

UK RS700 Chairman's Newsletter

I'm told that the definition of a volunteer...is someone that didn't quite understand the question! You'll therefore be glad to know that I think I understood the question when I volunteered to be your new UK Class Association Chairman this year! I've met many of you over the last 2 seasons, but for those of you who don't know me... I'm Richard Wadsworth and sail out of Stokes Bay SC. I'm relatively easy to spot on the water thanks to having a large 'Punisher Skull' on my spinnaker and off the water I can usually be found somewhere near the bar! I love my 700 and I want everyone to enjoy boat as much as I do; whether it be racing or just having fun.

This season has seen some great racing with some well attended events at Hayling Island SC, YC Carnac, Castle Cove SC and Queen Mary SC. A special mention and congratulations needs to go to Jerry Wales for convincingly winning the Inland Championship, National Championship and European Championship this year. You'll be please to know that he isn't invincible thought, and there has been some close racing throughout the season with race wins going to 6 different sailors with a weight range of 75kg – 105kg.

You'll probably be aware that I've coordinated a RS700 Sailor Survey and a Potential Calendar Survey over the last 2 months. The RS700 Sailor Survey results are attached below; it is a long, but interesting read with some very open an honest opinions given... nobody will agree with all the comments, but please respect the views of other sailors! Clare and I have used the feedback from these surveys to develop next season's calendar which is attached. We have been slightly constrained by pre-arranged date and venue commitments (especially with regard to school and bank holidays), but the feedback will enable us to take a fresh look at the 2017 calendar.

My focus over the coming season is to build support for the class, get more sailors racing regularly at club and open events, with a target of getting 40 boats competing at the Hayling Island National Championships 25-28 Aug 15. Clare and I can't do this alone though, so I'd like to call on all 700 sailors to do their bit to motivate each other and help raise the profile of our class, at club, national and international events. I look to you to encourage people to blow the cobwebs of their boats, get them out on the water and remind them how fun the RS700 is!

The creation of the RS700 Sailors Facebook Group should help generate some more fun and interesting discussion amongst 700 sailors. I would like to encourage people of all nationalities and experience levels to contribute to post photos, videos and questions etc. I've agreed with Clare that we will present prizes at the National and European championships for the best (or funniest!) videos, photos posted on Facebook/Association Website over the year. We will also present a prize for the top speed recorded that year on the association website – 17.76kts so far.

The survey feedback makes it clear that there is a desire for some training events, with 70% of the class considering themselves to be novice/intermediate level. If anyone would be willing to help coordinate some national or club training events I'd be keen to hear from you. I would like to pursue this over Winter and be able to announce some training events in the new year. Clare and I are currently investigating the possibility of producing an official RS700 Training Video, but again I'd encourage anyone to 'post' videos of their best manoeuvres on Facebook to help the rest of us out. Posting how 'not to do it' is just as funny though – I want to see some hopeless capsizes!

You may be aware that a proposal to change the weight equalisation system was put forward at the UK Annual General Meeting (AGM) this year. If this were to be adopted it would constitute a change to Class Rules, which requires a positive postal vote by UK members before being put forward to the International Association. While I don't have the formal details of the proposal to distribute yet, it attempts to modify the weight equalisation system to incorporate heavier sailors (over 93kg) and increase the number of weight subdivisions by the use of 1kg leads rather than 3kg leads. This equalisation shift will result in 'overweight' sailors reducing rack width (to a new hole 0) and 'underweight' sailors adding an additional 4kg of lead. I personally don't support the proposal, but we live in a democracy! I expect more detail on this proposal shortly, and we will distribute it as soon as possible.

I look forward to meeting you over the coming season and please feel free to contact me regarding any ideas, suggestions or comments.

Yours aye,

Richard Wadsworth
UK RS700 Association Chairman
23 October 2105

RS700 2015 Survey Results

In which country do you sail your RS700?

UK – 41
CZE Republic - 7
Netherlands – 1
France - 6
Spain – 2
Ireland - 1
Italy - 1
Bermuda – 1

How much do you weigh in KGs?

