

RIGGING GUIDE

RS *Tera*



Sail it. Live it. Love it.

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All terms highlighted in **blue** throughout the Manual can be found in the Glossary of Terms.

Warnings, Top Tips, and Important Information are displayed in a yellow box.

1. INTRODUCTION

Congratulations on the purchase of your new RS Tera and thank you for choosing an RS product. We are confident that you will have many hours of great sailing and racing in this truly excellent design.

The RS Tera is an exciting boat to sail and offers fantastic performance. This manual has been compiled to help you to gain the maximum enjoyment from your RS Tera, in a safe manner. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its safe operation and maintenance. Please read this manual carefully and be sure that you understand its contents before using your RS Tera.

This manual will not instruct you in boating safety or seamanship. If this is your first boat, or if you are changing to a type of craft that you are not familiar with, for your own safety and comfort, please ensure that you have adequate experience before assuming command of the craft. If you are unsure, RS, your [RS dealer](#), or your [national sailing federation](#) – for example, the Royal Yachting Association – will be able to advise you of a local sailing school, or a competent instructor.

For further information, spares, and accessories, please contact:

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For details on your local RS dealer, please visit www.rssailing.com

2. RS TERA TECHNICAL DATA

Length Overall (LOA)	2.87 m
Beam	1.23 m
Hull Weight	40 kg
Sailing weight	56 kg
RS Tera Sport Mainsail	3.7 m ²
RS Tera Pro Mainsail	4.8 m ²
RS Tera Mini Sail	2.7 m ²
Draught	0.75m
Max Weight of Sailor	80kg
Designer	Paul Handley

3. COMMISSIONING

3.1 Preparation.

Your RS Tera comes complete with all the components necessary to take the boat sailing.

DO NOT use a knife or other sharp object to cut through packaging containing parts – you may damage the contents!

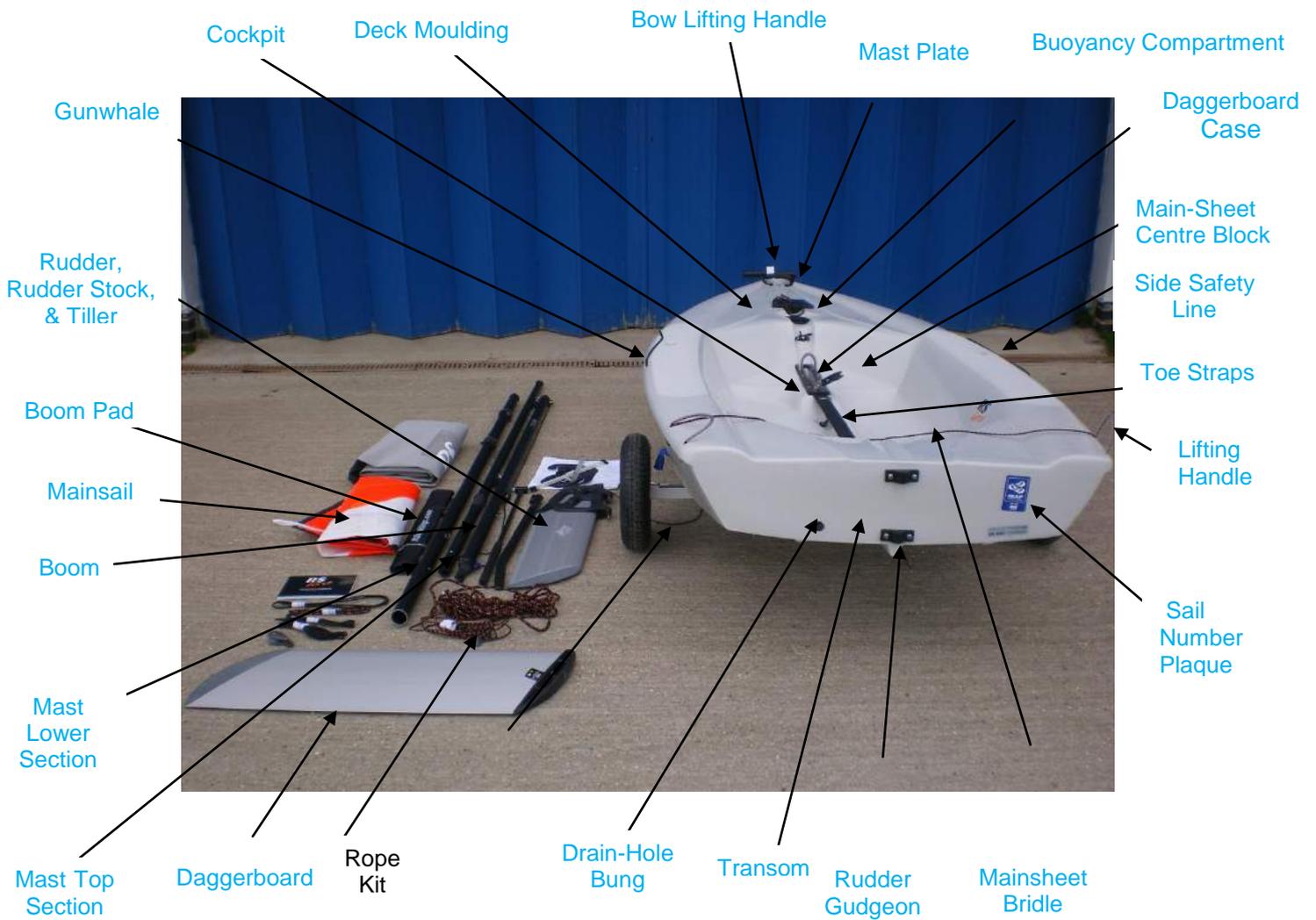
Whilst your RS Tera has been carefully prepared, it is important that new owners should check that [shackles](#) and knots are tight. This is especially important when the boat is new, as travelling can loosen seemingly tight fittings and knots. It is also important to check such items prior to sailing regularly.

