

RS *Vision*

OWNER'S MANUAL

Version 2

CONTENTS

- 1. INTRODUCTION**
- 2. EC CONFORMITY AND IDENTIFICATION**
Dimensions of the RS Vision
- 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 Gennaker Halyard
 - 4.6 Rigging the Boom
 - 4.7 Hoisting the Jib
 - 4.8 The Rudder
 - 4.9 Hoisting the Mainsail
 - 4.10 Rigging the Gennaker
 - 4.11 Completion
- 5. SAILING HINTS**
 - 5.1 Introduction
 - 5.2 Launching
 - 5.3 Leaving the beach
 - 5.4 Sailing Close-Hauled and Tacking
 - 5.5 Downwind and Gybing
 - 5.6 Using the Gennaker
 - 5.7 Reefing

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 OF COMMON SAILING TERMS

9. APPENDIX

- 9.1 Useful Websites & Recommended Reading
- 9.2 RS Vision Gennaker Pole System
- 9.3 Three Essential Knots
- 9.4 How to Rig a Mast-Head Float
- 9.5 RS Vision Trapeze Kit

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 Vision 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 Vision 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 Vision, 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 Vision.

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 Vision complies with the EU Directive for Recreational Craft (RCD) which sets safety requirements for recreational boats sold in Europe. Each RS Vision 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 (see page 6).

A RS Vision dinghy can be identified by the Hull 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 Vision 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 Vision

Bearing the Hull Identification Number:

G	B	L	D	C	X								
---	---	---	---	---	---	--	--	--	--	--	--	--	--

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 Vision
Design Category	C
Maximum Crew	4
Maximum Load	320kg
Overall Length	4.55m Overall beam 1.75m
Builders Name	LDC Racing Sailboats Trafalgar Close, Chandlers Ford, Hampshire, England.

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

Signed Name: Alex Newton-Southon

Signature: 

RS VISION TECHNICAL DATA

Length Overall (LOA):	4.55 m	15'0"
Beam:	1.75 m	5' 9"
Hull Weight:	130 kg	275 lb
Reefing Mainsail:	9 m ²	95 ft ²
3 Batten Mainsail:	9 m ²	95 ft ²
Jib:	3.2 m ²	33 ft ²
Gennaker:	12.6 m ²	130 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 Vision is a Design Category C boat. A Design Category C boats 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 0.5 metres

The RS Vision 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 320kg.
- 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 four persons on board.

Ensure that the combined weight of all persons on board, plus any added items, does not exceed 320 kg.

The RS Vision is designed to be sailed by no more than four people. It is recommended that you do not exceed the maximum loading of 320 kg, including any equipment added to the basic rigged boat, e.g. an anchor. To enable the boat to be righted safely in the event of a capsize, the minimum recommended crew weight is 60kg.

When climbing aboard for [launching](#), always step into the middle of the [cockpit](#) floor and then sit down carefully. **Never step on the side [deck](#) or the boat will tip.** When sailing, you can either sit in the cockpit or on the [windward](#) side deck to balance the boat if there is sufficient wind. The cockpit floor and side decks have a rough surface to reduce the possibility of slipping. Other areas of the deck have a smooth surface and you should not sit or stand on them when the boat is moving.

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 Vision 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 Vision is designed to recover quickly from a capsize, or **inversion**, and continue to sail without **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

After a capsize, swim round to the **centreboard**, 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 **centreboard** 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 [centreboard](#). When you have a firm grip on the [centreboard](#), pull yourself onto the [hull](#), and kneel or stand as close to the edge as possible without slipping off. Keeping hold of the [centreboard](#), 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](#).

To enable the boat to be righted from [inversion](#), the minimum recommended crew weight is 60 kg. Alternatively, more [leverage](#) for righting can be gained by standing up on the inverted [gunwhale](#), and pulling the tip of the [centreboard](#).

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 Vision 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.

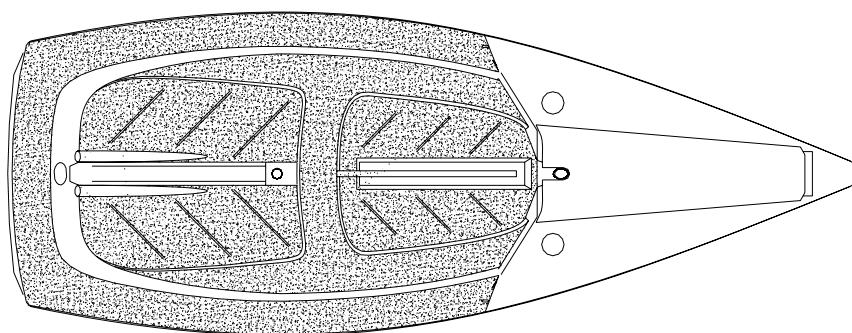
3.6 Man Overboard Prevention and Recovery

The RS Vision is designed to be sailed by up to four people, and can also be sailed single-handed. If sailing alone, it is recommended that you ensure adequate safety cover is in attendance before launching.

Working Deck

The working deck of the RS Vision, which is intended to be occupied when the boat is afloat, is the area covered with a non-slip coating (as seen in picture 3.1). These areas are:

- The entire cockpit floor, including kick-blocks and 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 recess for the shroud points.
- The central thwart can also be used as a place to sit. It is not recommended that this is used as somewhere to stand as it does not have a non-slip texture and may be slippery.



Picture 3.1 Working deck area

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 Section 3.4 Capsize Recovery.

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 the bow 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 Vision has been designed for use with an **outboard engine**, providing:

- The specific RS Vision **outboard bracket kit** has been fitted as per the instructions supplied in the kit.
- The **outboard engine** does not exceed 2.5 horsepower.

It is the responsibility of the helm to ensure the safe use of any **outboard engine** fitted. If in doubt, adequate training should be sought from the outboard engine dealer or recognised sailing institution.

3.8 Towing, Anchoring, Mooring, and Trailing

Towing on the Water

We recommend the following procedure for towing your RS Vision:

- Secure the **towing line** around the **tack bar** or, alternatively, pass the **towing line** through the **jib-tack shackle** and tie it securely around the **mast**, as close to **deck** level as possible.
- Lower or **furl** all of the sails.
- Fully raise or remove the **centreboard**.
- While you are being towed, you will need to steer the boat with the **tiller**.
- In the event of **rudder** loss, sit as far back in the boat as possible.

Anchoring

The RS Vision can be anchored for short periods of time. We recommend attending an approved sailing course before attempting to anchor your RS Vision. The **anchor line** should be secured round the **tack bar** or, alternatively, pass the **towing line** through the **jib-tack shackle** and tie it securely around the **mast** as close to **deck** level as possible. The sails should be lowered or securely stowed, and the **rudder** and **centreboard** should be raised completely.