Average = 82.3kg

How tall are you in centimetres?

Average = 182cm

How old are you?

Under 21 = 1
21 - 29 = 3
30 - 39 = 16
40 - 49 = 23
50+ = 22

Average~ 45

Why did you purchase a RS700?

Racing = 73%
Fun = 25%

Is your RS700 your main boat?

Yes = 80%
No = 19%

How often do you typically sail your RS700?

Weekly = 50%
Once or twice a month = 36%
Every few months = 11%
Hardly ever = 1%

How many UK events might you like to attend in 2016?

All = 3%
Europeans only = 9%
Nationals only = 14%
Opens only = 3%
A combination of above = 41%
None = 28%

Would you attend events scheduled over bank holidays?

Yes = 41%
No = 25%
N/A = 33%

Would you prefer National and European Championships to be scheduled during school holidays?

Yes = 22%
No = 33%
N/A = 44%

The next UK RS700 National Championship is planned for Hayling Island 25-28 Aug 2016, if you are not currently planning on attending, is there anything which would encourage you to do so?

- Free beer
- Depends if it's open for other countries. **(Yes it is – R Wadsworth)**
- Yes, if somebody paid my way over.
- My preference would be out of school holidays.
- Attending but I agree school holidays won't help attendance
- I'm in holidays with the family those dates. Hardly feasible.
- The trip is long and expensive from France so it is better with a lot of sailing days.
- 1 day less. 4 days away from home is too much with a young family.
- I don't have a car, transport there is big issue (especially with the boat) - so something that made that easier would help.
- Coaching from the top guns, but I am far from racing seriously with the 700. Hiring boats on site would be a more definite incentive.
- I need more time in the boat to be more competitive.
- My wife works term time so outside school holidays is better for me.

- Free bar and Victoria Secrets models...
- Aim to attend, but depends on kids events in Feva and 29er.
- no... too far.
- Not so far away
- Being able to park motor home on site and NOT pay over the odds just for a parking spot with no facilities, electricity hook up, water point etc.
- I only bought 801 in March 2015 and I am still learning. Currently feel that I would not be good enough to join the opens as the boat is challenging always capsizing and would get in the way of competitive sailors. I would like to receive some training if possible.
- September dates.
- it's too far ;-)
- Handy economic accommodation.
- Move the dates to later in the year. Mid September would be much better.
- Scheduling the nationals during the school holiday tends to make accommodation harder to find and more expensive. Whilst there are benefits to arranging events over bank holidays this does compound the accommodation and cost issues, in fact traffic becomes more of an issue when travelling distances to events during these times. For me these outweigh the benefits of saving one day's holiday. I would therefore prefer events during term time or outside of bank holidays. I believe that events in term time of holidays haven't really had any positive or negative impact on attendance.

The venue for the 2016 European Championship could either be with the RS800 fleet at Torbole, Lake Garda, 18 - 22 Jul 16 or join the other RS Fleets at Travemeunder Woche, Germany, 25-29 Jul 16. Travemeunder would require us to guarantee 10 boats with deposits paid by December (so this may carry slightly more risk of the event not happening). If you are likely to attend what is your preference?

Lake Garda but would attend Travemunder Woche = 9%

Lake Garda only = 23%

Travemunder Woche but would attend Lake Garda = 8%

Travemunder Woche only = 13%

N/A - 26, 41%

Would you be prepared to travel to Gurnard Sailing Club on the Isle of Wight for an open meeting if the timing was convenient for you?

Yes – 38%

No – 58%

Apart from your home club, do you have a preferred open meeting location which you would like to see back in the calendar?

- Snettisham Beach SC, WPNSA
- I prefer the smaller member run clubs such as Eastbourne although launching can be challenging. With help from the club launching issues are overcome.
- Coastal sailing other than the south coast.
- Hayling as easy to organise accommodation.
- Restronguet would be good!
- Any in the south of France.
- Paignton, Grafham Water.
- Maybe somewhere near Bristol.
- DWSC plus more choice S England as only few weekends available.
- Brunisse, Carnac.
- Beer.
- Anywhere in Torbay, great sailing area.
- Weston, Eastbourne, Chew valley, Hayling, Stokes Bay.
- Hunstanton.

