

RS 700 set up and tuning

Centre Board:

Raked straight down i.e. attached to the back hook only is best for performance in light to moderate conditions. But when boat handling becomes a priority over performance (or when learning) rake the board back, attached to front elastic only. This will move the centre of effort for the hull behind that of the sail and make tacking far easier. This transition point varies between sailors, with some in the fleet raking earlier than others. The rake of the rig has an impact here, as people who like to carry more rake will find they need to rake the board earlier.

In over powered conditions lift centreboard 6 to 8 inches to de-power, don't try to pinch as much simple foot for speed.

Mast:

Spreaders:

The rule of thumb seems to be that as weight decreases increase deflection (which will allow more fore and aft mast bend), and shorten the length, (which gives less support sideways allowing the mast to automatically de-power as the top spills off).

Roughly, a 90kg helm would have the spreaders 2-3 holes out, and with about enough deflection to bend the mast a small degree when the rig tension is applied, but without the mainsail up.

The mast should always be straight sideways.

Rake:

Most of the fleet currently using hole 3 in most conditions, and increase that in windier conditions. Some sailors use hole 2 for very light conditions.

If you rake below hole 5 you may need to use the flattening grommet. This does however, change your boat handling from what you are used to doing, in the most boat handling orientated conditions, and changes the sail shape.

Lowars:

The lowars act to restrict the force of the boom bending the mast at gooseneck level (they're just slack without the main up on the 700 lucky for us, but not on most boats creating more confusion!). A combination of kicker and opposing lower tension will create varying degrees of sail fullness and leech tension.

Unfortunately there are several different lower adjusters in the fleet, and as they're slack when you set them, it's difficult to give a measurement.

As a rough guide, start with them a little slack with no main up, but the rig tension on. You should be able to move the middle of the lower about an inch either side of a straight-line position. Fine tune so that you have a comfortable amount of depth in the sail. If you lack power, then wind them on a bit. If the boat is staggering and difficult to sail, or just overpowered, maybe loosen them off a little.

Rig tension:

Enough tension so that when sailing in windier conditions with maximum kicker the leeward shroud does not go slack. However, this will be more than you might at first think. Calibrate your forestay tensioner, so you can replicate and fine-tune settings.

Outhaul,

Upwind this control makes little difference, so set it so that the foot is reasonably close to the boom without vibration.

Note: You must release the outhaul completely when dropping the main otherwise you are likely to pull / tear the sail away from the boltrope.

Kicker:

The kicker is absolutely crucial for boat handling and speed with the bendy 700 masts. Again, mark your kicker, so that you can replicate settings easily round the track.

Upwind: I suggest up wind in trapezing i.e. over powered, conditions, max kicker on. This will make it hard to tack, but is fast. So initially either don't pull as much on or ease before tacking. In lighter conditions as appropriate, or just use mainsheet tension.

Down wind: Ease, enough for the leach to open a little. Don't overdo this or you can death roll dropping the kite.

Cunningham:

Use as required upwind to de-power the mainsail, but putting more on will make tacking considerably easier!!

Downwind let it all off.