

RS venture *RS* venture S SE

Rigging Manual V3



PLEASE FOLLOW RIGGING MANUAL IN THE CORRECT ORDER



RS venture

Contents

1. Introduction

2. Preparation

- 2.1 - Hardware pack contents
- 2.2 - Rope pack contents
- 2.3 - Spinnaker pack contents
- 2.4 - Adding the toestraps
- 2.5 - Venture S centreboard
- 2.6 - Venture SE weighted centreboard
- 2.7 - Shroud verniers
- 2.8 - Forestay retainer
- 2.9 - Mainsheet bridle
- 2.10 - Righting lines

3. Rigging the mast

- 3.1 - Fitting the spreaders to the mast
- 3.2 - Spreader ends
- 3.3 - Masthead Float
- 3.4 - Stepping the mast

4. Boom

- 4.1 - Rigging the gnaw

5. Sails

- 5.1 - Rigging the mainsheet
- 5.2 - Hoisting the jib
- 5.3 - Furling the jib
- 5.4 - Hoisting the mainsail
- 5.5 - Rigging the outhaul
- 5.6 - Rigging the downhaul

6. Gennaker

- 6.1 - Gennaker halyard elastic takeaway
- 6.2 - Tack line
- 6.3 - Rigging the gennaker halyard / downhaul
- 6.4 - Rigging the gennaker
- 6.5 - Rigging the gennaker sheet

7. Rudder

- 7.1 - Fitting the rudder
- 7.2 - Using the rudder

8. Reefing

- 8.1 - Rigging the reefing line
- 8.2 - Reefing the mainsail

9. Completion

10. Sailing hints

- 10.1 - Introduction
- 10.2 - Launching
- 10.3 - Leaving the beach
- 10.4 - Sailing Close-hauled and tacking
- 10.5 - Sailing downwind and gybing
- 10.6 - Using the gennaker

11. Maintenance

- 11.1 - Boat care
- 11.2 - Foil care
- 11.3 - Spar care
- 11.4 - Sail care
- 11.5 - Fixtures and fittings

12. Warranty

13. Knots

14. Glossary

1. Introduction

Congratulations on the purchase of your new RS Venture, 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 Venture 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 Venture, 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 Venture.

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

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

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Hampshire SO51 9DQ
Tel: +44 (0)1794 526760
Email: info@RSsailing.com

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

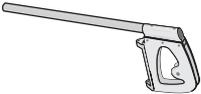
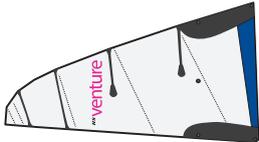
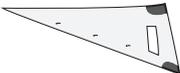
2. Preparation

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

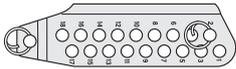
- Pliers or a shackle key
- Small Phillips screwdriver
- Small, flat-bladed screw driver
- Blade
- PVC electrician's tape
- Lighter to seal ropes

Whilst your RS Venture 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 also important to check such items prior to sailing regularly.

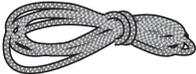
RS **venture** 2.1 - Hardware pack

	Owner's manual	1
	Rudder blade	1
	Rudder stock	1
	Tiller extension	1
	Boom	1
	Mainsail	1
	Jib	1
	Toestraps	4
	Mast and rigging	1
	Masthead Float	1
	Shroud covers	2

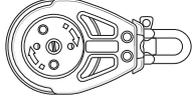
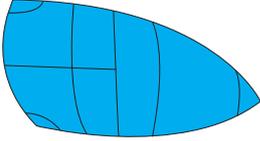
RS venture 2.1 - Hardware pack

	Shroud verniers	2
	Forestay retainer hook	1
	Plastic ring (Gennaker halyard take-away)	1

RS venture 2.2 - Rope pack

	Mainsheet	1
	Jib Sheet	1
	Toestrap ties	1
	Toestrap elastics long	1
	Toestrap elastics short	1
	Mainsheet bridle	1
	Mainsheet bridle elastic	2
	Righting lines	2
	Righting line elastic	2
	Forestay leash	1
	Rudder downhaul #1	1
	Rudder downhaul #2	1
	Spinnaker takeaway elastic	1

RS venture 2.3 - Spinnaker pack

	Spinnaker sheets	1
	Ratchet blocks	2
	Spinnaker	1

RS venture 2.4 - Adding the toestraps

To complete this section you will need:

Toestraps x 4 

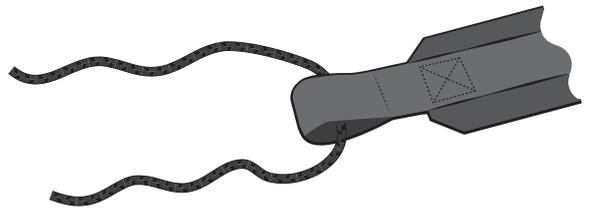
Toestrap ties x 8 

Toestrap elastic (long) x 2 

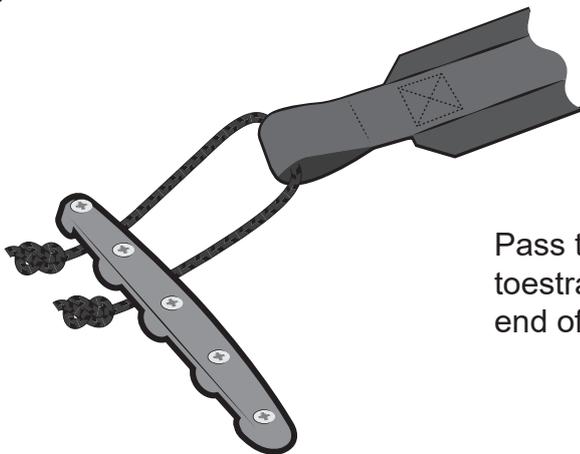
Toestrap elastic (short) x 2 

a)

Pass the toestrap tie through the webbing loop in the front end of the toestrap.



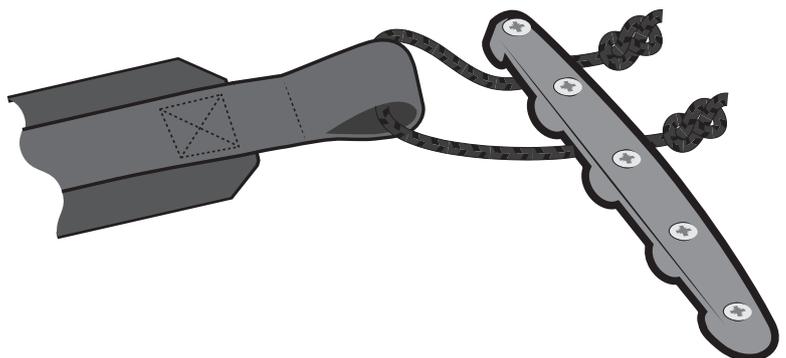
b)



Pass the two ends of the toestrap tie under the front toestrap plate (through the two gaps at the inboard end of the plate) and tie **knot #3** in the tails.

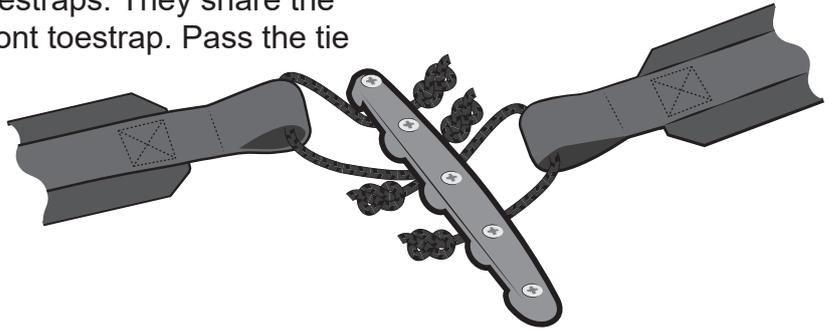
c)

Attach the aft end of the front toestraps in a similar way, passing the ties through the two inboard holes of the middle toestrap plate.

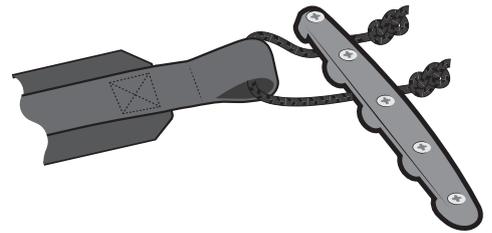


RS **venture** 2.4 - Adding the toe straps

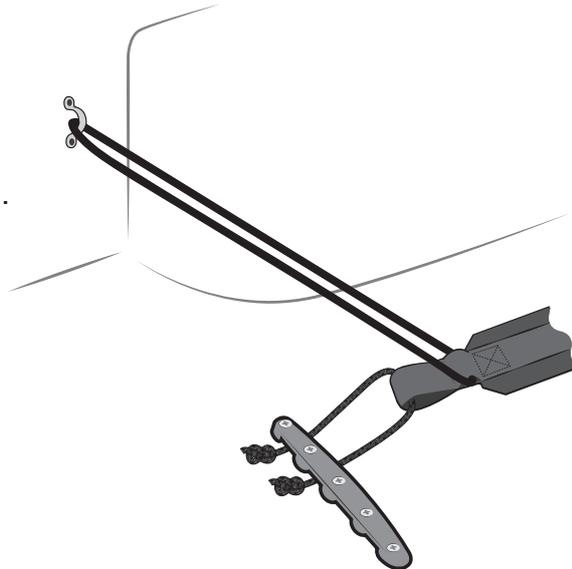
- d) Attach the front end of the aft toe straps. They share the middle toe strap plate with the front toe strap. Pass the tie through the middle two holes.



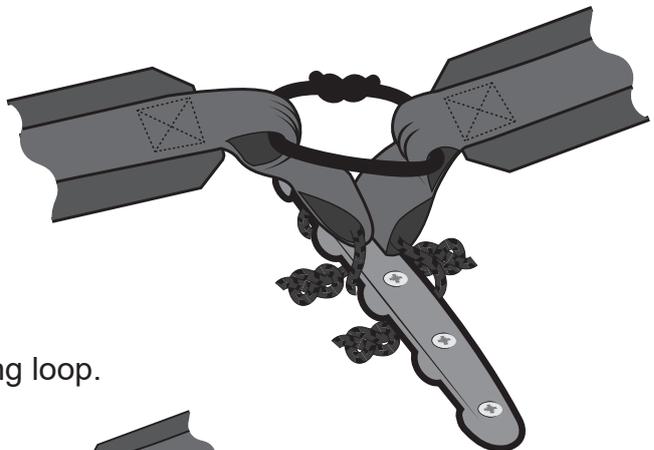
- e) Attach the aft end of the aft toe straps in a similar way, passing the ties through the middle holes of the aft toe strap plate.



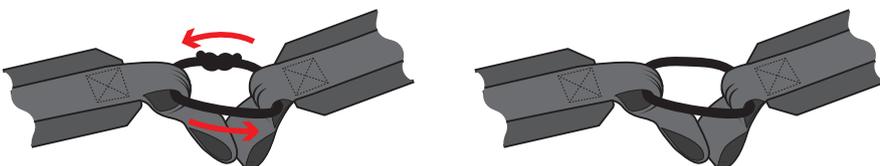
- f) Use the long elastic to attach the front toe straps to the eyelets on the cockpit wall.
- Join the ends with **knot #5** and rotate the elastic so the knot is hidden inside the toe strap.



- g) Use the short elastic to tie the two middle straps together.



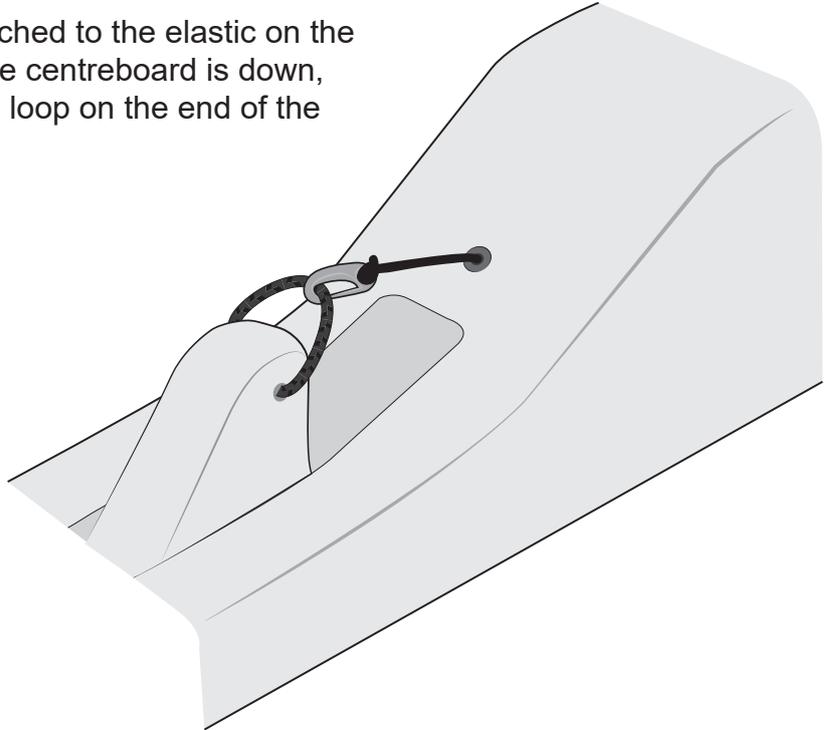
Rotate the elastic to hide the knot in the webbing loop.



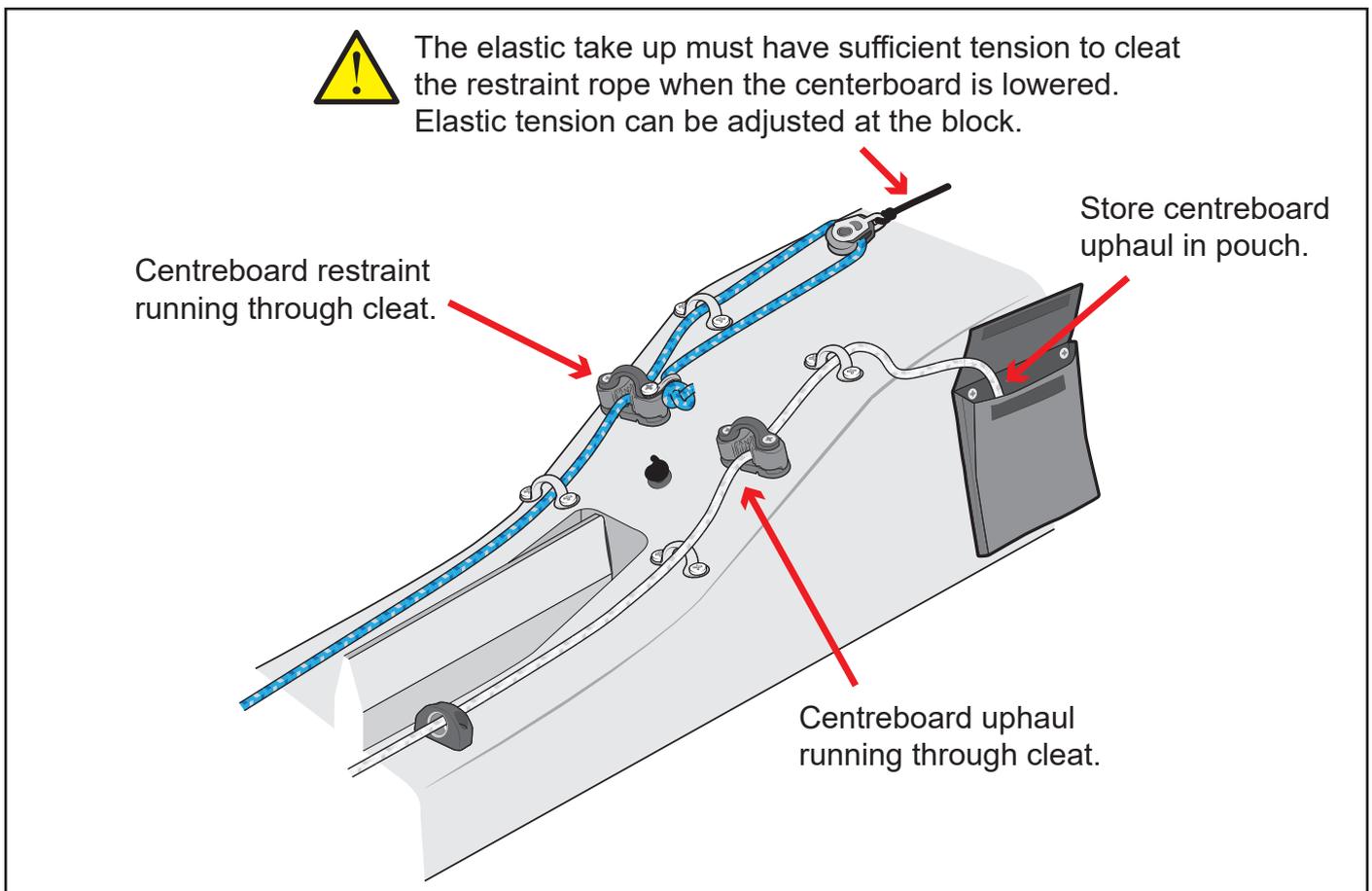
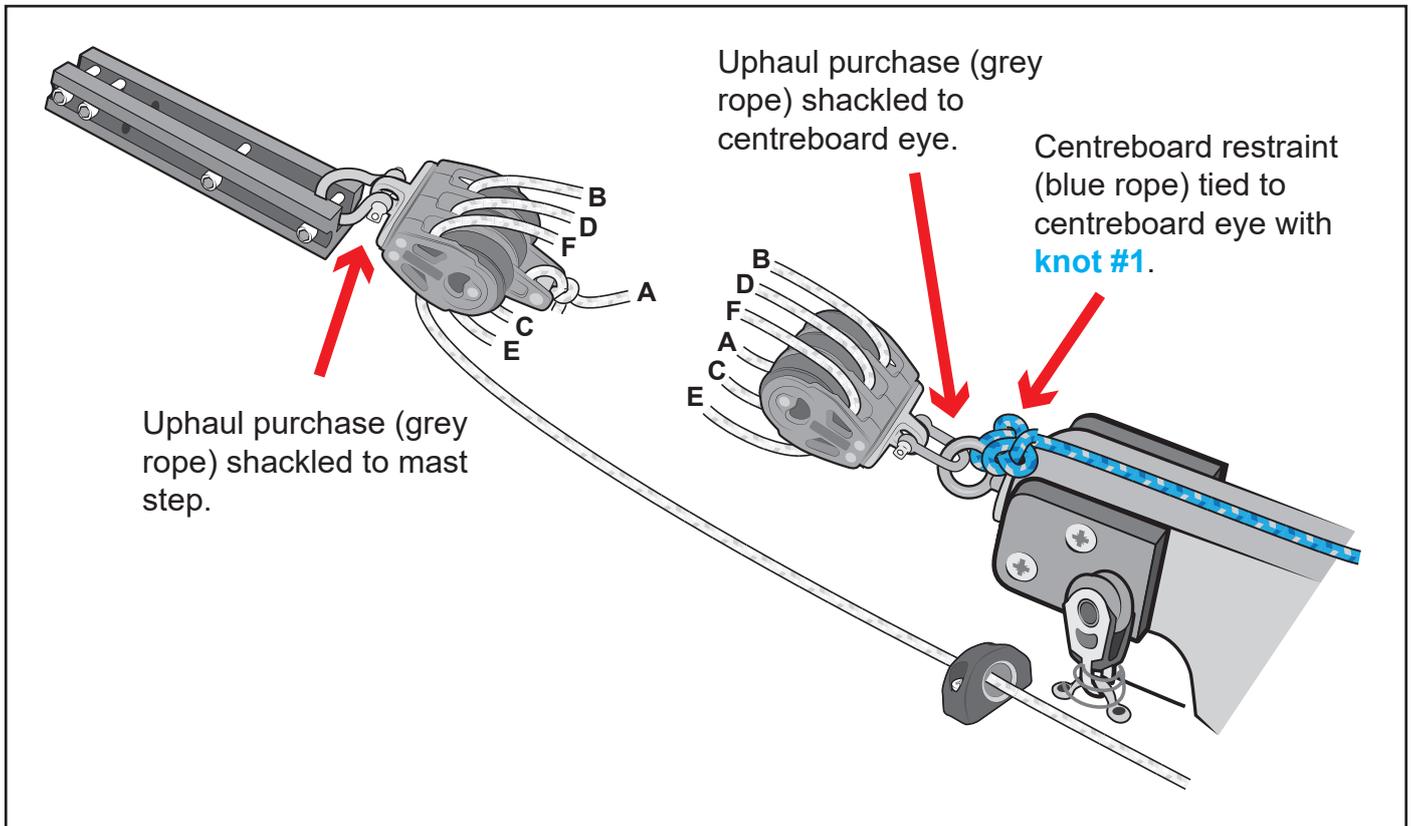
On a Venture S the centreboard should already be attached to your boat. For Venture SE move on to section 2.6.