- Carnac.
- Anywhere on the sea north of London. M25 at the weekend! Big inland waters are OK. Graham ,Rutland etc. all O K. Every event seems to be on the south coast and the biggest fleets seem to be there too! What can you do. The south coast guys will not come to Snet. Would they come to Brightlingsea ? The O M programme is already booked for 2016 but 2017 is OK . Possibly sharing with B14's. There are also 3 800's at B'sea. The Snet boys would come, would anyone else?
- Nationals: Can we have Mumbles or Abersoch.
- Stokes Bay, Weston, (Anywhere on the South Coast).
- In Spain we have joined forces with the more numerous Musto class and have 2 open events per year, currently with 15/17 boats taking part. Hopefully this will give more exposure to this kind of sailing which is not common in Spain.
- Hunstanton.
- Grafham Water, Eastbourne.
- Leamington, East coast Grafham and Rutland.
- Any club that has a home fleet the best events we have had have been at Eastbourne Hayling Weymouth Hunstanton.
- Brightlingsea.
- My main reason for not doing opens is having weekends away as I have a young family. I might attend a single day event or one more easily reachable. I live in central Essex.
- Clubs around IOW.
- I think a location perhaps more central might attract more boats. South Coast events are great but if people live in the midlands or further north / East it can be difficult for them to attend. So perhaps Rutland, Grafham?
- I have given dates to Clare for a proposed Snettisham event next year, however tide times are a challenge. In the past some of the smaller coastal clubs have provided the best atmosphere, I'd rather be part of a smaller event (E.G just 700's) at a smaller club (there are plenty out there that are happy to run small events).
- Beer SC was awesome, but a long way to go! Eastbourne was great, happily go back there.

Are you content with the current RS700 weight equalisation system?

Yes = 64%
No = 33

Do you have any comments regarding the weight equalisation system?

- Its fine. Unless we want to carry 45Kgs of weight and wings like an 18ft skiff we can't fully equalise the class. If we were going to do anything, I'd prefer to throw the weights over side and spread the current rack range across the 70 – 95kg weight range. This would require sailors accepting that bigger sailors will probably do better upwind in stronger winds and lighter sailors will do better in lighter winds and downwind. This would mean that sailors could blame the weather for their poor performance rather than an 'unfair' weight equalisation system or the size of the guys who beat them.
- I am philosophically opposed to any rule which makes the boat slower than advertised such as a narrower rack setting. The class is well established and owners were well aware of the RS700 prospectus before joining the fleet.
- Put new proposal to a vote. But we know how this will go. Heavy weights say no, others say yes. Lets get on with and vote asap.
- It's openly 33% unfair.
- Would like to hear the results of Ian Swans trial at Hayling.
- I'll probably change class if the hole zero is adopted.
- New proposal is good but I don't think the 1kg increments are practical as means opening up the hull fittings every open meeting. I also think a minus one hole would also equalise the super heavy sailors not just a hole zero.

