

RIGGING GUIDE

RS 100



Sail it. Live it. Love it.

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All terms highlighted in blue throughout the Manual can be found in the Glossary of Terms

Warnings, Top Tips, and Important Information are displayed in a yellow box.

1. INTRODUCTION

Congratulations on the purchase of your new RS100, and thank you for choosing an RS product. We are confident that you will have many hours of great sailing and racing in this truly excellent design. The RS100 is an exciting boat to sail and offers fantastic performance. This manual has been compiled to help you to gain the maximum enjoyment from your RS100, 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. Please read this manual carefully and be sure that you understand its contents before using your RS100.

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, 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.

Please keep this manual in a secure place and hand it over to the new owner if you sell the boat.

For further information, spares, and accessories, please contact:

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

2. COMMISSIONING

2.1 Preparation

Your RS100 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
- Pozi-drive screwdriver
- PVC Electrician's Tape

Should your RS100 require roping out, you will also need a 3mm splicing fid, and the supplementary instructions. If it has already been roped out and prepared, it is still wise to check knots and lashings, and tighten shackles yourself prior to commissioning. This is especially important when the boat is new, as travelling can loosen seemingly tight fittings and knots. It is also important to check such items regularly prior to sailing.

You will also need to tie some particular knots, such as a bowline or a figure-of-eight during regular rigging. If you are unfamiliar with the knot, please see Appendix 9.3 Three Essential Knots.

DO NOT use a knife or other sharp object to cut through packaging containing parts – you may damage the contents!

2.2 Rigging the Mast

Your RS 100 mast consists of 3 component sections: The short base section is used only in conjunction with the 10.2m sail, and if you are using this sail, then insert this short base section into the lower main mast. The mast base plug is already supplied attached to this base section. However, if you are using the 8.4m sail you will need to extract the mast base plug and plug it into the base of the lower main mast. *Whichever sail you use it is wise to tape the base plug onto the mast – so that it remains in place when the mast is taken out of the boat.*

8.4m sailors should stow the short base section safely – whilst you do not need to use it, you will need it for resale of the boat or of course if you wish to use the 10.2m sail



Now slide the 2 main mast sections together, taking care to push them fully together, which should ensure the mast track sections are properly aligned. The photo on the left shows short mast base section used with the 10.2m sail with the heel plug. Remember to tape the heel plug in place.

Rigging the main halyard:

The main halyard should be threaded around the top sheave, inside the mast briefly and out through the slot on the front of the mast, above the cleat – both sited close to



the top of the mast.

Tie an overhand knot in the end of the halyard that will tie to the sail (aft of the mast), and tape it to the mast about 20cm above the relevant gooseneck hole (10.2m – lower hole / 8.4m - upper hole). This will enable you to locate the Inglefield clip correctly as follows: slide the spare clip onto the fwd section of the halyard, and slide it all the way up to the top of the mast, and then tie an overhand knot to locate it there.

Thus as you hoist the sail and the knot (currently taped to the mast 20cm above the gooseneck), ends up at the top of the mast with the sail, your Inglefield clip will end up lower down, just above the gooseneck, ready to be clipped to its partner attached to shockcord and emerging from the port side of the mast gate organiser. That is how your main halyard will be retained when you are sailing.

Rigging the shrouds, spreaders and spinnaker hoist block:

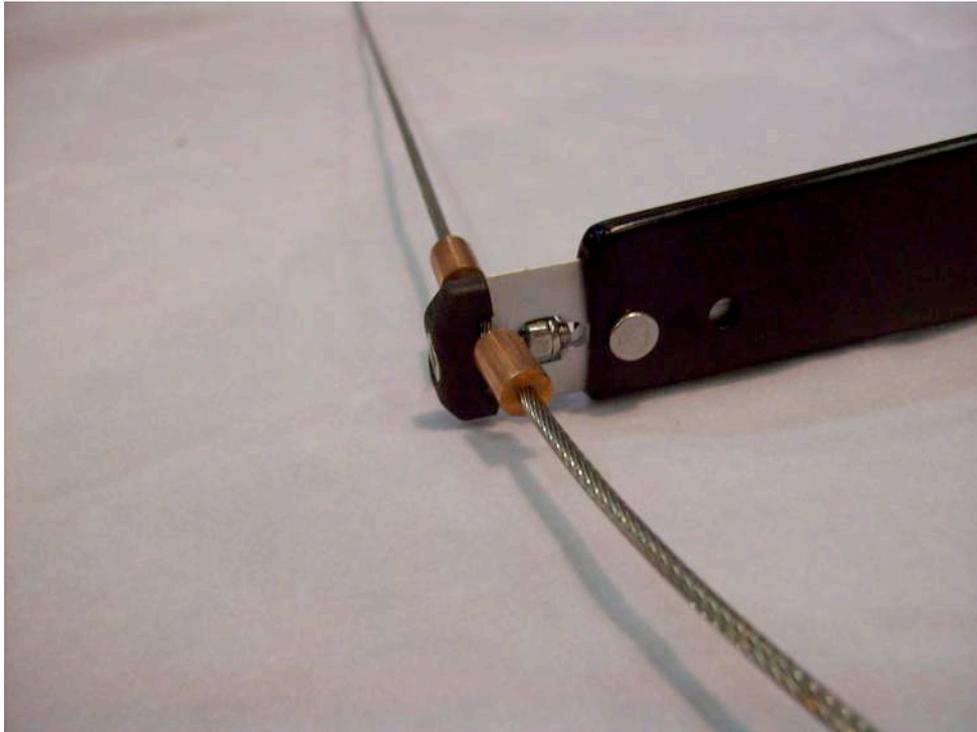
The shrouds should be shackled to the lower mast eye (10.2m), or the middle mast eye (8.4m) and the spinnaker hoist block shackled to the middle mast eye (10.2m) or the upper mast eye (8.4m), as in the photo below. The top ends of the shrouds to be shackled to the mast are marked with black tape around the terminals. Ensure these are correct otherwise it will be impossible to rig correctly.