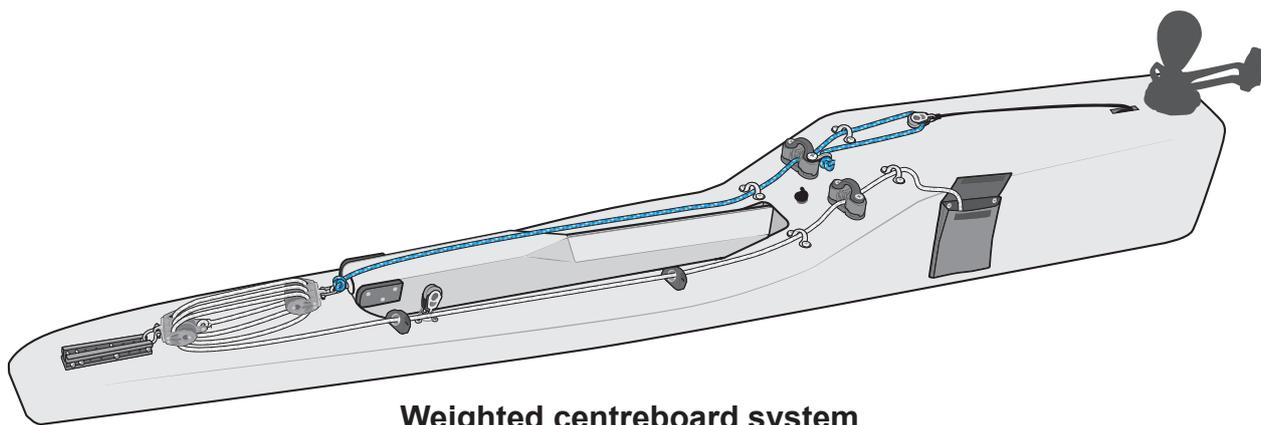
a)

There is a plastic hook attached to the elastic on the centreboard case. When the centreboard is down, attach this hook to the rope loop on the end of the centreboard.



On a Venture SE the weighted centreboard should already be attached to your boat. Please check it is rigged according to the images below:





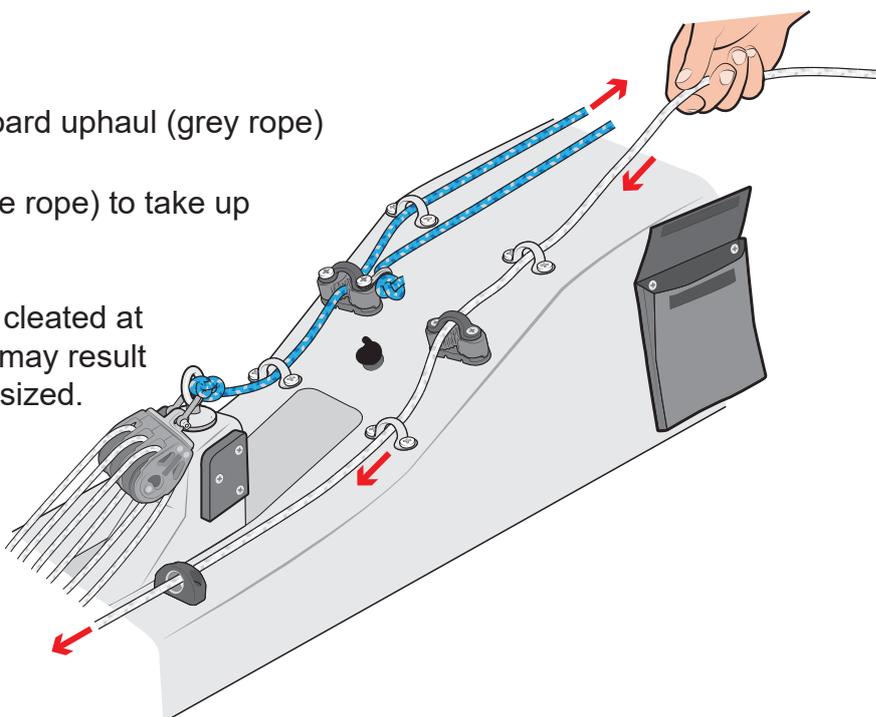
Weighted centreboard system

To lower the centreboard:

- a) Slowly release the centreboard uphaul (grey rope)
- b) Pull in the restraint line (blue rope) to take up the slack.

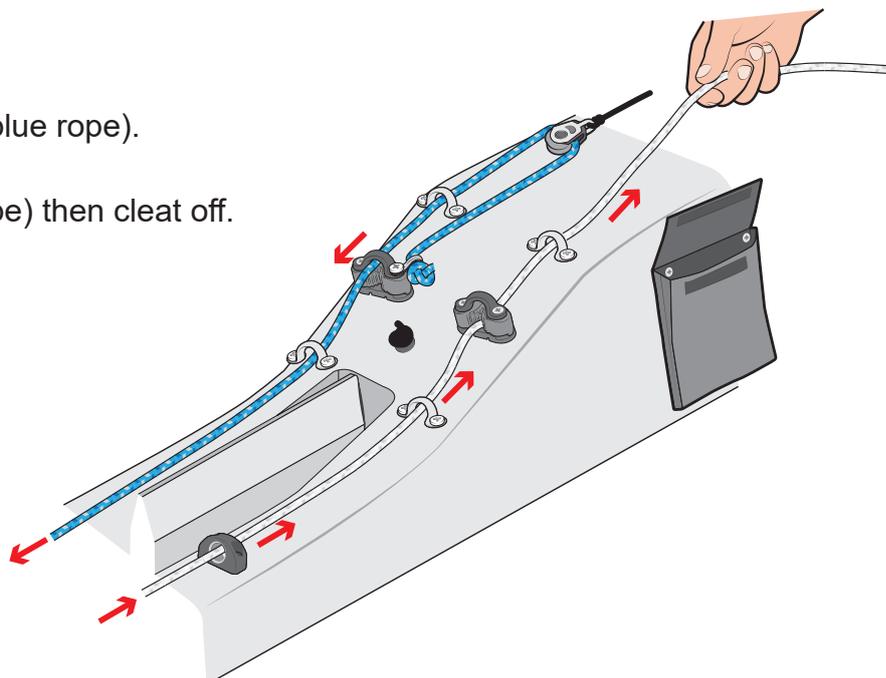


The restraint line must be cleated at all times. Failure to do so may result in serious injury when capsized.



To raise the centreboard:

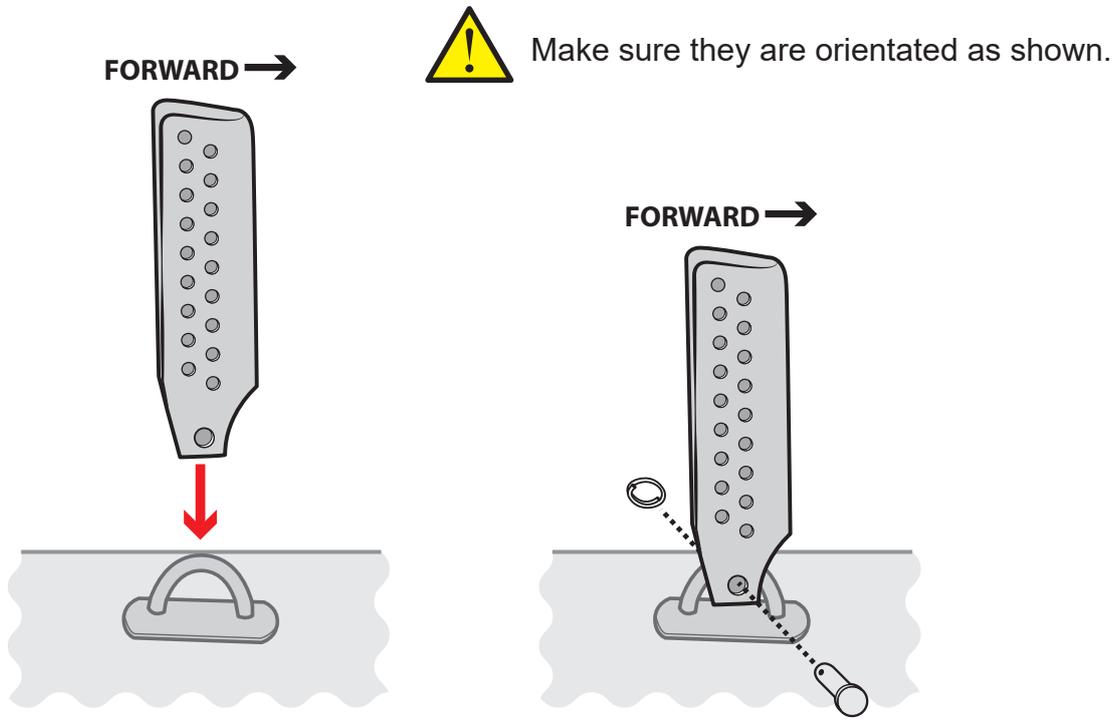
- a) Uncleat the restraint line (blue rope).
- b) Pull in the uphaul (grey rope) then cleat off.



RS venture 2.7 - Shroud Verniers

a)

Locate the shroud verniers in the hardware pack and attach them to the shroud eye bolts.

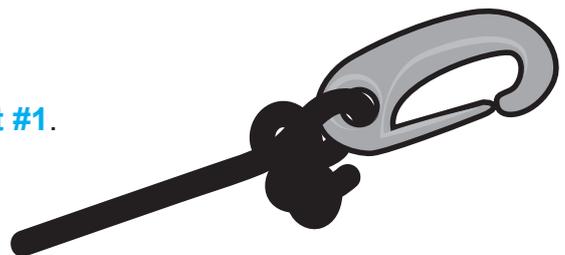


RS venture 2.8 - Forestay Retainer

a)

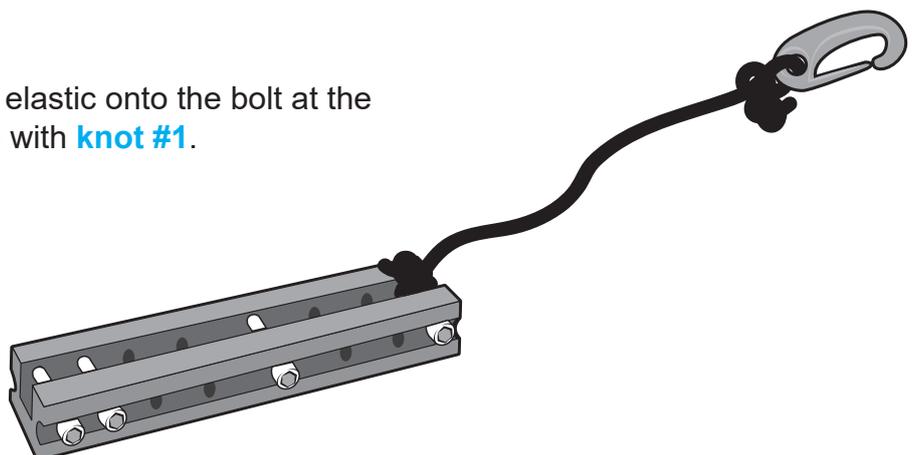
Locate the forestay retainer elastic and hook.

Tie one end of the elastic to the hook with **knot #1**.



b)

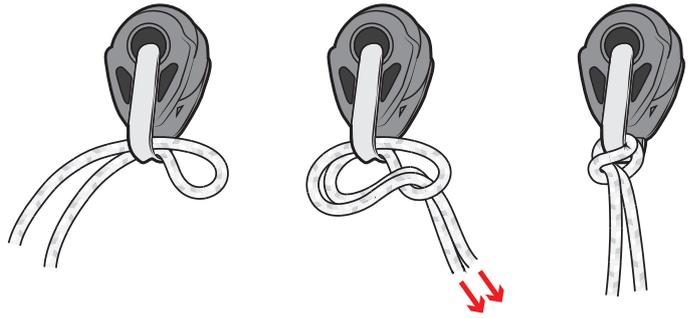
Tie the other end of the elastic onto the bolt at the aft end of the mast step with **knot #1**.



RS venture 2.9 - Mainsheet Bridle

- a)** Locate the 40mm single block, mainsheet bridle and 2 x mainsheet bridle elastics.

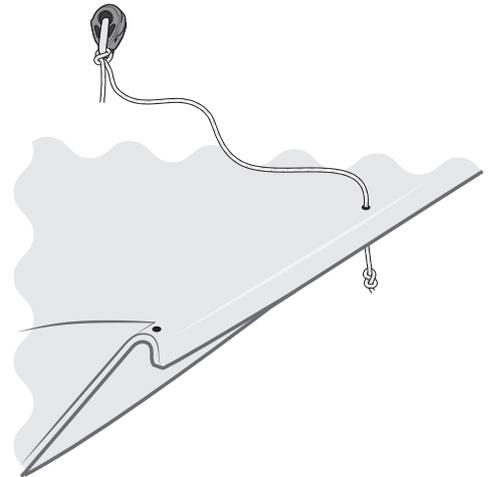
Take the middle of the mainsheet bridle and form a loop. Pass this loop through the 40mm block and pass the tails back through the loop to form **knot #6**.



- b)**

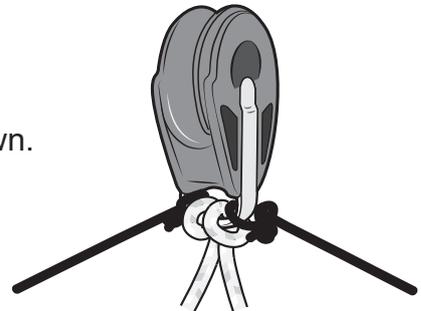
Pass the end of the bridle through the forward hole in the gunwhale and tie **knot #3** underneath.

Repeat on the other side of the boat.



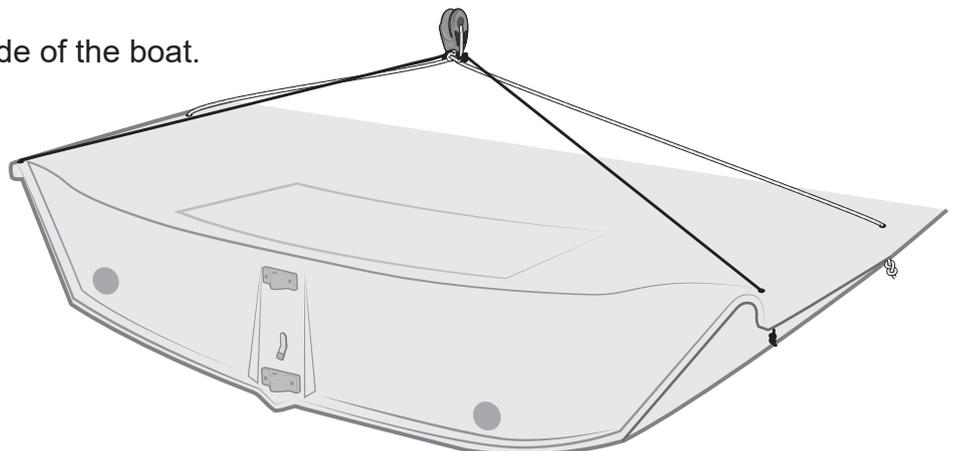
- c)**

Tie each elastic to the 40mm block with **knot #1** as shown.



- d)** Pass the elastic through the rearmost hole in the gunwhale and tie **knot #3** underneath.

Repeat on the other side of the boat.

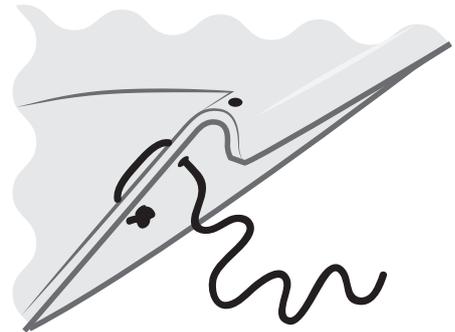
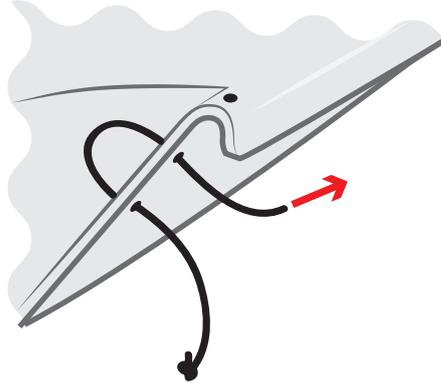


- a) Locate the righting lines and righting line elastics in the rope pack.
Tie **knot #4** in one end of the elastic.



- b) There are two holes in the transom flange just below where the mainsheet bridle elastic passes through the gunwhale.

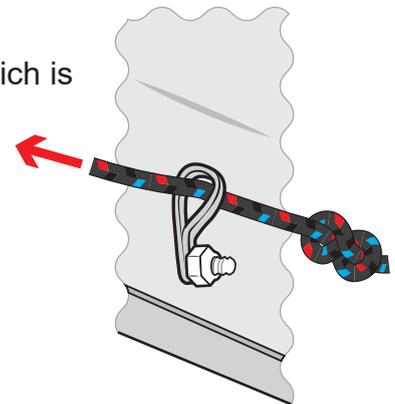
Pass the righting line elastic through the lower of these holes in an inboard direction, then back out through the upper hole.