- I am not yet good enough to comment on the weight equalisation system but having seen the fleet whilst I was sailing an 800 it does seem the heavier sailors are at an advantage, at least on the sea.
 - Agree with new proposals.
 - Mustoskiff do not use it and is currently with more than 100 boats in the next worlds in Garda...
 - I think it works, at the end of the day it'll always be useful to be heavier when it comes to sailing, and righting the boat :-), in strong breeze.
 - I've ticked yes above, and in the whole I'm happy, but being on the light side I do sometimes struggle above 16kts when performing manoeuvres but no matter how wide the racks were it wouldn't help with this (I am improving my gybing technique, tacking OK). If there was an improvement to the system that could encourage more or benefit lightweights into the 700 but at the same time keeping it fun for the heavier weights then I'd be all for it. I'd like to go to hole 8 but as I'm sailing an older boat this is not possible without purchasing new inner bars. I am getting closer to Jerry upwind and can hold my own downwind.
 - RS700 design is over canvassed and with 66pc weight equalisation still favours heavyweights who get more leverage. This is still the case with the proposed change which is a step in right direction.
- Might be worth considering 100 pc weight equalisation and extend range by providing rack settings to -3.
- Could not find official rack settings on web. Guide settings misleading for me.
- I'm very light and out of the equalisation array. The big racks of the 700 allow me to stay competitive (compared to the musto for example), but with a lot much of technique than others fatter (especially for the manoeuvres).
 - In France sailors are very different and equalisation works.
 - I am afraid to lose again (especially against medium helms) if the rules allow us to get 1 or more hole in the racks. In addition I find that many fat sailors are not sailing very well. This contrast with there results. I'm quite sure that the advantage is for them. Maybe the solution is to compare with the musto because if the MSP sailors win that's because they are better. Making the 700 quicker is not a good idea according to me: its better to keep the same rating. Last thing: for my 64kg the boat is easier and quicker with the 12kgs more needed by the rules.
 - None - it works well.
 - Anything that reduced rack width for heavy sailors would put me off. The boat is much nicer to sail with racks out and doesn't feel like it trips over itself so much. I've sailed my boat on wider settings for fun and found it to have much more feel than on hole one.
 - It's good.
 - Intermediate bars confer a slight advantage for boat handling, beyond their function as additional weights. Not sure how we allow for this though!
 - I don't feel qualified to comment as I am light at 69 kgs, and not proficient enough to keep up with the faster guys. In the light I can get mid fleet which in theory should suit me, but above 12 knts I'm struggling. I probably should have a musto. I realise it is a big powerful boat and to make it 'equal' will be a challenge, but I accept that and enjoy it just the same.
 - I am not familiar with the weights, as I am the only RS 700 at my home spot. If it is same as with the Laser 5000 where every "missing" kg is replaced by lead kg I would not like it so much.
 - The current arrangement seems to favour the taller heavier sailors upwind due to leverage, but downwind, there main advantage is not leverage but weight aft in waves. Extending the racks will not help this. My first nationals was at Eastbourne in 2006 and this seemed to me to be a significant issue. However, the proposed changes are probably worth a go. After all you only have to look at the podium photo for Eastbourne 2013! Fat boys or what! Having said that there have been light wind events where you see a new set of guys at the front! Tricky!
 - My lack of weight and experience makes me looking for a smaller mainsail. The normal mainsail forces me to use huge wings which would be penalizing in competition. It could be good for the class to have two sets of mainsails depending of the weight and the equalisation would depend of the used mainsail. The same for the gennaker I guess...
 - No guidance for under 68kg! Also, what other successful classes use similar systems? I can't think of too many.