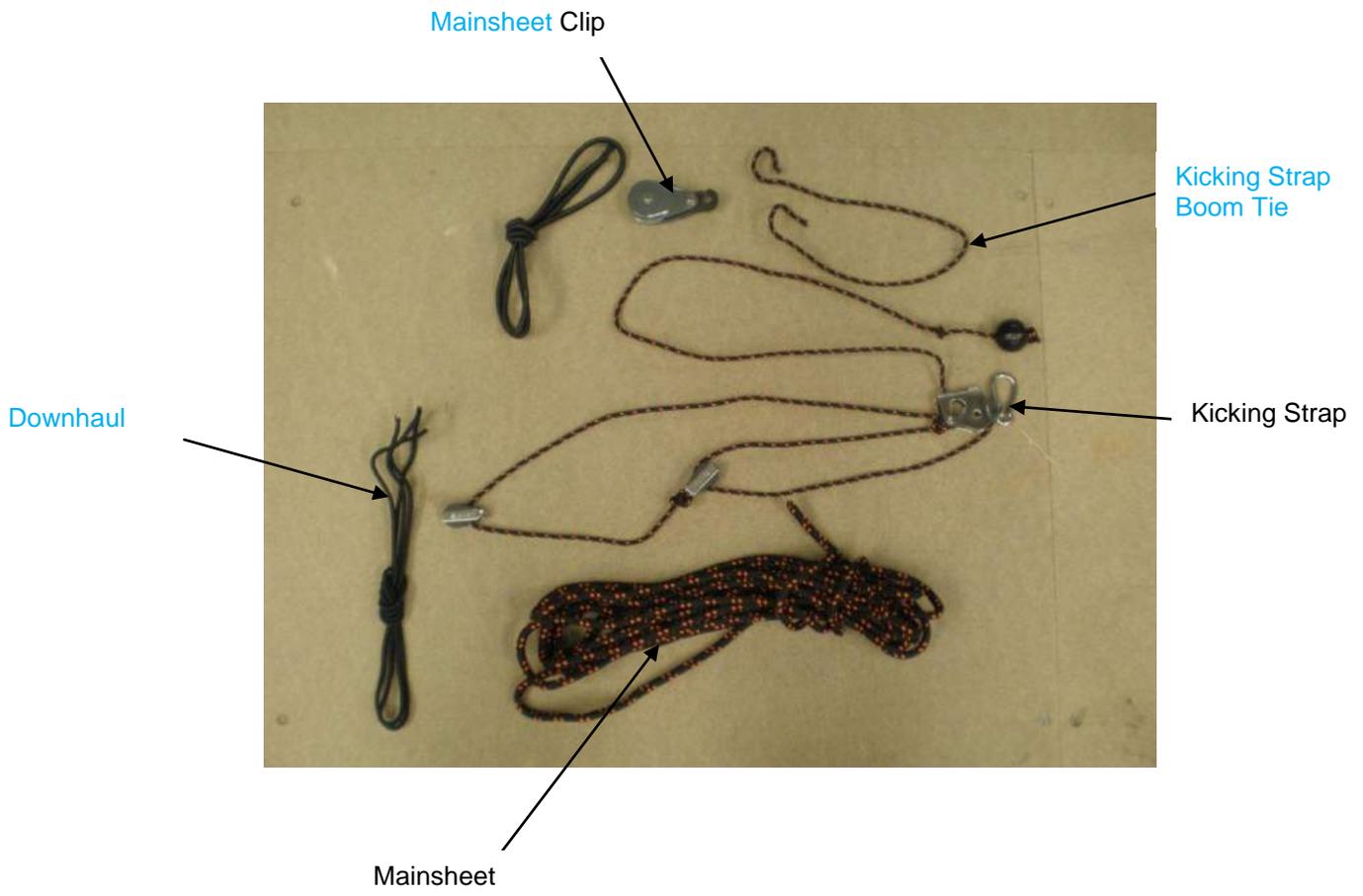
3.2 Unpacking.