Now slide the spreaders onto the spigots on the rotating bracket, blunt edge facing forwards, and insert the 4 locating pins, and split rings to secure. ***A key tip here is to tie a short piece of 2mm shockcord – about 200mm long - to the inner split rings here, forming a captive loop through which the kite halliard is lead going down the mast on the hoist – this stops it ever blowing out and getting caught around a spreader end.*** See photo below. Now tape up these pins and rings to protect the spinnaker in use.



Using the pozidrive screwdriver loosen the screws in the end of the spreaders to enable the shrouds to be attached. Double check the shrouds are the right way up by pulling a shroud tight down to the spreaders (whilst the spreaders are rotated centrally on the mast) and checking the spreaders can be clamped between the pair of ferrules. Now insert the shrouds into the aft setting on the spreader ends, sitting between the relevant ferrule pair (upper pair 10.2m, and lower pair 8.4m). **Check with the photo below:** Now tighten the screws again and finally check the shrouds are not twisted from shackle to spreaders. They should not be too slack.



Take the gennaker halyard from where it exits on top of the mast gate organiser and thread it through the hoist block that is above the point where the shrouds attach to the mast. Run the gennaker halyard back down to the base of the mast, passing through the little shockcord retaining loop at the spreaders. (if fitted).

The mast is now ready to be stepped.

2.3 Stepping the Mast

Before you step the mast, check that the main halyard and gennaker halyard ends are near the base of the mast. Also, check that the bottom of the mast well is free from any debris and sand that will cause premature wear of the mast well. Likewise ensure the mast base plug is free from sand and grit, and taped in place.

The RS100 mast only requires one person to step it. However, if you are stepping it for the first time, or if it is windy, it would be wise to have another person with you in case of any difficulty.

1. Stand the mast upright beside the boat. Remember to keep the base plug clean
2. Lift the mast up and pass the base of the mast through the hole in the mast gate organiser.
3. Pass the mast down, until it reaches the bottom of the mast well. Take care to avoid all lines and shockcord as it passes the gennaker sock, and ensure the recess in the base plug sits securely over the steel peg at the bottom of the mast well. The mast will now stand up on its own.
4. Wind the mast gate to the furthest aft position. This will ease the pinning of the shrouds – usually around hole 2 or 3 – but as far down as you can easily get without help. Now as you wind the mast gate back to a central position, you will find the shrouds are gently tensioned.

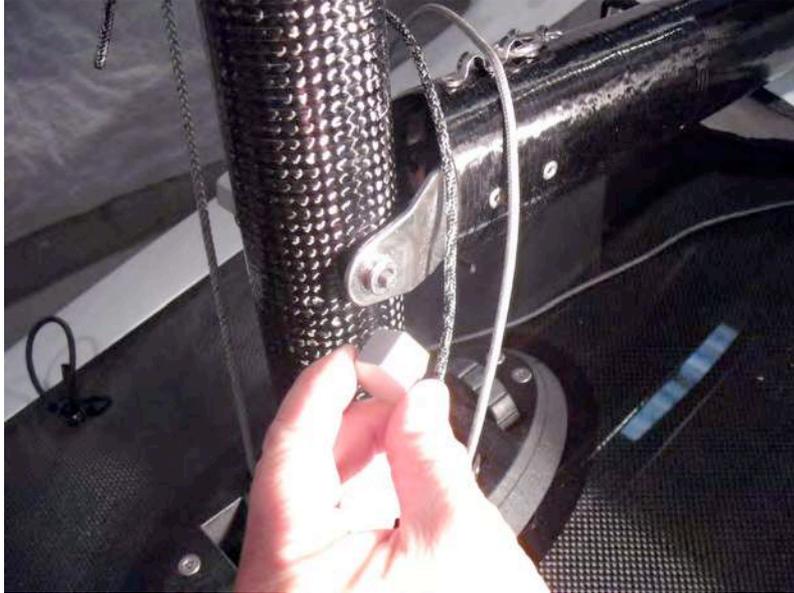
HINT

A central position for the mast gate is a good starting point, but further aft (more mast rake) helps in the breeze and further forward (less mast rake or more upright) helps in the light winds. It is worth remembering that more mast rake will mean less room under the boom when tacking and gybing!

