structure, used to move the boat around on land
Trolley Supports	The part of the trolley in direct contact with the hull

U

'Under Weigh'	A term derived from the act of 'weighing' anchor, meaning to be in motion
Upwind	To sail against the direction in which the wind is blowing

W

Wetsuit	Neoprene sailing suit designed to keep you warm when wet
Windward	The part of the boat closest to the direction in which the wind is blowing