Having unpacked your RS Tera, you should check that you have all of the items listed below before throwing away any of the packing, as there may be some small items still wrapped.

- 1 x RS Tera [hull](#)
- 1 x two-piece [mast](#) with pin
- 1 x [boom](#)
- 1x [boom pad](#)
- 1 x [rudder](#), with [stock](#) and [tiller, tiller extension](#) and self-tapping screw.
- 1 x [daggerboard](#)
- 1 x [main sail](#) (Sport or Pro)
- 1 x rope pack – consisting of:
 - 1 x [mainsheet](#)
 - 1 x [daggerboard](#) retaining elastic
 - 1x [downhaul](#)

- 1x kicking strap
- 1x kicking strap boom tie
- 1 x mainsheet clip





3.3 Rigging the mast

To prepare the boat for sailing:

1. Join the mast by inserting the [mast top section](#) into the [mast lower section](#). If you are sailing with a Pro [mainsail](#), insert the pin in the upper hole. If you are sailing with a Sport mainsail, insert pin in the lower hole.



2. Push the mast top section in until it hits the pin.

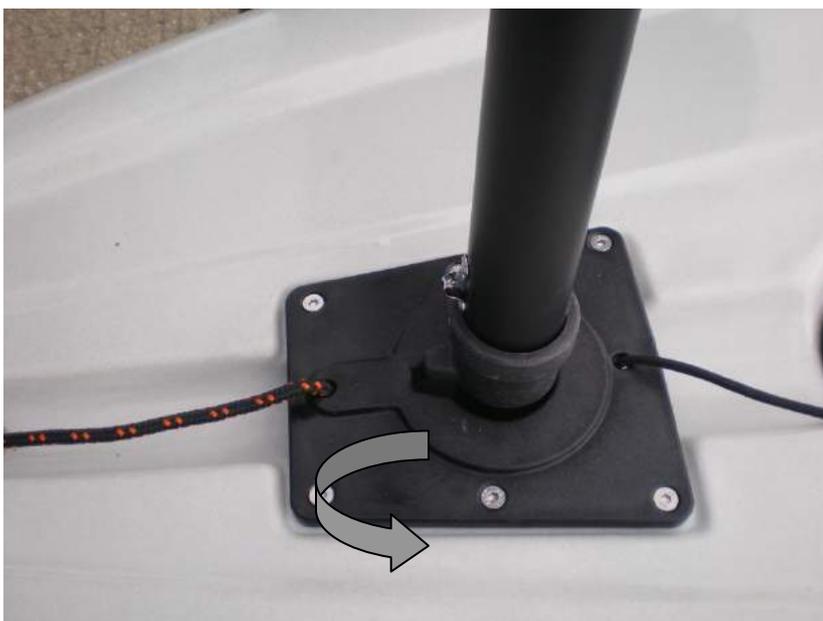
3. Slide the front sleeve of the sail over the mast until the mast top reaches the top of the sail.



4. Put the [battens](#) into the sail (See page 22).

3.4 Stepping the mast

1. Lift the **mast** and sail over the **mast plate** on the deck.



2. With the **mast** upright, lower the end through the **mast plate** ensuring that the retaining key is in line with the slot in the mast plate. When the mast is fully in, rotate it through 180 degrees so that the key is under the back of the plate.

Top Tip

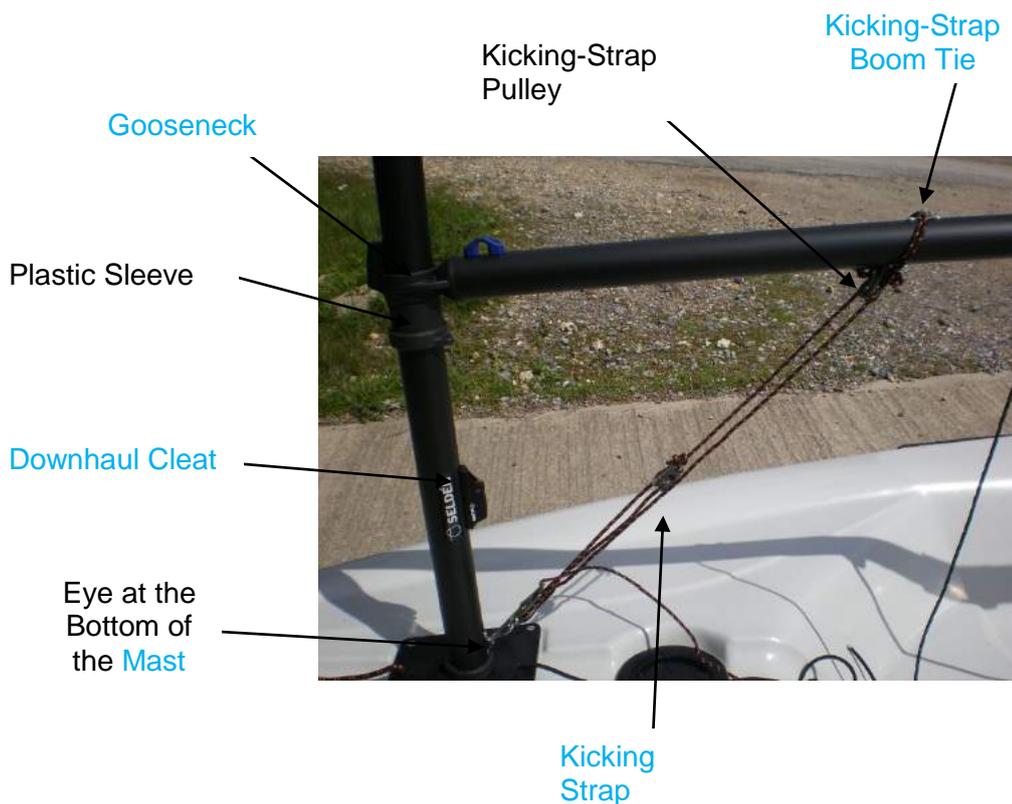
If the wind is blowing there will be a lot of pressure on the top of the mast making it wave around. Consider finding somebody to help if you feel that you will struggle, especially with the Pro sail.