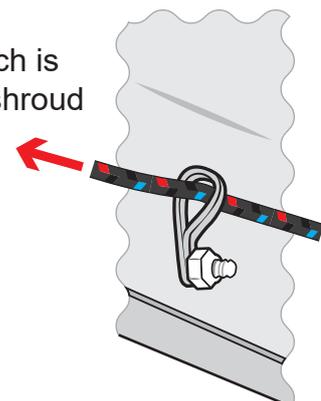
- c) Tie **knot #3** in one end of the righting line.



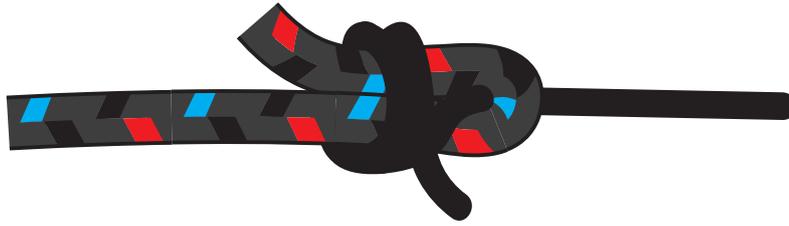
- d) Pass the other end of the righting line aft through the P-clip which is located beneath the gunwhale near the shroud U-bolt.



- e) Pass the end of the righting line aft through the next P-clip (which is located beneath the gunwhale, about 1.25 metres aft from the shroud U-bolt).

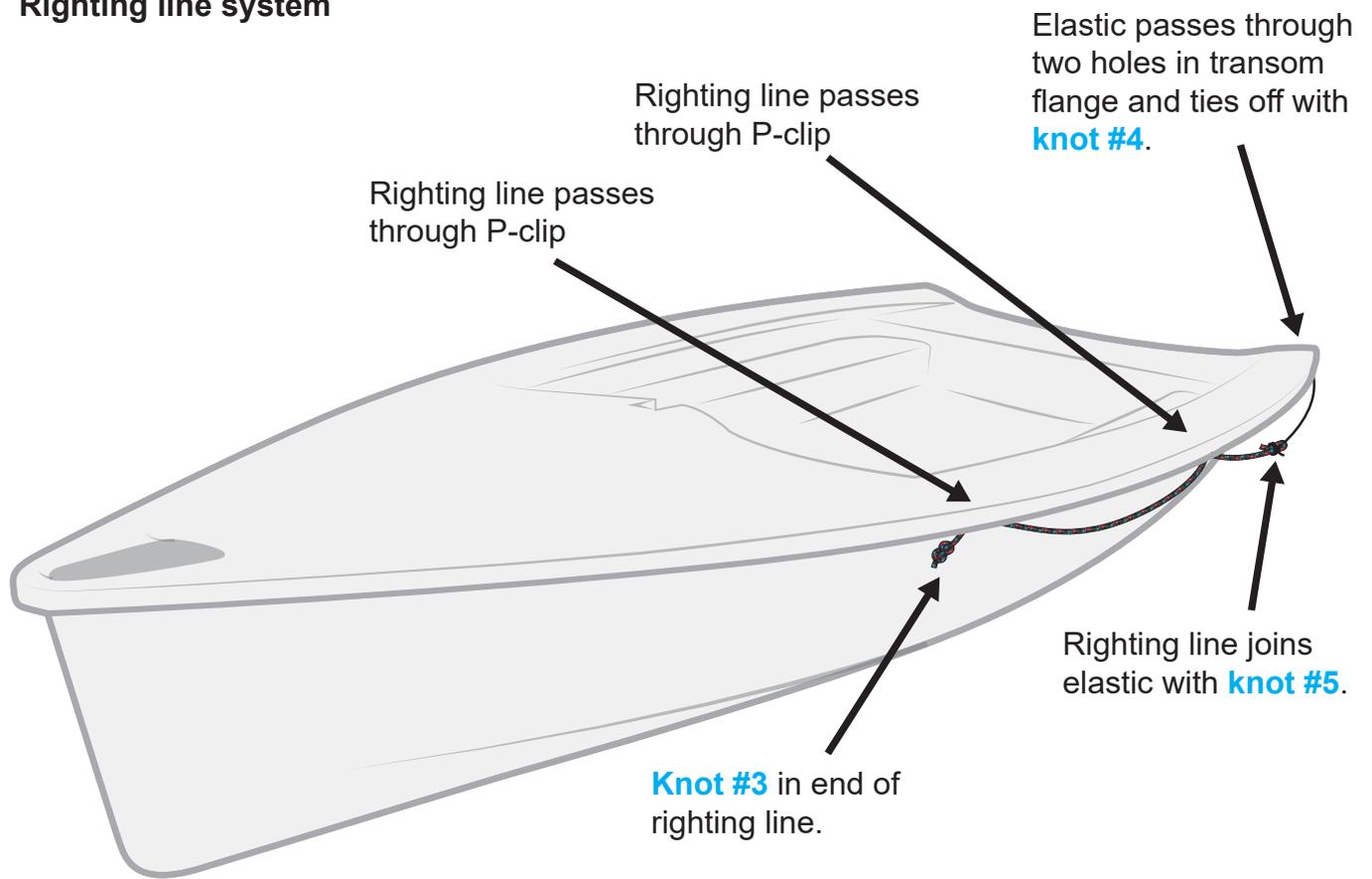


f) Join the end of the righting line and the end of the elastic with **knot #5**.



g) Repeat **steps a - f** on the other side of the boat.

Righting line system



RS venture

Rigging Guide

3. Rigging the Mast

To complete this section you will need:

- The mast
- A flat-bladed screw driver

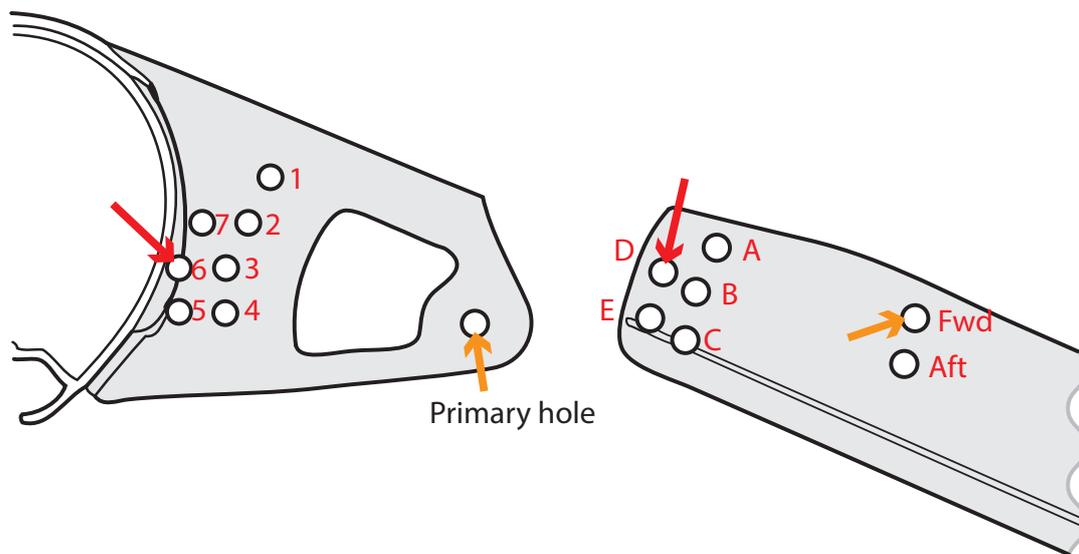


PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

RS venture 3.1 - Fitting The Spreaders To The mast

It is worth taking time to ensure that this section is completed correctly. Improperly fitted spreaders will result in undesirable sailing characteristics, and may even result in failure of the mast.

- a) Carefully unpack the spreaders from the top of the mast, being sure not to damage any of the securing split rings.
- b) Unwind the shrouds and forestay from around the mast, and unwrap from the packaging.



The Primary pin fits through the bracket's **PRIMARY HOLE** and through the **FORWARD HOLE** in the spreader.

The Adjuster pin fits down through **HOLE 6** in the bracket and **HOLE D** in the spreader.

RS venture 3.2 - Spreader Ends

Spreader end caps:

The spreader end cap incorporates two shroud wire slots to give a tight grip on either 2.5 or 3mm wire. The sizes are identified on the front face of the end cap. The RS Venture uses 3mm shroud wire so **the 3mm slot should be used.**

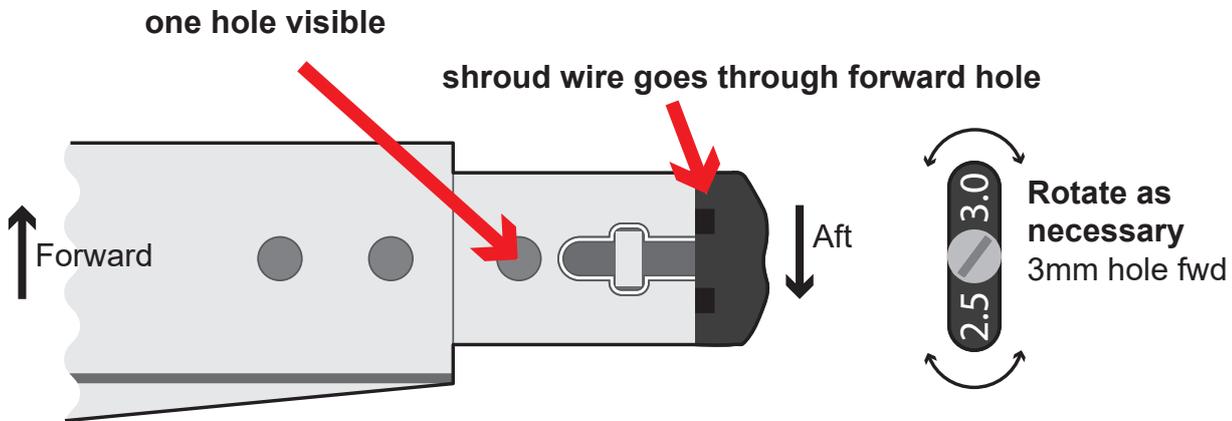
The end cap can also be rotated so that the shroud can be positioned at either the forward or aft position of the spreader end (see diagram above). **For the RS Venture the end cap should hold the shroud in the forward position.**

To attach the shroud, slacken the end screw, rotate the end clamp if necessary, then insert the shroud. Ensure that the shroud is tensioned between T-Terminal and spreader tip, then tighten the screw firmly. This method "locks in" the dihedral angle.

RS venture 3.2 - Spreader Ends

Length Adjustment:

The position is described by the number of adjustment holes visible. **For the RS Venture there should be 1 hole visible as shown in the diagram below.**



All clevis pins must be fitted with the flat head on top, and locked with a split ring.



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

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

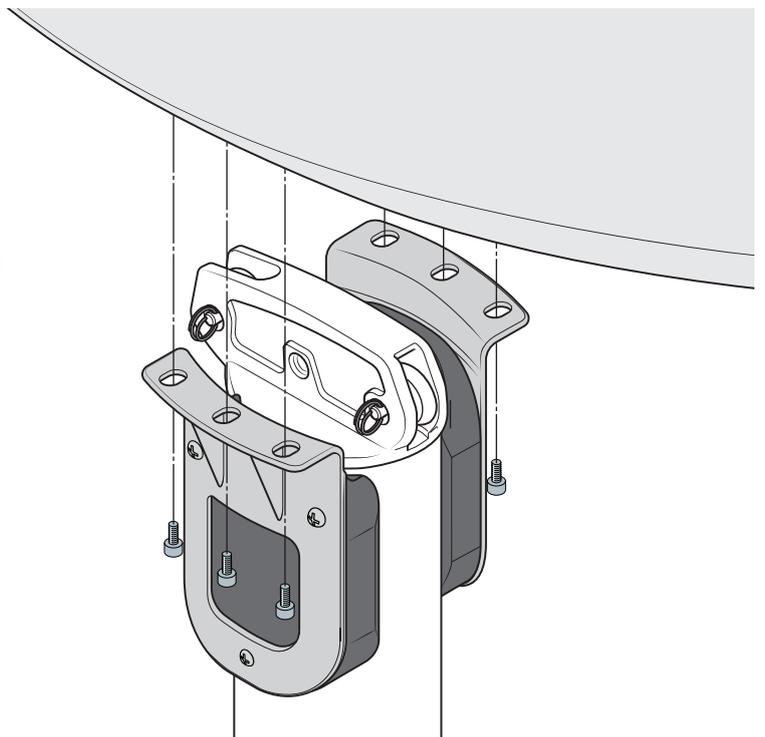
RS venture 3.3 - Masthead Float

Fit the masthead float

There will be 6 fixings attached to the mast. Use these fixings to attach the masthead float to the brackets attached to the mast.



MAKE SURE THE FLOAT IS SECURED CORRECTLY BEFORE GOING SAILING.



Now the mast is ready to be put up in the boat, or “stepped”.



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



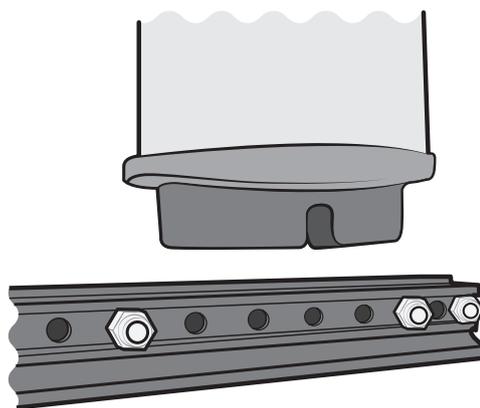
REMEMBER

Check that both ends of the main halyard, jib halyard, and gennaker halyard are tied off at the bottom end of the mast so that they are within easy reach when the mast is stepped.

Before stepping the mast, familiarise yourself with how the “foot” (bottom end) of the mast will fit into the “step” (fitted to the boat).

The mast foot has two rectangular blocks on the bottom, separated by a groove. Both of these blocks will fit between the bolt at the front of the mast step, and the bolt at the back.

Ensure that the shrouds and forestay are fitted correctly and loose at the lower end. Ensure all 3 halliards are tied to the pole ring on the front of the mast.



Note: It is recommended that the mast should always be stepped with 2 people. If the wind is blowing, there will be a lot of pressure at the top of the mast making it wave around. Consider finding a second helper if you feel you will struggle!

RS venture 3.4 - Stepping the Mast

a)

Raise the mast so that it is standing on the ground next to the boat, adjacent to the mast gate. This is most easily done if your helper places a foot against and over the base of the mast, whilst you lift the mast from about mid section until it is upright. Your helper can now easily support the mast so long as it is kept upright.

b)

You now climb into the boat and stand squarely either side of the middle of the boat, close to the mast gate. The mast should be lifted, keeping bolt upright of course, so it is close to the gunwhale for you to lift in.

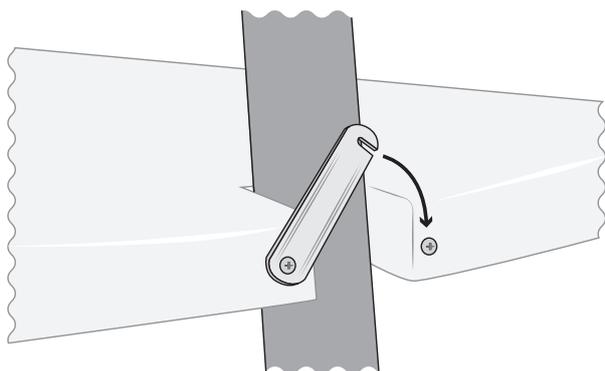
c)



You can now lift the mast up over the gunwhale of the Venture, keeping it upright of course, and rest it down in the bottom of the boat, just aft of the mast step.

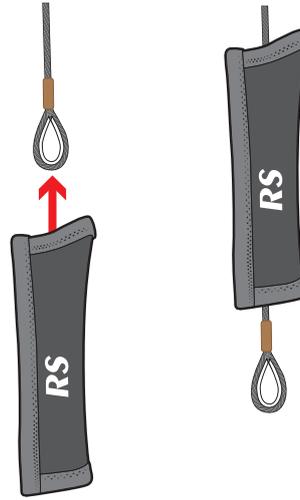
d)

Now lift the mast gently forward to securely locate into the mast step, easing it into the mast gate as it goes. Now you are able to close the mast gate and attach the forestay to the foredeck u-bolt with the snap-shackle provided.



e)

Slip the neoprene vernier covers onto the shrouds, with the pointed end at the top.



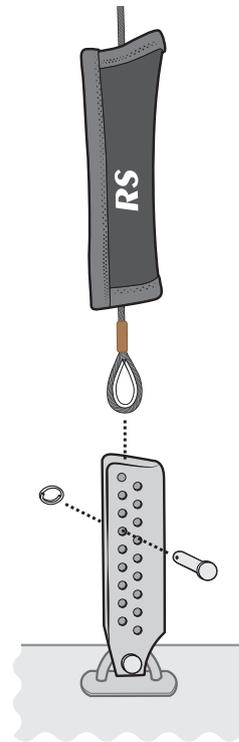
f)

Attach the shrouds to the middle of the shroud vernier with the clevis pin and split ring provided.

The fourth hole down on the vernier is a good place to start.

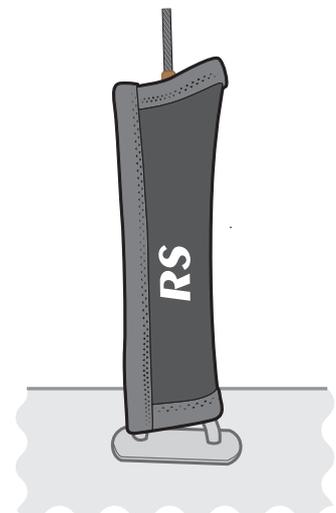


Wrap PVC electrician's tape around the split rings for security and to avoid snagging.



b)

Slide the neoprene boot down over the vernier.



