

These tips have been collected from the submissions on the RS700 Yahoo Groups site. They are opinions rather than fact. Hope they prove useful. Alan Mackie 704

Tacking

In F3 - 4 you should not be in and out as there is sufficient power in the rig to keep you out there, apply more kicker and ease her off wind about 5", I use a lot of kicker all the way through the wind range and I tend to dump kicker before I tack to make tacking a lot easier

I think we have to accept that tacking the Sven in anything of a breeze is never going to be easy and, if you're light it is an even bigger event. You need to ease the kicker (this means a continuous one is an advantage to avoid being caught short and the boat must be kept flat throughout this manoeuvre. I think, particularly if you are light, you need to commence the tack by standing up on the rack and aim to stay on your feet.

Tack by ditching most of the main, going well thru the wind and slowly sheeting back in while going on the wire. If sheeted in too fast then she goes into irons. This technique is very slow however. You're only going to be tacking once or three times at most up a beat strong wind. It doesn't pay to tack any more. Keep practising and keeping the boat flat until you're consistent

When it is windy enough to rake the rig/board, I found tacking the boat very fast and flat onto a close reach course on the new tack. Sit on the rack just in the water get the boat moving. If it does get moving forward then ok get on the wire. If it doesn't then immediately blow the kicker right off and scull like a laser sailor on the startline. The bow will fall away from the wind.

Possibly tacking under the kicking strap to eliminate transom drag through the tack & again during gybing aids performance.

Speed upwind

I am no expert but, I tend not to adjust my mainsail upwind and just steer through the gusts and lulls, Pointing up and bearing away as you go, main objective to keep the speed on. I only dump the main if the gust is so strong that the wing hits the water and the boat starts to stall.

It depends on sea-state. If it's the Solent with its traditional short, steep chop, then I would dump some of the main and "foot" off a few degrees as you need to keep plenty of forward power pushing through the waves. If it was one of those "40 degree momentary lifting gusts" like you get on reservoirs where the water is relatively flat, then I think I would pinch up to level the boat/equalise the power.

I have done a team effort on the water with a fellow 700 sailor James Coxon and we found that pinching whilst maintaining speed was a damn sight better as you had less ground to cover up wind, if you free off you go lower hence more ground to cover. This all depends on whether lake sailing or sea sailing, we sail on a lake so it is far better to pinch and maintain speed, height is the essence here

Gybing

- 1 main stays cleated throughout
- 2 come in off racks trapeze off side decks
- 3 pass kite sheet to tiller hand
- 4 bear off slightly and pick up new kite sheet
- 5 sheet to hook leech of kite and pass new sheet to tiller hand

6 pull up on trapeze handle stand on side deck and steer into gybe
7 step in pick up new sheet from the ratchet block or from tiller hand and duck under boom
8 put one knee on side deck and sheet hard on new sheet this usually pops the kite across
9 release tiller and pick up tiller with sheet hand and hook on with new front hand
10 pick up sheet from tiller hand and swing out sheeting as you go
11 plane out of gybe!

you have to do the gybe at speed
slowing down means the main loads up and you tip it in after the boom comes across
hooking the leech helps the bear off and doesn't slow you down much as long as the sheet isn't stuck at the bottom of the forestay purchase
I haven't tried this over 15 knots
I think you may have to ease more main to succeed
I am thinking of shortening my sheets so I don't have to reach in to pick up the new sheet
It should be possible to gybe from the rack eventually

Rigging

We must establish some rake settings soon so we have some common ground - but at a guess - I would think hole 4 is quite raked and would definitely require the centreboard fully raked to compensate, in fact just rake it above 10-12 knots anyway. . Rudder stall - I,m unsure why this should happen - check it is fully down and that it wasn't weed induced – we have never had that problem and it is the same rudder as the 800. Low rig tension would also effect the balance so it is worth checking that - also remember more rig tension is required to support a raked mast. This could be your problem with the sail shape, the mast could be overbending. Tall heavy helms will need to move the spreaders fwd and maybe out to increase support for the mast - then with more rig tension you would have a different rig.

I had always intended just tying the clew down in the raked setting - although it has been suggested, a velcro clew strap which is moveable. And yes, you do have to keep forward as the wire pulls you aft - 800 crews have to live with this all the time! Mind you you are only raked when its breezy when you don't need to be fwd.

I suspect you were more raked than needs be, also soft rigs lull you into thinking exiting the tack is going to be easy - but of course the leech loads up first and if your not quick, your in irons - but it is still easier than the 600 which was our benchmark. The boat is marginally easier to sail with the 600 blade but feels "dull", as did the 800, with the bigger blade.

'I use 3 on shrouds and 4 on inners in all conditions.. you need to move the inners up if anything in strong winds to allow the mast to bend more, well thats my understanding of it anyway...

Fat Bastards Spreaders: re-angle the tips of the spreaders forward to make the sail a fuller shape, try one hole 1st and see how she feels.