WARNING

When lifting the mast, make sure that there are no overhead power lines.

3.5 Rigging the boom

1. Thread the **kicking-strap boom tie** through the eye of the pulley on the **kicking strap**.
2. Thread the **kicking-strap boom tie** through the eye on the **boom**, and tie it off.
3. Attach the clip on the **kicking strap** to the metal eye at the bottom of the **mast**.



4. Take the **boom** and push the **gooseneck** onto the **mast**, just above the plastic sleeve.

5. Now attach the sail **downhaul**:

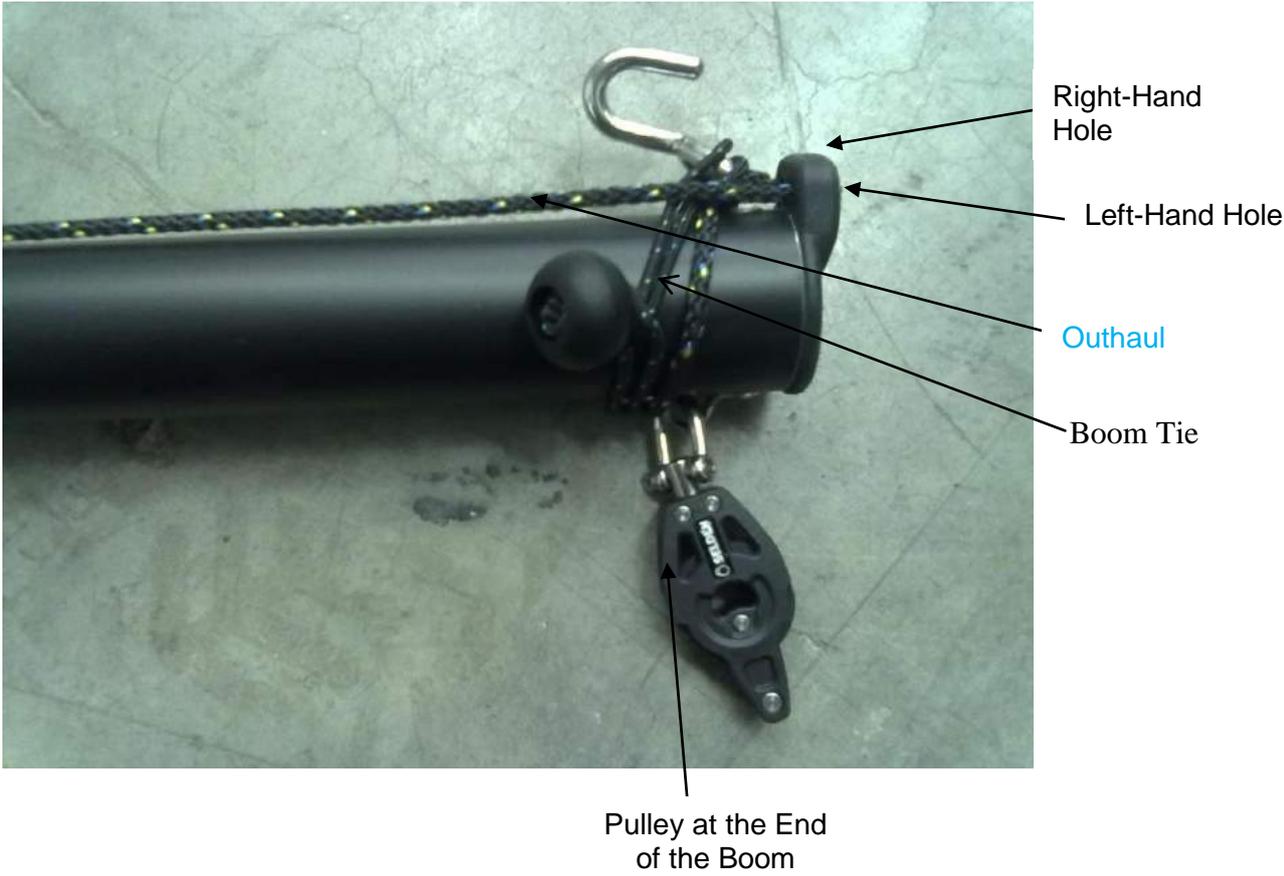


Pro Sail: Thread the **downhaul** through the hole in the mast collar, thread it through the sail eye, and back down to the **cleat** on the **mast**. Make sure that the **downhaul** runs on either side of the **boom** through the holes in the gooseneck.



Sport Sail: Tie the **downhaul** on to the metal ring on the sail sleeve, then pass it through the **cleat** on the front of the **mast**. Coil and tie off the excess **downhaul**.

