

RS *Q'BA*

OWNER'S MANUAL

Version 1

CONTENTS

- 1. INTRODUCTION**
- 2. EC CONFORMITY AND IDENTIFICATION**
- 3. SAFETY INFORMATION**
 - 3.1 Design Category
 - 3.2 Loading
 - 3.3 Safety Equipment
 - 3.4 Capsize Recovery
 - 3.5 Air Tank
 - 3.6 Man Overboard Prevention and Recovery
 - 3.7 Use of an Outboard Engine
 - 3.8 Towing, Anchoring, Mooring, and Trailing
- 4. COMMISSIONING**
 - 4.1 Preparation
 - 4.2 Unpacking
 - 4.3 Rigging the Mast
 - 4.4 Stepping the Mast
 - 4.5 Rigging the Boom
 - 4.6 The Daggerboard
 - 4.7 The Rudder
 - 4.8 Hoisting the Mainsail
 - 4.9 Rigging the Jib
 - 4.10 Completion
- 5. SAILING HINTS**
 - 5.1 Introduction
 - 5.2 Launching
 - 5.3 Leaving the Beach
 - 5.4 Sailing Close-Hauled and Tacking
 - 5.5 Sailing Downwind and Gybing
 - 5.6 Reefing

- 5.7 Using the Oars
- 5.8 Using the Top Cover

6. MAINTENANCE

- 6.1 Boat Care
- 6.2 Foil Care
- 6.3 Spar Care
- 6.4 Sail Care
- 6.5 Fixtures & Fittings

7. WARRANTY

8. GLOSSARY

9. APPENDIX

- 9.1 Useful Websites & Recommended Reading
- 9.2 RS Q'BA Life Cycle
- 9.5 Three Essential Knots

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 RS Q'BA 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 RS Q'BA 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 RS Q'BA, 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 RS Q'BA.

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.

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:

LDC Racing Sailboats

Trafalgar Close
Chandlers Ford
Eastleigh

Hants SO53 4BW

Tel.: 023 8027 4500

Fax: 023 8027 4800

E-mail: www.info@rssailing.com

For details on your local RS dealer, please visit www.RSsailing.com

2. EC CONFORMITY AND IDENTIFICATION

The RS Q'BA complies with the EU Directive for Recreational Craft (RCD) which sets safety requirements for recreational boats sold in Europe. Each RS Q'BA carries the CE mark to indicate this compliance. The CE Mark is on the [Builder's Plate](#) in the [cockpit](#). The Builder's Plate also includes important safety information which is described in detail elsewhere in this manual.

Compliance with the EU Directive for Recreational Craft (RCD) is also demonstrated by the EC Declaration of Conformity in this manual.

A RS Q'BA dinghy can be identified by the Craft Identification Number, which is a unique serial number on the [starboard](#) side of the [transom](#), and is shown on the EC Declaration of Conformity in this manual.

Each RS Q'BA is also assigned a unique [sail number](#), which is marked on the bottom of the CE Declaration form, or can be obtained from RS Racing or your RS dealer. Normally, it is a requirement that your sail numbers are displayed at [sailing regattas](#). Sail numbers can be purchased from RS, your RS dealer, or from a [sailmaker](#).

EC DECLARATION OF CONFORMITY TO DIRECTIVE 2003/44/CE

I declare that the craft described as:

RS Q'BA

Bearing the Hull Identification Number:

G	B	L	D	C	Q								
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Sail No:

Conforms to EU Recreational Craft Directive 2003/44/EC

Annex 1 – sections 3.2 & 3.3 and Annex 6 – Module A

Module A – Internal production control – self-assessment

ISO Standards	BS EN ISO 10087, 12217, 12215, 10240, 14945, 8666		
Trade Marque	RS Racing		
Type	RS Q'BA		
Design Category	C		
Maximum Crew	3		
Maximum Load	170kg		
Overall Length	3.53m	Overall Beam	1.42m
Builders Name	LDC Racing Sailboats, Trafalgar Close, Chandlers Ford, Hampshire, England.		

Date ___ / ___ / ___ (The date does not indicate the date of manufacture)

Signed:



Alex Newton-Southon

RS Q'BA TECHNICAL DATA

Length Overall (LOA):	3.53 m	11'5"
Beam:	1.42 m	4' 6"
Hull Weight:	58 kg	128 lb
Sport Reefing Mainsail:	5.6 m ²	60 ft ²
Pro fully-battened Mainsail:	7.0 m ²	75 ft ²
Jib:	1.2 m ²	13 ft ²

3. SAFETY INFORMATION

- Before attempting to operate the boat, ensure that you have the appropriate experience to handle the boat safely in the anticipated sea and wind conditions
- Ensure that all the [crew](#) have sufficient boating experience and are familiar with emergency procedures, [capsize recovery](#), and towing.
- Always check the weather forecast before leaving shore, and ensure that the predicted weather and sea conditions are suitable for the boat (see 3.1).
- Clothing should be suitable for the anticipated weather conditions and footwear appropriate for boating.
- Before going afloat, all persons should be wearing a suitable [buoyancy aid](#) (e.g. a life jacket or a personal floatation device), which should be worn at all time when on the water. Note that in some countries it is a legal requirement to wear a buoyancy aid that complies with their national regulations at all times.
- It is recommended that you carry a whistle or a horn to attract attention in case further assistance is required.
- The owner/[helmsman](#) is responsible for the safe operation of the boat.
- The owner/helmsman's responsibilities include the proper preparation and maintenance of the boat and safety equipment, knowledge of the boat operation, safety training of the crew, following the [navigation rules](#) (including knowledge of the [Collision Regulations](#) and local navigation rules), care of the environment, [insurance](#) and, where necessary, [registration](#).

3.1 Design Category

The RS Q'BA is a Design Category C boat. A Design Category C boat may be sailed in:

- Design Category: C – 'inshore'
- Description of Use: Designed for voyages in coastal waters, large bays, estuaries, lakes, and rivers.
- Wind Force: Up to and including [Beaufort Force 6](#).
- Significant Wave Height: Up to and including 2 metres.

The RS Q'BA complies with this design category, subject to:

- The [crew](#) having suitable skill and experience.
- Satisfactory maintenance of the boat and its equipment.

Users of this boat are advised that:

- All [crew](#) should receive suitable training.
- The boat should not carry more than the maximum load of 170kg.
- The amount of water within the [hull](#) (i.e. inside the [buoyancy compartment](#)) should be kept to a minimum.
- Any weight added to the [mast](#) will reduce the stability of the boat.

3.2 Loading

Do not use with more than three persons on board.

Ensure that the combined weight of all persons on board, plus any added items, does not exceed 170 kg.

The RS Q'BA is designed to be sailed by no more than three people. However, it is recommended that you do not exceed the maximum loading of 170 kg, including any equipment added to the basic rigged boat, e.g. an anchor. To enable the boat to be righted safely, the minimum recommended crew weight is 50 kg.

All the crew and equipment should be evenly distributed to ensure that the boat is upright and approximately level. Heavy items, such as an anchor, should be securely fixed to avoid movement when [under weigh](#).

3.3 Safety Equipment

It is your responsibility to ensure that all of the necessary safety equipment is obtained for the type of sailing that you are participating in, and that it is readily accessible on board at all times.

Top Tip

We recommend that you sail in a location where there is adequate [safety-boat cover](#), should you get into any difficulty, especially whilst learning to sail your new boat.

3.4 Capsize Recovery

Please note that the following information is a suggested response to a capsize situation, and is not a substitute for an approved training course. For more information, please see www.rya.org.uk

Remember – Keep hold of the boat when you are in the water

Like all small sailing dinghies, the RS Q'BA may [capsize](#) when sailing. A 'capsize warning' symbol (the upside-down boat) is shown on the Builder's Plate to warn of this possibility. The RS Q'BA is designed to recover quickly from a capsize, or [inversion](#), and continue to sail without the need for [bailing](#). The recommended technique for capsize recovery is described below. It is recommended to first practice [capsize recovery](#) on a calm day, with safety-boat cover.

Capsize Recovery

The RS Q'BA [mast](#) is sealed to provide buoyancy so, if you are in the water, the boat will normally float on its side for a while after a [capsize](#). As the boat capsizes, you should endeavour to fall cleanly into the water, trying to avoid catching [sheets](#) or [toestraps](#) as you fall. You should initially ensure that the [main sheet](#) and the [jib sheet](#) are not in the [cleat](#).

Swim round to the [daggerboard](#), grab hold of its tip, and pull down. The boat should start to right itself slowly at first, and then quite quickly. As soon as it is the right way up, climb back into the [cockpit](#), trying to keep the boat as upright as possible at all times, to avoid a further capsize. When climbing in, you can pull the [gunwhale](#)

closer to the water using the [side safety line](#), and then grab the [toe strap](#) to pull yourself in. It is best to do this over the [windward](#) side of the boat, to avoid another [capsize](#). Alternatively, if the boat is pointing [into the wind](#), you can go around to the

[transom](#) and climb in there. Once you are back on board, check that the ropes are not caught on anything and then you can continue sailing.