Useful tip:

Your mast will come with a band of very light stainless steel or some high-resistance ware tape at deck level – this is advisable to stop ware on the mast at the deck collar. The tape is easily replaceable and also helps to reduce any “slop” in the mast gate. Useful to make sure you have a couple of lengths in the toolbox!

the other side, through the other side of the boom jaw. Now firmly screw the head of the boom bolt home to secure the boom. ***The Gnav arms and roller should be sitting astride the mast marginally above the boom, with the control lines over the boom – see photo below:***



2.5 Hoisting the Mainsail and rigging the control lines.

TOP TIP

Only hoist the mainsail when you are ready to go afloat, as this will prolong the life of your sail and prevent any possible damage occurring while you are away from your boat.

1. Unroll the mainsail and attach the clew to the boom using the Velcro clew strop provided on the sail. This should be tensioned such that the foot of the sail will rest a few mm clear of the boom when in use. **NB: the 10.2 sail clew strap is positioned aft of the mainsheet block, and the 8.4m sail clew is positioned forward of the mainsheet block.**
2. Feed the outhaul through the clew of the mainsail and thread it back through the hole in the end of the boom. **The 8.4m sail will need the entire length of the outhaul line, leaving a small tail at the cleat, whereas the 10.2m sail will have a long tail at the cleat which should either be suitably shortened or plaited to ensure it is neat and tidy in use.** As a guide about 150-200mm tail is useful when the outhaul is fully eased. This relates to about 120mm between the boom and the foot of the sail. This is a maximum, whereas the minimum (when it is windy) would be the foot of the sail pulled tight along the boom.
3. The tack of the mainsail should now be shackled to the forward end of the boom – ensure the sail is passed in between the gnnav arms, and shackled to the aft lacing eye and ensure the control lines (kicker/gnav control and Cunningham) are free forward of the sail.



4. Tie the main halyard to the head of the mainsail, using the “knot on a knot” method. See the photo at the back of this manual – “knots”.
5. Hoist the mainsail, ensuring the boat is head to wind, by pulling on the end of the main halyard that runs down the front face of the mast. Gently guide the luff of the sail into the sail feeder, as you do so, as the elasticated boltrope can jump the sail feeder easier than a standard solid boltrope.
6. Hoist the main nearly to the top, say 500mm short, then fix the control lines as in 7 and 8, prior to the final hoist to the top. When the mainsail is hoisted to the top of the mast, cleat the main halyard in the cleat located on the front face of the mast.
7. Now you should shackle the kicker control block to the forward eye on top of the boom, and then pass the 2 gnav roller lines attached to the blocks, over the roller – from aft to forward – in the grooves in the roller, and down to loop over the gooseneck pin ends to secure. ***Ensure that with the mainsail fully hoisted the blocks on the end of the gnav roller lines are pulled right up to the roller – see the photo below: You might need to adjust the lines in the process: This will ensure you have maximum “travel” in your kicker/gnav system.***



8. Now feed the Cunningham line up through the sail and back down to tie onto the shackle on the aft eye on top of the boom. ***Again ensure the Cunningham block is up by the sail eye, to ensure you have maximum travel.***
9. Now finally you should stow the main halyard - clip the Inglefield Clip on the tail of the main halyard to the Inglefield Clip attached to the piece of shockcord on the deck near the base of the mast. This will tension the tail of the main halyard
10. Finally coil up the tail of the main halyard and stow it in the small pocket sewn onto the tack area of the mainsail. Ensure it is led inside the spinnaker halyard.

Top tip:

It is useful to have the kicker and Cunningham rigged such that the last 250mm of mainsail hoist is effectively bending the mast even with the kicker and Cunningham eased to the maximum. This gives you all the travel you will ever need.

2.6 Rigging the Gennaker

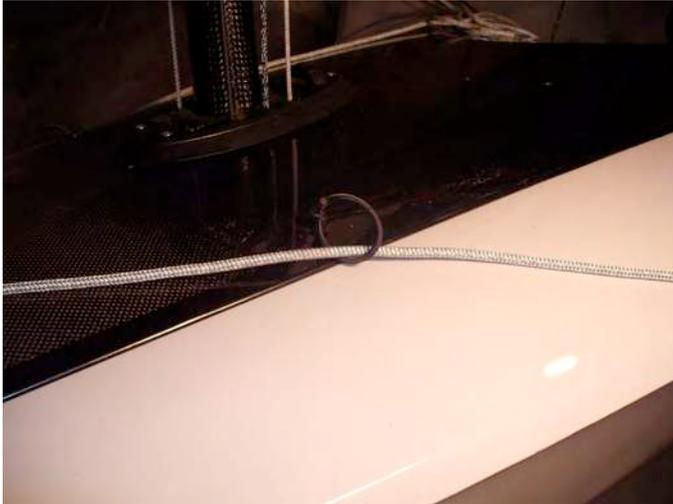
To rig the gennaker:

1. Take the tack line that emerges from the end of the bowsprit, and tie it to the tack of the gennaker. ***If this is tied to the gennaker halyard that emerges from the chute, ensure you do not lose the halyard back up the chute – perhaps tie it to the trolley handle***
2. Tie the end of the gennaker halyard that runs from the top of the mast to the head of the sail.
3. Take the tail end of the gennaker halyard that runs from the gennaker chute (which you might have tied to the trolley handle) and pass it:
 - Through the ring on the lower patch in the middle of the gennaker
 - Then tie the halyard off to the loop of webbing on the top patch of the gennaker. ***There is a little stopper ball supplied that should be on the halyard between the patches. This will ensure the knot never gets stuck in the lower ring, thus stopping the kite from properly hoisting.***



4. Find the middle of the gennaker sheet by folding it in half.
5. Pass the middle of the gennaker sheet through the metal eye in the clew of the gennaker.
6. Pass the rest of the gennaker sheet through the loop and pull tight.

7. Pass the sheets through the shockcord retainers emerging from the foredeck either side of and adjacent to the mast.



8. Thread the gennaker sheet through the ratchet blocks on the side decks and tie the two ends together. Ensuring that you pass the sheets aft of the mainsheet base.
9. Using the gennaker downhaul, and pulling from aft of the halyard block, pull the gennaker down into the chute.

TOP TIP

Although it may be tempting to leave the gennaker in the chute, it is better if it is left to dry and folded properly if stored for long periods of time.

2.7 Attaching Sail numbers

The sail numbers come with your boat in the “owners pack”, and will be found with an instruction sheet. The National letters supplied should be put on to the sail in the panel below the numbers, by following the same instructions, ie measure in 100mm from the edge and 70mm down from the batten pocket, and mark up the sail, then fix the letters as you did the numbers.



2.8 Completion and launching

Rudder:

Firstly pass the tiller and extension under the mainsheet bridle – you will need to check that the tiller extension is free to rotate forward of the bridle. Now simply slot the rudder gudgeon and pintle onto the transom pintle and gudgeon and ensure that the rudder-retaining clip has located properly; it will ‘click’ in place. Check that the rudder is fitted correctly by simply lifting the rudder to see if it lifts off. Hold the rudder in the up position and tighten the rudder bolt to hold the rudder in position. The rudder may be stiff at first; this will ease up with use while still maintaining a positive, non-sloppy feel.

Launching:

Now you are ready to launch your RS100: As you float the boat off the trolley, you will need to smartly grab the gunwale or shroud, to ensure the boat remains upright, and does not float away. It is helpful at this stage to have someone to help take the trolley.

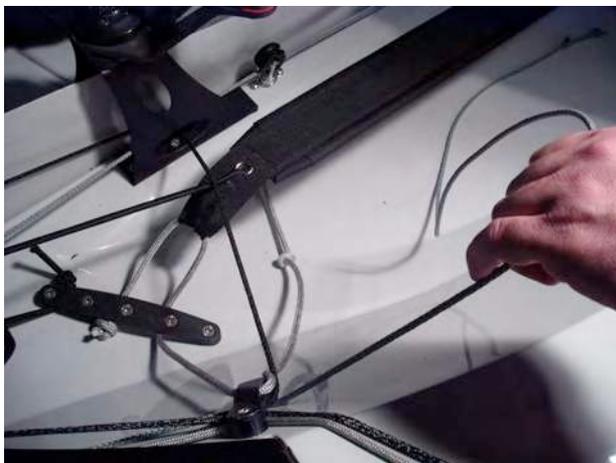
When you have launched the boat, loosen the rudder bolt and pull the rudder down a fraction using the rudder downhaul line. Push the bow off the wind and hop in – often easiest over the transom as the side deck is wide. Sail off into deeper water. You will not be able to sail the boat hard as this will damage the rudder. When you are in deep enough water, pull hard on the rudder downhaul line and cleat it. Tighten the rudder bolt to take any play out.

Centreboard

It is helpful to lower a small amount of board prior to getting in – if sufficient depth of water. To do this you pull on the board downhaul which emerges either side from the mainsheet turret



When you have sailed into deeper water, lower the board fully – as far as the down as the system allows. To raise the board pull on the uphaul which emerges from the “multilead”, positioned under the toestraps cleat.



3. SAILING HINTS

The RS100 is a new breed of single-handed dinghy with an asymmetric gennaker – it will feel different to sail compared to many other boats. It will be a challenge to learn to sail the boat to its full potential, let alone handling the asymmetric gennaker. Therefore, you will find it a lot more enjoyable if your first few sails are in a moderate breeze to enable you to concentrate on sailing the boat and not just trying to survive. Most importantly, it will take you time to get used to the boat, as with any new boat. So, take your time and get used to the basics again!