6. The outhaul comes ready on the boom.



7. Attach the boom pad to the boom, making sure that the outhaul does not become caught.

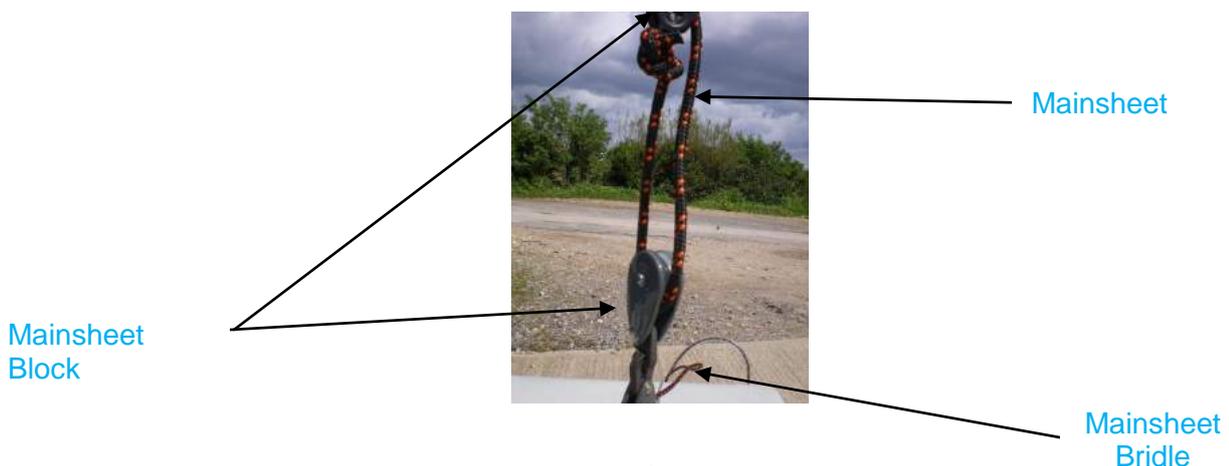


8. Tie a stopper knot in the end of the mainsheet, and thread it through the eye on the pulley at the end of the boom.

9. Take the mainsheet block with Inglefield clip from the Tera Rope Pack and thread it onto the mainsheet.

10. Thread the mainsheet through the pulley at the end of the boom.

11. Attach the mainsheet clip on the mainsheet block onto the clip on the mainsheet bridle block, and wrap PVC tape around the clips.



12. Lead the mainsheet along the boom, through the tabs on the boom pad and the pulley on the boom.



13. Thread the mainsheet through the mainsheet centre block, making sure that it is in the right direction for the ratchet to work. Tie a knot in the mainsheet so that the boom cannot pass beyond a 90° angle to the hull centreline when you are sailing.