REMEMBER

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

Mooring

The RS Vision is supplied with a strong [painter](#) which is attached to the front of the [mast plate](#), enabling you to [moor](#) to a pontoon or other suitable object for short periods. Always remember to use some padding between your RS Vision and the object that you are mooring against!

Trailing and Transporting Your RS Vision

The RS Vision can be trailed behind the majority of cars. When trailing your RS Vision, 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.

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

- Pliers or a [shackle key](#)
- Small, flat-bladed screw driver
- PVC electrician's tape

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

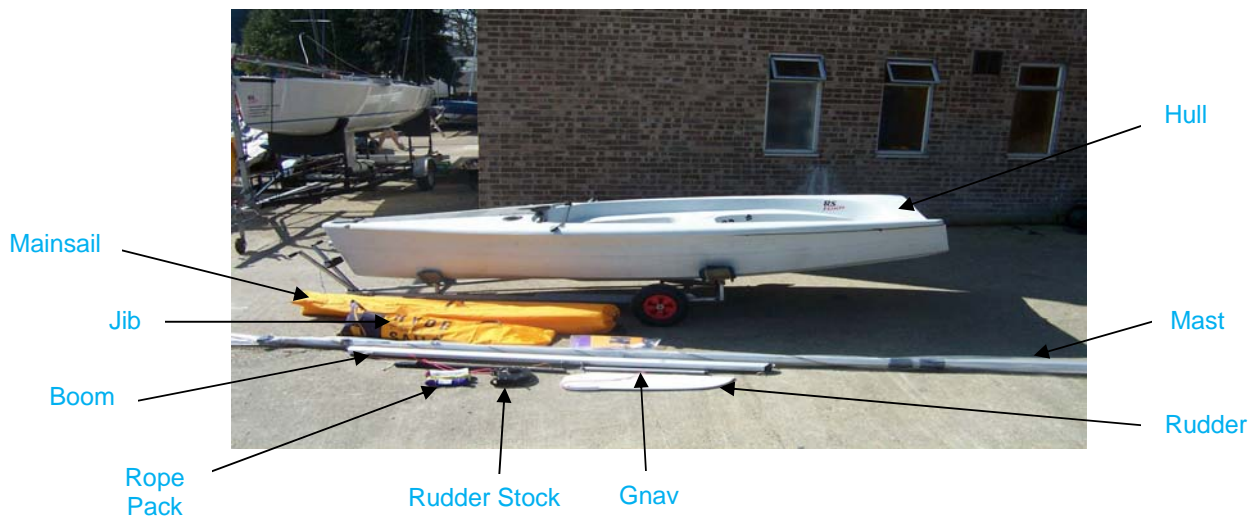
Whilst your RS Vision has been carefully prepared, it is important that new owners should check that [shackles](#) and knots are tight. This is especially important when the boat is new, as travelling can loosen seemingly tight fittings and knots. It is also important to check such items prior to sailing regularly.

4.2 Unpacking

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

- 1 x RS Vision [hull](#)
- 1 x [mast](#)
- 1 x [boom](#)
- 1 x [gnav bar](#)
- 1 x [rudder](#)

- 1 x rudder stock, with tiller extension
- 1 x main sail
- 1 x jib
- 1 x gennaker
- 1 x rope pack – consisting of:
 - 1 x mainsheet
 - 1 x jib sheet
 - 1 x gennaker sheet
 - 1 x rudder downhaul and block



Picture 4.1 Vision Equipment



Picture 4.2 Vision Rope Pack

4.3 Rigging the Mast

To complete this section you will require:

- The [mast](#)
- A flat-bladed screw driver

Fitting the Spreaders

It is worth taking time to ensure that this section is completed correctly.

Improperly fitted [spreaders](#) will result in strange sailing characteristics, and may even result in failure of the [mast](#).

1. Carefully unpack the [spreaders](#) from the top of the [mast](#), being sure not to damage any of the securing [split rings](#).
2. Unwind the [shrouds](#) and [forestay](#) from around the [mast](#), and unwrap from the packaging.
3. To fit the [spreaders](#), refer to table 4.1. To fit the pins, refer to Vernier Adjust Spreader instructions on the following page.
4. Finally, tape up all the securing pins and rings to prevent them from being damaged, or from damaging the [gennaker](#).



Class	Bracket Connection Pin		Outer End		
	Primary	Adjuster	End cap pos'n	Wire Dia.	Visible Holes
RS Vision	Aft	1A	FWD	3.0mm	1

Table 4.1 Spreader Pin Positions

Now the [mast](#) is ready to be put up in the boat, or [stepped](#).

REMEMBER

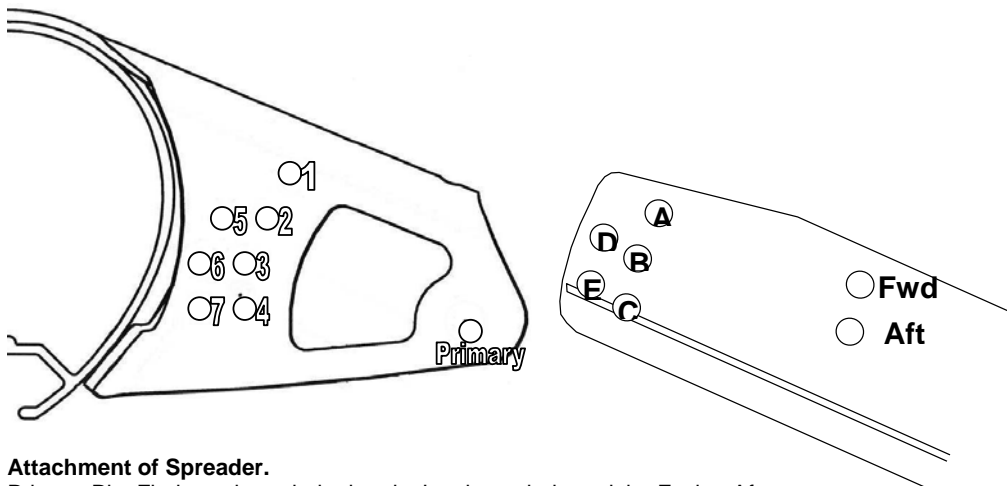
Check that both ends of the [main halyard](#), [jib halyard](#), and [gennaker halyard](#) are tied off at the bottom end of the [mast](#) so that they are within easy reach when the [mast](#) is [stepped](#).