Dry Capsize

If you know that you are about to capsize, you can climb over the [gunwhale](#) and onto the [daggerboard](#) as the boat heels. As the boat starts to right itself, climb back into the centre of the cockpit. This can be quick and you remain dry, but if you stay on the capsized hull and are not quick to move out, your weight may cause the boat to invert.



Capsize Recovery From Inversion

If the boat does invert, you will probably end up in the water outside the boat. In this case, reach up to the [bilge rail](#) on the bottom of the boat and, using this as a finger hold for one hand, stretch out with the other hand and grab the [daggerboard](#). When you have a firm grip on the [daggerboard](#), pull yourself onto the [hull](#), and kneel or

stand as close to the edge as possible without slipping off. Keeping hold of the [daggerboard](#), lean back and the boat will slowly return to floating on its side. From here, you will be able to carry out a standard [capsize recovery](#). When righting the boat from [inversion](#), more [leverage](#) can be gained by standing up on the inverted [gunwhale](#), and pulling the tip of the [daggerboard](#).

If you come up under the boat just after it has inverted, you will find plenty of air and head space in the cockpit. However, this situation can be a worry for the safety-boat crew as they cannot see where you are, so quickly duck under the cockpit side to the outside of the boat to show that you are OK. If you are tired or cold and need assistance, stay next to the inverted boat by holding the side safety lines and try to attract the attention of a rescue boat.

WARNING

If the boat has capsized “on top” of you, or “to windward” as it is known, there is more chance of the boat inverting. You should ensure that you and your crew are well clear of the hull as the boat fully inverts. Remember to keep hold of a rope that is attached to the boat, i.e. the [jib sheet](#) or [main sheet](#)

WARNING

If the mast is lying [into the wind](#) during a [capsize recovery](#), the boat will flip up quickly and may [capsize](#) again. In this situation, be prepared to climb in and balance the boat quickly.

3.5 Air Tank

The RS Q'BA is equipped with a sealed [buoyancy compartment](#), in case of capsize or swamping. The buoyancy compartment is formed by the [hull](#) and [deck mouldings](#) and consequently the following points should be noted:

- ! Do not puncture the buoyancy compartment.**
- ! Should the buoyancy compartment become punctured, do not use the boat until the compartment is properly repaired. If in any doubt, contact RS Racing for repair details.**
- ! It is against class rules to add any fittings, although you may have to replace fittings from time to time. Ensure that all fastenings are resealed properly using an appropriate sealant. If in any doubt, contact RS Racing for details.**

Occasionally, a small amount of water will get into the [buoyancy compartment](#), and this can be removed through the [drain hole](#) in the transom. Always remember to check that there is no water in the [hull](#) and that the [bung](#) is secure in the drain hole before launching.

3.6 Man Overboard Prevention and Recovery

Working Deck

The working [deck](#) of the RS Q'BA, which is intended to be occupied when the boat is afloat, is the area covered with a non-slip coating. This area includes:

- The entire [cockpit](#) floor, including the [kick-blocks](#), and sides of the [daggerboard case](#), from the [aft](#) end up to the [mast foot](#).

- The top surface and outside edge of the side deck, from the [aft](#) end to the front of the cockpit.

Crew Overboard Recovery

The RS Q'BA is designed to be sailed by up to three people. However, it can be sailed [single-handed](#). If sailing alone, it is recommended that you ensure adequate [safety cover](#) is in attendance before [launching](#).

To minimise the risk of falling overboard, never stand up in the boat or sit on the decks, other than the side deck to balance the boat, when it is [under weigh](#). Should you fall overboard while sailing alone, the boat will soon capsize allowing you to swim to it and follow the capsize recovery procedures described in 3.4.

If a crew member falls overboard while there are two people sailing, the person on board can assist recovery by manoeuvring the boat back to the person in the water, stopping the boat (turning into the wind if sailing), and helping to balance the boat as the other person climbs back in.

To recover a crew member from the water:

- The helm should stop the boat just [downwind](#) of the person in the water.
- The helm should balance the boat, using a combination of body weight movement and [sail pressure](#).
- With the help of the person on board, the crew should board the boat via the [windward gunwhale](#), or over the [transom](#) using the [toe strap](#) to help to pull themselves in.

Top Tip

If you attend an approved sailing instruction course, you will learn how to recover a man overboard quickly and effectively. Please see www.rya.org.uk for a list of recommended institutions.

3.7 Use of an Outboard Engine

The RS Q'BA is not designed, equipped, or capable of modification for use with an outboard engine.

3.8 Towing, Anchoring, Mooring, and Trailing

Towing on the Water

We recommend the following procedure for towing your RS Q'BA:

- Secure the **towing line** around the **mast**, as low down to the **mast gate** as possible. If the **mast** has failed, then the **towing line** can be tied to the **tying bar** at the front of the boat. Alternatively, the painter can be used as a towing line.
- Lower and stow the **mainsail**.
- Fully raise or remove the **daggerboard**.
- Stay at the **tiller**. In the event of **rudder** loss, sit well **aft**.

Anchoring

The RS Q'BA can be anchored for short periods of time. The **anchor line** should be secured around the base of the **mast** or around the **tying bar**. The sails should be lowered or securely stowed, and the **rudder** and the **daggerboard** should be raised completely.

REMEMBER

An anchor is a heavy piece of equipment. You must ensure that you are not overloading your RS Q'BA, and that the anchor is securely stowed when not in use to prevent damage to the boat or the crew!

Mooring

The RS Q'BA can be [moored](#) on a [buoy](#) or on a [pontoon](#) for short periods. When mooring on a [buoy](#), ensure that the [mooring line](#) is securely fastened around the mast or the [tying bar](#).

When mooring along side a [pontoon](#), a [mooring line](#) can be attached to either the [tying bar](#), and around the [aft](#) end of the rear [toestraps](#). Always remember to use some padding between your RS Q'BA and the object that you are mooring against!

Trailing and Transporting Your RS Q'BA

The RS Q'BA can be trailed behind the majority of cars. When trailing your RS Q'BA, you should only use an approved [trolley](#) and [road base](#). Care must be taken when tying the boat to its trailer because too much or too little tension could result in damage. We recommend the following procedure for safe trailing:

- Ensure that the boat is located correctly on the trolley, with the [bow](#) securely in the [bow snubber](#) of the trolley.
- Ensure that the trolley is properly located on the [road base](#), and that the [retaining pin](#) is fitted.
- Tie the boat down to the [road base](#), at the [bow](#), and across the middle. You only need to apply sufficient tension to hold the boat in contact with the [trolley supports](#). Use padding material where any straps touch the deck.

The RS Q'BA is designed to be transported easily on the roof of most cars. Always ensure that the roof rack is firmly fixed to the car, in accordance with the roof-rack manufacturers fitting instructions, and check that the maximum roof load limit for the car is greater than the combined weight of the roof rack, RS Q'BA [hull](#), [spars](#), [sail](#),

and anything else carried on the roof. Allow 70kg for the RS Q'BA [hull](#), [spars](#) and [sail](#).



Top Tip

Remember to tie the boat down when it is left in the dinghy compound, to prevent damage in the event of strong winds.

4. COMMISSIONING

4.1 Preparation

Your RS Q'BA comes complete with all the components necessary to take the boat sailing.

Take care when using a knife or other sharp object to cut through packaging containing parts – you may damage the contents!

Whilst your RS Q'BA 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 travelling can loosen seemingly tight fittings and knots. It is important to check such items prior to sailing regularly.

4.2 Unpacking

Having unpacked your RS Q'BA, you should check that you have all of the items listed below before throwing away any of the packaging, as there may be some small items still wrapped.

- 1 x RS Q'BA [hull](#)
- 1 x two-piece [mast](#)
- 1 x [boom](#)
- 1 x [rudder](#), [rudder stock](#), and [tiller extension](#)
- 1 x [daggerboard](#)
- 1 x [mainsail](#) (Sport or Pro)
- 1 x rope pack – consisting of:
 - 1 x [mainsheet](#)
 - 1 x [daggerboard](#) handle
 - 2 x [rudder downhaul](#)

1 x outhaul
1 x outhaul elastic
1 x downhaul
1 x kicking cascade
1 x downhaul block
1 x RS Q'BA Owner's Manual

- Optional Jib Pack – consisting of:

1 x RS Q'BA jib
1 x jib sheet
1 x jib halyard
1 x jib tack hook

4.3 Rigging the Mast

If you have the [Jib Pack](#), please refer to Section 4.9 Rigging the Jib before stepping the [mast](#) in the boat.