- Even if it has imperfections it is still much better than a boat without it, so I am not sure of the need to change it. I would prefer not to end up having to use intermediate bars as I do not consider them particularly safe in the event of a capsize.
- I think making the equalisation system more favourable to lightweight sailors would be a mistake. The 700 is one of the few boats that carries bigger sailors and allows them to be competitive. The musto skiff seems to benefit light weight sailors and we need to differentiate our boat from it not go into direct competition with it.
- As a lightweight, it is a long way across the racks. I have lost weight and should really be on hole 8, but am still using hole 6
- Personally I think its fine as it is. I would strongly reject any recommendation that would have me moving closer to the centre of the boat. Having had to leave previous classes where they tried to make the lightweights more competitive in strong winds I have strong feelings regarding this topic. Any significant changes would probably encourage me to sell up. One of the reasons to get into a 700 in the first place was because there are so many classes where guys of my size are not competitive, and so having a class that tries to equalise, I saw as a positive feature. Its still the case in lighter winds that the smaller guys are out on the wire while I'm still crouched under the boom but the drive for change is coming from the light weight brigade. This being the case why doesn't that faction look at other ways to be competitive in the stronger winds. Conventional seamanship practices would be to reduce sail area, has anyone used the alternate clew point on the sail for instance?, perhaps a change to the sail to be able to reduce its area similar to the 600 for example could be explored. I don't think it is broken so there's nothing to fix. Quite honestly I am sick and tired of this constant voice of change especially when there is no firm proposal on the table. I'm getting all cross just writing this. I would like to see the next 12 months where those who want change to come up with a firm proposal where the membership take a vote and then we can put this whole saga to bed and get on with building and developing the class.
- If changing encourages more sailors and costs nothing i am. Although i worry that if the bars come in too far i would loose a lot of the buzz i get from sailing it. I have Simon Letton's old boat that has all the holes drilled in out riggers so intend to talk to Ian Swan to find out how i should have then set it up and try it. I will know then.
- We should make it as fair as possible.
- It needs to be seen to be fairer for 80-90 kg range to prevent further losses of members and attract new.
- As a light(ish) sailor I do not favour using even wider rack settings as I feel they make sailing in variable conditions too difficult for all but the most dedicated/gifted.
- It doesn't work at all.
- Gives a bias as many people are outside the correction range.
- Worked well for years.
- I would like to see the weight equalisation system shifted to bring more of the heavier people into range. I also think that those carrying extra weights should be able to place them where they like in the boat, as can those who don't carry extra can by moving around. This is particularly relevant for lightweights going downwind in big waves, as we are unable to shift a lot of weight aft to lift the bow up, which makes nose-diving a bigger problem for us.
- Don't know yet how to use the weight equalisation system.
- Take the weight out. I think having adjustable racks is a really strong USP but the weight is completely pointless. If you're a heavy sailor you get to the put the weight where you need it (on the racks!) where if you're light you can have 6 or 9kgs stuck in the middle of boat? It makes no sense and seems counterintuitive to have a light weight fantastic single handed skiff, and you have to stick leads weights in it before you go sailing? How can it be fair if you're a lighter sailor sailing a heavier boat even if you are further out on the racks? There is not much that can be done to stop someone over 95-100kgs going faster upwind than someone who is 80kgs in plus 15 knots. However it would be fairer to give something back to the lighter sailor downwind and in lighter conditions by loosing the additional weight from their boat.
- If the light guys are considered at a disadvantage, why don't we just get rid of all weights.
- The weight equalisation system works very well. The boat handles the heavier sailor extremely well and in my view the class should focus on promoting this aspect (what other mid-heavyweight single hander trapeze boats with a kite are there?!).

- There is no value in shifting the weight profile, why would you want to try and compete with the musto skiff or some of the foiling boats such as moths or A cats. The class is struggling with smaller numbers, better promotion based on value, reward and satisfaction, excitement and the fact it carries weight well is where the committee should focus. Changing the weight equalisation system will immediately isolate the majority of boats out there from racing at events, why would you do that? I do feel strongly about this, the boat isn't broken, why fix it. Changing the weight equalisation will not encourage more people in to the class, and racing will still be dependent on the skills of the sailor, the windspeed and sea state, tide set etc.
- It is fair.

Are there any RS700 design / class rule issues which you would like investigating?