3.6 The Rudder and Daggerboard

1. Slide the **Tiller** into the top of the **rudder stock**, and attach with the self-tapping screw. The screw is in a small plastic bag in with the tiller, be careful not to throw it away in the packaging! Attach the tiller extension to the tiller by sliding it into the fitting and pushing down the cap.
2. Place the **rudder** on the **transom** with the **rudder-uphaul** line pulled tight, so that the **rudder blade** is fully up. Ensure that the **tiller** and the **tiller extension** pass under the **mainsheet bridle**. To fit the **rudder**, simply line up the pins with the fitting on the back of the boat, and push down until the retaining clip 'clicks' into place. The **rudder** may be difficult to get on at first – all it will need is a simple wiggle from side to side whilst pushing down.



Rudder-Retaining Clip

3. Shortly after **launching**, when you are in deep water, make sure that the white rope is not in the **cleat**, pull on the black rope, and **cleat**. This will lower the **rudder** in the **rudder stock**.

4. When coming ashore, un-cleat the black rope, and pull the white rope tight. This will raise the rudder.

5. To remove the rudder, simply push the rudder retaining clip in towards the transom, and slide the rudder stock upwards.

Make sure that you thread the shock-cord retainer through the hole in the daggerboard handle and tie a knot on a knot. Note warning sticker on the daggerboard.

Please note comments in Section 5.2 regarding water ingress in foils



TIME TO GO SAILING!!

After launching, the rudder is lowered by releasing the uphaul line and pulling the elastic tight. The daggerboard can be inserted in the daggerboard case when the water is deep enough. It is normally best to leave the kicking strap loose while launching, pulling it on as appropriate once you are sailing.

TOP TIP

Make sure that you un-cleat the rudder and raise the daggerboard before coming in

4. SAILING HINTS

4.1 Introduction

The RS Tera is a very rewarding boat to sail – to fully appreciate its handling, you should be comfortable with the basic techniques of sailing small boats. If you lack confidence or feel that a refresher is in order, there are many approved sailing schools which use the RS Tera. See www.rya.org.uk for more information.

While we offer you a few hints to aid your enjoyment of your new boat, they should not be considered as a substitute for an approved course in dinghy sailing. In order to build your confidence and familiarise yourself with your new boat, we recommend that you choose a fairly quiet day with a steady wind for your first outing.

4.2 Launching

With the sails fully hoisted and the **rudder** attached to the **transom**, the boat should be wheeled into the water, keeping it **head to wind** as far as possible. If you have a crew, s/he can hold the boat head to wind whilst the trolley is stowed ashore.

TOP TIP

If the tide is coming in as you launch, make sure that you leave the trolley high enough up the beach that it will not be swept away.

5.3 Leaving the Beach

The easiest way to get going is for the **helm** to hop aboard while the **crew** holds the boat. The helm should put a little **daggerboard** down, move back to

their normal position, and pull gently on the [rudder downhaul](#) to lower some of the [rudder blade](#). Then, s/he may instruct the crew to push the [bow off the wind](#) and climb in. The crew will then lower the [daggerboard](#) as depth allows. The retaining elastic should be tied on as soon as possible to prevent the board falling out in the event of a capsize.

The [singlehanded](#) sailor may choose to ask someone to help them to launch. If launching alone, stand in the water alongside the gunwhale, holding the boat head to wind. Lower part of the [daggerboard](#) and [rudder](#), and then push the [bow off the wind](#) while hopping in.

As soon the water is deep enough, make sure that you lower the [rudder blade](#) fully by pulling the [rudder downhaul](#) hard. You will know it is fully down if you feel a gentle "thud" as the front face of the blade hits the front face of the [stock](#). Cleat the downhaul and tidy it by winding it around the [tiller](#). Pull the sail in and you are away!