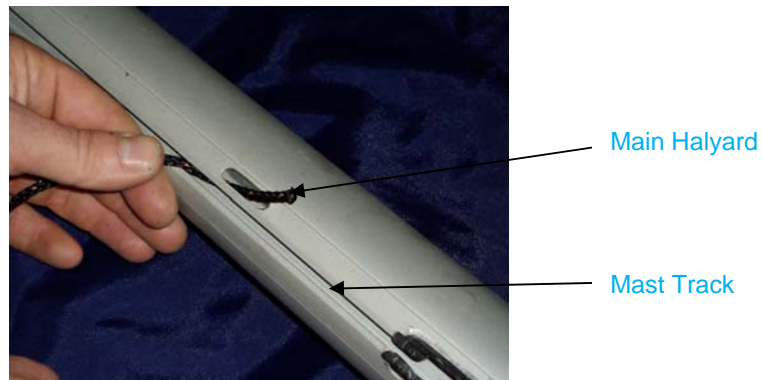
To complete this section, you will need:

- The [mast top section](#)
- The [mast lower section](#)
- The [main halyard](#)
- The [downhaul line](#)
- The [downhaul block](#)

1. Join the [mast](#) by inserting the [mast lower section](#) into the [mast top section](#).
2. Push the [mast lower section](#) in until it butts up against the [mast top section](#).
3. Take the [main halyard](#) from the rope pack.
4. Lead the end of the [main halyard](#) through the back of the head sheave at the top of the [mast](#), from bottom to top.



5. Pull the [main halyard](#) through so that both ends are at the bottom of the [mast](#), by the [gooseneck](#).
6. Take the end of the [main halyard](#) that is up against the [mast track](#), and thread it back into the [sail track](#) and out through the oblong hole in the [mast](#), just above the [main halyard cleat](#).



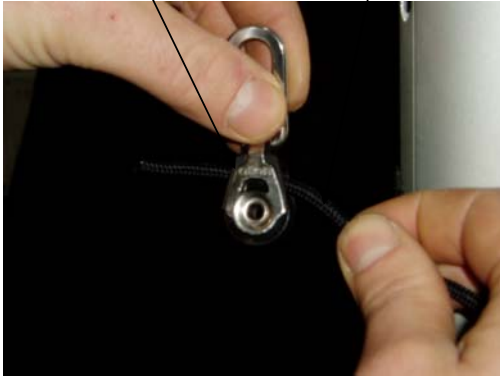
7. Pull both ends of the **main halyard** tight, so that one half goes into the **mast track**.
8. Tie a **figure-of-eight** knot in both ends of the **main halyard**.
9. Once you have threaded the **main halyard**, it can remain in place when you separate the two **mast** sections in future.
10. Take the **downhaul line** from the rope pack.
11. Tie a **figure-of-eight** knot in one end of the **downhaul line**.
12. Lead the other end of the **downhaul line** through the hole on the right-hand side of the **gooseneck collar**, from the bottom to the top.



13. Take the **downhaul block** from the rope pack, thread the **downhaul line** through it, and lead the end through the hole on the left-hand side of the **gooseneck collar**, from top to bottom.

Downhaul Block

Downhaul Line



Jib Halyard Cleat

Main Halyard Cleat



14. Lead the end of the **downhaul line** through the hole in the **downhaul cleat**, from top to bottom, and tie a **figure-of-eight** knot in the end.

Downhaul Line



Downhaul Cleat

Now the **mast** is ready to be put in the boat, or '**stepped**'.

REMEMBER

If you are rigging the Jib Pack, you need to read Section 4.9 before stepping the mast.

4.4 Stepping the Mast

The Mast-Gate Pin

The **mast-gate pin** is already fitted to your RS Q'BA. The pin has a small locking mechanism on the bottom to prevent it from falling out.

To close the mechanism:

- 1) Push the small tang round 90° to the pin
- 2) Push the tang across until it clicks into place



Pin Open

90°

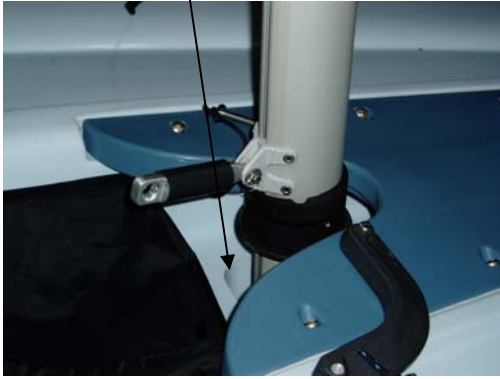
Pin Closed

To open the [mast-gate pin](#), reverse the closing procedure. The [mast-gate pin](#) must be in the open position to be able to remove it from the hole.

Stepping the Mast

1. Remove the [mast-gate pin](#), and ensure that the [mast gate](#) is open.
2. Lift the [mast](#), and with the furling handle at 90° to the open mast gate, place the base into the [mast well](#), ensuring that the dimple in the bottom of the [mast](#) locates on the raised section in the [mast well](#).
3. Rock the [mast](#) forward against the [foredeck](#), rotate the mast 90° so that the furling handle points toward the back of the boat, and close the [mast gate](#).

Mast Well



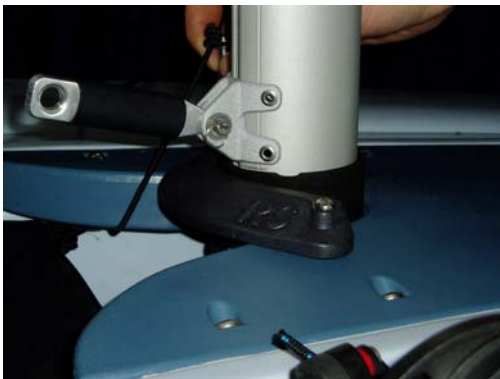
Foredeck



Mast Gate

Mast-Gate Pin

4. Secure the mast gate using the mast-gate pin.



Top Tip

If the wind is blowing, there will be a lot of pressure on the top of the mast making it wave around. Consider finding somebody to help if you feel that you will struggle!

WARNING

When lifting the mast, make sure that there are no overhead power lines.

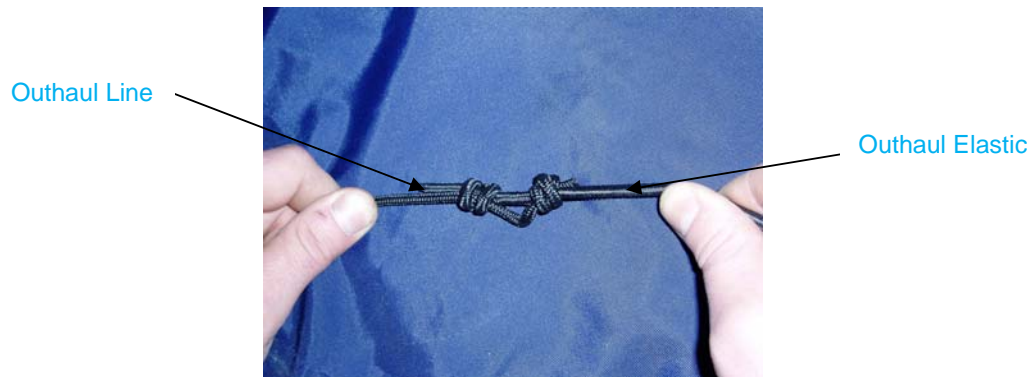
4.5 Rigging the Boom

To rig the boom, you will need:

- The boom

- The outhaul
- The outhaul elastic
- The kicker cascade
- A flat-headed screwdriver
- The mainsheet

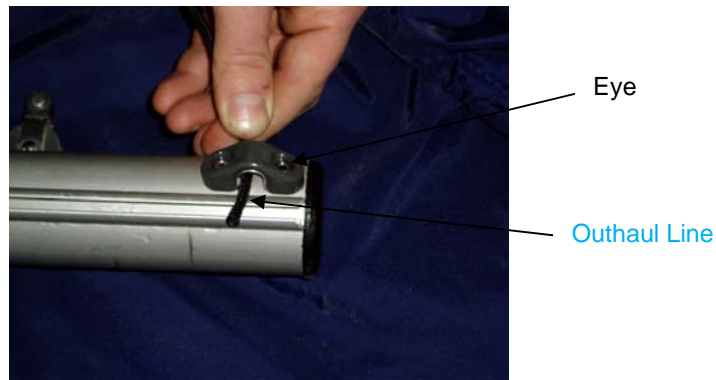
1. Take the outhaul line and the outhaul elastic from the rope pack, and tie them together.



2. Take the other end of the outhaul line and lead it through the outhaul block by the gooseneck, from top to bottom.



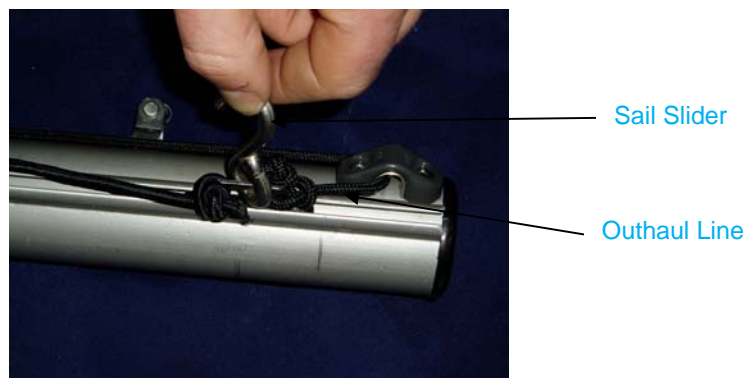
3. Lead the outhaul line along the boom, and through the eye at the end of the boom, from right to left.



4. Lead the end of the **outhaul line** through the **sail slider** and secure it using a **knot-on-knot**.



5. Take the opposite end of the **outhaul elastic** to the one tied to the **outhaul line**, and tie it to the free end of the **sail slider**, using a **knot-on-knot**.