RS venture

Rigging Guide

4. Boom

To complete this section, you will need:

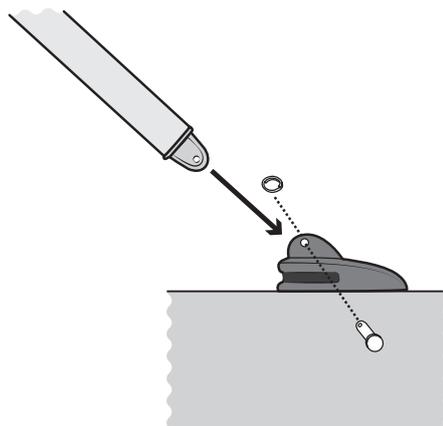
- The boom
- The gnav bar



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

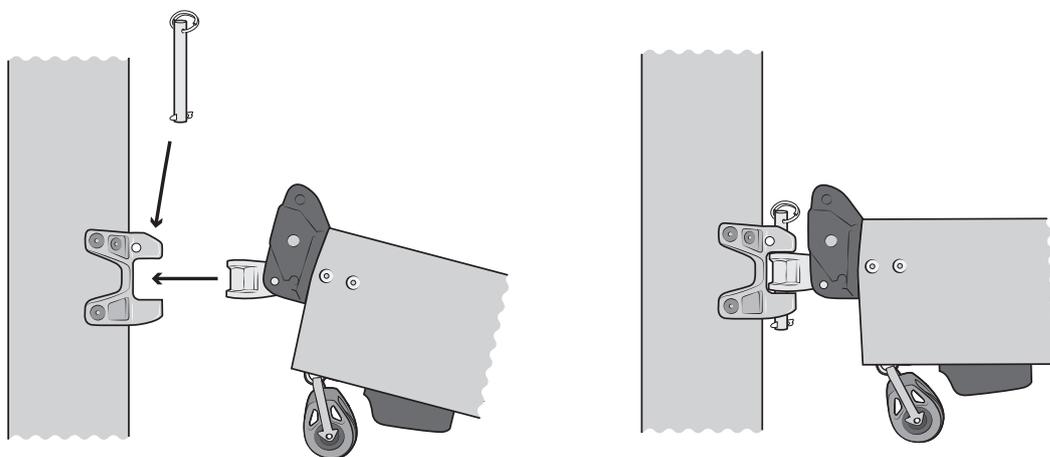
a)

Connect the gnav bar to the slider at the front end of the boom. Sliders often differ in appearance, but all work in the same way.



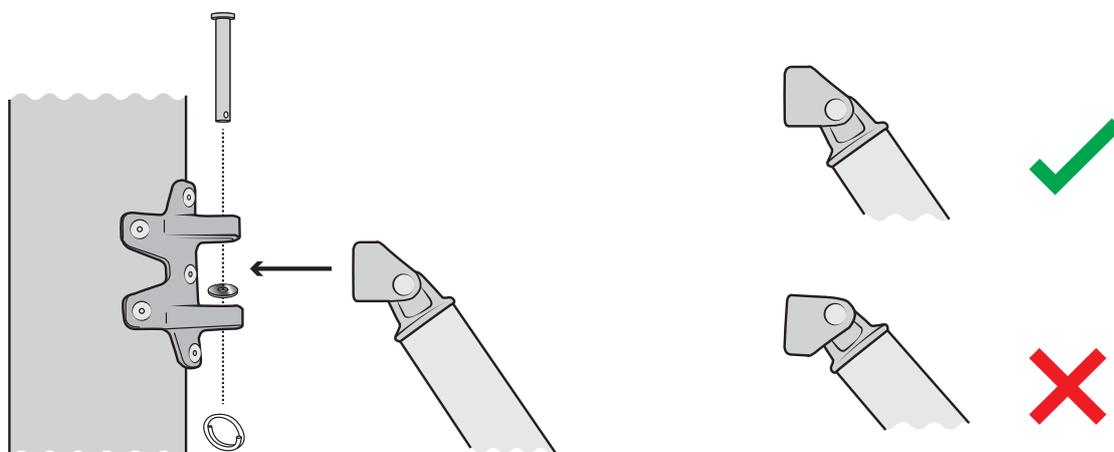
b)

Connect the front of the boom to the gooseneck on the mast.



c)

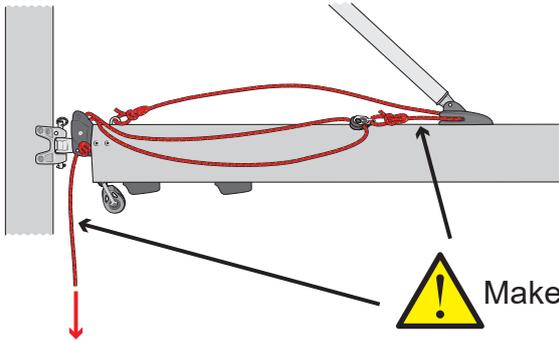
Connect the upper end of the gnav bar to the bracket on the mast above the gooseneck.



It is vital that the gnav toggle is inserted as shown above. Failure to do so will result in damage to the strut assembly.

RS venture 4.1 - Rigging the Gnav

d)

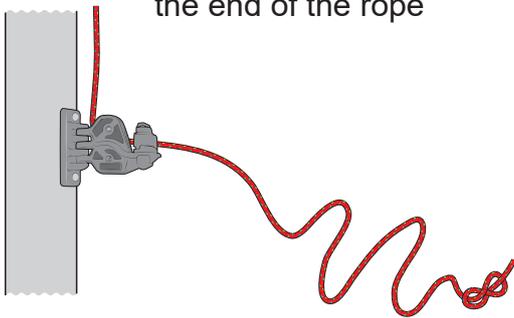


Feed the gnav control line down through the gooseneck block.

Make sure purchase is extended fully when sail is up.

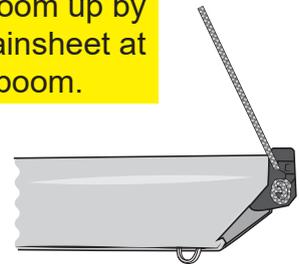
e)

Feed the gnav control line through the cleat below the boom. Tie **knot #3** in the end of the rope



TOP TIP

You can keep the boom up by hoisting with the mainsheet at the rear of the boom.



RS venture

Rigging Guide

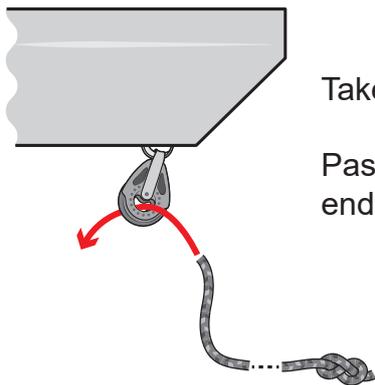
5. Sails



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

rs **venture** 5.1 - Rigging the Mainsheet

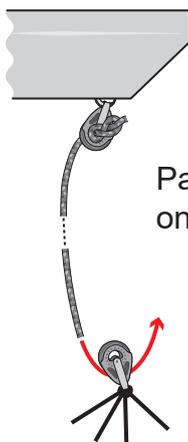
a)



Take one end of the mainsheet and tie a stopper knot in the end.

Pass the other end through the centre hole of the block at the end of the boom.

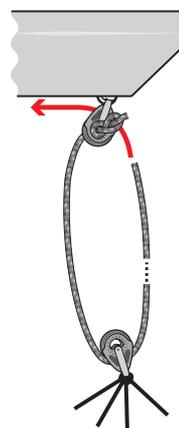
b)



Pass the end of the mainsheet down and through the block on the mainsheet bridle.

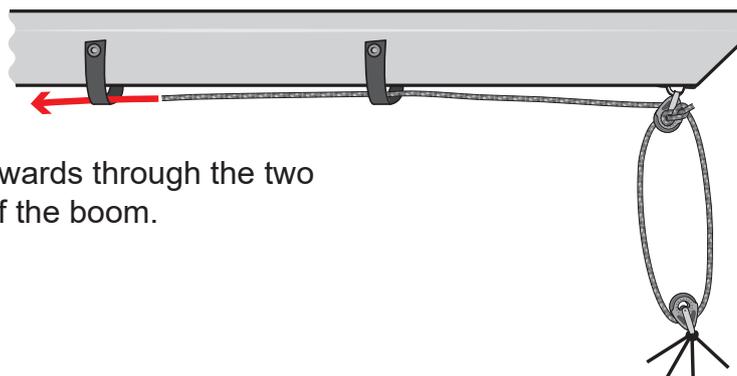
c)

Pass the end of the mainsheet back up and through the block on the end of the boom.



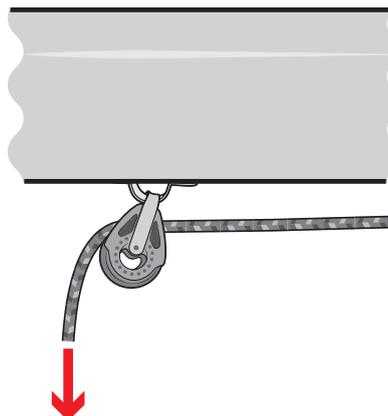
d)

Pass the end of the mainsheet forwards through the two webbing loops on the underside of the boom.

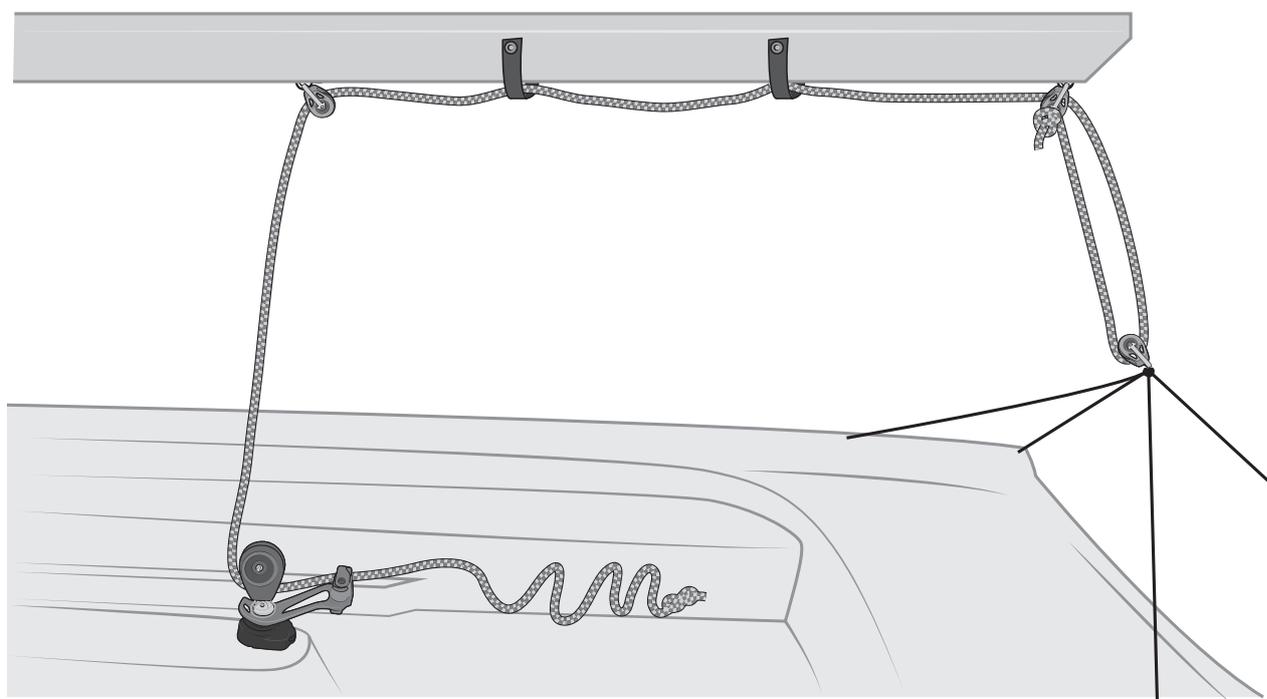


RS **venture** 5.1 - Rigging the Mainsheet

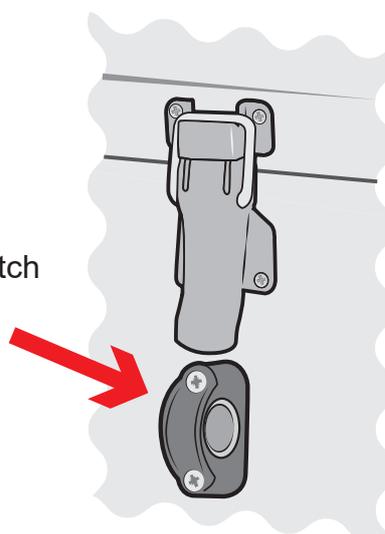
- e) Pass the end of the mainsheet through the block on the underside of the boom.



- f) Pass the end of the mainsheet through the mainsheet block and jammer base, then tie **knot #3** in the end.



NOTE: The fairleads below the hatch clips are to prevent the mainsheet from catching on the clips.



RS **venture** 5.2 - Hoisting the Jib

To complete this section, you will require:

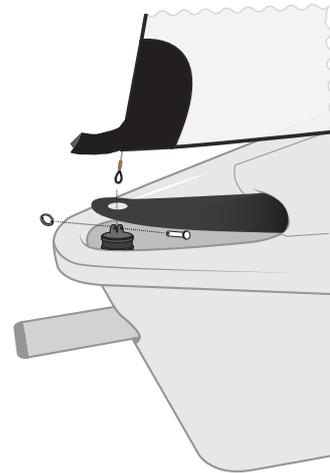
- The jib
- The jib sheets
- The top furling unit as attached to the jib halliard

a)

Make sure the furling line is uncleated and that the furling unit is fully charged – i.e. all the furling line is wound round the unit and very little left at the cleat.

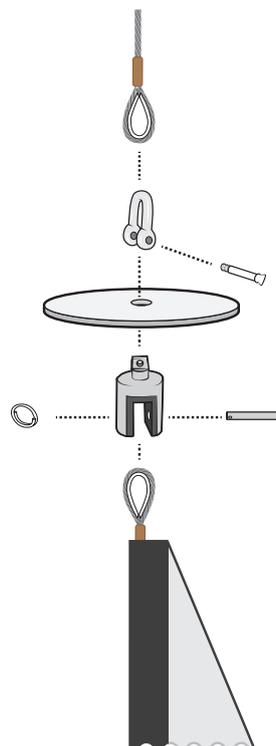
b)

Unroll the jib and connect the tack of the sail direct to the lower furling unit via the pin and split ring.



c)

Attach the head of the jib to the top furling unit.

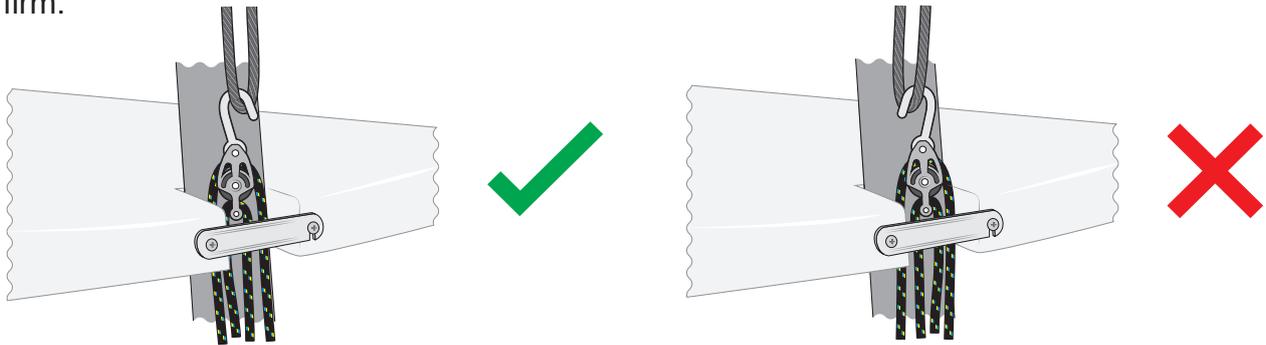


Use tape to cover all clevis rings

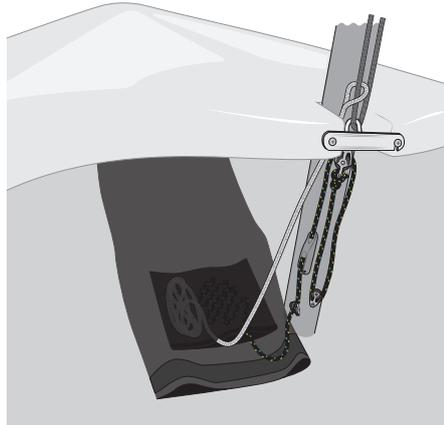
RS venture 5.2 - Hoisting the Jib

- d)** Pull the rope end of the halyard from the mast exit, just below deck level to hoist the jib. When the jib halyard is pulled all the way up, a wire loop will emerge from the mast.

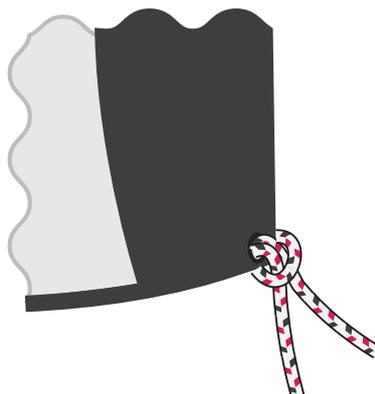
- e)** Hook the rig tension tackle to this wire loop, then pull the rig tension on, ensuring that it is in the cleat properly. You should pull enough tension into the rig so that the shrouds feel firm.



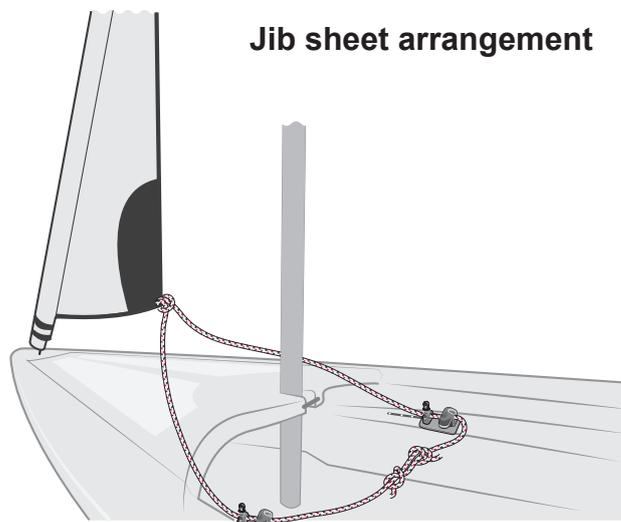
- f)** Stow the ends of the rig tension tackle and the rope halyard in the pouch on the side of the spinnaker chute.



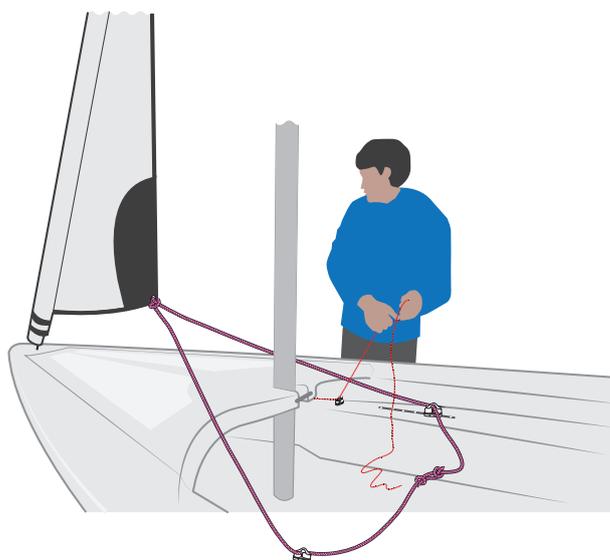
- g)** Find the middle of the jib sheet, fold it back on itself, such that the two ends are together. Grab the folded mid point and pass it through the cringle in the jib clew, and then pass the two loose ends through that loop and pull tight. The result should look as below.