Vernier Adjust Spreader Instructions

595-478-E

Date:16-03-25

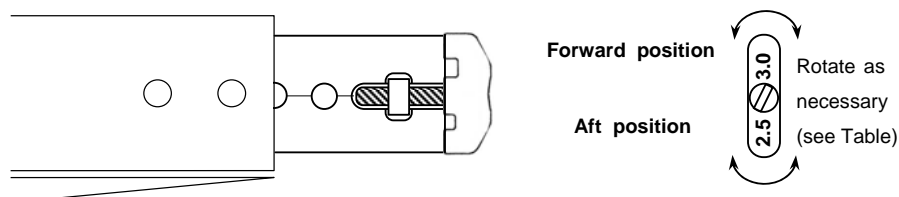


Attachment of Spreader.

Primary Pin: Fit down through the bracket's primary hole and the Fwd or Aft spreader hole as required.

Adjuster Pin: Fit down through a hole 1 to 4, and through A to C or through a hole 5 to 7, and through D to E.

Please see the table on the previous page for the specific positions.



Spreader Ends

Spreader End Cap:

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 (See diagram above). To find which wire slot you require for your mast, please see the table below.

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). To find out which position is required for your mast, please see the table below.

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.

Length Adjustment:

The position is described by the number of adjustment holes visible (e.g. In the diagram above there are 1 ½ holes visible). **Please see the table below for your class specific positions.**

Security

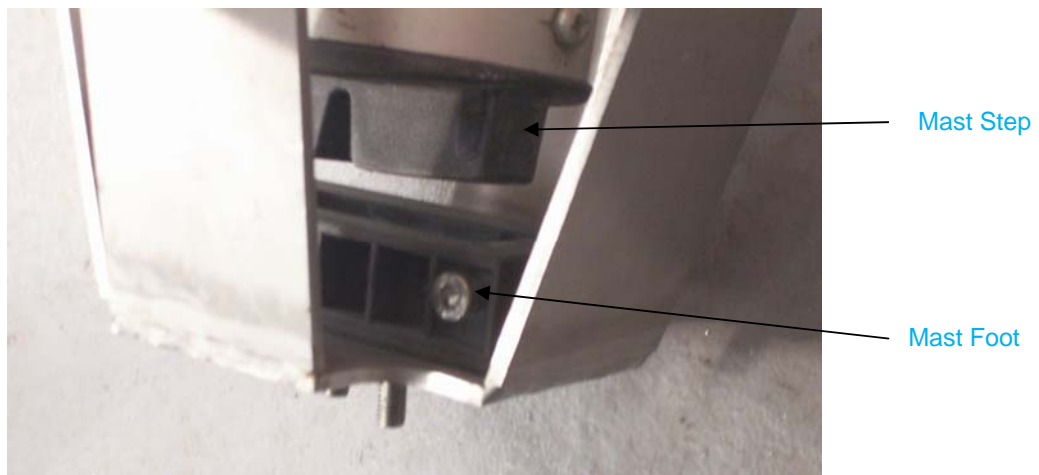
All clevis pins must be fitted with the flat head on top, and locked with a split ring. Tape all split rings, pins and the outboard end of the spreader extrusion. This will reduce chafe on the mainsail and prevent flailing sails/halyards becoming damaged.

Self-amalgamating tape is best, but pvc electrical tape is an adequate alternative.

4.4 Stepping the Mast

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 block at the front of the **mast step**, and the bolt at the back (see pictures 4.3 and 4.4).



Picture 4.3 The Mast Step and Foot



Picture 4.4 The Mast Foot Correctly Located

While it is easier to **step** the **mast** with two people, it can also be done single-handed.

WARNING

Before stepping the mast, check that you are not in the vicinity of overhead power cables.

WARNING

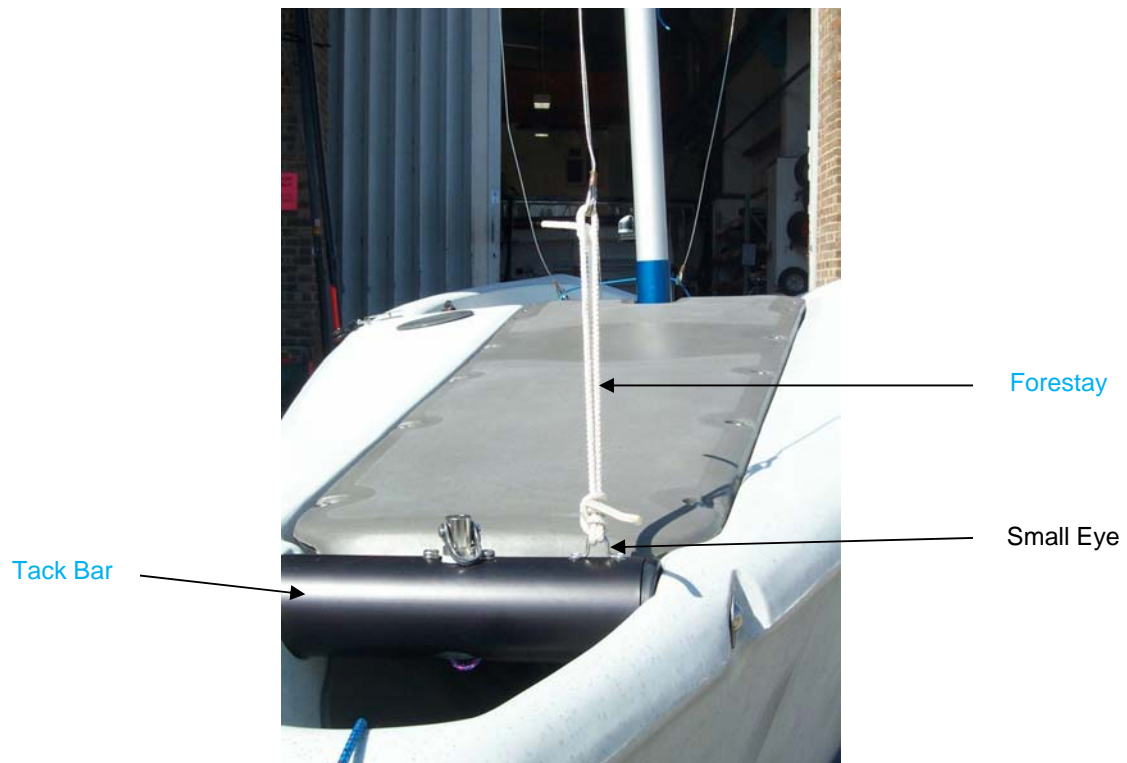
Do not tow your boat behind a car with the mast up