6. Take the **kicker cascade** from the rope pack.
7. Using a flat-headed screwdriver, undo the **shackle** at the top of the **kicker cascade**, and attach it to the metal eye on the bottom of the **boom**, near the **gooseneck**. Once the **kicker cascade** is attached to the **boom**, you will not

need to remove it, although it is a good idea to check that the **shackle** is tight periodically.



8. Lift the **boom** and push the **gooseneck** onto the **gooseneck collar** on the **mast**. Rest the other end of the **boom** on the **transom**.
9. Take the **mainsheet** from the rope pack. Lead one end of the **mainsheet** through the **mainsheet ratchet block** on the deck of the boat, ensuring that it is threaded the correct way for the ratchet to work.
10. Lead the end of the **mainsheet** through the block near the **kicker cascade** on the bottom of the **boom**, from front to back.
11. Lead the end of the **mainsheet** through both of the webbing straps on the **boom**, and through the **block** at the end of the **boom**.
12. Thread the end of the **mainsheet** through the **block** on the **mainsheet bridle**, and back up to the **block** at the end of the **boom**.
13. Thread the end of the **mainsheet** through the **beckett** on the **block** at the end of the **boom**, and secure it using a **knot-on-knot**.



4.6 The Daggerboard

To complete this section, you will need:

- The daggerboard
- The daggerboard handle
- Daggerboard retaining elastic
- Daggerboard retaining clip

- 1) Tie a figure-of-eight knot in one end of the daggerboard handle.
- 2) Thread the other end through one of the holes in the top of the daggerboard.
- 3) Thread the end through the other hole in the top of the daggerboard, making sure to thread it through in the same direction as the original hole.
- 4) Tie a figure-of-eight knot in the end of the daggerboard handle. There should be a knot on either side of the daggerboard.
- 5) Tie one end of the daggerboard retaining elastic on to the daggerboard handle, using a bowline. Tie the daggerboard retaining clip on to the other end of the daggerboard retaining elastic.



The Daggerboard Handle

4.7 The Rudder

To complete this section, you will require:

- The rudder
- The rudder stock

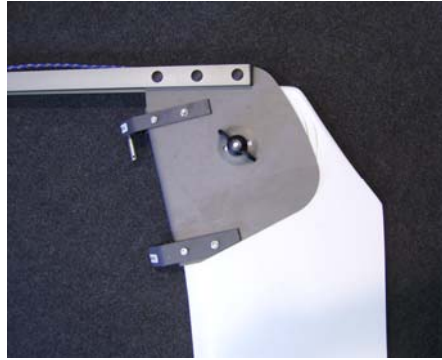
- The rudder downhaul and block

- 1) Undo the plastic wing nut on the rudder stock and remove the bolt.
- 2) Slide the rudder into the stock, making sure that you feed the rope over the small roller fitted in the stock, and out under the tiller.



Rigging the Rudder

- 3) Line up the hole in the top of the rudder with the hole in the rudder stock.
- 4) Push the bolt through the stock and the rudder. Make sure that you line up the head of the bolt with the recess in the plastic washer, and that the little lugs on the plastic washer line up with the holes in the stock. *It may need a little tap to get it through!*
- 5) Refit the plastic wing nut and tighten. The nut should be tight enough to stop the rudder slopping about in the stock, but not tight enough to make it hard to rotate the rudder.
- 6) Tie the rudder downhaul block onto the rope that you have threaded into the stock.
- 7) Take the rudder downhaul rope and tie one end onto the bridge of the cleat at the front end of the tiller.
- 8) Thread the other end of the rudder downhaul rope through the rudder downhaul block, and then back through the cleat on the top of the tiller.
- 9) Tie a figure-of-eight knot in the end.



The Rudder Fitted in the Stock



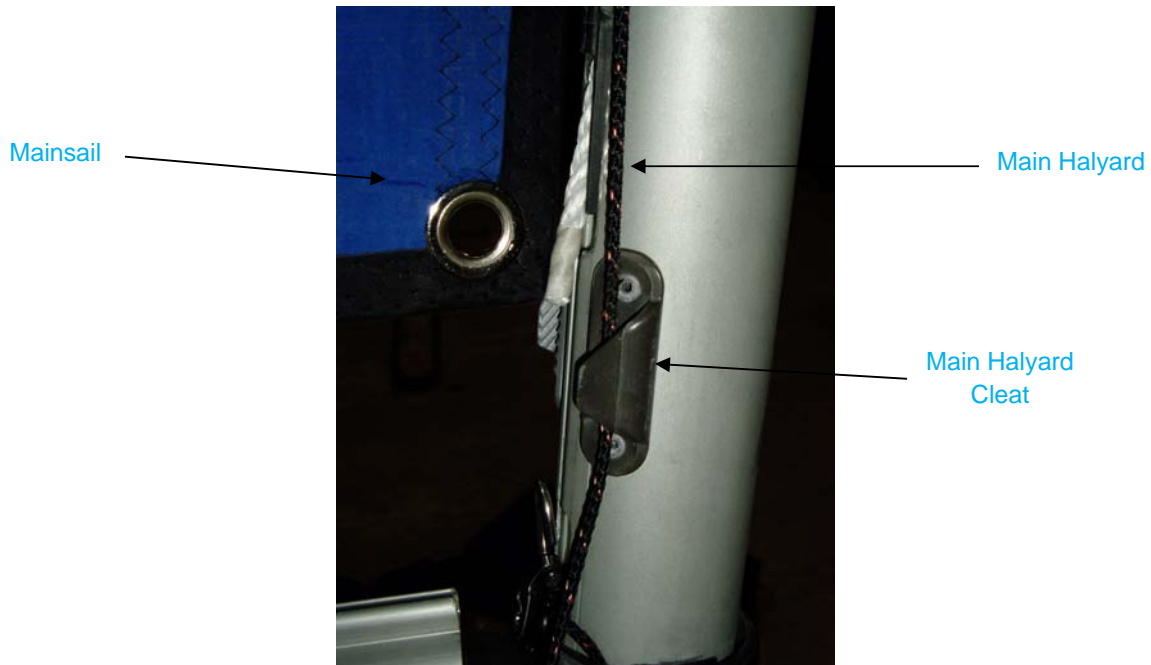
The Rudder Downhaul

4.8 Hoisting the Mainsail

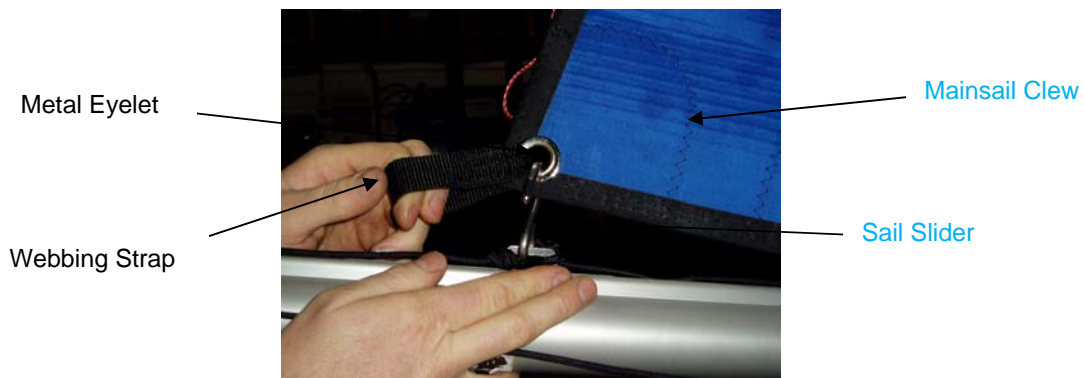
To complete this section, you will need:

- The [mainsail](#) (either the RS Q'BA Sport reefing mainsail, or the RS Q'BA Pro battened mainsail)
1. Unroll the [mainsail](#).
 2. Take the end of the [main halyard](#) that is free from the [mast track](#), and tie it to the [head](#) of the [mainsail](#) using a [knot on knot](#).
 3. Put the top of the [mainsail](#) into the opening at the bottom of the [mast track](#), just above the [gooseneck mast collar](#).
 4. Holding the [mainsail](#) in line with the [mast](#), pull on the end of the [main halyard](#) that comes out of the [mast](#).

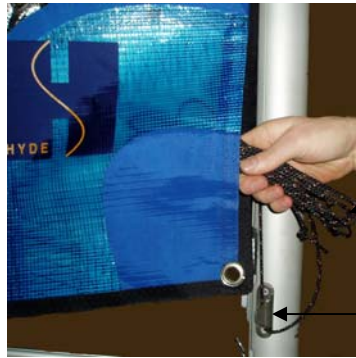
5. Pull the **mainsail** up to the top of the **mast**. To make hoisting the **mainsail** easier, keep it in line with the **mast**, especially when passing the **batten pockets**.
6. When the **mainsail** is at the top of the **mast**, secure the **main halyard** in the **main halyard cleat** on the **mast**.



7. Take the hook on the **sail slider** at the other end of the **boom** and, using the webbing strap in the **clew** of the **mainsail** to pull the sail into position, attach the hook of the **sail slider** onto the metal eyelet in the **clew** of the **sail**.