3.1 Tacking

Tacking the RS100 is much the same as any single-handed dinghy. Some tips to bear in mind are:

- Make sure that the boat is level and sailing as fast as possible before initiating the tack.
- Be prepared to ease the mainsheet enough as the boat comes onto the new tack so that the boat does not heel or is blown head to wind.

3.2 Gybing (mainsail only)

Always gybe with the boat sailing as fast as possible. In breezy conditions the helmsman should steer back into the gybe as the boom comes across, so that the boat is travelling straight downwind as the mainsail fills with wind on the new side.

3.3 Sailing with the Asymmetric Gennaker

Sailing with an asymmetric gennaker is where all similarity to existing single handers ends, and where the real fun begins! Don't be too hasty to get the kite up – it makes sense to have familiarised yourself with the boat and the angles of sailing downwind when hoisting or dropping the kite. For the first trial, the wind should be no more than 10-12 knots.

Hoisting the Gennaker

To hoist the gennaker, bear off onto a broad reach and ensure that there is plenty of room to leeward. Ease the mainsheet right out and cleat it, so that the boom is nearly touching the shroud, and ensure that the kicker is eased as usual for downwind sailing.

Pull on the gennaker halyard to hoist the gennaker as quickly as possible. This can be done from sitting on the inner edge of the side deck, and keeping hold of the tiller extension. ***There are 2 distinct techniques to do this – either simply by using your forward free hand – or by using a “hand over hand” technique, whilst still keeping hold of the tiller – see photo for an idea.***



Now pick up the gennaker sheet and pull tension on so that the wind fills the gennaker. Head up slightly to gain speed. You will probably need to grip the gennaker sheet in your tiller hand while you pull the mainsheet back in to the new point of sailing. For those of you familiar with asymmetric sailing, you will remember how important it is to ease the kite as far as possible, so that the luff is constantly on the verge of curling. An over-sheeted kite is such a killer to speed. Conversely, nothing will drop you in the drink faster than a collapsing kite – so forget the mainsail and stay sharply focused on the luff of the kite! ***It is helpful to make sure the mainsheet is resting next to you on the side deck, so it is to hand when you need to adjust.***

Gybing

To gybe the gennaker, bear off while continually easing the gennaker. Put the gennaker sheet in your tiller hand and reach in to uncleat the mainsheet. The quicker you do this the better, as the boat will have slowed down and the mainsheet will have loaded up – you'll get to know this feeling and react to it faster each time!

While sailing on a broad reach, pick up the windward gennaker sheet with your front hand and pull it in and take up the tension – even gently pulling the clew of the gennaker to windward. You are now holding both sheets in one hand.

The gennaker should still be filling normally and helping to speed the boat into the gybe. As you initiate the gybe, step across the boat, pulling the new gennaker sheet in as far as you can to ensure that some wind remains in the gennaker throughout the manoeuvre, and avoiding a collapsing gennaker. ***Once you are on the new gybe, with the kite having stayed full you might even need to ease the new sheet again to trim properly. (You will be amazed at how little you need to pull the kite with practice).*** You can now head up again as required – adjusting the mainsheet again as before.

You should remember to keep maximum speed on into the gybe – it reduces the load in the mainsail – ensuring the long boom comes across with the minimum of drama!

Dropping the Gennaker

To drop the gennaker, bear off and ease the mainsheet exactly as you would when hoisting the gennaker. Pick up the gennaker downhaul and pull in the slack. Keeping hold of the downhaul – holding it low down - reach over to release the gennaker halyard from the cleat and then pull the gennaker down as fast as you can, using the same system as you have got used to for the hoist. Tidy the gennaker sheets, by pulling on the sheets to take slack out.

Warning: if you pause, and the gennaker goes in the water, it will be much harder, and may result in a capsize. Once the gennaker is largely in the chute you are safe!

4.0 Tuning guide

1. Rig concept: Upwind.

In common with many unstayed rigs the RS100 is very versatile in terms of both power and responsiveness. Where the RS100 (and also the RS300) vary is in the operation of the Gnav/kicker: Apart from controlling the leech as normal, it also bends the mast more, progressively flattening the sail: Think of it as doing these 2 functions equally effectively, **but as it is easily the most effective mast bend / sail flattening control, this is how you should think of it primarily:** As you tension the Gnav/kicker, so the rig progressively flattens, and progressively reduces power.

Two other key controls help you to mesh required leech tension (or degree of twist) with your mast bend and gnav/kicker tension. These are the mainsheet (used mainly in the light and hopefully self-explanatory) and the Cunningham (crucial to blading out the top of the leech in breeze). Try playing with the Cunningham – eased right off the leech rounds up with the fullness further aft - and that's power and pointing when you need it. Pulled on hard (and in good wind do not be afraid to really heave), fullness will pull forward and towards the top of the sail it will flatten and open the leech, thus depowering the rig. The leech will even go “floppy” with extreme tension – so understand the “cunno” and make it your friend!