When full rig tension is on being heavy I don't think you need any pre-bend, pull the main halyard taught to the goose neck and look at spreader height and you should have minimal clearance for a fuller sail, I have approx 6" gap for pre-bend as I'm 13st, so I need a flatter sail.

If your not happy with that take them one more hole forward and try that.

1. slack lowers in light & strong winds.

My setting:

light = shroud hole 3 - lowers hole 1 - 2 (0 - 5 kts)
Medium = shroud 3 - lowers 3 - 4 (5 - 12kts)
Strong = shroud 3 - lowers 1 - 2 (12kts +)

Remember 12kts is nearly a F4 (F3.5 actually)

Cunny is not that difficult to pull so I have not added any purchase. It's quite a powerfull sail so in a F4 you will be extremely over powered, I am 12st 10lbs and I am de-powering big time in 10 - 12 kts but with tight lowers.

Continuous Kicker

I have made some changes which I think improve the boat 1 Fit a 5mm continuous kicker. Lead the tails forward to the front rack bar , thru a block and then to a block at the mast base. 10m of rope req.d. 2 short length of mountain bike inner tube over forestay purchase. 3 fairlead over elastic take up cleat. This stops the rope getting round the side of the cleat which means you can't pump the kite down. 4 tape up the spring on the double block for the port control lines .

Cunningham

The extra block doesn't give you any extra purchase unless you attach the end of the rope to the tack of the sail . Then you get 3:1 increased to 6:1 by the control lines . To get 8:1 you need a double block at the top of the control line , and an extra single at the base of the mast . This gives 4:1. Then use 2:1 at the sail tack increased to 8:1 by the control line This is the system used on the 600 .

There is no problem with the Cunningham purchase.

However, having learnt a lot about mast lowers & bend, & generally loads about the rig from the friendly Hayling crew, I think that the Cunningham is incredibly important.

Together with the kicker & the lower stay position, it means that, those of us that don't have Geoff Capes physique & upper body strength, are able to keep the beast under control upwind in a blow.

I was out last night in a force 3-4 & I was able to flatten the rig completely, but I also found myself adjusting the Cunningham a lot up wind, especially if the wind dropped, & I needed more power.

Centerboard

Use the shockcord at the rear of the centreboard for normal straight use and the one front of the mast when raking the centreboard back.

Yes the board does move about a little, however, cure / remedy. Attach a 6 inch strip of Velcro to the front of the daggerboard slot. This stops water gushing up the slot & also makes it a very tight fit & therefore not much movement occurs. Board is bendy when stood on, but no breakage yet,

- 1) The answer to the strop problem is it is simply not long enough, get a longer one & make sure it is pre-bent before application. Mine used to do it, but is fine now.
- 2) Doesn't really matter which gets tightened, as long as they are. It does a wicked job of keeping the kite sheets from tangling.

The dagger board elastic goes like this:

0 - 12kts use the mainsheet hook to angle the board forward to aid pointing.

12kts + use the other hook to rake the board back, as the wind strength increases lift board slightly but keep angled back.

find that to keep the board in a central position I use both elastics, then just pop the aft one off when it blows

Mainsheet

I've tried a different approach for the main sheet when kite is hoisted and so far so good - Attach a piece of elastic between each trapeze ring, running behind the mainsheet & jammer (so that it just hangs slack when the traps are not in use) with a small loop in the middle. Pass the tail of the mainsheet through this loop and tape it in place. The tape is there so it can be easily undone if it snarls up. When you are out on the trap, you can easily grab hold of the elastic and reach the mainsheet tail without bringing your weight inboard. I am not sure how good this will be for the light-weights though as the elastic might not stretch that far between the racks - I am a fat bastard and so only sail of the innermost rack setting but as I say I am pleased with results so far.

Ive "experimented" with attaching the mainsheet with the spinnaker sheets but your right it does make a bit of a mess! It does allow you to concentrate less on the mainsheet when the kite's up as you always know you can get to the mainsheet if needed. I found if you use a reef knot to tie the spinnaker sheets together, leave about 2 inches of tail on each side but tape the tails to the sheet itself. You should now have two loops either side of the knot, I then thread the mainsheet through both and finish with a stopper knot. Doing it this way keeps them together but is really easy to undo when things get too tangled. Just my 5p worth

I keep mine separate as I have found it quite easy in breeze to come in and dump the main before I drop the kite, what I have found is that you need the main very close to centre line in breeze other wise your gybes are ballsed up as you need to get the main over ASAP

General

Tape the entire bow area to avoid tearing the kite, especially the drain hole for the port forward stacking bar support. You'll have to feel for it. The drain hole is on the underside of the rack bar and is usually quite sharp Tape it over. The bar that the kite runs under in the sock .There is a drain hole close to the mast support . Also there is a spring on a double block which can snag the kite

Put mainsheet over the windward rack when the kite us up to make it easier to adjust when on the rack

PY is 860