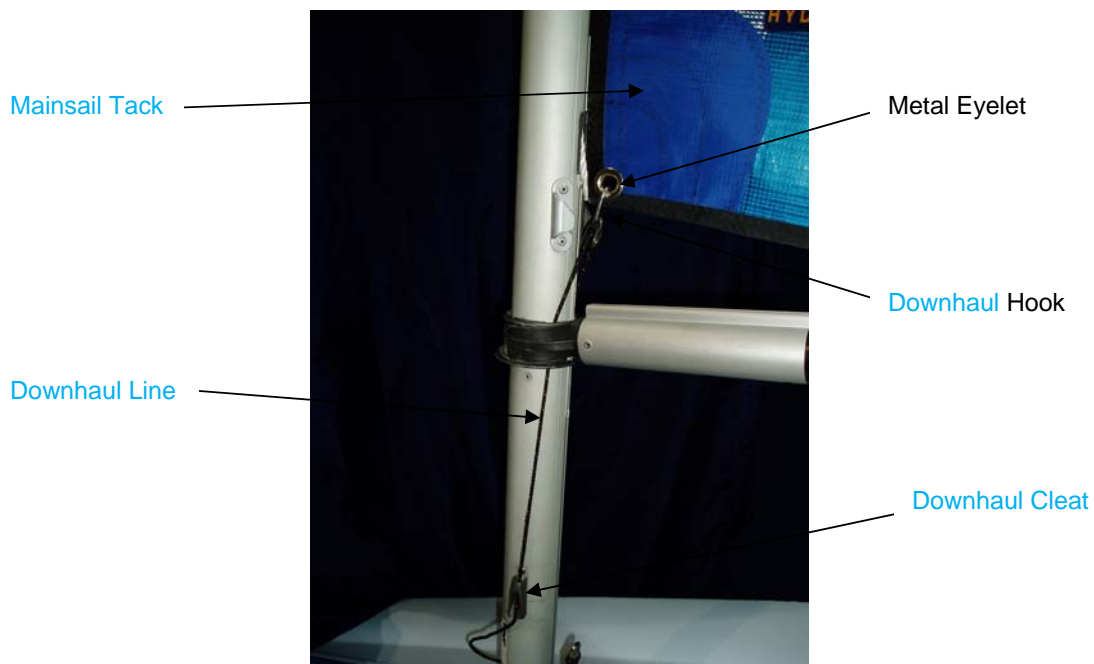
8. Pull tension into the **outhaul line**, and secure it in the **outhaul cleat** on the **boom**.
9. Coil up the end of the **main halyard**, and stow it in the pocket on the **tack** of the **mainsail**.



Main Halyard

Main Halyard Cleat

10. Attach the **downhaul hook** onto the metal eyelet in the **tack** of the **mainsail**.
11. Take hold of the **downhaul line** below the **downhaul cleat**, pull tension into the **downhaul** and secure it in the **downhaul cleat**.



12. Attach the hook at the end of the **kicker cascade** to the hole in the end of the **furling handle**.



Kicker Cascade

Hook

If you are not fitting the jib, move straight on to Section 4.11 Completion

4.9 Rigging the Jib

For this section, you will need:

- The RS Q'BA jib
- The jib halyard
- The jib sheet

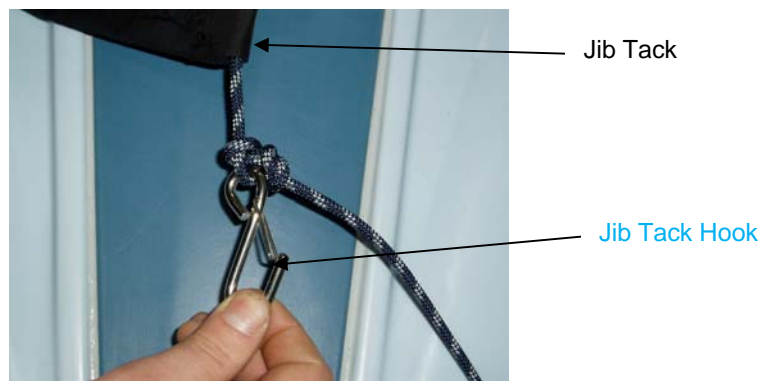
Before stepping the mast you will need to:

1. Take the jib halyard from the jib pack.
2. Thread one end of the jib halyard through the metal ring half way up the front of the mast.
3. Pull the jib halyard so that you have two equal tails by the gooseneck. Secure the jib halyard tails.

Now step the mast, following the instructions in Section 4.4 – Stepping the Mast.

To rig the jib:

1. Unroll the jib.
2. Take the jib tack hook from the jib pack and tie it to the rope sewn into the tack of the jib, using a knot on knot.



3. Insert the **jib tack hook** aft of the **tying bar** and push it down into the **tying bar recess**. Rotate the **jib tack hook** 90° and pull up, ensuring that the hook clips onto the **tying bar**.

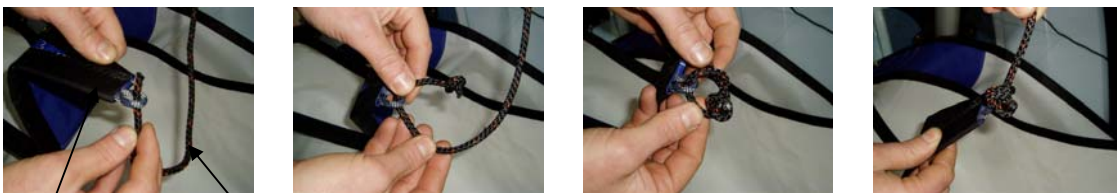
Jib Tack Hook



Tying bar

Tying bar Recess

4. Tie one end of the **jib halyard** onto the loop of rope sewn into the **head** of the **jib**, using a **knot-on-knot**.

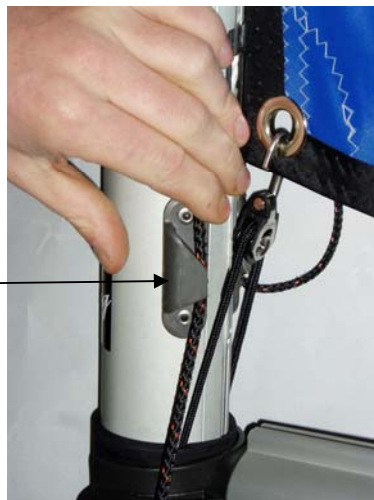


Jib Head

Jib Halyard

5. Pull the **jib** up and secure the **jib halyard** in the **cleat** on the left-hand side of the **mast**, above the **gooseneck**. Only apply enough halyard tension to prevent the front of the **jib** from sagging whilst sailing.

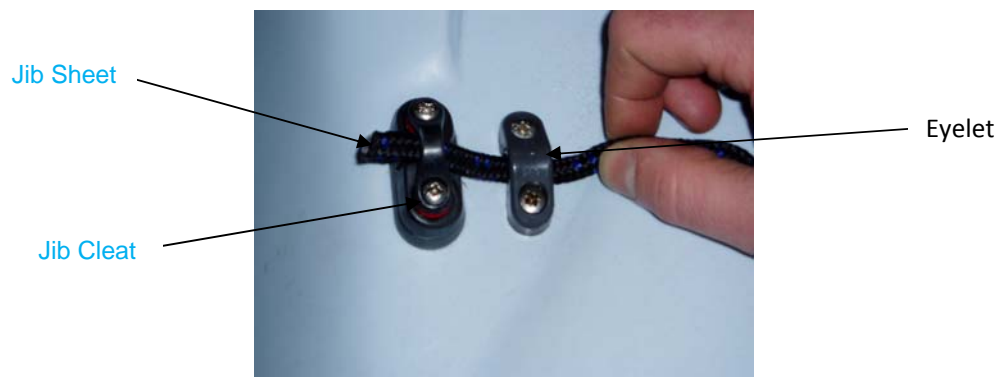
Jib Halyard Cleat



6. Coil up the **jib halyard** and stow it in the pocket on the **tack** of the **mainsail**.



7. Take the **jib sheet** from the jib pack.
8. Thread one end of the **jib sheet** through the metal eyelet in the **clew** of the **jib**, and tie a **figure-of-eight** knot in the end.
9. Take the other end of the **jib sheet**, lead it through the eyelet on the **starboard** side of the boat, and through the **jib cleat**.
10. Lead the end of the **jib sheet** across the boat and through the **jib cleat** and eyelet on the **port** side of the boat.



11. Lead the end of the **jib sheet** through the metal eyelet in the **clew** of the **jib**, in the opposite direction to the original end.
12. Tie a **figure-of-eight** knot in the end of the **jib sheet**.

4.10 Completion

Now you are almost ready to go Q'BA sailing. All that is left to do is:

- Fit the **rudder** to the back of the boat
 - Check that all the knots and **shackles** are tied securely.
 - Check that the **bung** is securely in the back of the boat.
1. To fit the **rudder**, simply line up the pins on the **rudder stock** 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 – all it will need is a simple wiggle from side to side whilst pushing down.
 2. To remove the **rudder**, simply push the retaining clip in and pull the **rudder stock** up.