The boltrope of the sail is elasticated to assist easing up the track more easily when released – but what will also help is lubricating the track , and when sailing, easing the sheet (or tacking) so the luff panel flaps, reducing friction momentarily in the track:

A further, but very minor, control on mast bend and leech shape is the spreader length – for the bigger guys longer spreaders help support the mast (primarily sideways) which in turn supports the leech – thus powering up slightly.

The secret to getting the best out of the RS100 rigs is to understand the versatility and being practiced at “changing gear”.

2. Control set-up:

1. Main halliard: It is absolutely essential to ensure the sail is hoisted fully and stays there: Tie the halliard to the sail with a “knot on a Knot” as per the manual, and pull it really hard before ensuring it is located firmly in the cleat.

2. The mainsheet bridle: Holding it vertically, 400mm, also vertically, from top of rudder turret to apex of bridle: the bridle is just fwd of the rudder turret, so sight in line from tape measure to apex of bridle. The other way is to pull the bridle fwd on the centreline of the boat and apex of bridle (not the block) should come to 60mm aft of the non-slip edge: then the knots should be positioned 430mm from the point at which the bridle goes through the transom flange.

Another check here is that the bridle block should align with the cockpit floor/sidetank corner when in use and lying against the knot.

Conceptually the bridle has to be flat enough for the block to travel out to the knots all the time, thus giving you a consistent inner most sheeting angle. Much narrower and the rig will feel stalled, and wider and you will struggle for height in the light –medium windstrengths

3. Cunningham: This should be rigged for maximum travel: When the sail is fully hoisted the cunningham block should be adjacent to (even slight pulled into!) the cringle. When maxed-out (certainly on 10.2) it will still be right down to the boom.

4. Gnav/Kicker: Again rigged for maximum travel: Set up the lines so the blocks are up by the roller when the sail still has 6-9 inches to hoist: Thus the final hoist will slightly bend the mast – that is fine as you will use more mast bend than this even in

the lightest of wind. It makes the most of the travel – which (certainly on the 10.2) will be needed in full.

5. Mast gate control / Rake: The RS100 was designed to use a different “range” of settings for the 10.2 and the 8.4: The 8.4 is effectively the “stiffer” rig (less leverage and load put onto it generally), and was designed to be set up with a little more rake: So 8.4 sailors should use the aft 2/3rds of the range, and the 10.2 sailors the fwd 2/3rds of the range: Generally more rake appears better in the breeze and less in the light, but remember it is not quite so important with a flexible rig like the RS100, and you have to get under the boom! For example, as I am fairly un-flexible these days, I never rig aft of the middle setting when on the 10.2, as one bad tack getting stuck under the boom on maximum kicker can easily end in a capsize!

6. The shrouds – or “rig tension”: Although the shrouds are primarily for keeping the rig in column downwind with the kite – it definitely does add some support via the windward shroud: Key point here is that the windward shroud is almost always in some tension sailing upwind, whereas the leeward one is really waving around in the breeze. Thus, to date it looks better to have less tension in the light, more in the light/medium and less or same again in a breeze. Tension is in real terms negligible, but at most will pre-bend the mast by upto 25mm – without the sail hoisted with 10.2, and less on the 8.4 sail: Adjust the holes in the chainplate for the different mast rakes as per the table below.

7. Outhaul: Both sails are fairly full, with plenty of luff round, so the outhaul is generally tighter than say a Laser sailor might be used to: also the gnav arm restricts it anyway – so a maximum of 6-7 ins off the boom is all that is ever needed, and mostly a lot less:

Wind	Mainsheet	kicker	Cunningham	Outhaul	Mastgate	Shrouds
1-4 knots	Outboard of bridle knots	15% - enough to take out luff round	Zero	3-4 ins off the boom at midpoint	8.4 – mark 6 10.2 – mark 4	8.4 – hole 3 10.2 – hole 2
5-9 knots	Taking leech tension on sheet – vertical above bridle knots	15-40% - enough to hold tightish leech if eased sheet	Only enough to remove the wrinkles for the cameras!	5-6 inches – we are after max power here.	8.4 – mark 4-5 10.2 – mark 3	8.4 – hole 3 10.2 – hole 3
10-14 knots	Outboard of the bridle knots – play it vigourously	60-85%. Ease it offwind	40-70%. If you overcook it you will lose pointing.	2-4 inches – a chop will need power	8.4 – mark 4 10.2 – mark 2-3	8.4 – hole 4 10.2 – hole 3
15-20 knots	Transom corner or further outboard – play it vigourously	100% - get it flat.	80-95%. Leave some in reserve – lets not lose the leech altogether.	2-3 inches – some power low down will help.	8.4 – mark 5-6 10.2 – mark 3-4	8.4 – hole 4 10.2 – hole 3
20+ knots	Well outboard all the time – keep the boat moving.	90% - ease it a bit to make it more forgiving – cunno will keep flat	100%+ - head could go floppy in the gusts! Only use bottom half of the sail!	1-2 inches – you can pretty much heave on it!	8.4 – mark 7 10.2 – mark 4-5	8.4 – hole 4 10.2 – hole 4

The above table is really for guidance only. I would urge you to work at understanding the concept of the rig design as detailed above, and then think about your own individual settings

8. The centreboard: generally speaking it should stay all the way down, all the time: In a breeze upwind it may help to raise it a few degrees, and downwind in the real light gains possible may be made by raising it 30-50% to aid soaking – definitely only sub 5-6 knots of breeze.