- h) Lead one end of the jib sheet along the side of the boat and then down to the jib fairlead and cleat. Thread it through the fairlead and through the jib cleat. Repeat with the other end of the jib sheet, making sure they pass either side of the mast. You can either tie **knot #3** in each sheet, or tie the two ends together. Preferably tie together.



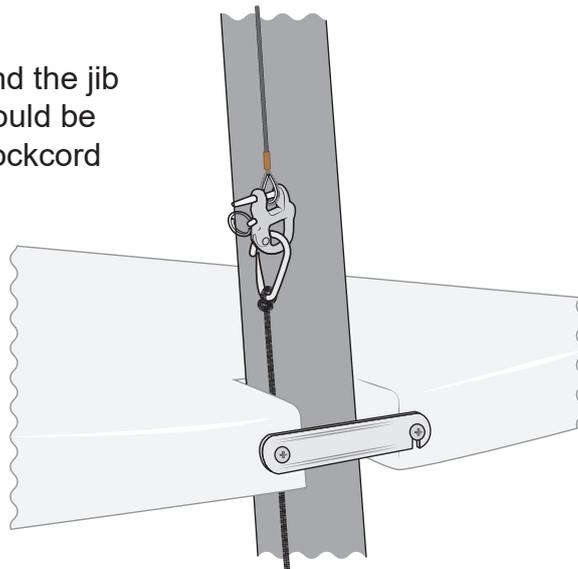
- i) Furling and unfurling the jib is best done from the front of the cockpit, or standing on the starboard side of the boat adjacent to the shroud - in both cases with good access to the furling cleat. To furl the jib, hold a little tension on the jib sheet and then firmly pull the furling line from the cleat. To unfurl, it is the reverse – pull the sheet and ease the furling line through the cleat. In both cases ensure the spinnaker halliard is pulled in close to the mast to ensure it does not get caught in top of the jib.



NB. Furling the jib – take care the spinnaker halliard does not get caught at the top of the jib furler – pull it in towards the mast to keep it clear of the top of the jib.

RS venture 5.3 - Furling the Jib

NB. Once the jib is hoisted, whether furled or not, and the jib halliard tensioned, the forestay is redundant and should be stowed out of the way against the mast, with the shockcord and clip provided.

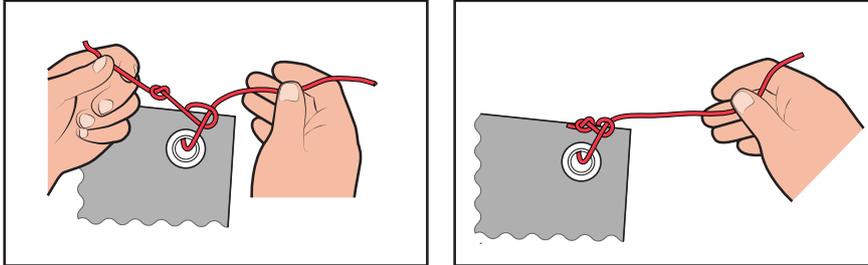


The forestay must be reattached before the jib is lowered. Failure to do so may result in the mast falling down.

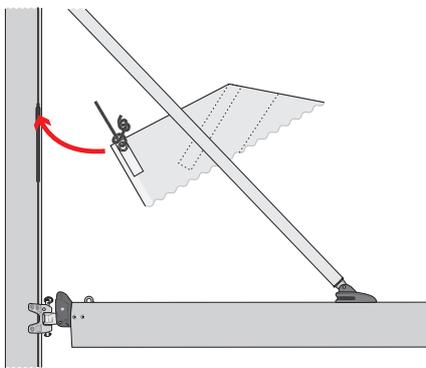
To hoist the mainsail:

a) Unroll the mainsail.

b) Take the end of the main halyard that emerges from the top of the mast, and tie it to the head of the mainsail, using a **knot #1**.



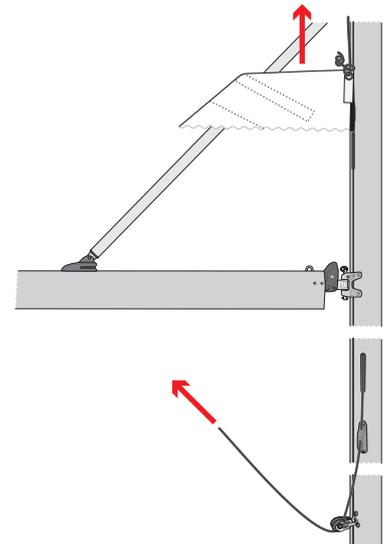
c)



Put the top of the main sail into the opening in the mast track, just above the gooseneck mast collar.

d) Holding the main sail in line with the mast, pull on the end of the main halyard that emerges from the bottom of the mast.

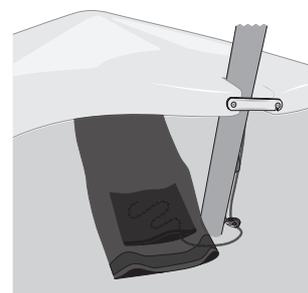
Pull the main sail up to the top of the mast. You will need to keep the sail in line with the mast to make pulling it up easier, especially when passing the batten pockets.



If you are hoisting full sail ensure that the luff reefing slug, used for and adjacent to the reef point, stays OUT of the mast track.

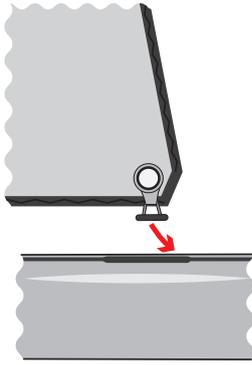
e)

Tidy the main halyard and stow it in the halyard bag next to the mast, or if you have a spinnaker chute, in the Velcro pocket under the chute sock at the aft end.



rs **venture** 5.5 - Rigging the Outhaul

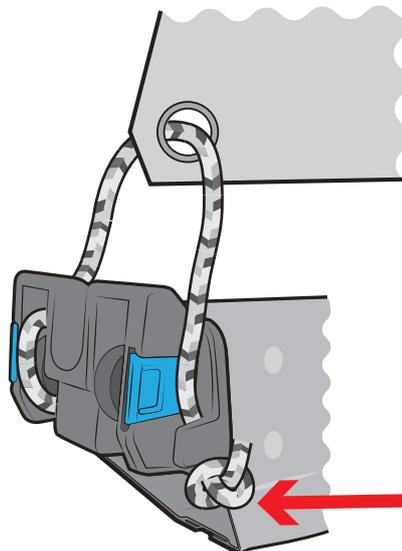
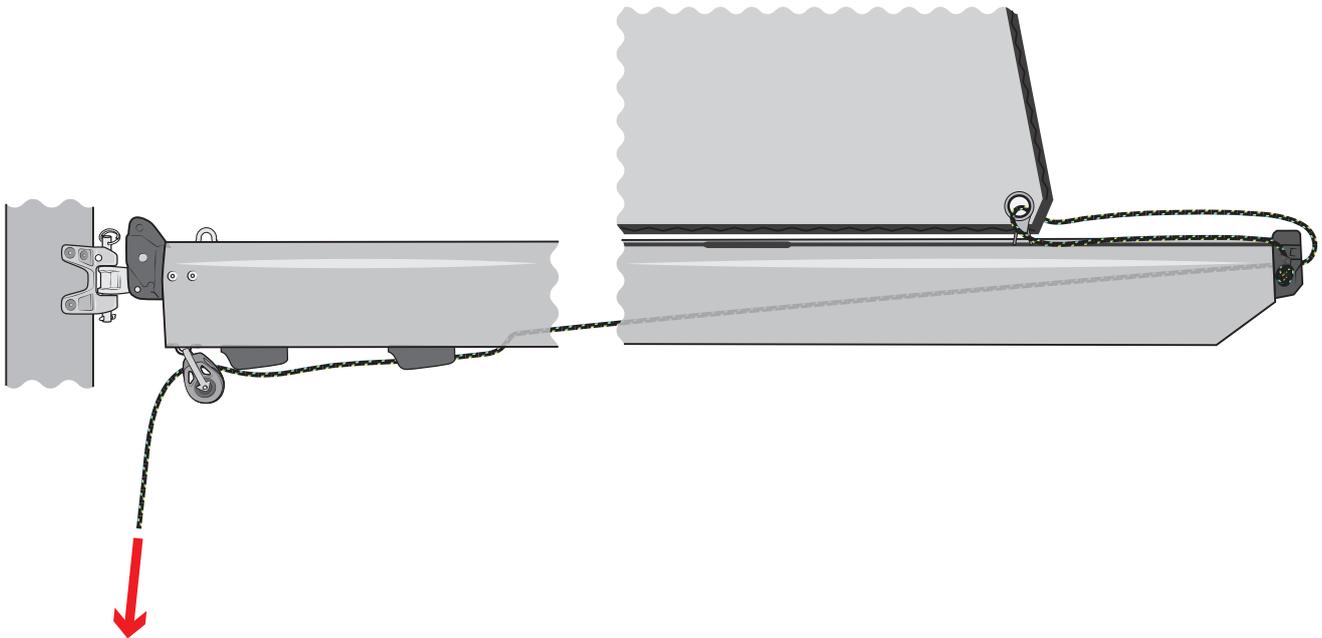
a)



When the main sail is almost at the top of the mast, slide the mainsail clew slug into the track on the top of the boom.

b)

Pass the end of the outhaul rope through the clew of the main sail and clip it on the end of the boom. Ensure that the main halyard rope is in the cleat and pull the main sail to the top. Pull on the main sail at the bottom corner near the mast to check that it is properly cleated.

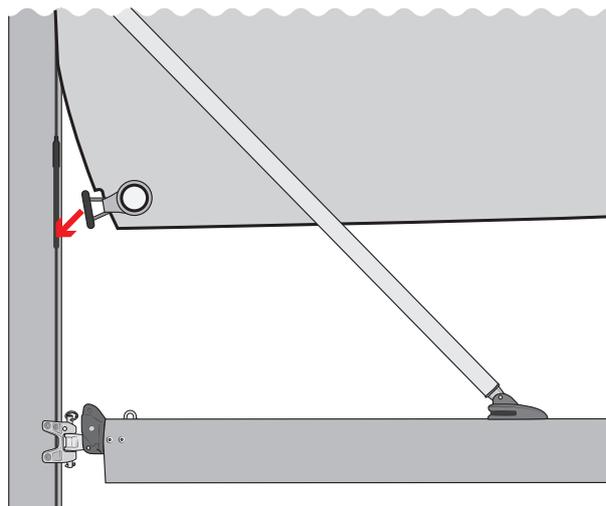


The knot at the end of the outhaul hooks into the cleat on the boom end.

RS venture 5.5 - Rigging the Outhaul

c)

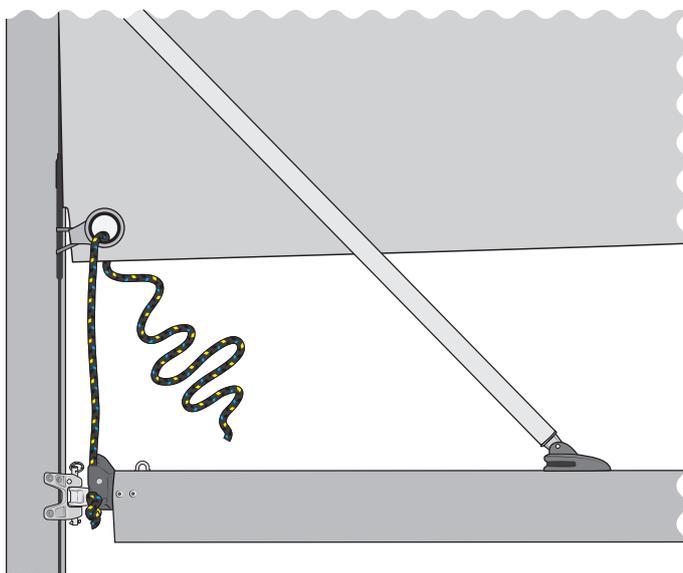
Slide the mainsail tack slug into the mast track.



RS venture 5.6 - Rigging the Downhaul

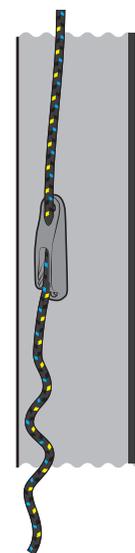
a)

The downhaul is already tied to the gooseneck. Pass the end of the downhaul through the eyelet in the tack of the main sail.



b)

Pass the end of the downhaul through the cleat on the side of the mast.



RS venture

Rigging Guide

6. Gennaker

To complete this section, you will need:

- 1 x RS Venture gennaker
- 1 x gennaker sheet
- 2 x ratchet blocks
- 1 x spinnaker takeup elastic
- 1 x spinnaker takeup plastic ring

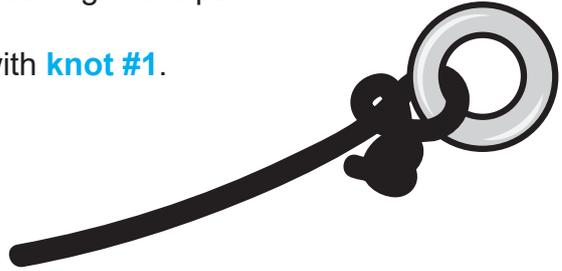


PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

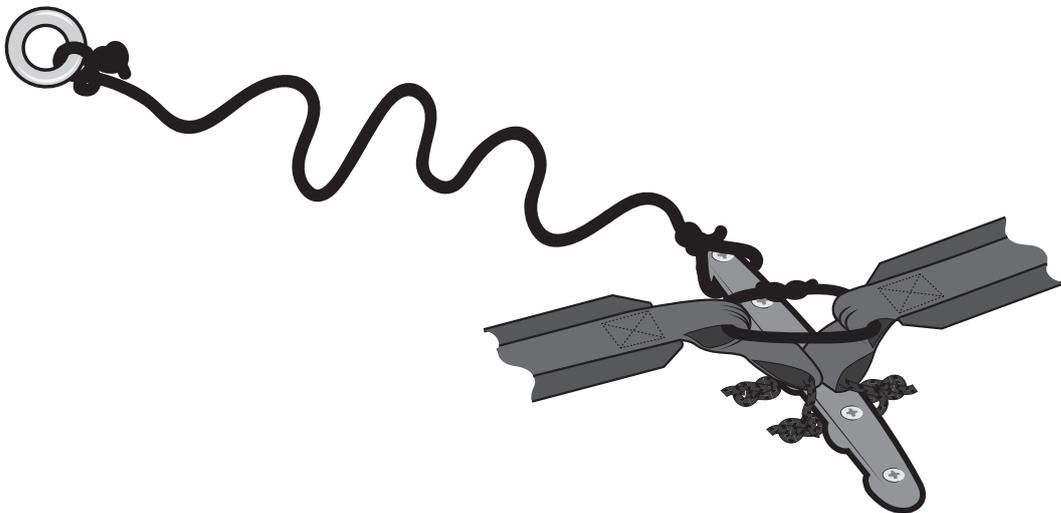
RS venture 6.1 - Gennaker Halyard Elastic Takeaway

- a) Locate the spinnaker halyard elastic and plastic ring in the packs.

Tie one end of the elastic to the plastic ring with **knot #1**.



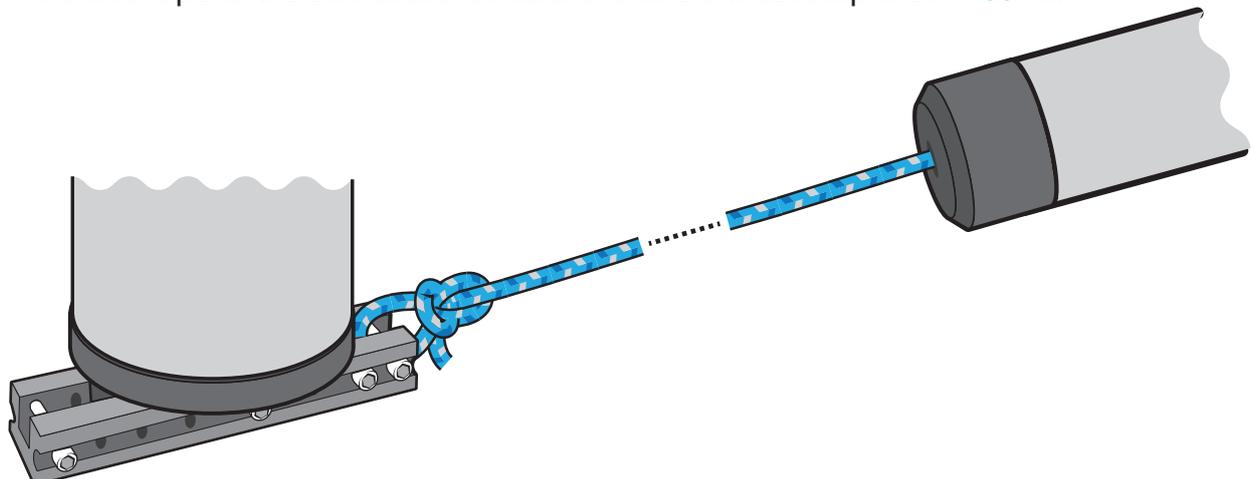
- a) Tie the other end of the elastic to the middle toestay retainer on the port side of the boat using **knot #2**.



RS venture 6.2 - Tack Line

- a) There should be a rope emerging from the inboard end of the bowsprit. This is the tack line.

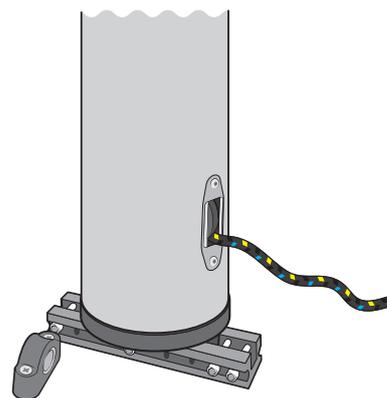
Tie this rope to the bolt at the forward end of the mast step with **knot #2**.



RS venture 6.3 - Rigging the Gennaker Halyard / Downhaul

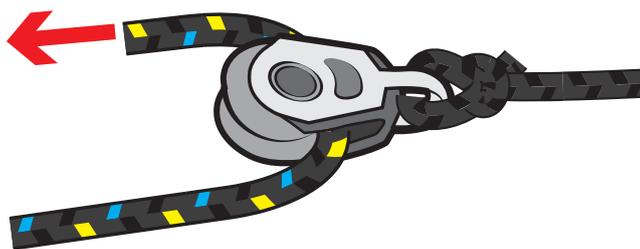
- a) You should currently have both ends of the gennaker halyard/downhaul tied somewhere at the base of the mast.

Untie the end which emerges from the front of the mast near the mast foot.

