

"The 9 things you need to know when you first buy an RS700"

1. **Setting up the equalisation system.**

The RS700 equalisation system is a major selling point for many people in the class and consists of two elements, adjustable racks to ensure that everyone has the same righting moment, and corrector weights to ensure the boat and helms all weigh the same.

- a. The only way to get a definitive rack setting is to go along to an open meeting and get yourself measured on the association plank. However as this won't be convenient for the vast majority of people we have produced a guide to get you started:

<http://www.rs-association.com/docs/RS700%20Rack%20Setting%20Guide.pdf>

The original equalisation system only went out to hole 6 whereas the latest system goes up to 8. If you are on rack 7 or 8 and have an older boat you may need to purchase a wing extension from LDC to allow the wider rack setting or alternatively replace the wing tube with a new 8 hole version.

- b. The number of 3kg corrector weights you need to carry is based on your weight and can be read from the table on page 3 of the class rules. These are carried on a small length of track just in front of the centreboard case. Additional weights can be obtained from LDC if you can't find someone who has a spare.

http://www.rs-association.com/docs/RS700%20Class%20Rules%20-%20v3_10.06.doc

The rules allow you to replace one of the weights with a set of intermediate wing bars. These are really useful when you are on rack setting 4 or more as they bridge the gap making going in and out much easier.

If you need to fit all 3 3kg corrector weights your boat, you may need to fit a longer track than the original 2 weight version. Again this is available from LDC.

- c. Adjust the control line takeaway elastics to work with your new rack settings. It may even be necessary to shorten or replace the lines with longer ones if you are moving out to a wide rack setting.

2. **RTFM**

Which of course means read the flipping manual. We know a good deal more than we did when the original LDC guide was produced and some of the information such as the equalisation system has been superseded by rule changes. However there is still a lot of useful information about the boat and it's well worth having a read.

<http://www.rs-association.com/docs/tuning/RS700Manual.pdf>

3. **Check out the Tuning Guide**

Available on the Association website here:

<http://www.rs-association.com/docs/tuning/Rig%20Setting%20Guide%202005.pdf>

Don't spend hours tuning the boat, it's just not worth it. As long as the boat is roughly there, tuning the helm is by far the most productive way to improve.

4. **Sign up for some coaching**

Most people find that by far the most effective way to improve is via coaching. The association runs a number of scheduled events through the year and will also set up a session where there is demand. Let us know if you are interested.

<http://www.rs-association.com/index.asp?fleet=RS700&selection=coaching&subsel=onwater>

5. **Join the Class Association**

As this gives you access to a great many more resources including the on-line video coaching:

<http://www.rs-association.com/index.asp?fleet=RS700&selection=coaching&subsel=online>

plus you can find various hints and tips documents here:

<http://www.rs-association.com/index.asp?fleet=RS700&selection=tuning>

6. **Join the Yahoo Mailing List**

And don't be shy! If you have a question, please ask and you'll be surprised how keen

people are to help.

<http://groups.yahoo.com/group/RS700/?yguid=178427507>

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Pick a good day for your first sail.

Ideally you are looking for a calm force 2-3 in sunshine, flat water, no gusts, no other boats around, free boat rigging and recovery service and unlimited beer delivered directly to the beach by the masseuse. OK, OK, just pick a sensible day with a mid strength breeze.

- a. Start slowly and think about it.
- b. Accept that you may be at the bottom of quite a big learning curve and enjoy the prospect.
- c. We all say we're going to leave the kite in the chute for the first sail until we get used to the boat, so just remember to go onto a very broad reach to hoist and drop it OK?

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Avoid the beginners errors

ie some of the things we learnt the hard way....

- a. Make sure the outhaul is fully released before all hoists and drops. Because the boom sets higher at the stern, as the sail drops the boom moves to a horizontal position increasing the foot tension significantly. If you're not careful the sail will rip so to be safe I always unhook the outhaul rope at the clew.
- b. When launching the easiest way to get in or out of the boat is over the stern.
- c. Pro-Lube / MacLube everything, including the chute and all the kite halyard blocks.
- d. The dagger board case is built oversize to allow the board to be raked backwards or forwards in different wind conditions. When pulling the board up or down, ensure the board is in the middle of the slot, otherwise it can jam.
- e. Be prepared to use a reasonable amount of kicker as this stabilises the leach making it easier to trapeze.
- f. Two things to bear in mind are that the boat accelerates and decelerates very rapidly and the sails are cut very flat to work in the high apparent wind speeds the boat generates. The apparent wind direction changes significantly if the boat slows down and it is easy to stall the sail often resulting in a teabag. In these situations, there are times when you will generate more power by letting the sail out from a stalled position than following your natural instinct and trying to sheet in further.
- g. Obvious one really but the trailing edge of the board is easily damaged so climb on over the front.

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Have fun!

The 700 is a thoroughbred high performance machine which will soon have you grinning from ear to ear. If you are not used to performance skiffs, the learning curve can seem pretty steep at times but at the same time attainable for most good club sailors. Make the most of the resources and help which is freely available and you'll soon be out wondering why you didn't start earlier.

"Cheers and good sailing"