3. Rig concept - Downwind

There will be times when the tactical decision is to leave the kite in the chute – and at these times all those of you with previous singlehander experience will be fine – and I will not aim to cover all those eventualities here, but a quick reminder about the cunning – ease loads, and don't over kicker - too flat is not too fast on a white sail reach:

But downwind of course is really about the kite!! And it always helps to understand what's going on: The leech of the kite does twist and that should as far as possible be emulated by the leech of the mainsail: ***and that means ease the kicker – loads and loads***: that will then allow you to sheet in a bit and help to open the slot between kite and main. A tight leech will knock you over, whilst stopping the kite really working properly!

Another key point to remember is the power to weight ratio of this boat is right up there – it will respond to “heating it up”, apparent wind thus creeping fwd which again is why the main will want to be sheeted in a bit – it will be quick, but you might need to hike out! Just remember – when you go for the drop, ease the mainsail – as it will very quickly load up again as you slow down:

A final point about the kite halliard – it should be no more than 16metres long and when the kite is stowed the halliard take-up block should end up (under good tension from healthy shockcord) half-way between the back of the centreboard casing and the cheekblock attached to the deck.

5. MAINTENANCE

5.1 Boat Care

The RS100 is made using an epoxy laminate. This is stiff and light, but will dent if subjected to point loading. The boat should be supported ashore on a recognised RS trolley and care must be taken when launching and recovering to avoid damage to the transom. When dealing with a marine environment, equipment gets wet, which in itself is not a problem. The problem starts when moisture is trapped for any length of time. The key, therefore, is to store the boat properly ashore. Water absorption could cause blistering and a raised fibre pattern.

It should also be noted that there is a hole drilled right through the hull beneath the mast pot, specifically to drain it when the boat is ashore. It is designed to be there and is located in a solid part of the hull laminate. So expect to see water seeping out of it for the first few minutes ashore.

Keep your dinghy drained and well ventilated

- Ensure that the boat is stored with bow raised to allow any excess water to drain away.
- If leaving the under cover on the boat, ensure that the transom is open for drainage and that there is a hole below the centreboard slot to allow water to drain.

Wash with fresh water

Fresh water evaporates far more quickly than salt water; so if your dinghy has been sailed in salt water wash it off thoroughly. The fittings will also work better if regularly washed.

Hull damage falls into three categories:

- **SERIOUS** – large hole, split, crack or worse. Don't be too distressed! Get the remnants back to RS Repairs – most problems can be repaired.
- **MEDIUM** – small hole or split, gel crazing. If this occurs during an event, sailing can often be continued as long as leaking can be prevented by drying the area and applying strong adhesive tape. CAUTION – if the damage is close to a heavily loaded point then a close examination should be made to ensure joints and laminate are fit for the prevailing conditions. Get the damage professionally repaired as soon as possible.
- **SMALL** – Voids, chips, scratching. This type of damage is not boat threatening, and being epoxy, water absorption is minimal, even over time. The damaged area should be covered with a waterproof tape until the damage is fixed. The owner can repair this type of damage using the correct RS gel coat.

The chute mouth might show small grooves in time where the kite halliard bears on the carbon – these are nothing to worry about and are normal but will need to be filled every couple of years or so.

As with any modern sailing dinghy, the loads on blocks and ropes can be quite large. As part of your rigging and de-rigging each day you should check over every part of the boat for worn blocks and rope, twisted or bent shackle pins, and any other highly loaded parts.

5.2 Foil Care

The foils are epoxy glass laminate with a foam core. Look after them as you do the hull. Wash with fresh water regularly. Should the foils become chipped or broken, they will not absorb water. However, they are difficult to fix.

If you intend to travel a lot with the boat, then an RS padded rudder bag would be a worthwhile investment.

5.3 Spar Care

The mast, boom and bowsprit are carbon tubing. It is advisable to apply a coat of varnish every 2 years. This protects the laminate against UV degradation in sunlight. Lightly sand the mast to help the new varnish bond to the surface. Wash with fresh water as often as possible, both inside and out. Check all the riveted fittings and the masthead sheave on a regular basis for any signs of corrosion or wear.

Access to the pole outhaul block is very easy – release the Velcro from the bow area and pull back – the fastening of the front of the chute is similar to a boltrope fed into a groove on the rear end of the bow plate – it can be pulled out easily:

The mast will wear at the mast gate if not protected by a pad – the high wear protective tape and ultra thin stainless pads are available as spares – it is recommended that these are replaced every year:

5.4 Sail Care

The mainsail should be rolled and stored dry, out of direct sunlight. Dry the gennaker, fold it and store it in its bag.