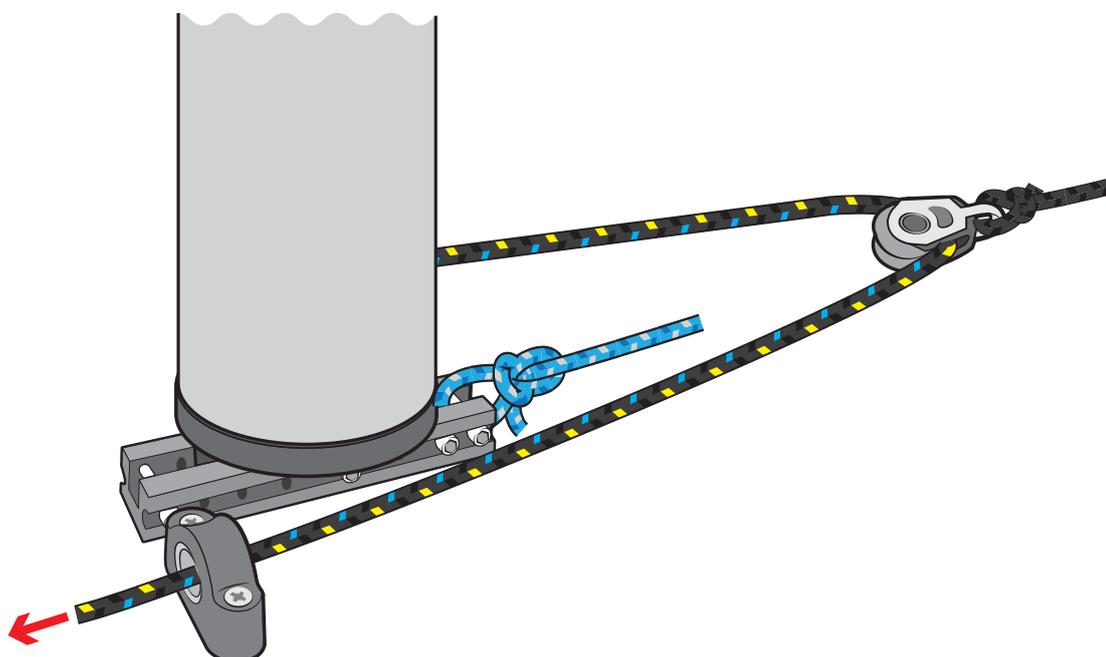


- b) Pass the end of the gennaker halyard through the floating block on the end of the launch line.

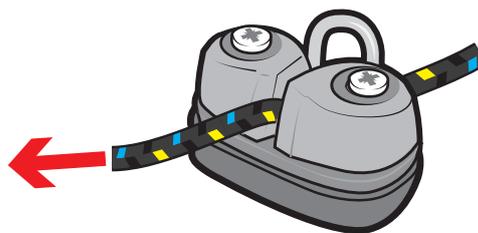
The launch is already attached to the boat - It exits the side of the bowsprit (near the inboard end, goes forward to a block at the bow (under the foredeck) and terminates at a 'floating' block.



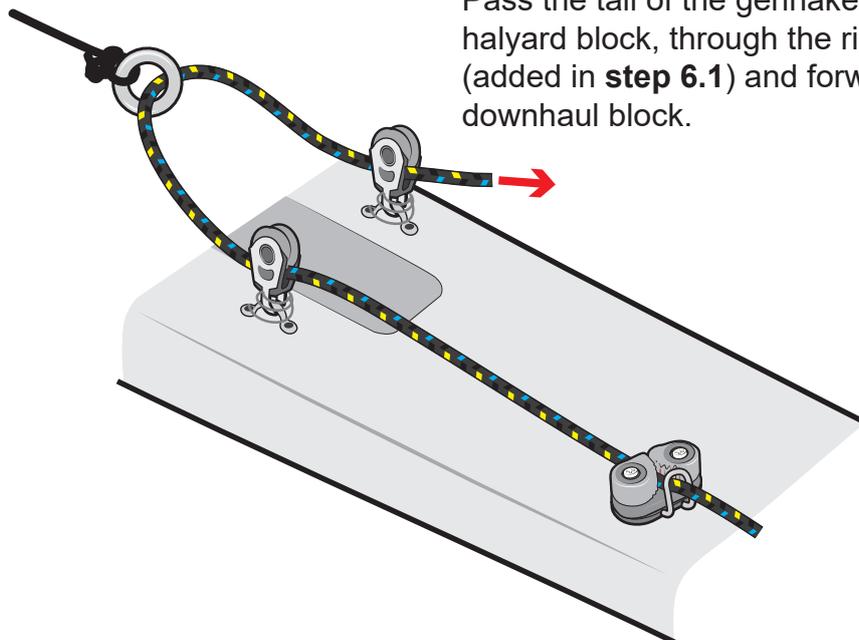
- c) Pass the tail of the gennaker halyard aft from the floating block and through the fairlead on the deck, to the starboard side of the mast foot.



- d) Pass the end of the gennaker halyard through the gennaker halyard cleat (just in front of the centreboard case).



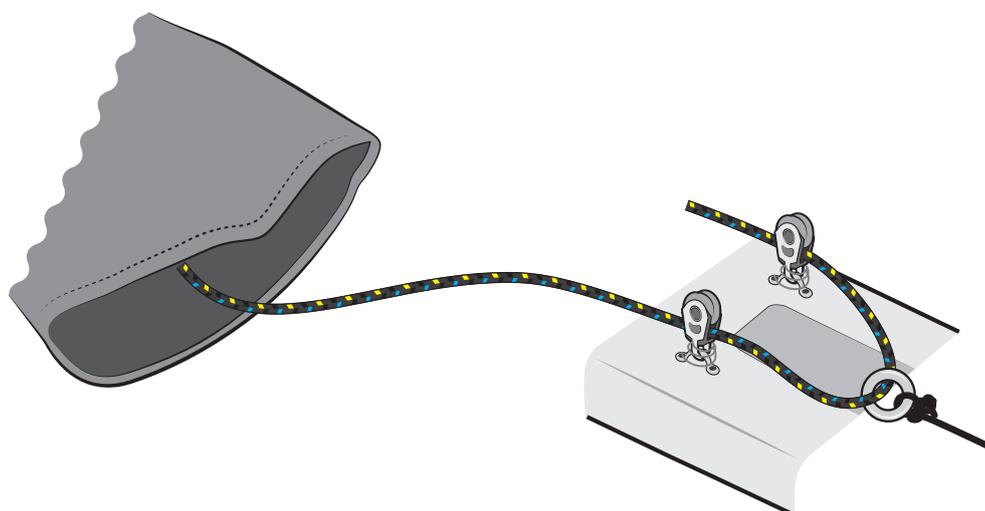
- e) Pass the tail of the gennaker halyard through the gennaker halyard block, through the ring on the elastic takeaway (added in **step 6.1**) and forward through the gennaker downhaul block.



- f) Pass the end of the rope (which is now the gennaker downhaul line) up through the gennaker chute.

You may find it helps to tape the end onto a batten and 'post' it up through the chute.

The end of the gennaker downhaul can now tie onto the bar at the mouth of the chute until you are ready to rig the gennaker.

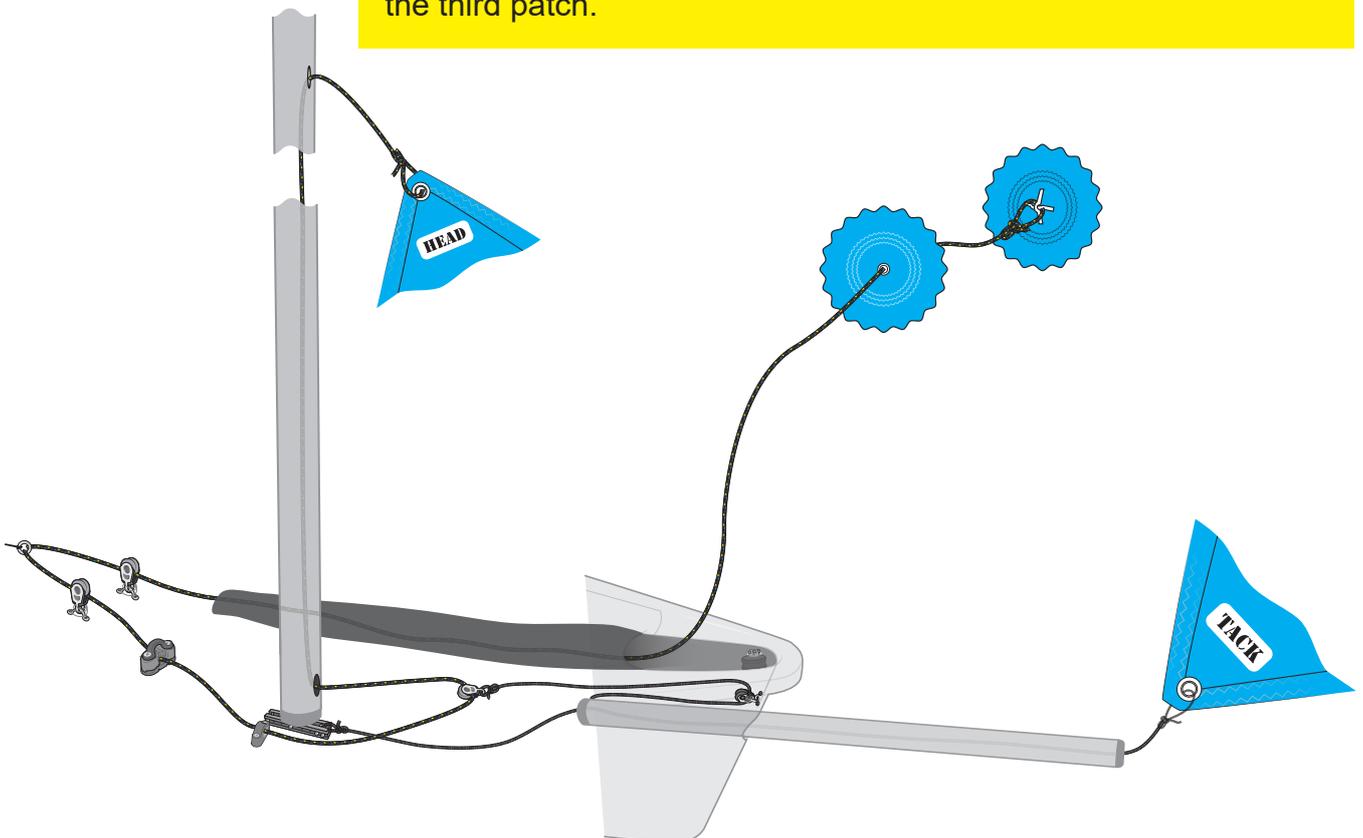


HINT

Always remember to tie a piece of rope to the bowsprit outhaul block when fully de-rigging your RS Venture – it saves crawling up under the foredeck!

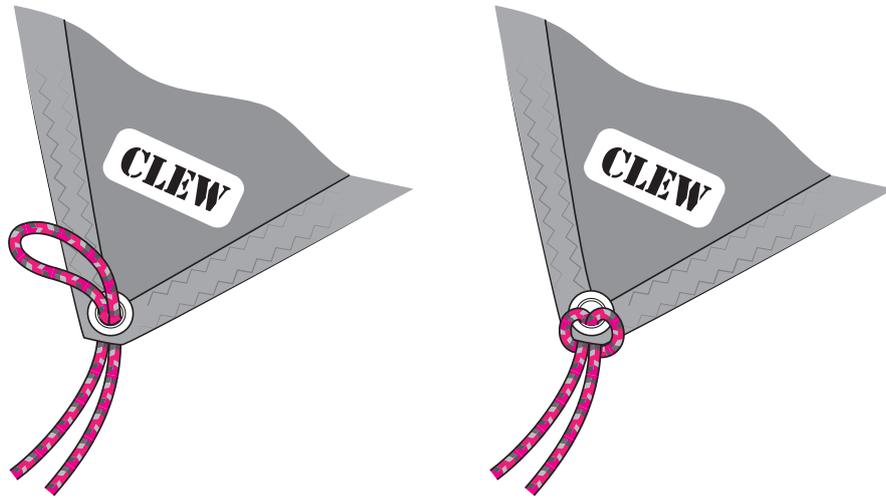
- a) Unpack the gennaker.
- b) Tie the tack of the gennaker to the tack line that emerges from the end of the bowsprit. The knot that is already in the tack line needs to be left in place as it determines how far the bowsprit comes out.
- c) Tie the end of the gennaker halyard to the head of the gennaker.
- d) Take the gennaker downhaul line (the other end of the halyard), which you previously led up the chute sock, and, with the gennaker correctly orientated on the starboard (right) side of the boat (luff forward and leech aft) pass the end through the eye on the sail from the bottom of the sail towards the top of sail.
- e) Continue to run the downhaul line up the sail and tie it off on the upper patch (onto the cross of webbing)

Note: On sails made before August 2016, the gennaker downhaul line must pass through two patches on the sail before tying off on the third patch.



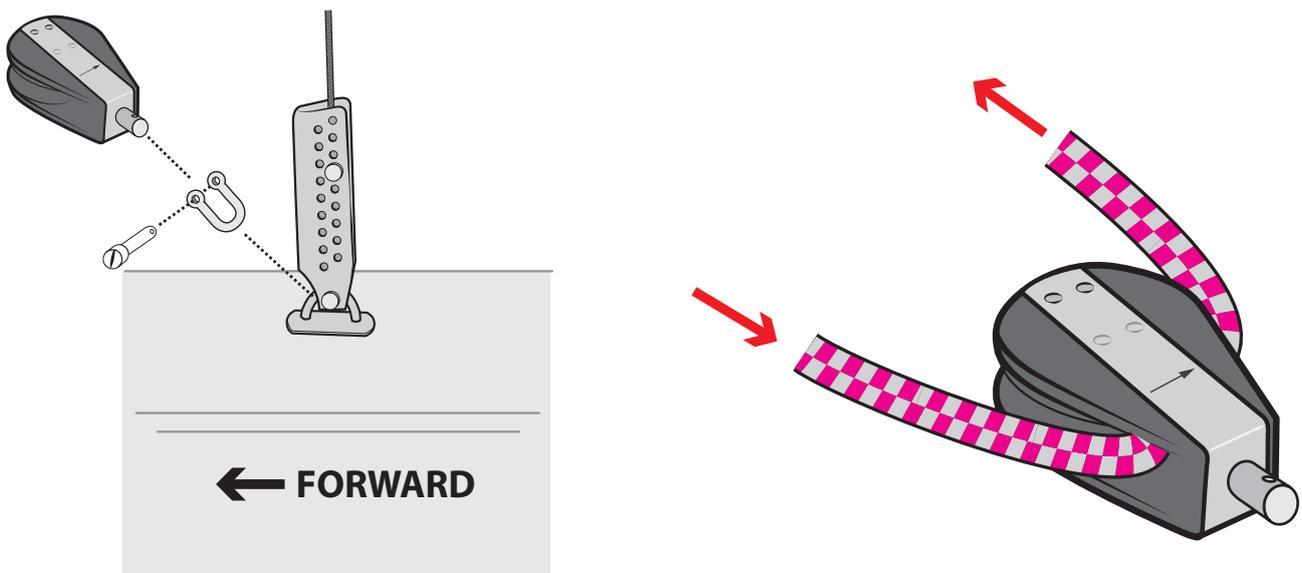
RS venture 6.5 - Rigging the Gennaker Sheet

- a) Find the middle of the gennaker sheet and double it over to form a loop.
- b) Pass this loop through the eyelet at the clew of the gennaker.
- c) Pass the rest of the sheet through the loop and pull it tight. This is the same arrangement as the jibsheet, so you will have done it before.



d)

With the gennaker on the starboard side, thread one end of the gennaker sheet through the block by the starboard shroud adjuster plate, in the direction of the arrow on the block.

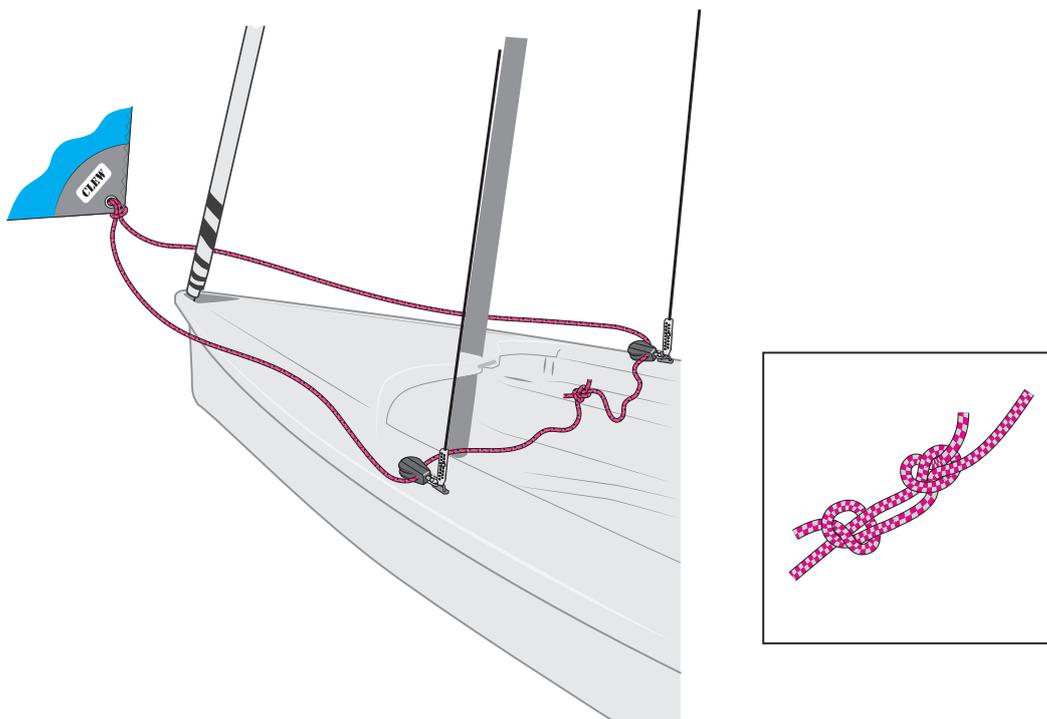


NOTE

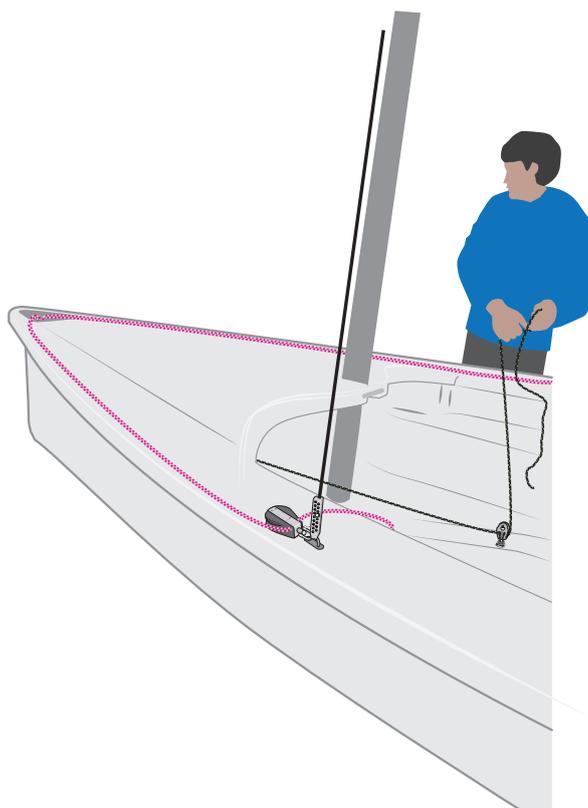
There are 2 or 3 types of gennaker ratchet block in common use, but they all have a "correct" way to feed the sheet marked with an arrow.