- I'm not sure if carrying video equipment is actually class legal but think that it should be. (We had to have a vote about GPS). **Yes you can! (R Wadsworth)**
- Better quality, better quality and better quality.
- Square head mainsail.
- We might as well adopt the higher purchase blocks on the front shroud.
- I would like a crew, dancing girls and a beer dispenser.
- Allowing to avoid pumping system of the kite.
- Foils...!!!! ok only joking but could be fun to try on an old boat.
- Option of using smaller main / mast would greatly increase appeal for a boat that many lighter sailors cannot handle. As rs100.
- Allowing sailors to delete the pump if they want. Especially for sailors who don't have the time to adjust it and just want to sail.
- Square topped main a la 800.
- Using non RS sails (especially spinnakers).
- I broke my rudder blade and was surprised at how lightly built it was. I was VERY lucky it was on a sea breeze day, but with it being such an essential element of safety, I wish it was better built.
- I think we should open the RS website up to people who are not current members so that they can post for sale and wanted ads. It should be first port of call for 700 info.
- By adding more weight I may not be able recover from a capsize, especially when inverted. At only 69 kgs its hard work for me and worse in waves. I support the suggestion to take out all weights for a year as an experiment.
- Don't put lead in the boat. Wider wings is enough penalty for the lighter sailor through tacks and gybes.
- I guess it would be easier for people to enter in the class having the ability to start with a small mainsail found on ldc sailing. Not everybody weighs 90 kg... For me a sail with 2/3 of the nominal power would be great!
- Removal of the pump system.
- Look at anyways of reducing costs.. Eg approve 3rd party sail manufactures
- It is much too heavy, the rig is poor, it suits sailors who are tall and 90kgs plus. Basically it could be so much better and will become a dinosaur like the Laser 5000.
- Remove the weight!

Are you aware of the new RS700 Sailors Facebook Group?

Yes = 70%
No = 28%

Are you satisfied with pre-event information and communication?

Yes = 91%
No = 3%

How would you rate your level of competence in the RS700?

Advanced = 27%

Intermediate = 47%
Novice = 22%

Would you be interested in attending a pre-nationals training day?

Yes = 50%
No = 25%
N/A = 20%

Would you be interested in attending a training day at one of the main RS700 clubs?

Yes = 64%
No = 31%

Are you currently a member of the RS700 Class Association?

Yes = 59%
No = 38%

Are you aware of the benefits of RS700 Association Membership?

Yes = 58%
No = 36%

What initiatives do you believe would encourage greater RS700 Association Membership?

- Better discounts at RS.
- Maintenance of an active boat register.
- It's a shame but most folk who are not members will always say what does the association do for me. It needs better promotion and it needs to add more value if it wants more members. e.g. a £5 Noble marine discount is useless if there are more than £100 more than the other insurers that is not adding value. Volvo is a great sponsor, but is irrelevant to the majority of RS700 sailors. I think its good but most don't. The value needs to be more obvious.
- Actual benefits other than permits to race. Discounts are often irrelevant as cheaper benefits can be gained by shipping around. Plus it might hinder gaining entrants at events. So the one event membership option needs to remain.
- Discount of spare parts from LDC.
- I suspect that most people join to attend events. Getting bods to the events is key.
- Hard to say for someone who sail against mustos, due to so few single skiffs in Spain. We now sail together, but some 700's moved to MPS class. I'm trying to join some Breizskiff circuit, but not easy to encourage people (laziness??).
- UK association, what benefits out of UK?
- More focus on those clubs with large fleets to get participation up.
- Keep the Circuit going.
- Photos and publicity generally . It's a great boat, I' be been sailing it for 10 years and wish to continue as long as the old body will allow. Ian Nolan, by sheer graft managed to get 55 boats at the 2006 nationals largely by personal networking.
- Student discount. Increased awareness about the benefits. What are they?! Offer more advice, for us new guys!!
- More RS marketing. Joining into existing events with other classes.
- Training days.
- More try a boat and training days. A lot of 700s sit in boat parks not used as people buy them and struggle with them at first and give up.
- Pre-pay for the photographer /drone pilot for all major events. Brand all media with sponsors logo. Release all the photos and videos license free to be shared by all the sailors via facebook , twitter, you tube etc.

- When I first joined 6 years ago, there were quite a few training events, and now there are hardly any.
- Beyond attending events, not really. But I enjoy those I do.
- The use of Grafham and Rutland being central clubs and tagging on to any asymmetric class such as vortex or similar fleet who would rely on windward / leeward courses.
- Improved weight / performance compensation.
- A new light version with a decent rig.
- I am only a member so I can attend events. Can't think of much else to do, maybe discounts for members.
- Cheaper membership for entering single events. Anyone just wishing to attend just one open might be put off if they are not a member and have to pay entry fee as well. Not sure if this is already available.
- The class membership is expensive relative to other fleets, in terms of what you get for your money 'great racing, good organisation etc' that's all ok, but I would want to see that 700 being actively promoted beyond having a boat on the RS Sailing stand at the Dinghy Show. The website could be used in a much better way to promote the class, make it appear more accessible etc. At the moment people have to go looking searching for information...
- Newsletters.