Stepping the Mast Single Handed

1. Ensure that the **mast step** area is free from any **blocks** or rope, and that all the halyards have been untied.
2. Ensure that the **tack line** for the **gennaker pole** stays on the **starboard** side of the **mast**.
3. Stand the **mast** upright, wedging the base of it against something to stop the **mast** sliding as you lift it.
4. Carry the upright **mast** to the side of the boat.
5. Pick up the **mast**, lift it over the **gunwhale** of the boat, and lower it onto the **mast step** (see picture 4.5).
6. Rock the **mast** forward into the **mast gate**. Now that the **mast** is in the **mast gate**, it is prevented from falling side to side and forwards. All you have to do is stop it falling back.
7. Untangle the **forestay** and pull it forwards to the **tack bar**. Tie the **forestay** onto the small eye on the **port** side (see picture 4.6).
8. Attach the **shrouds** to the middle of the **shroud adjustor plate** with the **clevis pin** and **split ring** provided. Wrap PVC electrician's tape around the **split rings** for security, and to avoid snagging. The fourth hole down on the shroud adjustor plate is a good place to start.



Picture 4.5 Stepping the Mast Single Handed



Picture 4.6 Tying the Forestay

REMEMBER

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

Stepping the Mast Double Handed

This is a much easier way of **stepping** the **mast**, especially if it is windy.

1. Ensure that the **mast step** area is free from any **blocks** or rope.
2. Ensure that the **tack line** for the **gennaker pole** stays on the **starboard** side of the **mast**.
3. Lay the **mast** along the boat with the **mast foot** over the **mast step**.
4. The stronger of the two people should climb into the front **cockpit**, being careful not to go any further back than the trolley wheels as the boat will tip up.
5. The second person should walk round to the back of the boat and lift the top of the **mast** as high as possible.
6. As the top of the **mast** is lifted, the first person needs to guide the **mast foot** down into the **mast step** area (see picture 4.7).
7. The first person takes over from the second person, and lifts the **mast** upright, making sure that it is pushed down into the **mast step** as it is lifted (see picture 4.8).
8. At the front of the boat, the second person ties the **forestay** onto the small eye of the **port** side of the **tack bar** (see picture 4.6).
9. Attach the **shrouds** to the middle of the **shroud adjustor plate** with the **clevis pin** and **split ring** provided. Wrap PVC electrician's tape around the **split rings** for security, and to avoid snagging. The fourth hole down is a good place to start.



Picture 4.7 Raising the Mast



Picture 4.8 Stepping the Mast

4.5 Rigging the Gennaker Halyard

The **gennaker halyard** pulls the **bowsprit** out at the same time as it hoists the **gennaker**. The **bowsprit outhaul block** runs under the **gennaker chute**, and will become accessible if you pull the **bowsprit** out. The **outhaul block** is on a “carousel” arrangement so will automatically be pulled into view as the **bowsprit** is pulled out.

1. Pull the **bowsprit** out to view the **bowsprit outhaul block**.
2. Take the loose end of the **gennaker halyard** from the **block** at the base of the **mast**, and lead it forward through the **bowsprit outhaul block** and then back to the **gennaker halyard cleat** (see picture 4.10).
3. Thread the end of the **gennaker halyard** through the small wire **fairlead** in front of the **cleat**, through the **cleat**, and through the **hoist block** (see picture 4.11).
4. Lead the **gennaker halyard** over the top of the **centreboard** and through the **gennaker drop block** on the other side of the **centreboard case**.

Thread the [gennaker halyard](#) through from back to front, so that the tail will go up the [gennaker chute](#) (see picture 4.12).



Picture 4.10 Threading the Gennaker Halyard



Picture 4.11 The Gennaker Halyard Cleat



Picture 4.12 The Gennaker Downhaul

4.6 Rigging the Boom

To complete this section, you will need:

- The boom
 - The gnav bar
1. Connect the gnav bar to the slider at the front end of the boom (see picture 4.13). Sliders often differ in appearance, but all work in the same way.
 2. Connect the front of the boom to the gooseneck on the mast.
 3. Connect the upper end of the gnav bar to the bracket on the mast above the gooseneck (see picture 4.14).

4. Feed the **gnav control line** down through the **swivel block** and through the **cleat** below the boom. Tie a **stopper knot** in the end of the rope (see picture 4.15).



Picture 4.13 Connecting the Gnav to the Boom



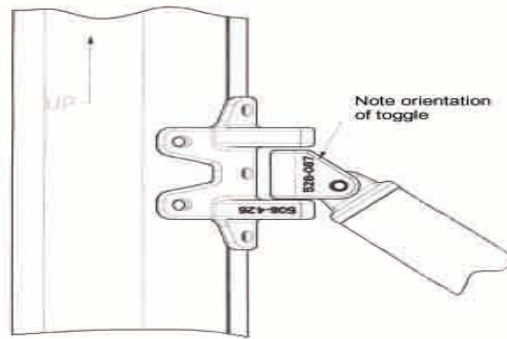
Picture 4.14 Connecting the Gnav to the Mast



Picture 4.15 The Gnav Control Line



Picture 4.16 The Fully-Rigged Gnav



It is vital that the GNAV toggle is assembled as shown above.
Failure to do this will result in damage to the Strut Assembly

4.7 Hoisting the Jib

To complete this section, you will require:

- The [jib](#)
 - The [jib sheets](#)
 - The top [furling unit](#) and [shackle](#)
 - The [long rigging link](#)
1. Ensure that the [furling unit](#) is fully charged. Unroll the [jib](#) and connect the [tack](#) of the sail to the [shackle](#) attached to the [lower furling unit](#) on the [tack bar](#) (see picture 4.17).
 2. Attach the [top furling unit](#) to the wire end of the [jib halyard](#), using the [shackle](#) provided (see picture 4.18).

3. Attach the **head** of the **jib** to the **top furling unit** (see picture 4.19).
4. Pull the **halyard** at the base of the **mast** to hoist the **jib**. When the **jib halyard** is pulled all the way up, a wire loop will emerge from the **mast**.
5. Hook the **rig tension** to this wire loop (see picture 4.20), 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 to the touch.



Picture 4.17 The Jib Tack



Picture 4.18 The Top Furling Unit



Picture 4.19 The Head of the Jib Attached



Picture 4.20 Connecting the Rig Tension

6. Find the middle of the **jib sheet** and tie a single overhand knot just to one side.
7. Pass one end through a hole in the plate on the **jib clew** and pull the **jib sheet** through until the knot is at the **jib clew**.
8. Tie a single overhand knot on the other side of the **jib sheet** (see picture 4.21).
9. Lead one end of the **jib sheet** along the side of the boat to the **jib cleat**. Thread it through the **fairlead** and through the **jib cleat**. Repeat with the other end of the **jib sheet**. You can either tie a **figure-of-eight knot** in each sheet, or tie the two ends together.