RS **venture** 6.5 - Rigging the Gennaker Sheet

- e) Lead the other gennaker sheet around the jib luff and through the block on the port side. Tie the two ends of the gennaker sheet together.



- f) Pull the gennaker from one side to the other, as if you were gybing, to see if anything is twisted, and then using the gennaker downhaul, pull the gennaker down into the chute and sock.



RS venture

Rigging Guide

7. Rudder

To complete this section, you will require:

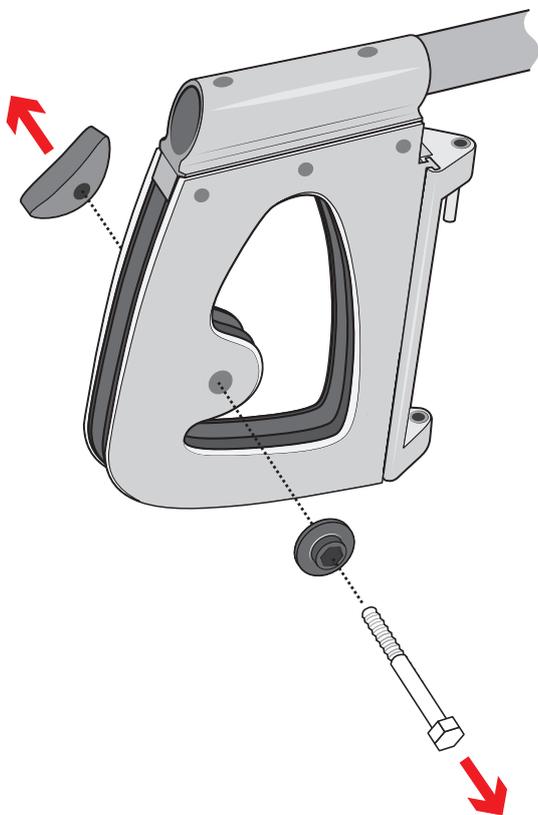
- Rudder blade
- Rudder stock



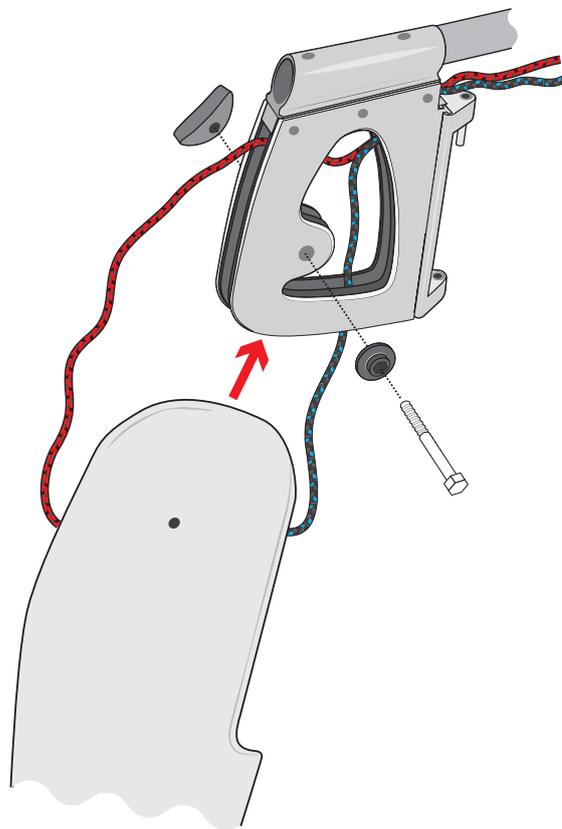
PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

rs **venture** 7.1 - Fitting the Rudder

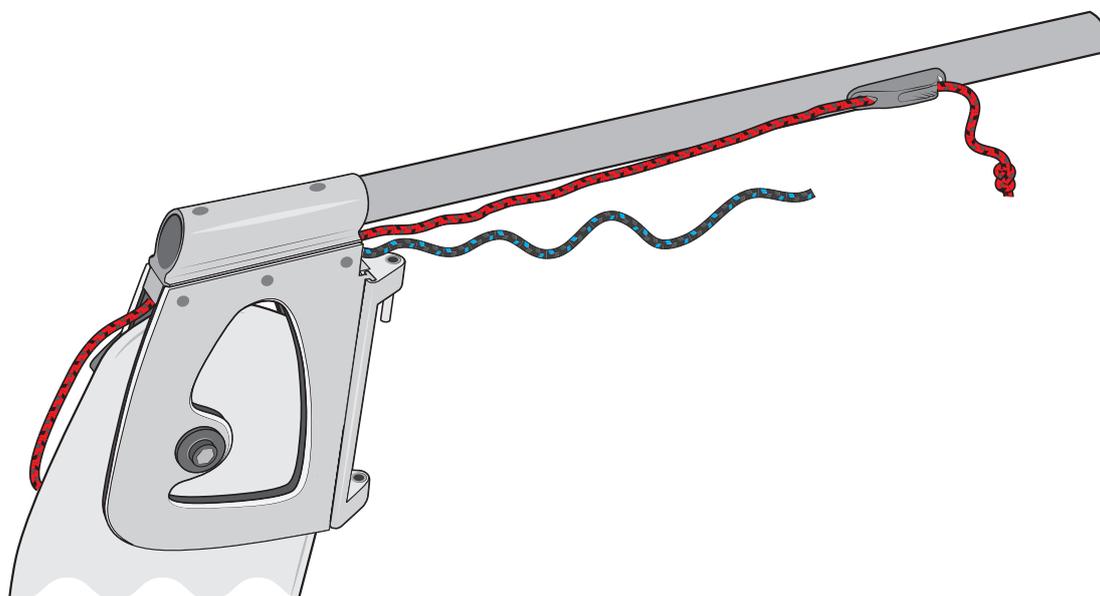
- a)** Remove the pivot bolt from the rudder stock.



- b)** Insert the rudder into the stock. Make sure it passes between the two plastic cheeks. The uphaul and downhaul lines exit through the hole below the tiller.

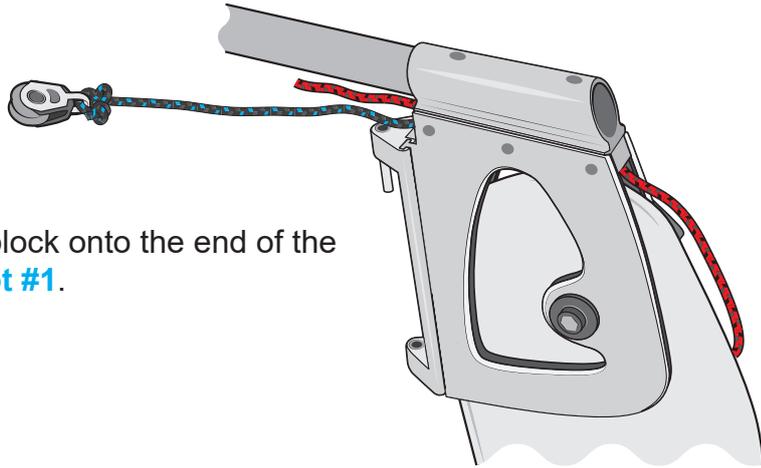


- c)** Rig the uphaul line (red rope) through the clam cleat on the starboard side of the tiller.



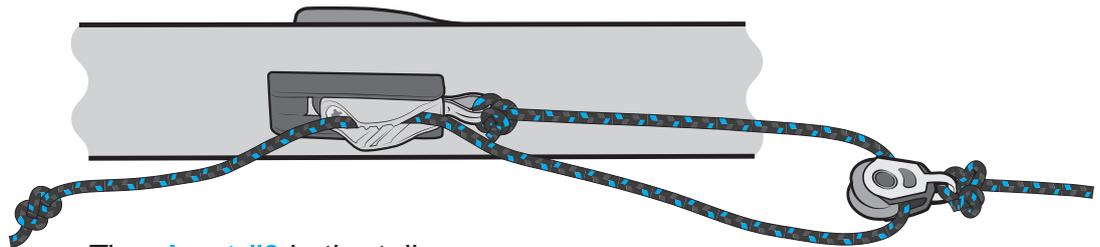
d)

Tie the rudder downhaul block onto the end of the rudder downhaul with **knot #1**.



e) Tie one end of the rudder downhaul line onto the p clip on the quick release cleat (on the port side of the tiller).

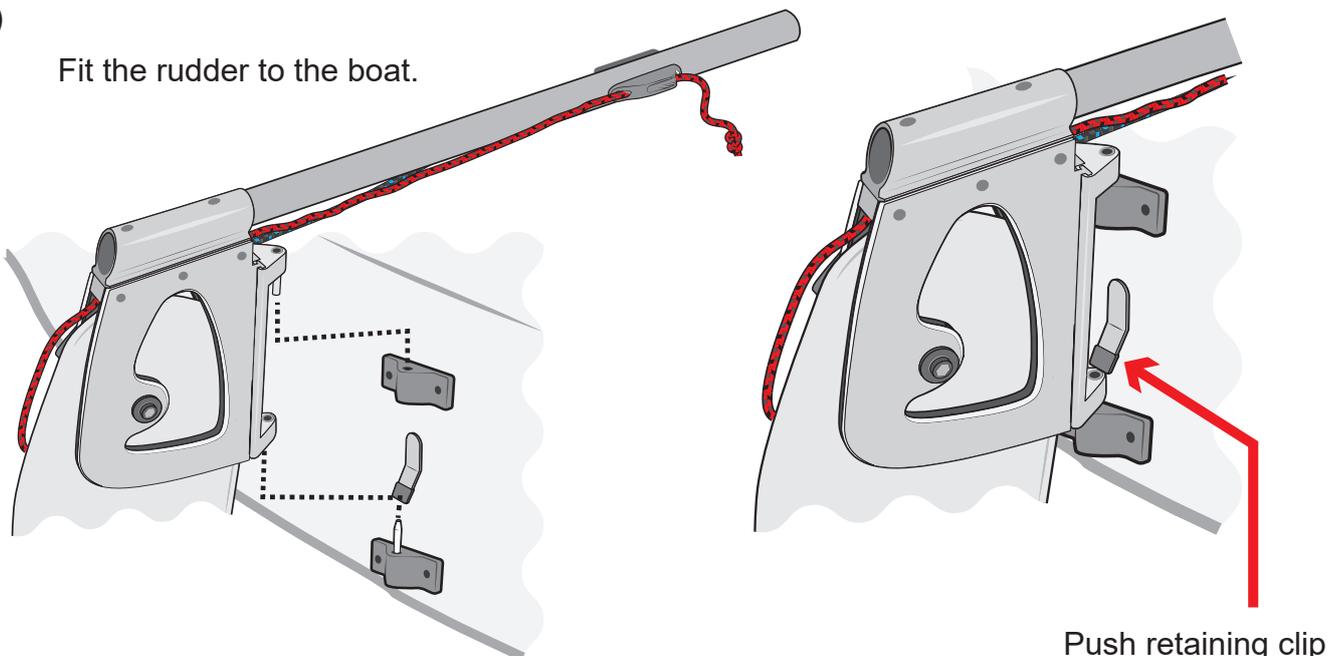
pass the other end through the block which you added in step d and back through the quick release cleat.



Tie a **knot #3** in the tail.

f)

Fit the rudder to the boat.



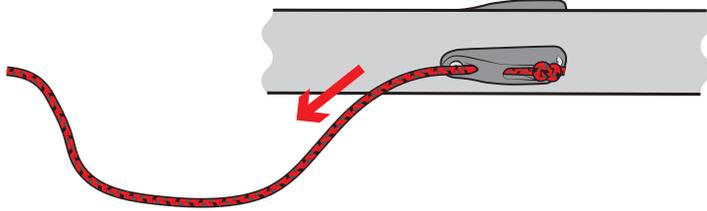
Push retaining clip to release rudder.



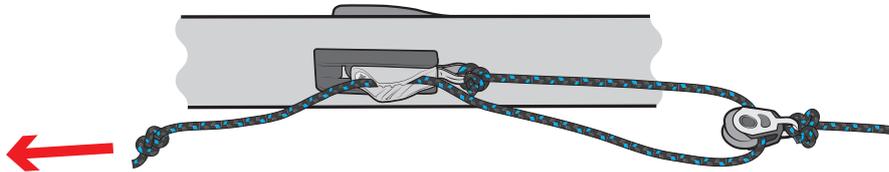
Failure to correctly locate the rudderstock under the rudder retainer may allow the rudder to become detached from the boat whilst in use.

To lower rudder:

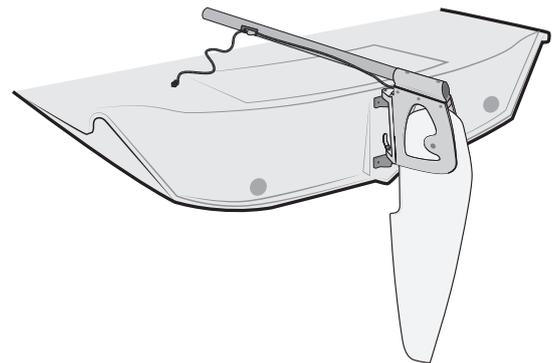
- a) Uncleat rudder uphaul (red rope) and fully pull slack through the cleat towards the transom. Failure to do so will allow the rope to recleat and arrest the blades rotation before it reaches the fully down position. This will result in significant weather helm (heavy rudder feel).



- b) Pull on rudder downhaul (blue rope).

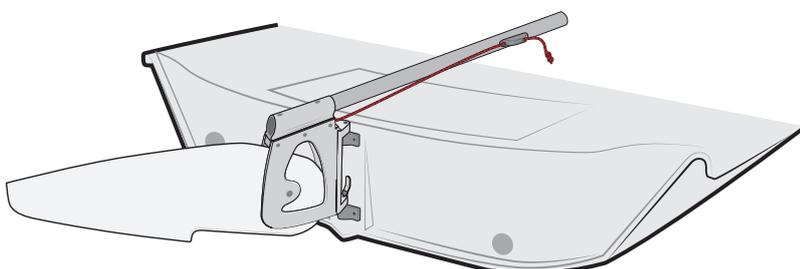
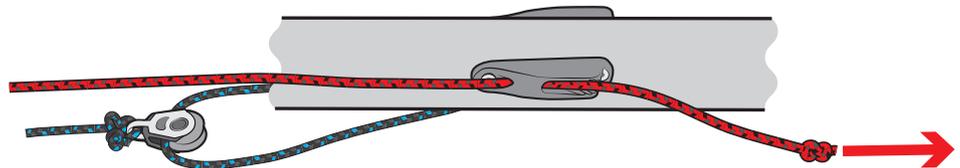


Note: The rudder downhaul cleat will release automatically if you run aground to prevent damage.



To raise rudder:

- a) Uncleat rudder downhaul (blue rope).
- b) Pull on rudder uphaul (red rope).



RS venture

Rigging Guide

8. Reefing



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

RS **venture** 8.1 - Rigging the Reefing Line

Reefing enables the less-experienced or younger sailor to continue sailing in stronger winds. Your RS Venture is fitted with a single-line reefing system. The reefing line is black and is installed in the boom ready to rig through the sail. You will see it either end of the boom, next to the outhaul line, which is usually blue. At the front end of the boom the reefing and outhaul lines share the same block, as they do not need to be pulled on at the same time.

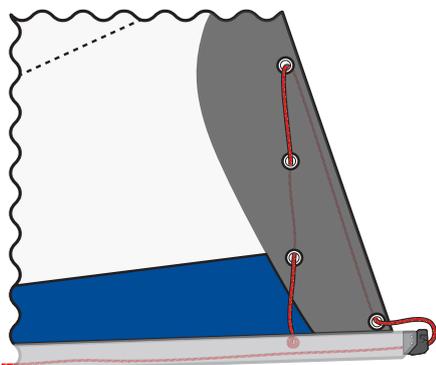
Please follow the instructions for reefing, ensuring that the reefing line is threaded the correct way through the mainsail. One person may reef the mainsail while sailing on a gentle close reach, sails eased, on a starboard tack.

Make sure you are in plenty of clear water while reefing.

a)

Ease the reefing line right out from the outboard (clew) end of the boom. Lead the clew reefing line up the starboard side of the mainsail leech, pass it through the top reefing eye. Lace the reefing line through the remaining reefing eyes – (through one, out of one) and tie it to the boom. You can use a knot slid into the boom track – which is neater, but make sure the knot is large enough to remain secure.

b)

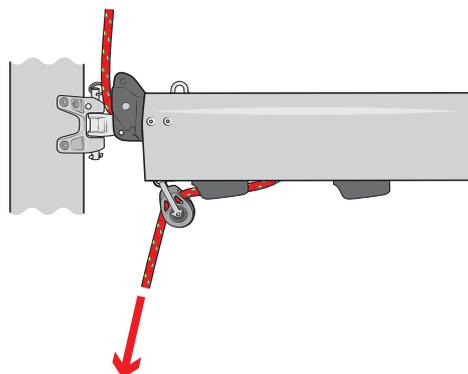


Lead the tack line up the port side of the mainsail, through the reefing eye, and back down the starboard side of the mainsail. Tie **knot #3** in the end and hook the tack line in the recess on the port side of the gooseneck.

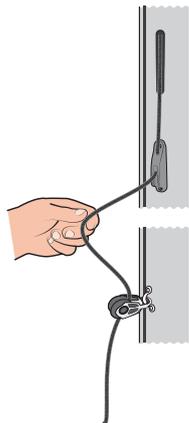
RS **venture** 8.2 - Reefing the Mainsail

a)

With the mainsheet uncleated, fully ease the kicker whilst steadily pulling the reefing line from the front end of the boom. This, as you can see from the picture will start to concertina the sail at the aft end first.



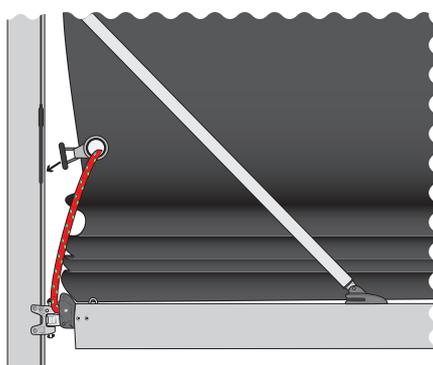
b)



When the clew has fully tightened, ease the main halyard whilst continuing to pull the reefing line.