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

If your sail is stained in any way, try to remove the mark using normal detergent and warm water. **DO NOT** attempt to launder the sail yourself.

Repairs should be temporarily made using self-adhesive Dacron, Mylar, or gennaker repair tape (depending on sail type). The sail should be returned to a sail maker for a professional repair. Check for wear and tear, especially around the batten pockets and boltrope, on a regular basis.

6. WARRANTY

1. This warranty is given in addition to all rights given by statute or otherwise.
2. RS Sailing warrants all boats and component parts manufactured by it to be free from defects in materials and workmanship under normal use and circumstances, and the exercise of prudent seamanship, for a period of twelve (12) months from the date of commissioning by the original owner. The owner must exercise routine maintenance and care.
3. This warranty does not apply to defects in surface coatings caused by weathering or normal use and wear.
4. This warranty does not apply if the boat has been altered, modified, or repaired without prior written approval of RS Sailing. Any changes to the hull structure, deck structure, rig or foils without the written approval of RS Sailing will void this warranty.
5. Warranty claims for materials or equipment not manufactured by RS Sailing can be made directly to the relevant manufacturer. RS Sailing warrants that these parts were installed correctly and according to the instructions provided by the manufacturer.
6. Warranty claims shall be made to RS Sailing as soon as practicable and, in any event, within 28 days upon discovery of a defect. No repairs under warranty are to be undertaken without written approval of RS Sailing.
7. Upon approval of a warranty claim, RS Sailing may, at its expense, repair or replace the component. In all cases, the replacement will be equal in value to the original component.
8. Due to the continuing evolution of the marine market, RS Sailing reserves the right to change the design, material, or construction of its products without incurring any obligation to incorporate such changes in products already built or in use.

7. APPENDIX

7.1 Useful Websites & Recommended Reading

Royal Yachting Association www.rya.org.uk

RNLI – for help and advice about safety at sea – www.rnli.org.uk

RS Class Association and Manufacturers:

www.rs-association.com

www.rssailing.com

7.2 Three Essential Knots

Bowline

The bowline is a reliable knot used for tying a loop in rope. It is extremely strong when under load, and unties easily once free of load. Some people use the rhyme “the rabbit comes out of the hole, round the tree, and back down the hole” as a way of remembering how to tie a bowline.

Take the end of the piece of rope and assess how big a loop you require



Make a small loop in the rope



Take the tail and lead it up through the loop



Pass the tail around the standing rope



Thread the tail back through the loop, and tighten



Knot-on-Knot

A 'knot-on-knot' is useful for tying the end of a rope to a sail or a fitting, and is particularly reliable due to the manner in which the rope binds upon itself.

Tie a single overhand knot in the end of the rope. Feed the rope through the sail or the fitting, and tie another overhand knot in the rope.



Pull the rope tight so that the rope binds on the original overhand knot.



Figure-of-Eight

The 'figure-of-eight' knot is used as a stopper knot, preventing ropes from slipping through fittings. Like the bowline, the 'figure-of-eight' knot unties easily once free of load.

Make a loop in the end of the rope



Lead the tail underneath the standing end of the rope



Lead the tail of the rope back through the loop, and tighten



Examination Report

We hereby confirm that the

RS 100

built by

LDC Racing Sailboats Limited
Chandlers Ford
Hampshire, U.K.

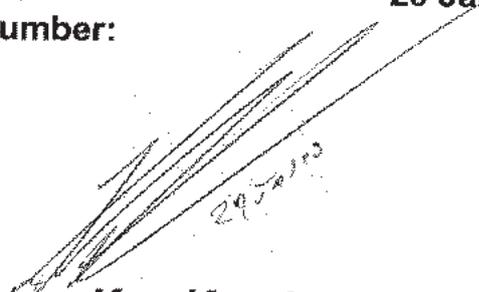
Boat type:	Sailing Dinghy
Design category:	C
Length of hull:	4.3 m
Beam of hull:	1.83 m
Unladen weight:	80 kg
Maximum number of persons:	2
Maximum load:	175 kg
Including: Persons at 75kg each Carry on load	

has been assessed to conform with the requirements of
The U.K. Statutory Instrument 1996 No.1353 and 2004 No. 1464
CONSUMER PROTECTION
The Recreational Craft Regulations 1996 and 2004

Schedule 6 - Module Aa & Schedule 1 - Parts of Sections 3.2 & 3.3

The EU Recreational Craft Directive 94/25/EC and 2003/44/EC
Annex VI - Module Aa & Annex I - Parts of Sections 3.2 & 3.3

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Statement Number: 620/10


Ken Kershaw
Royal Yachting Association
EU RCD Notified Body

This Certificate remains valid only so long as no changes are made to the design of the model that would affect its RCD compliance.

