

Buying a Second-hand RS700

So you're thinking about the 700. Good choice!

The good news is that the hulls seem pretty much bullet proof and there are plenty of older boats out there which are still very competitive.

Points to look for:

In terms of what to look for it really does come down to normal wear and tear and general condition.

- The mast being carbon, needs re-varnishing every 2-3 years - an easy and fairly cheap job, but it does need doing.
- The paint on the wing bars can flake off - this is purely cosmetic but Alex at LDC has a new supplier and I'm sure will help you out if the boat has a problem.
- A new Kite always flies and sets much easier, a particular bonus if you only have a limited number of hands available - a real plus point when you're buying.
- The mainsails seem to hold their shape pretty well and can be used competitively for up to a couple of seasons, even longer for club racing.
- The foils can develop some horizontal cracks near the hull / rudder stocks. Lights cracks OK - heavier cracks be careful.
- Leaks - some boats do leak a little, usually not a lot and usually the leak is easily fixed once you've tracked it down via a pressure test. These are mostly down to a screws or fitting not being silicon sealed although others might require a little epoxy work on the deck/hull seal. A boat which is consistently wet will inevitably take on some weight so do ask the question...
- Make sure all the spinnaker turning blocks turn well under load.
- The optional Sta-master adjustable lowers are a real bonus as being able to adjust the lowers on the water can make a big difference to how the boat sails.

Warranty Items:

This is the list of past warranty issues of which I'm aware. Most were short lived and should have been dealt with by now but.....

- Some of the early hulls the mast plinth sank slightly when the rig tension was applied, LDC did do a recall and sorted the problem.
- LDC changed bowsprit supplier to Proctor and the early poles broke at the bearing point. This was addressed by introducing a different weave pattern for the carbon over the back 20cm of the pole - very obvious when you look at an example.



- The Shroud U-bolts were changed to ones being pre-bent to take the loads of the lowers more evenly, you can tell these as the collars are metal.
- Make sure there is a rear alloy chock with a tang to take the kicker shackle and make sure the shackle is tight to the chock.



- Make sure the mast step is metal and not plastic, if it is you can contact LDC for a replacement.

Upgrades

There are a number of upgrades which are allowed within the class rules. Some key ones to for are:

- LDC have been offering an upgrade to Harken blocks and cleats from the regular Holt/Ronstan set-up.
- Continuous kicker control - essential upgrade and standard fit on recent boats.
- Look out for spinnaker halyards and trapeze 'wires' upgraded to dyneema for light weight / low friction.
- Since early 2006, the rack system has been improved by the addition of collars to give a much more positive fit.



The Equalisation System:

There are some optional pieces of equipment associated with the equalisation system. Obviously a boat which is already equipped to suit your readings will not require any further investment.

There are two parts to the RS700 equalisation system, the first considers your righting moment and you can estimate your rack settings using this guide,

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

The second part is about weight equalisation - the number of correctors you'll need to carry are specified in the rules.

<http://www.rs-association.com/docs/RS700Rulesv2 2.pdf>

Rack extensions

The equalisation system was changed during 2004 allowing wider wing bars to be used by the lighter helms. The standard racks will go out to hole 6. However, if your rack setting is 7 or 8

you will need to use the rack extension pieces which LDC started supplying at the time of the rule change.

Intermediate bars

You are allowed to use a set of intermediate bars instead of one 3kg corrector weight. These bridge the gap if you are on a wide wing setting making it easier to go in or out on the trapeze and most people start using these when they are on hole 4 or above.

Corrector weights

Does the boat come with enough weights for you?

Corrector track

The corrector weights are carried on a short length of track in front of the dagger board slot. As standard this will carry two correctors but if required there is an alternate 3 weight track which can be fitted.



Other fittings to consider

The wider racks will also need a longer tiller extension and you may need longer control lines as they are led out to the wings.

I hope this all helps. Feel free to drop me a line if you have any other questions.

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