TIME TO GO SAILING!

After **launching**, the **rudder** is lowered by releasing the **rudder uphaul line** and pulling the elastic tight. The **daggerboard** can be inserted in the **daggerboard case** when the water is deep enough. It is normally best to leave the **kicking strap** loose while launching, pulling it on as appropriate once you are sailing.

TOP TIP

Make sure that you un-cleat the rudder and raise the daggerboard before coming ashore.

5. SAILING HINTS

5.1 Introduction

The RS Q'BA is a very rewarding boat to sail – to fully appreciate its handling, you should be comfortable with the basic techniques of sailing small boats. If you lack confidence or feel that a refresher is in order, there are many approved sailing schools which use the RS Q'BA. See www.rya.org.uk for more information, or follow the link from www.rssailing.com to find your local RS Academy.

While we offer you a few hints to aid your enjoyment of your new boat, they should not be considered as a substitute for an approved course in dinghy sailing. In order to build your confidence and familiarise yourself with your new boat, we recommend that you choose a fairly quiet day with a steady wind for your first outing.

5.2 Launching

With the sails fully hoisted, attach the [rudder](#) to the [transom](#). Lead the [daggerboard](#) retaining elastic around the [mast](#) and clip it back on itself. Leave this in place while sailing. The boat should be wheeled into the water, keeping it [head to wind](#) as far as possible.

If you have a crew, s/he can hold the boat [head to wind](#) whilst the trolley is stowed ashore.

TOP TIP

If the tide is coming in as you launch, make sure that you leave the trolley far enough up the beach that it will not be swept away.

5.3 Leaving the Beach

The easiest way to get going is for the **helm** to hop aboard while the **crew** holds the boat. The helm should put a little **daggerboard** down, with the shockcord with the plastic-tubing cover pulled forward, then move back to his normal position, and pull gently on the **rudder downhaul** to lower some of the **rudder blade**. Then, s/he may instruct the crew to push the **bow off the wind** and climb in. The crew will then lower the **daggerboard** as depth allows. The shockcord acts as a friction device and a retainer when the board is fully down. Thus, as soon as the is deep enough, the **daggerboard** should be fully lowered, and the shockcord pulled back over the top of the board, so that it is secure in the event of a fully-inverted **capsize**.

The **singlehanded** sailor may choose to ask someone to help them to launch. If launching alone, stand in the water alongside the **gunwhale**, holding the boat **head to wind**. Lower part of the **daggerboard** and **rudder**, and then push the **bow off the wind** while hopping in.

Top Tip

If you are using the **jib**, pulling this **sail** in as you leave the beach will ensure that the **bow** continues to swing away from the direction that the wind is blowing from.

As soon the water is deep enough, make sure that you lower the **rudder blade** fully by pulling hard on the **rudder downhaul**. You will know it is fully down if you feel a gentle “thud” as the front face of the blade hits the front face of the **stock**. Cleat the downhaul and tidy it by winding it around the **tiller**. Pull the sail in and you are away!

For the best performance, you should ensure that you and your crew position yourselves so that the boat is sailing through the water as flat as possible.

Watch the **trim** (**fore** and **aft**) and the **heel**. The boat should always be sailed as upright as possible.

Top Tip

As a general rule, sit further forward in lighter winds and further aft in stronger breezes.

5.4 Sailing Close-Hauled and Tacking

When sailing **close-hauled**, or as close as possible to the wind, it is important to get the **boom** as near as possible to the **centreline**, especially when sailing the RS Q'BA with the **mainsail** and **jib**. The **kicking strap** should be firmly tensioned for **upwind** work. To pull it on, quickly put the boat **head to wind**. You should hold the **tiller extension** across your body, with a knuckles-up grip, enabling you to use one or two fingers as a temporary **cleat** when adjusting the **mainsheet**.

The **jib sheet** should be pulled in fairly hard when sailing **upwind** – tighter in stronger winds and less so in lighter winds. Sail to the **jib tell-tails**, keeping the one on the back of the sail streaming and the one closest to you either streaming or lifting upwards slightly.

To **tack**, push the **tiller extension** away from you and, as the boat starts to turn, step across the **cockpit** facing forwards. Once the boat has completed the turn, bring the **tiller** back into the centre before sitting down on the new side, with the **tiller extension** behind your back. When you are settled, swap the **mainsheet** and the **tiller extension** into the new hands.

HINT

When sailing **single-handed**, sit with a leg either side of the **thwart** area when sailing **close-hauled** or **reaching**. If there is a **lull** in the wind, simply slide your backside down off the **gunwhale** and onto the **thwart**.

If the boat slows right down and feels lifeless when **close-hauled**, you could be sailing too close to the wind. Ease the **mainsheet** and 'bear off' away from the wind for a while to get the boat going again.

5.5 Sailing Downwind and Gybing

When sailing [downwind](#), both sails should be let out as far as possible. [Single-handed](#) sailors should adopt a relaxing, reclined pose astride the [thwart](#) area, leaning back against the side deck. To [gybe](#), pull the [tiller](#) towards you and, as the boat starts to turn, step across the [cockpit](#) facing forward. Once the boat has completed the turn, bring the [tiller](#) back into the centre before sitting down on the new side, with the [tiller extension](#) behind your back. Often, the [boom](#) will not want to come across until you have nearly completed the [gybe](#), so it often pays to give the [mainsheet](#) a tweak to encourage the [boom](#) over at the moment that you want it to come! Once you are settled, swap the [mainsheet](#) and the [tiller extension](#) into the new hands.

5.6 Reefing

[Reefing](#) reduces the sail area, and is an effective and essential way to continue sailing in winds that would otherwise keep less experienced or younger sailors ashore. There are two ways to reef a RS Q'BA Sport [mainsail](#):

Round-Mast Furling

This method of reefing is applicable to the RS Q'BA Sport mainsail, when sailed without a jib.

1. Release the tension in the [kicker cascade](#), and un-clip the hook from the [furling handle](#).
2. Uncleat the [outhaul line](#).
3. Rotate the mast using the [furling handle](#), until you have [reefed](#) the [mainsail](#) to the required size.



Furling Handle

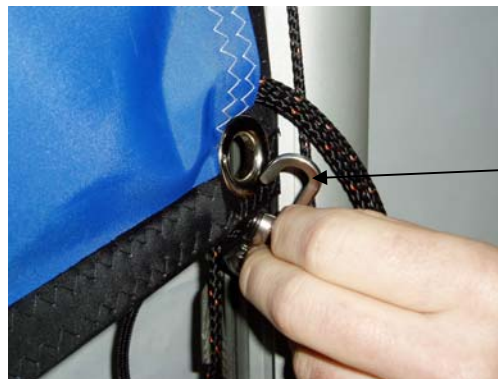


4. Ensure that the **furling handle** ends up at the back of the **mast**.
5. Re-attach the hook on the end of the **kicker cascade** to the end of the **furling handle**, and pull tension on.
6. Pull tension on the **outhaul line**, and re-cleat it.

Slab Reefing

This method of reefing is applicable to the RS Q'BA Sport mainsail, when sailing with the jib.

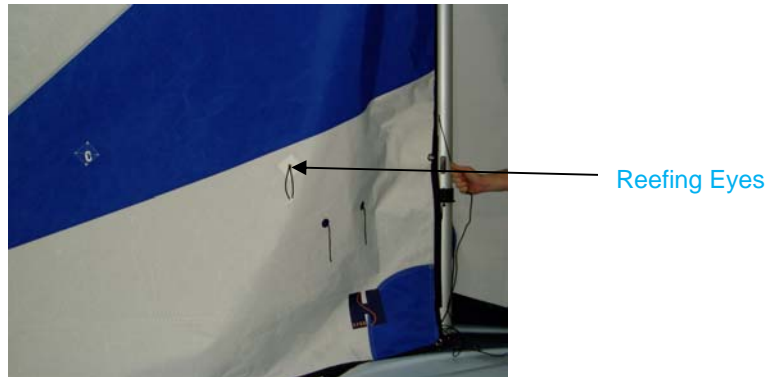
1. Release the **mainsail downhaul line** out of the cleat, and unhook the **downhaul hook** from the metal eyelet in the **tack** of the **mainsail**.



Downhaul Hook

2. Ease the **kicker cascade**.
3. Ease the **main halyard**.
4. Ease the **outhaul** and unhook the **sail slider hook** from the metal eyelet in the **clew** of the **mainsail**.