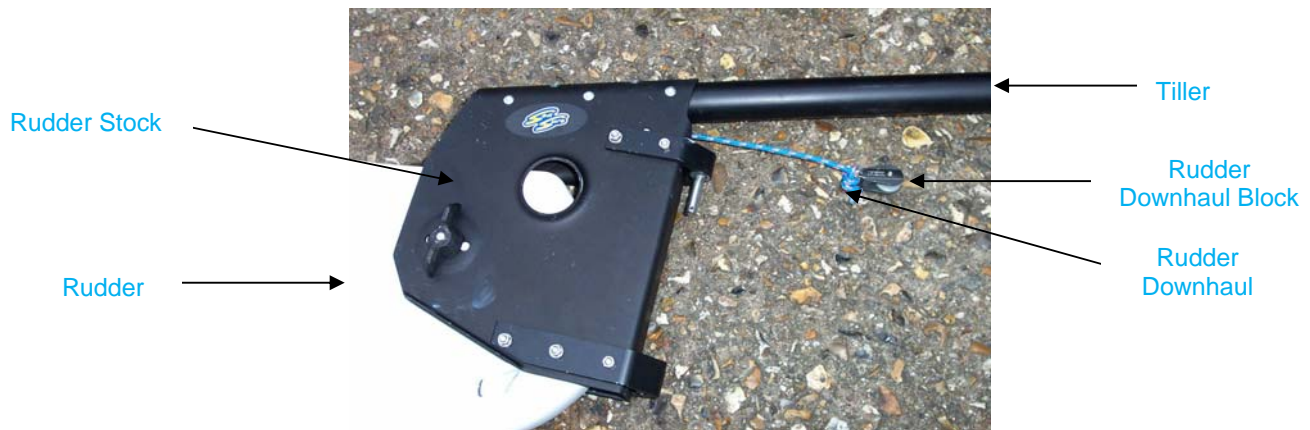
Picture 4.21 Jib Sheets

4.8 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 to feed the rope over the small roller fitted in the [stock](#), and out under the [tiller](#).
 3. Line up the hole in the [rudder](#) with the hole in the [rudder stock](#).
 4. Push the bolt through the [stock](#) and the [rudder](#). Make sure that the head of the bolt lines up 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 so tight that it is hard to rotate the [rudder](#).
 6. Tie the [rudder downhaul block](#) onto the rope that you threaded into the [stock](#) (see picture 4.22).
 7. Take the [rudder downhaul rope](#) and, using a [bowline](#), tie one end to the [cleat](#) at the front end of the [tiller](#).

8. Thread the other end through the [rudder downhaul block](#) and then back through the [cleat](#) (see picture 4.23).
9. Tie a [figure-of-eight knot](#) in the end.



Picture 4.22 The Rudder Fitted in the Stock



Picture 4.23 The Rudder Downhaul

4.9 Hoisting the Mainsail

To complete this section, you will need:

- The [mainsail](#)
- The [mainsheet](#)

To rig the mainsheet:

1. Tie one end of the [mainsheet](#) through the middle of the forward block in the middle of the boat using a [bowline](#) (see picture 4.24).

2. Lead the other end up to the forward block on the **boom**, passing it through from back to front (see picture 4.25).
3. Lead the **mainsheet** back down to the forward block in the middle of the boat, and pass it through the **block** from front to back.
4. Take the **mainsheet** up to the **aft block** on the **boom**, passing it through from front to back.
5. Finally, thread the **mainsheet** through the **aft block** in the middle of the boat and through the **mainsheet cleat**. Tie a **figure-of-eight knot** in the end (see picture 4.26).



Picture 4.24



Picture 4.25



Picture 4.26

To hoist the mainsail:

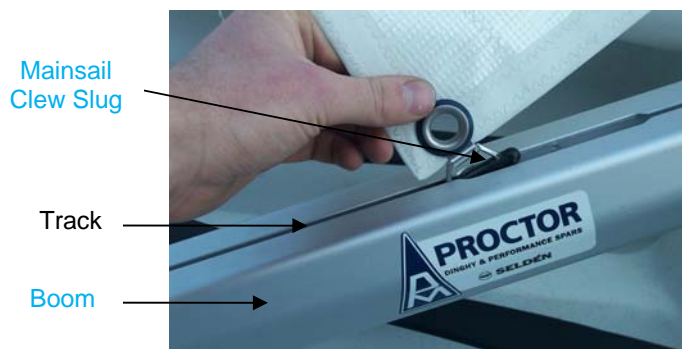
1. Unroll the **mainsail**.

2. 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-on-knot** (see picture 4.27).



Picture 4.27 Tying the Main Halyard

3. Put the top of the **main sail** into the opening in the **mast track**, just above the **gooseneck mast collar**.
4. 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**.
5. 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**.
6. 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** (see picture 4.28).
7. Pass the end of the **outhaul** rope through the **clew** of the **main sail** and clip it on the end of the **boom** (see picture 4.29)
8. 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.
9. Tidy the **main halyard** and stow it in the **halyard** bag next to the **mast**.

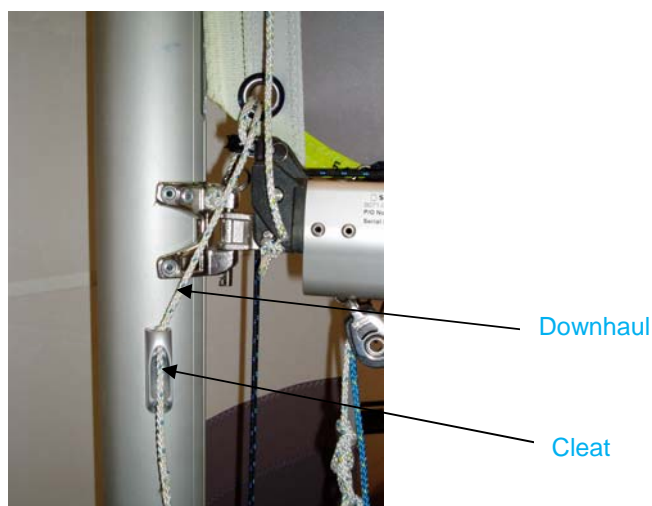


Picture 4.28 The Mainsail Clew Slug



Picture 4.29 The Outhaul

10. The **downhaul** is already tied to the **mast**. Pass the end of the **downhaul** through the eyelet in the **tack** of the **main sail** and then pass it through the **cleat** on the side of the **mast** (see picture 4.30).