Are you satisfied with the RS700 Class Association Website?

Yes = 78%

No = 16%

Any other issues you want to share with the RS700 Class Association Committee?

- More events besides the ones in the UK, class is not active on the other side of the channel. So more training days and efforts to get together the few that are here would definitely help the fleet grow.
 - Don't make decisions without first consulting the members. If you want participation you must have discussion.
 - Although I stated I would not travel to Gurnard my concerns are primarily financial as I would love to sail at the club.
 - I miss more online coaching videos on youtube, the few there are, are really old and low quality. RS should support more videos HD from top sailors as in other classes (200, aero...). Also ashore, trimming controls, etc...
 - Write a book on the RS700 to collate and publish in one place all the history, technical set-up, sailing techniques, regatta stories, pictures etc. Could be possible if there's an author out there willing to do the research and sift through all the archives. A light hearted book with all the top tips and tech info would be great for novices and intermediate sailors and also a great PR strategy.
 - I'm only saying no to training as I'm lucky to sail with Jerry 3-4 times a week when home so getting lots of tips/training and being based in West Cornwall everywhere is a bit of a trek when we have such a magical place to sail 10mins from home, ask Hamish.
 - Would be great if there were some more training videos. The contender class have a few on YouTube and there's the musto dvd.
 - Anything that would make the boat more accessible :).....reefs in the main, under-rack flotation aids....
- I also find the boat very fragile (rudder blade, main sail, cracks in the hull, peeling carbon varnish, rack paint,).
- Why is LDC not up to date with what gear we want ? I rang to ask for a 3 mm spiny halyard thickend in the cleat area and they could not do it for me! Alex needs to get his business up to date. Enough.
 - For the Czech class growth would help so that the Europeans would come to our country soon.
 - Would like to see a few training events on the calendar for 2016.
 - I'm living in Austria close to the Czech border and sail at lake lipno. I'm not aware if there are any other boats in Austria, except for one guy/friend who sails with me at lipno.

- Encourage media based competitions through out the year with a selection of prizes.. Either boat parts carbon tiller extension or from sponsor, free weekend hire of Volvo ?
- Most spectacular capsized video / Top speed? Improve / organise video teaching YouTube.
- It is a difficult boat to sail to its handicap especially when not sailing windward/leeward course. 700s are regularly beaten by RS400s on the water (let alone on handicap) at QM. Who is sailing to handicap and on what courses?
- Pre entry for Champs in 2015 for 2016 event good idea make it happen with an understanding if work gets in the way a refund could happen.
- 2016 champs date end of September would be best dates for me as Southampton Boat show is in the middle. I feel we could get better prize sponsors to glam up the events . Facebook page could help we just need to FUN Up the class so the world we are cool Guys who sail hard and Play hard Friendly Class !!!
- Your efforts to drum up more support for the class are appreciated - even though I don't get along to opens
- Just bought my first RS700 a year ago, sailed about 12 Times and I love it !! It is my first skiff, also my first boat, I am a windsurfer. I Will register my boat soon.
- I think the class should trial running gram prix style racing at an event next year. Similar to the way the Olympic 49ers do. A really quick series of 20 -25 minute races. Lots of starts, short legs, run it as a round robin series first, then have a finals series which have a gold and silver fleet doing a double points final race. This is really exciting sailing, and would stop the races becoming a procession.
- The boat is awesome, the events are great. We need to do a better job of promoting all of that, the class as it stands is good, rather than looking for fix's that aren't required and trying to compete with much more successful classes, we should play to our strengths and USP's.
- More events will make it easier for people to access them, perhaps choosing smaller clubs will put less pressure on to get big numbers.
- Love my 700!!

That's all Folks!
Richard