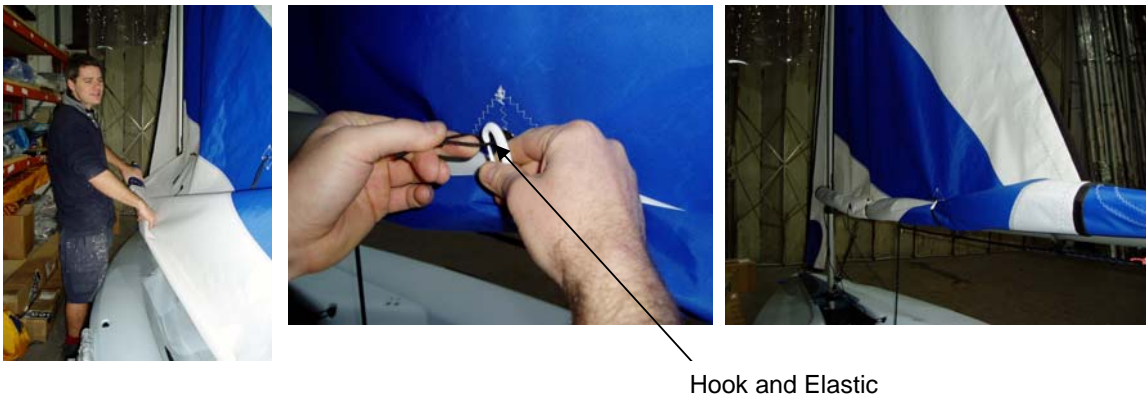
5. Pull the mainsail down until the line of reefing eyes in the mainsail is level with the boom.



6. Clip the sail slider hook onto the new metal eyelet in the leech of the mainsail.



7. Roll up the excess mainsail and tie it to the boom. We recommend using a loop of elastic attached to a plastic hook.



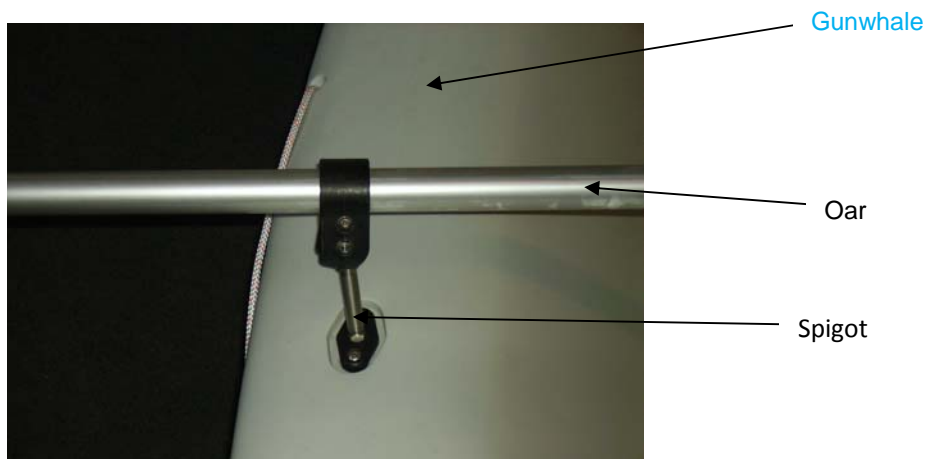
8. Re-apply tension to the kicker cascade.

9. Hook the **downhaul line** onto the metal eyelet in the new **tack** of the **mainsail**, and apply tension as required.

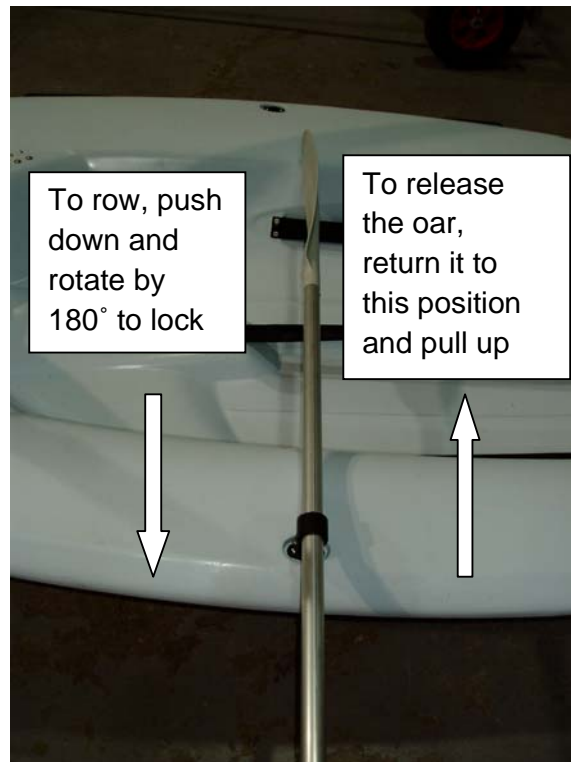
Sailing in strong winds can be great fun, so become familiar with the reefing systems and get back out there!

5.7 Using Oars and the Rowing Kit

The RS Q'BA Rowing Kit may be purchased from LDC Racing Sailboats or from your local RS Dealer, enabling you to use your sailing boat as a [tender](#) or small rowing vessel. The oars simply locate in the [rowlock holes](#) in the [gunwhale](#).



To locate and lock the oars in position, push the spigot in the [rowlock hole](#) and rotate the complete oar, so that the paddle is over the [cockpit](#) and the handle is over the side of the boat. As you turn the oar into the correct position, with the paddle over the side and the handle over the [cockpit](#), you will feel the oar lock into place. The oar will not pull out. To release the oar, reverse the procedure.



Here, the oar is in the correct position and ready to be used.



5.8 Using the Top Cover

The top cover is a very simple water-proof cover that can keep the [spars](#) and sails dry and out of sight when the boat is not in use. It is best to attach the top cover from the [bow](#) and work backwards, pulling the elastic drop cloth into place.

6. MAINTENANCE

6.1 Boat Care

The RS Q'BA is made using Comptec PE3, a three-layer polyethylene construction. This is stiff and light, but will dent if subjected to point loading. The boat should be supported ashore on an approved RS [trolley](#), as the [hull](#) may distort if not supported properly. For long-term storage, it is better to support the boat on a rack, in slings, or another type of support that spreads the weight and avoids point loads. The [hull](#) can also be stored on the [transom](#), but never store the boat for long periods on its side. When dealing with a marine environment, equipment gets wet; this in itself is not a problem. The problem starts when moisture is trapped for any length of time. Therefore, it is very important to store the boat properly ashore.

Keep your dinghy drained and well ventilated

Ensure that the boat is stored with the [bow](#) raised to allow water to drain away.

Wash with fresh water

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

Any stubborn marks on the [hull](#) can be removed with a light detergent, such as washing up liquid. Always test cleaning products on a small, inconspicuous part of the deck before applying to the whole boat.

Hull damage falls into three categories:

- **SERIOUS** – large hole, split, crack, or worse. Don't be too distressed! Get the remnants back to RS Racing – most problems can be repaired.

- **MEDIUM** – small hole or split. 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 the surrounding area should be closely examined to ensure that it will accept the loads. Get the damage professionally repaired as soon as possible.
- **SMALL** – dents, scratching. This type of damage is not boat threatening.

Comptec PE3 cannot be repaired in the same way as fibre glass. Some scratching can be removed by RS Racing staff, but dents cannot. Therefore we suggest you treat your boat with as much care as you would if it were fibre glass. More serious repairs can be carried out by RS Racing staff; however, the repair will never be invisible, due to the nature of the material.

The joy of owning an RS Q'BA is that it is very hard wearing, and any dents and scratches it receives will not affect the structural integrity of the hull.

6.2 Foil Care

The **foils** are made from injection-moulded plastic. They are very strong and hard wearing, but they will get damaged if run aground hard. Due to the nature of its construction, a damaged foil can still be used.

If you run aground hard with the **daggerboard** down, you should check that the **hull** has not been punctured at the front or the trailing edge of the **daggerboard case**. Special 'shock absorbing' pads have been fitted at these points to reduce the risk of damage, and these can be replaced if damaged.

If you are going to trail your boat frequently, you may wish to invest in some RS Racing padded rudder bags. These will protect your RS Q'BA from any damage caused by the foils.

6.3 Spar Care

The [mast](#) and [boom](#) are aluminium. Wash with fresh water as often as possible, both inside and out. Check all of the riveted fittings on a regular basis for any signs of corrosion or wear.

6.4 Sail Care

The [mainsail](#) should be rolled and stored dry, out of direct 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.

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.

6.5 Fixtures and Fittings

All of the fixtures and fittings have been designed for a specific purpose in the boat. These items may break when placed under any unnecessary load, or when used for a different function to their intended purpose. To ensure optimum performance, wash the fixtures and fittings with fresh water regularly, checking shackles, bolts, etc. for tightness.

7. WARRANTY

- 1.** This warranty is given in addition to all rights given by statute or otherwise.
- 2.** LDC Racing Sailboats 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 LDC Racing Sailboats. Any changes to the hull structure, deck structure, rig, or foils without the written approval of LDC Racing Sailboats will void this warranty.
- 5.** Warranty claims for materials or equipment not manufactured by LDC Racing Sailboats can be made directly to the relevant manufacturer. LDC Racing Sailboats warrants that these parts were installed correctly and according to the instructions provided by the manufacturer.
- 6.** Warranty claims shall be made to LDC Racing Sailboats as soon as practicable and, in any event, within 28 days of discovery of the defect. No repairs under warranty are to be undertaken without written approval of LDC Racing Sailboats.
- 7.** Upon approval of a warranty claim, LDC Racing Sailboats 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, LDC Racing Sailboats 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.