Picture 4.30 The Downhaul

4.10 Rigging the Gennaker

To complete this section, you will need:

- 1 x RS Vision **gennaker**
- 1 x **gennaker sheet**

HINT

Always remember to tie a piece of rope to the bowsprit outhaul block when fully de-rigging your RS Vision!

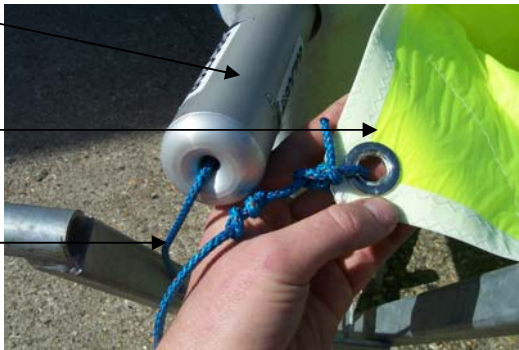
1. Unpack the **gennaker**.

2. Tie the **tack** of the **gennaker** to the **tack line** that emerges from the end of the **bowsprit** (see picture 4.31). The knot that is already in the **tack line** needs to be left in place as it determines how far the **bowsprit** comes out.
3. Tie the end of the **gennaker halyard** to the **head** of the **gennaker** (see picture 4.32).
4. Take the gennaker downhaul line (the other end of the halyard), which is rigged up the chute and with the gennaker on the starboard (right) side of the boat pass the end through the ring on the sail from bottom of sail to top of sail direction (see picture 4.33).
5. Run the downhaul line up the sail and tie it off on the upper patch (onto the cross of webbing) (see picture 4.34).

Bowsprit

Gennaker Tack

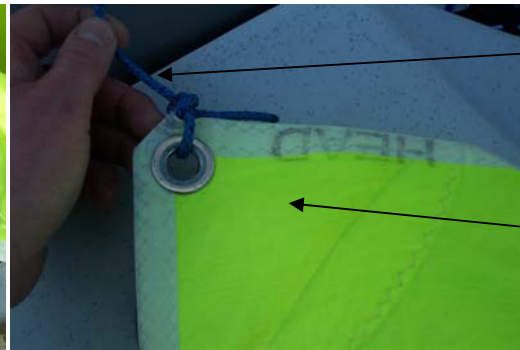
Gennaker Tack Line



Picture 4.31 The Gennaker Tack

Gennaker Halyard

Gennaker Head



Picture 4.32 The Gennaker Head



Picture 4.33 Lower Downhaul Patch



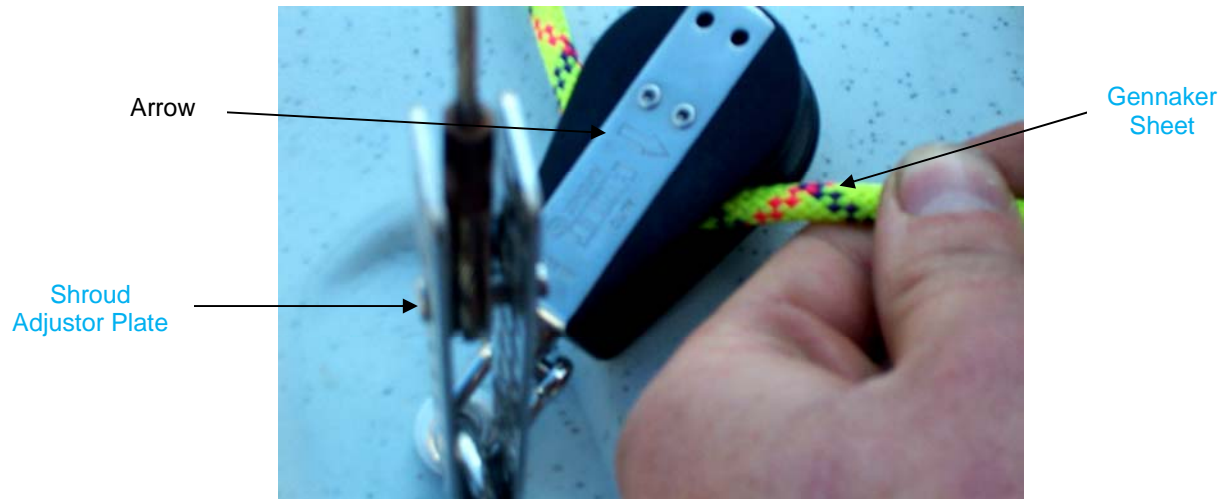
Picture 4.34 Upper Downhaul Patch

6. Find the middle of the **gennaker sheet** and double it over to form a loop.
7. Pass this loop through the eyelet at the **clew** of the **gennaker**.
8. Pass the rest of the **sheet** through the loop and pull it tight (see picture 4.35).

9. With the **gennaker** on the **starboard** side, thread one end of the **gennaker sheet** through the **block** by the **starboard shroud adjustor plate**, in the direction of the arrow on the **block** (see picture 4.36).
10. Lead the other **gennaker sheet** around the **forestay** and through the **block** on the **port** side. Tie the two ends of the **gennaker sheet** together.



Picture 4.35 Attaching the Gennaker Sheet



Picture 4.36 The Gennaker Sheet Block

11. Pull the **gennaker** from one side to the other, as if you were **gybing**, to see if anything is twisted.
12. Using the **gennaker downhaul**, pull the **gennaker** down into the **chute**.

4.11 Completion

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

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

1. To fit the **rudder**, simply line up the pins with the fitting on the back of the boat and push down until the retaining clip 'clicks' into place. The **rudder** may be difficult to get on at first, but all it will need is a simple waggle from side to side whilst pushing down.
2. To remove the **rudder**, simply push the retaining clip in and pull up on the **rudder stock**.
3. Coil the **main sail** and **jib halyards** neatly and stow them in the **halyard** bag on the **starboard** side.

Now you are ready to go sailing in your RS Vision!

5. SAILING HINTS

5.1 Introduction

The RS Vision 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 Vision. 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 [centreboard](#) down, 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 **centreboard** as depth allows. As soon as the is deep enough, the **centreboard** should be fully lowered.