The luff will fold down.

c)



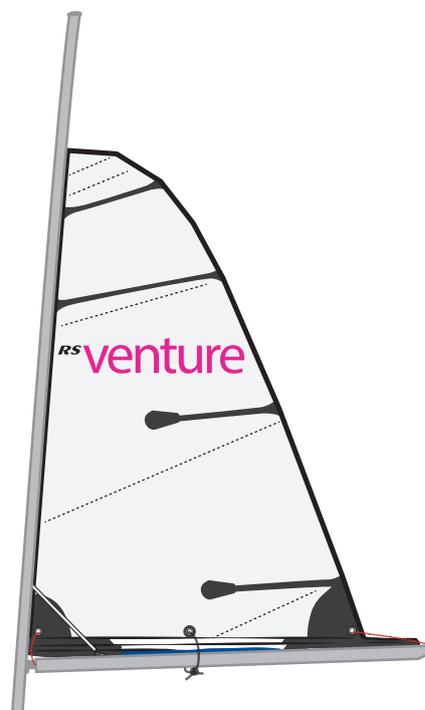
Make sure the reefing clew slug is inserted into the track on the mast.

d)

Re-cleat the main halyard, when the reefing position is lowered down to the boom. Tie a sail tie through the cringle in the middle of the sail and around the boom with a reef knot. Now fully tension the halyard again to get sufficient tension in the luff of the mainsail.

e)

Finally re-tension the kicker for some control of the leech.



HINT

The jib is a very effective strong wind sail area because it is low down and maintains a balanced helm. So slab reef before you lose the jib – it's more fun for the crew!

RS venture

Rigging Guide

9. Completion



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

Now you are almost ready to go RS Venture sailing.

If you have not already done so:

- Complete / understand all previous sections 1 – 8
- Read the Owners Manual to:
 - Sign the Declaration of Conformity
 - Understand towing points / technique
 - Understand capsize recovery technique
 - Identify outboard motor specifications
- If using an Outboard Motor Follow the manufactures operating instructions
- Check you have suitable insurance for your needs and requirements.
- Discard the waste packaging in a responsible manner.
- Assess the environmental conditions and agree with your crew they are suitable for your combined experience.

Now you are ready to launch and sail your RS Venture!



RS venture

Rigging Guide

10. Sailing Hints



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

RS venture 10.1 -Introduction

The RS Venture 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 can be recommended. See www.rya.org.uk for more information.

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.

RS venture 10.2 - Launching

With the sails fully hoisted, and the rudder attached, 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.

RS venture 10.3 - 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 centreboard down, then move back to his normal position, ease the rudder uphaul, 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 centreboard as depth allows. As soon as the water is deep enough, the centreboard should be fully lowered, and the retaining elastic clipped to the rope handle to prevent it retracting into the hull in the event of a full inversion.

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 upright as possible.

TOP TIP

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

RS **venture** 10.4 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 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.

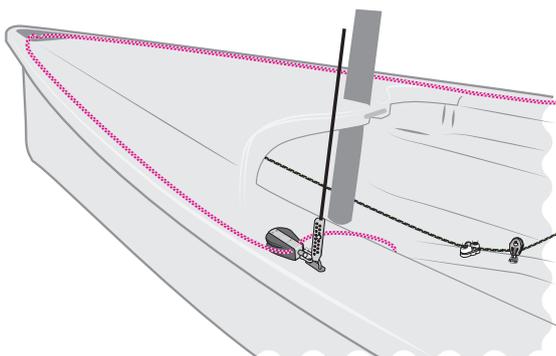
If the boat slows right down and feels lifeless when close-hauled, you could be sailing too close to the wind. Ease the mainsheet and 'bear off' away from the wind for a while to get the boat going again.

RS **venture** 10.5 Sailing Downwind and Gybing

When sailing downwind, both sails should be let out as far as possible. 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! Don't forget to duck your head as the boom comes over. Once you are settled, swap the mainsheet and the tiller extension into the new hands.

RS **venture** 10.6 Using the Gennaker

If you are inexperienced in using a gennaker, choose a fairly quiet day for your first excursion. A gennaker nearly doubles your sail area, and should be treated with a healthy degree of respect!



For your first hoist you should be sailing downwind on a broad reach, with the wind coming over the helm's left shoulder. The crew should sit in the centre of the boat, astride the centreboard case, and hoist the gennaker by pulling the gennaker halyard from the starboard halyard block

The gennaker halyard pulls the bowsprit out at the same time – when the gennaker is hoisted, you are ready to go. The crew, or the helm if sailing singlehanded, should now pull gently on the leeward gennaker sheet until the gennaker has filled. Gennakers may be effectively used from a close reach to a broad reach so, to get downwind, one should become adept at gybing. It is not possible to tack with the gennaker hoisted. For the best effect, the gennaker sheet should always be eased as far as possible, so that the luff is just on the point of curling.

Gybing with the gennaker is fairly straightforward. Like the jib, it should be pulled across at the same time as the mainsail comes across. As soon as it has been pulled in and filled with wind, it should again be immediately eased for maximum efficiency and speed

To drop the gennaker, reverse the procedure used to hoist. The boat should be sailing on a broad reach, and the slack in the gennaker downhaul is pulled in from the left hand halyard block. As the gennaker downhaul goes tight, the gennaker halyard should be popped out of the cleat. Then, pull the remainder of the gennaker downhaul through until the gennaker is pulled sharply into the chute. Dropping the gennaker on tighter reaches is harder, and requires more effort on the gennaker downhaul.

TOP TIP

Tie a rope bobble onto the gennaker halyard, about 10 cm from the bowline that is attached to the head of the gennaker. This will make dropping the gennaker easier.

HINT

The gennaker can “bunch up” when entering the chute. This can be minimised by keeping some tension on the gennaker sheet, preventing the clew from being sucked into the chute with the main body of the gennaker.

When the gennaker is fully lowered, tidy the sheets and the halyard to keep the cockpit area clear.

RS venture

Rigging Guide

11. Maintenance



PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

The RS Venture is made using a robust polyester resin, glassfibre and coremat laminate. Although very robust, your Venture should be supported ashore on an approved RS trolley. 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 at the transom, or level enough to drain through the cockpit bungs either side.

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, or a fibreglass cleaner and polish.

Hull damage falls into three categories:

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

The benefit of a hard-wearing fibreglass hull is that it can be invisibly repaired and refurbished to look as new again. Any reputable GRP repairer should have the skills and materials for most jobs, but it is recommended that major repairs are undertaken by a recommended RS repair centre.

The rudder blade is an aluminium extrusion with a loose fitting foam core. The end caps are injection moulded in a nylon reinforced plastic, and are very hard-wearing and can be replaced if worn or damaged severely. The rudder blades may leak slightly, but it is nothing to worry about as very little room for water and it will normally drain out the way it came in.

Like the hull, the foils will benefit from being rinsed in fresh water regularly, when you hose down the boat.

If you are going to trail your boat frequently, you may wish to invest in an RS Sailing padded rudder bag. These will protect your RS Venture from any damage caused by the rudder and blade in transit.

RS venture 11.3 - 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.

RS venture 11.4 - 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.

RS venture 11.5 - 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.

RS venture

Rigging Guide

12. Warranty

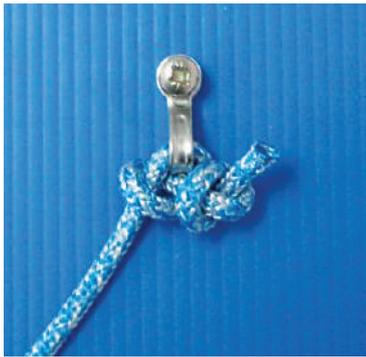


PLEASE FOLLOW RIGGING GUIDE IN CORRECT ORDER

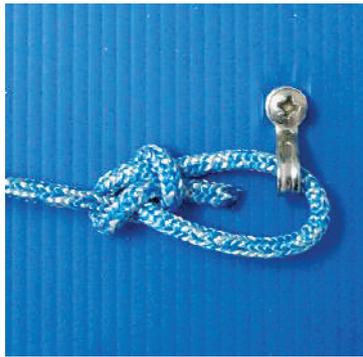
12. Warranty

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 of discovery of the 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.

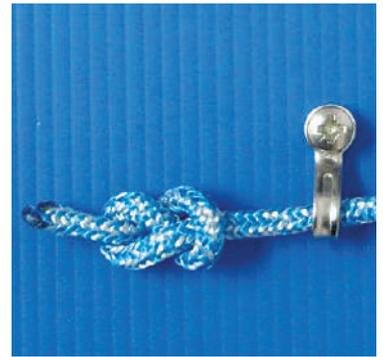
Knot #1



Knot #2



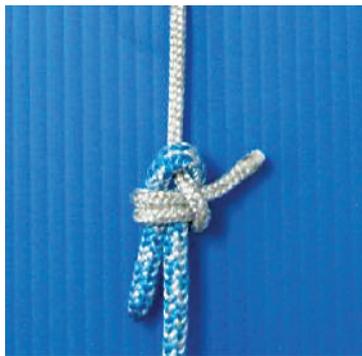
Knot #3



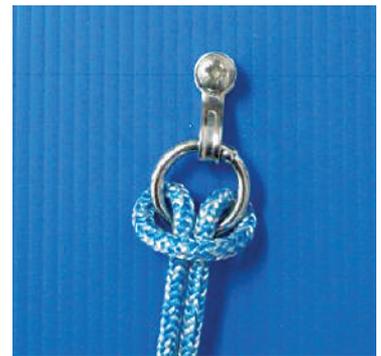
Knot #4



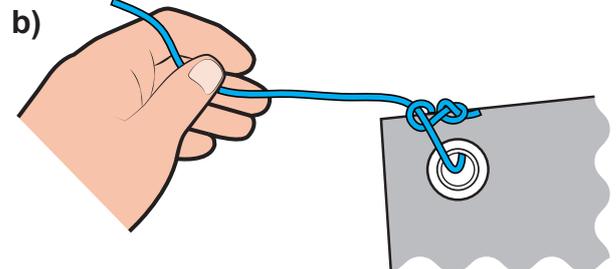
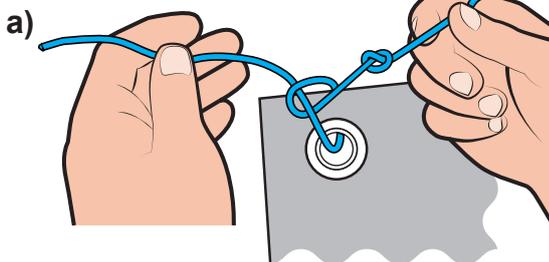
Knot #5



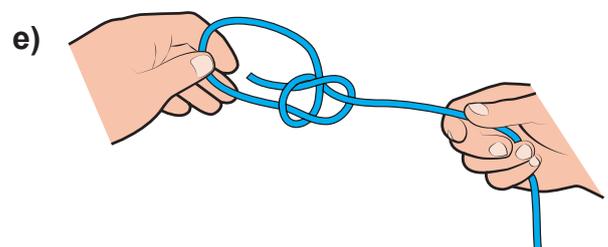
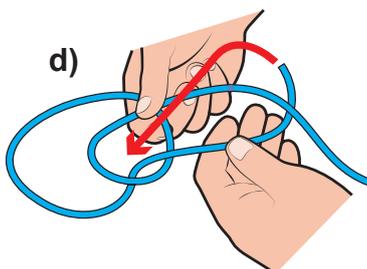
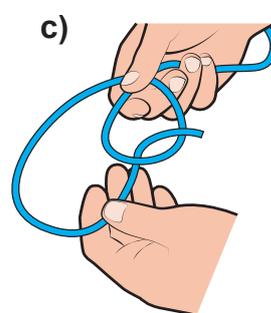
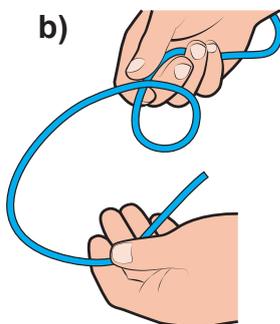
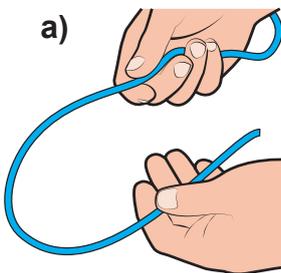
Knot #6



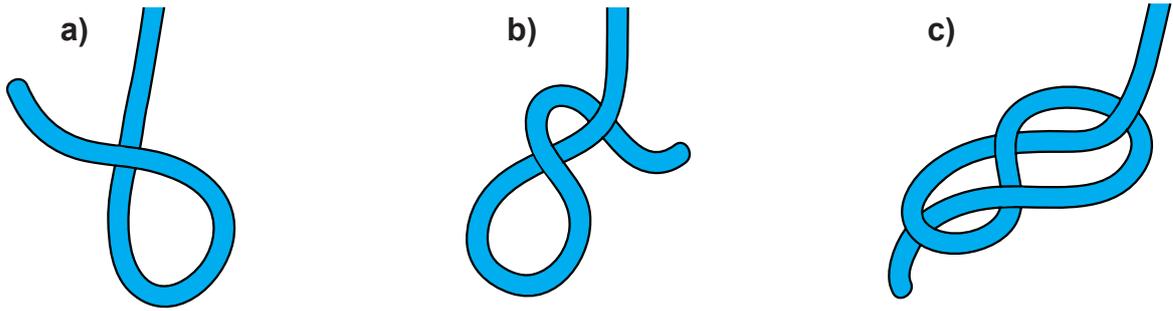
Knot #1 - Knot on knot



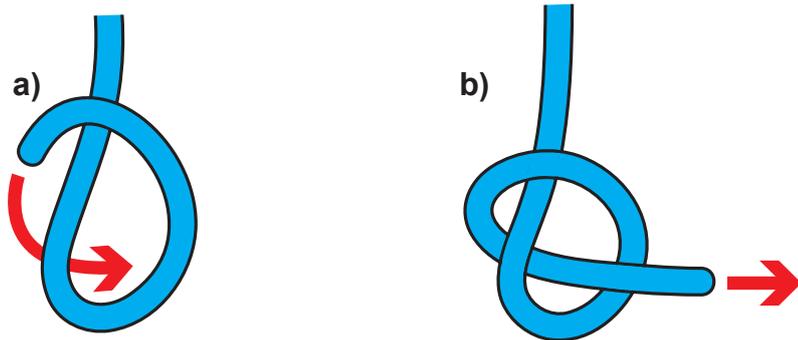
Knot #2 - Bowline



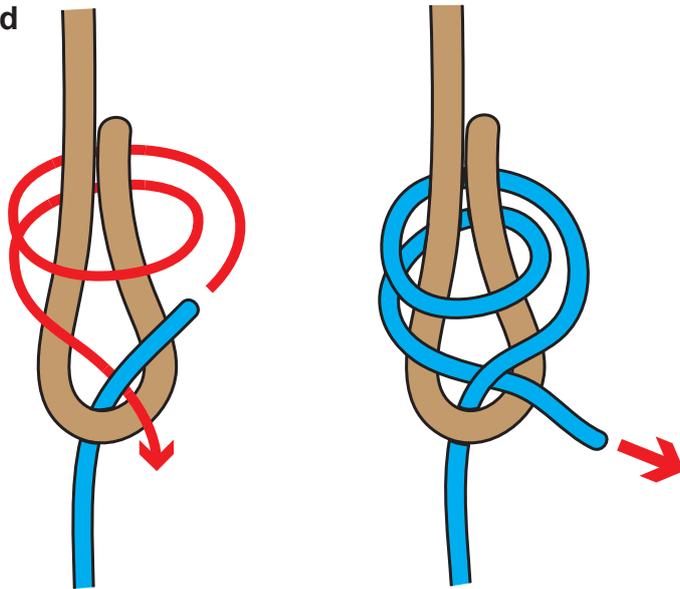
Knot #3 - Figure of eight



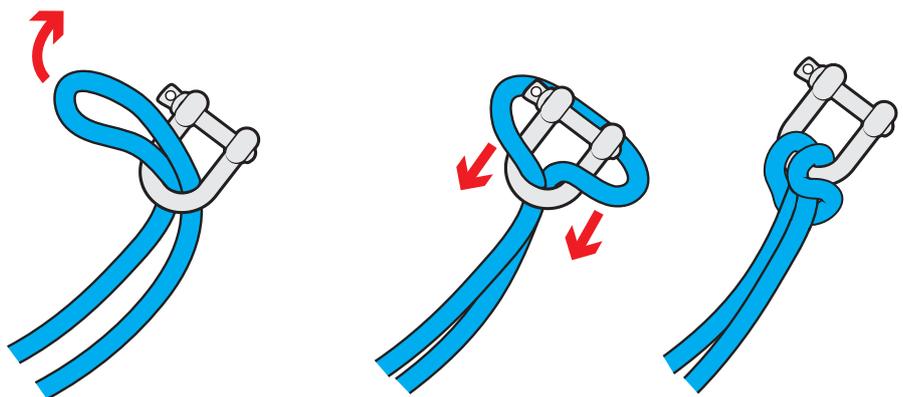
Knot #4 - Overhand knot



Knot #5 - Double sheet bend



Knot #6 - Cow hitch



RS venture

Rigging Guide

14. Glossary

RS venture

A

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

B

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

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

C

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

D

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

Draught The depth of the vessel below the surface

E

Ease To 'ease sheets' means to let the sail out gently

F

Fairlead A pulley block used to guide a rope to avoid chafing

Foils The daggerboard and the rudder

Foot The bottom edge of a sail

Fore Towards the front of the boat

Forestay The wire line that runs from the front of the mast to the bow of the hull, holding the mast in position

Furl To gather a sail into a compact roll and bind it against the mast or forestay

G

Gennaker A large sail that is hoisted when sailing downwind

Gennaker Chute Webbing pocket in which the gennaker is stowed when not hoisted

Gennaker Pole The sprit that protrudes from the front of the hull, to which the tack of the gennaker is attached

Gnav Bar Bar that sits between the mast and the boom, performing the same function as a kicking strap

Gnav Control Line Line that applies and releases tension to the gnav

Gooseneck The 'jaws' of the boom that clip onto the mast

Gunwhale The top edge of the hull, that you sit on when leaning out to balance the boat

Gybe To change tack by turning the stern of the boat through the wind.

H

Halyard The rope used to hoist sails

Halyard Bag Bag attached to the hull, in which the halyards can be stowed

Head The top corner of a sail

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

I

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

J

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

K

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

L

Launching	To leave the slipway
-----------	----------------------

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

M

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

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

N

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

O

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

P

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

R

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

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

S

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

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

T

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

U

'Under Weigh' A term derived from the act of 'weighing' anchor, meaning to be in motion

Upwind To sail against the direction in which the wind is blowing

W

Wetsuit Neoprene sailing suit designed to keep you warm when wet

Windward The part of the boat closest to the direction in which the wind is blowing