8. GLOSSARY

A

Aft	At the back
Anchor Line	Rope that attaches the anchor to the boat
Astern	Behind the boat
Assymetric	Spinnaker 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 at the side. 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 the wind strength, from Force 1 to Force 12
Beckett	A metal loop attached to the bottom of a block
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 the sail
Bow	The front of the boat
Bowline	A useful and reliable knot with a loop in it. See Appendix 9.3 Three Essential Knots
Bow Snubber	The part of the trolley that the bow rests on
Bowsprit	The pole that protrudes from the front of the hull, to which the gennaker is attached
Builder's Plate	Plate that contains build information
Bung	A stopper for the drain hole
Buoy	Floating object attached to the bottom of the 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
Centreline	An imaginary line that runs through the centre of the hull, from the bow to the stern
Chart Datum	Depths shown on a navigation chart, at the lowest possible state of the tide
Chute	The tube under the foredeck, in which the genneker is stored
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' employed to avoid collisions
Compass Rose	The compass shown on a chart to aid navigation
Crew	Helps the helmsman to sail the boat; usually handles the jib sheets

D

Dacron	A brand of polyester sailcloth that is wrinkle-resistant and strong
Daggerboard	The foil that sits below the hull to counteract the sideways push of the wind, and to create forward motion
Daggerboard Case	The casing in the hull through which the daggerboard is pushed into place
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 hat 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
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F

Figure-of-Eight Knot	A stopper knot. See Appendix 9.3 Three Essential Knots
Foils	The daggerboard and the rudder
Foot	The bottom edge of a sail
Fore	Towards the front of the boat
Furling Handle	A handle attached to the bottom of the mast, used for furling the mainsail

G

Gennaker	A sail that is a cross between a genoa and a spinnaker, hoisted when sailing downwind
Gennaker Downhaul	The rope used to pull the gennaker down
Gennaker Halyard	The rope used to pull the gennaker up
Gooseneck	The 'jaws' of the boom that clip onto the mast
Gooseneck Mast Collar	A collar on the mast, on which the gooseneck sits
Gunwhale	The top edge of the hull, that you sit on when leaning out to balance the boat
Gybe	To change direction by turning the stern of the boat though the wind

H

Halyard	A rope used to hoist sails
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
Head Sheave	A fitting that sits on the top of the mast, through which the main halyard is threaded
'Heave To'	To stop the boat by easing the mainsheet 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	To pull a sail up
Horn Cleat	A type of cleat on which a rope is made fast by wrapping around the 'horn'
Hull	The hollow, lower-most part of the boat, floating partially submerged and supporting the rest of the boat

I

Inglefield Clip	A hook-shaped clip which attaches to an identical hook-shaped clip
'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 Cascade	The rope system that is attached to the base of the mast and to the boom, helping to hold the boom down
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Knot	A measurement of speed, based on one minute of latitude
Knot on Knot	A knot used to tie an end of rope to a sail or a fitting. See Appendix 9.3 Three Essential Knots

L

Launching	To leave the slipway
Latitude	Imaginary lines running parallel round the globe from east to west. They are used in the measurement of position and distance on a navigation chart
Leech	The back edge of a sail
Leeward	The part of the boat that is furthest away from the direction in which the wind is blowing
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
Lifting Handle	Handles located at the back of the boat, used when lifting
Longitude	Imaginary lines running round the globe from north to south, used with lines of latitude to measure position and distance
Luff	The front edge of a sail
Lull	When the wind briefly stops blowing as hard, there is a 'lull' in the wind

M

Mainsail	The largest sail on a boat
Mainsail Clew Hook	The fitting that is attached to the sail slider on the boom, which holds the sail in place
Mainsheet	The rope used to control the mainsail
Mainsheet Bridle	The rope that runs across the transom of the boat, to which the mainsheet is attached
Mast Foot	The bottom of the mast
Mast Gate	The fitting that, when shut, holds the mast in place
Mast-Gate Pin	The pin that holds the mast gate shut
Mast Track	The groove that runs up the back of the mast into which the luff of the mainsail is fed
Mast Well	The 'well' in the hull in which the mast sits, sometimes referred to as the mast cup
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 sails are hoisted up
Mast Lower Section	The bottom section of a two-piece mast
Mast Top Section	The top section of a two-piece mast

Meteorology	The study of weather forecasting
Moor	To tie a 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
O	
'Off the Wind'	To sail in the direction that the wind is blowing
Outhaul	The control line that applies tension to the foot of the sail, by pulling the sail along the boom
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: <u>Beam Reach</u> : Point of sailing in which the wind is blowing towards the sail at 90° <u>Broad Reach</u> : Point of sailing between a beam reach and a run (sailing downwind) <u>Close Reach</u> : Point of sailing between a beam reach and a beat (sailing upwind). Sometimes referred to as a 'tight' reach
Reef	To make the sails smaller in strong winds
Reefing Eyes	Metal eyelets in the mainsail that enable it to be reefed
Road Base	A trolley that you place your boat and launching trolley upon to trail behind a vehicle
Rudder	The foil that, when attached to the stern, controls the direction that the boat moves in
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.
Sheet	A rope that controls a sail
Side Safety Line	The line that runs along the side of the hull
Single Handed	To sail a boat alone
Spars	The poles, usually carbon or aluminium, to which the sail is attached
Spinnaker	A large sail, usually triangular, that is hoisted when sailing downwind
Starboard	The right-hand side of the boat, when facing forwards
Step	When mast has been installed in a boat, it has been 'stepped', or placed on the mast step
Stern	The back of the boat
Stern Lifting Handles	The handles at the stern, used for lifting the boat

T

Tack	<ol style="list-style-type: none">1. To change direction by turning the bow of the boat through the wind2. The bottom front corner of the sail
Tying bar	The metal bar situated at the front of the boat, onto which the tack of the jib is attached
Tying bar Recess	Recess in the foredeck in which the tying bar is fitted
Tender	A small vessel, usually used to transport crew to a larger vessel
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
Towing Line	A rope attached to the boat, used to connect to a towing vessel
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 a boat around on land

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, sometimes called a 'beat' or 'beating against the wind'

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

9. APPENDIX

9.1 Useful Websites & Recommended Reading

RYA Go Sailing: Activity book for Young Sailors. ISBN 1-905104-36-7

RYA Go Sailing: A Practical Handbook For Young People. ISBN 9-781905-10-7

RYA Advanced Sailing Handbook. ISBN 1-905104-05-07

RYA National Sailing Scheme Syllabus and Logbook ISBN 0-901501-45

RYA Start Sailing Beginner's Handbook ISBN 0-901501-82-4

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

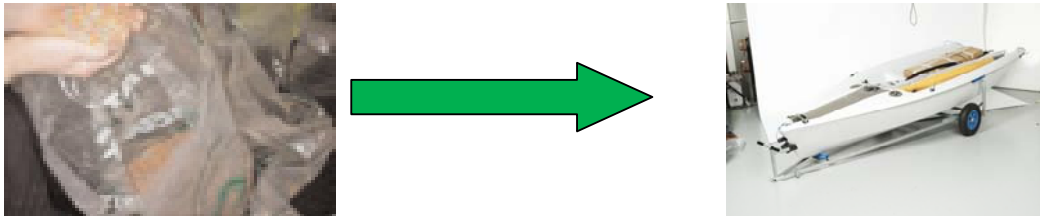
www.rssailing.com

www.ldcracingsailboats.co.uk

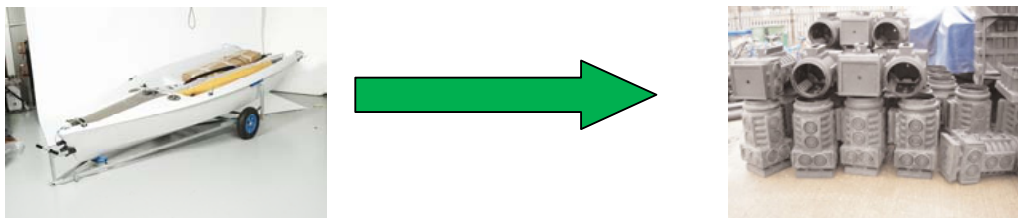
9.2 RS Q'BA Life Cycle

Did you know that you can recycle your RS Q'BA?

The polyethylene hull is manufactured using a process called rotomoulding, which involves placing high-quality polymer powder into a metal mould. The mould is simultaneously rotated and heated so that the powder adheres to the inner surface of the mould, melting to form the hull.



When your Q'BA has reached the end of its life, it can be sent back to the manufacturers where it is 'chipped' into small pieces. These pieces are used in place of the polymer powder in the rotomoulding process to manufacture products that do not require a high grade of polyethylene. Your RS Q'BA could become a polyethylene junction box housing underground cables!



Visit the following sites for more information about the rotomoulding process and its environmental impact:

www.rototek.co.uk

www.ids-access.co.uk

<http://www.ecop.org.uk/docs/ecop10.pdf>

9.3 Three Essential Knots

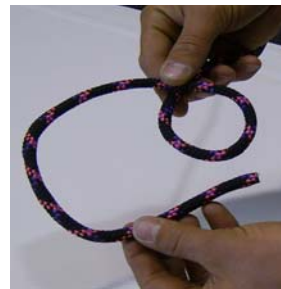
Bowline

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



NOTES



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