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 **centreboard** 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 Vision XL 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

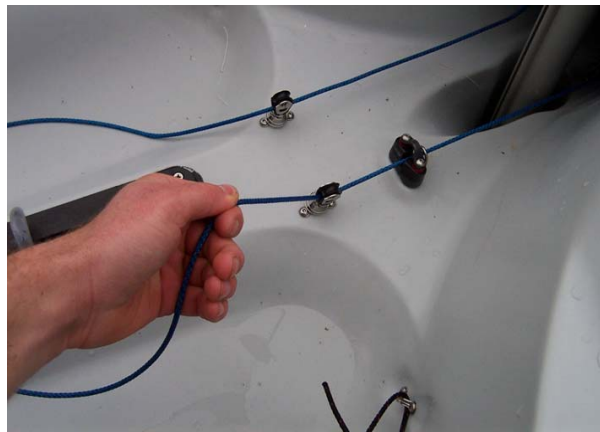
When sailing **downwind**, both sails should be let out as far as possible. **Single-handed** sailors should adopt a relaxing, reclined pose astride the **thwart** area, leaning back against the side deck. To **gybe**, pull the **tiller** towards you and, as the boat starts to turn, step across the **cockpit** 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 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 right-hand [halyard block](#) (see picture 5.1).



Picture 5.1 Hoisting the Gennaker

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. If sailing [singlehanded](#), the [mainsail](#) should be [cleated](#), and the [helm](#) should hold the [gennaker sheet](#) at all times.

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](#) (see picture 5.2). 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](#). If possible, this should be avoided when sailing [singlehanded](#).



Picture 5.2 Dropping the Gennaker

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.

5.7 Reefing

Reefing enables the less-experienced or younger sailor to continue sailing in stronger winds.

RS Visions built after September 2005 are fitted with a single-line reefing system. The reefing line is white and is located at the aft end of the boom, next to the blue outhaul line. Both the outhaul and the reefing line use the same cleat at the end of the boom. It is not necessary to cleat both of the ropes 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.

TOP TIP

Make sure that you are in plenty of clear water when reefing.

1. Lead the clew 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, and tie it to the boom.



2. 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 a stopper knot in the end, and hook the tack line in the recess on the port side of the gooseneck.



3. Fully ease the kicker whilst steadily pulling the reefing line from the boom.



4. When the clew has fully tightened, ease the main halyard whilst continuing to pull the reefing line. The luff will fold down. Re-cleat the main halyard.



5. Roll the excess mainsail and tie it to the boom using sail ties through the reefing eyes. Make sure that there is enough tension in the luff by pulling on the main halyard, and re-tension the kicker.



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!

Strong wind sailing can be the best fun of all, so become familiar with the reefing systems and get back out there!

6. MAINTENANCE

6.1 Boat Care

The RS Vision 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 Vision 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 **centreboard** down, you should check that the **hull** has not been punctured at the front or the trailing edge of the **centreboard case**.

If you are going to trail your boat frequently, you may wish to invest in some RS Racing padded foil bags. These will protect your RS Vision 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 upon discovery of a 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
Asymmetric	Gennaker flown from a retractable pole at the bow

B

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

Bow Snubber	The part of the trolley that the bow rests on
Builder's Plate	Plate that contains build information
Bung	A stopper for the drain hole
Buoy	Floating object attached to the bottom of sea – used variously for navigation, mooring, and to mark out a race course
Buoyancy Aid	Helps you to stay afloat if you fall in the water
Buoyancy Compartment	Water-tight compartment in the hull that maintains buoyancy
Burgee	Small flag at the top of the mast to show wind direction

C

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

Compass Rose	The compass shown on a chart to aid navigation
Crew	Helps the helmsman to sail the boat, and usually handles the jib sheets
Cutter	A boat with two headsails or jibs
D	
Dacron	A brand of polyester sailcloth that is wrinkle-resistant and strong
Deck	A floor-like surface occupying part of the hull
Deck Moulding	A moulded deck
Downhaul	Applies downwards tension to a sail
Downwind	To sail in the direction that the wind is blowing
Drain Hole	A hole in the hull from which trapped water can be drained
Draught	The depth of the vessel below the surface
E	
Ease	To 'ease sheets' means to let the sail out gently
F	
Fairlead	A pulley block used to guide a rope to avoid chafing
Foils	The daggerboard and the rudder
Foot	The bottom edge of a sail
Fore	Towards the front of the boat
Forestay	The wire line that runs from the front of the mast to the bow of the hull, holding the mast in position
Furl	To gather a sail into a compact roll and bind it against the mast or forestay
G	
Gennaker	A large sail that is hoisted when sailing downwind

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

H

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

I

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

J

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

K

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

L

Launching	To leave the slipway
Latitude	Imaginary lines running parallel round the globe from east to west. They help you measure position and distance on a chart.
Leech	The back edge of the sail
Leeward	The part of the boat furthest away from the direction in which the wind is blowing
Leeway	The amount of sideways drift caused by the wind
Leverage	The result of using crew weight as a 'lever' to counteract heel caused by the wind
Lie to	A way of stopping the boat temporarily by easing sheets on a close reach

Lifejacket	Unlike a buoyancy aid, a lifejacket will keep a person fully afloat with their head clear of the water
Longitude	Imaginary lines running round the globe from north to south, like segments of an orange. Used with lines of latitude to measure position and distance
Lower Furling Unit	The fitting at the bottom of the forestay that enables the jib to be furled
Luff	The front edge of the sail

M

Mainsail	The largest sail on a boat
Mainsail Clew Slug	The fitting that sits in the track on the boom, to which the clew of the mainsail is attached
Mainsheet	The rope used to control the mainsail
Mainsheet Bridle	The rope runs across the transom of the boat, to which the mainsheet is attached
Mainsheet Centre Block	The main block, usually fixed to the cockpit floor, through which the mainsheet passes
Man Overboard Recovery	The act of recovering a 'man overboard' from the water
Mast	The spar that the sails are hoisted up
Mast Foot	The bottom of the mast
Mast Gate	Fitting which closes across the front of the mast at deck level, holding the mast in place
Mast Lower Section	The bottom section of a two-piece mast
Mast Step	The fitting on the deck that the mast fits into
Mast Top Section	The top section of a two-piece mast
Meteorology	The study of weather forecasting
Moor	To tie the boat to a fixed object
Mylar	A brand of strong, thin, polyester film used to make racing sails

N

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

O

'Off the Wind'	To sail in the direction that the wind is blowing
Outboard Bracket Kit	Bracket which enables an outboard engine to be attached to the transom
Outboard 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 the 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	<p>a) To change direction by turning the bow of the boat through the wind</p> <p>b) The bottom front corner of a sail</p>
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

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:

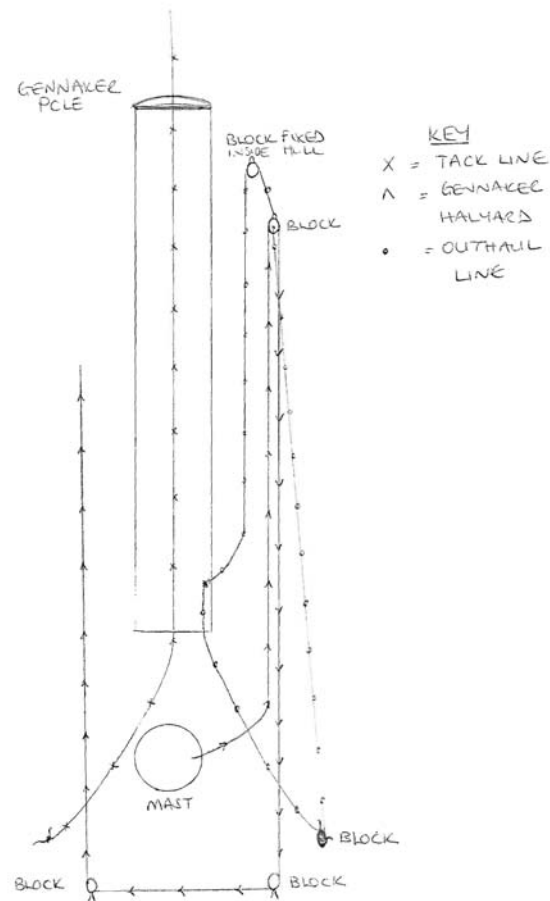
www.rs-association.com

www.rssailing.com

www.ldcracingsailboats.co.uk

9.2 RS Vision Gennaker Pole System

Your RS Vision will arrive with the Gennaker Pole System in place, and this does not need to be de-rigged. In the event that you need to re-rig the gennaker pole, please refer to the following diagram.



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



9.4 How to Rig a Mast-Head Float

1. Inflate the mast-head float
2. Place the webbing straps of the mast-head float either side of the metal eye in the head of the mainsail, and feed the main halyard through.



3. Tie the main halyard off using a knot-on-knot.



4. Fold the mast-head float loosely around the luff of the mainsail.



5. Gently feed the mainsail and the mast-head float into the mast track.



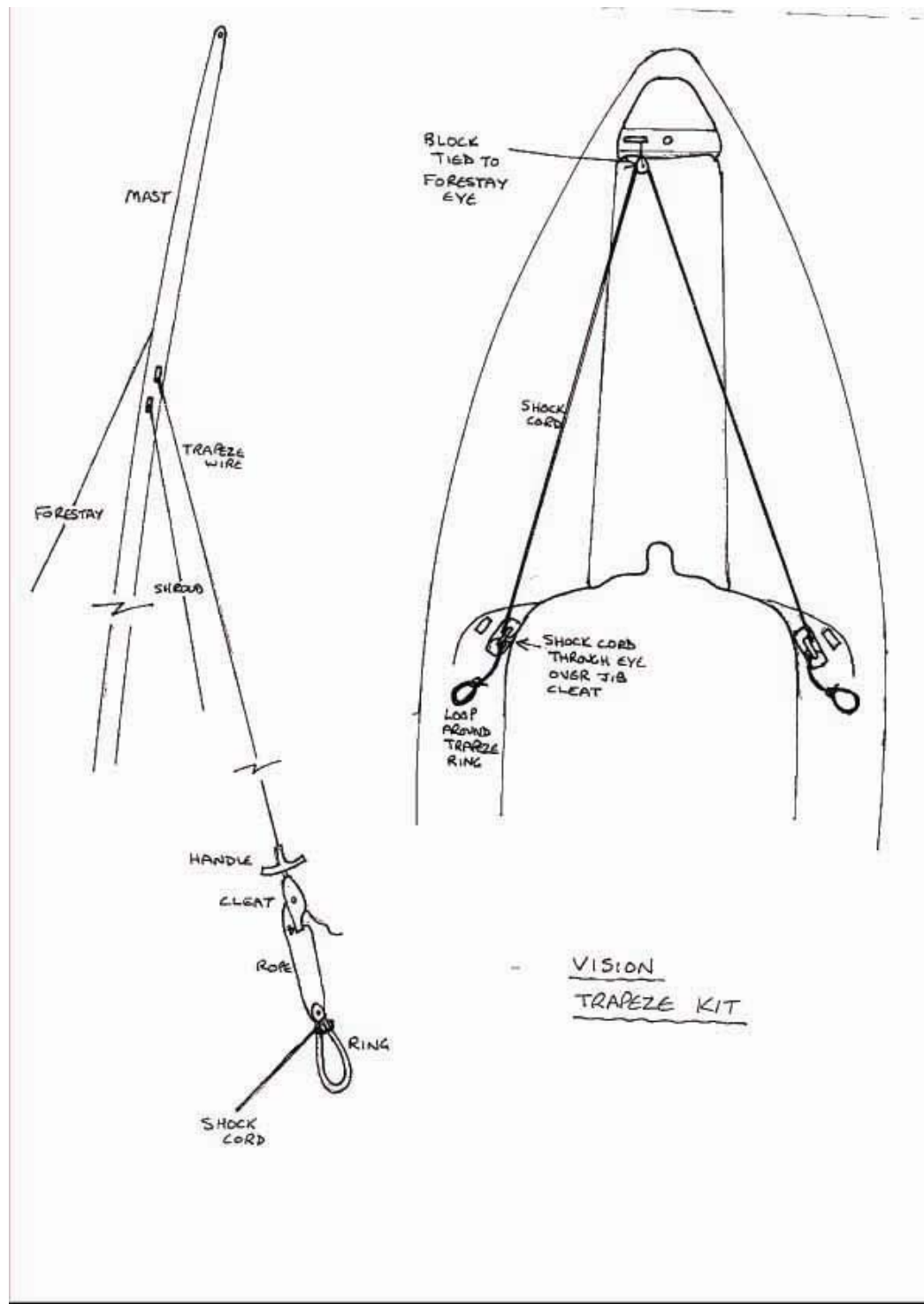
6. Pull on the main halyard to hoist the mainsail, ensuring that the mast-head float is clear of the gnaf.



7. When the mainsail is at the top of the mast, cleat the main halyard, coil the excess halyard, and stow it in the halyard bag.



9.5 RS Vision Trapeze Kit



NOTES

NOTES

NOTES



RS Racing by LDC Racing Sailboats
Trafalgar Close, Chandlers Ford, Eastleigh, Hants SO53 4BW
Telephone: 044 (0)23 8027 4500 Fax: 044 (0)23 8027 4800
E-mail: info@RSsailing.com Web: www.RSsailing.com