For the best performance, you should ensure that position yourself so that the boat is sailing through the water as flat as possible. Watch the [trim](#) ([fore](#) and [aft](#)) and the [heel](#). The boat should always be sailed as upright as possible.

Top Tip

As a general rule, sit further forward in lighter winds and further aft in stronger breezes.

4.4 Sailing Close-Hauled and Tacking

When sailing **close-hauled**, or as close as possible to the wind, it is important to get the **boom** as near as possible to the **centreline**. The **kicking strap** should be firmly tensioned for **upwind** work. To pull it on, quickly put the boat **head to wind**. You should hold the **tiller extension** across your body, with a knuckles-up grip, enabling you to use one or two fingers as a temporary **cleat** when adjusting the **mainsheet**.

To **tack**, push the **tiller extension** away from you and, as the boat starts to turn, step across the **cockpit** facing forwards. Once the boat has completed the turn, bring the **tiller** back into the centre before sitting down on the new side, with the **tiller extension** behind your back. When you are settled, swap the **mainsheet** and the **tiller extension** into the new hands.

If the boat slows right down and feels lifeless when **close-hauled**, you could be sailing too close to the wind. Ease the **mainsheet** and 'bear off' away from the wind for a while to get the boat going again.

4.5 Sailing Downwind and Gybing

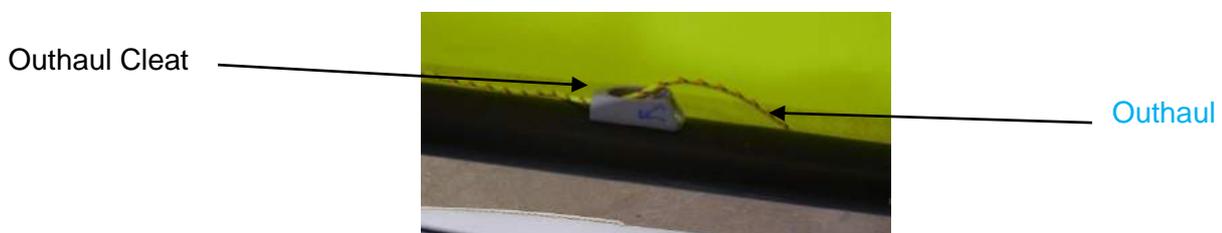
When sailing **downwind**, the sail should be let out until about 90 degrees to the centre line. To **gybe**, pull the **tiller** towards you and, as the boat starts to turn, step across the **cockpit** facing forward. Once the boat has completed the turn, bring the **tiller** back into the centre before sitting down on the new side, with the **tiller extension** behind your back. Often, the **boom** will not want to come across until you have nearly completed the **gybe**, so it often pays to give the **mainsheet** a tweak to encourage the **boom** over at the moment that you want it to come! Once you are settled, swap the **mainsheet** and the **tiller extension** into the new hands.

Mind your head when you gybe!

4.6 Reefing

(only applicable to RS Tera Sport & Mini sail rigs)

1. Leaving the **downhaul** in the **cleat**, unclip the **kicking strap** from the eye at the bottom of the **mast**.
2. Release the **outhaul** by removing it from the **cleat** on the **boom**, and pulling extra line through.



3. Twist the **mast** so that the sail wraps around it, until you reach the appropriate size of sail.



14. Re-attach the **kicking strap** to the eye at the bottom of the **mast**, and pull on the **outhaul**. You are now reefed and ready to sail!

Removing and Replacing Battens

Battens are inserted with the curved end first, this engages against elastic in the pocket. Push the batten into the pocket until it goes under the flap on the leech- you will need to overcome the resistance of the elastic. To remove, push against the elastic until the batten will come out of the flap then remove.



4.7 Using the Mini Sail

The Mini Sail is perfect for lighter-weight crews or novices, and can be purchased as an additional extra. The Mini Sail differs in appearance to the Sport and the Pro, due to the Dacron sock at the top, but is rigged in exactly the same way as the other sails (see Section 3.3).

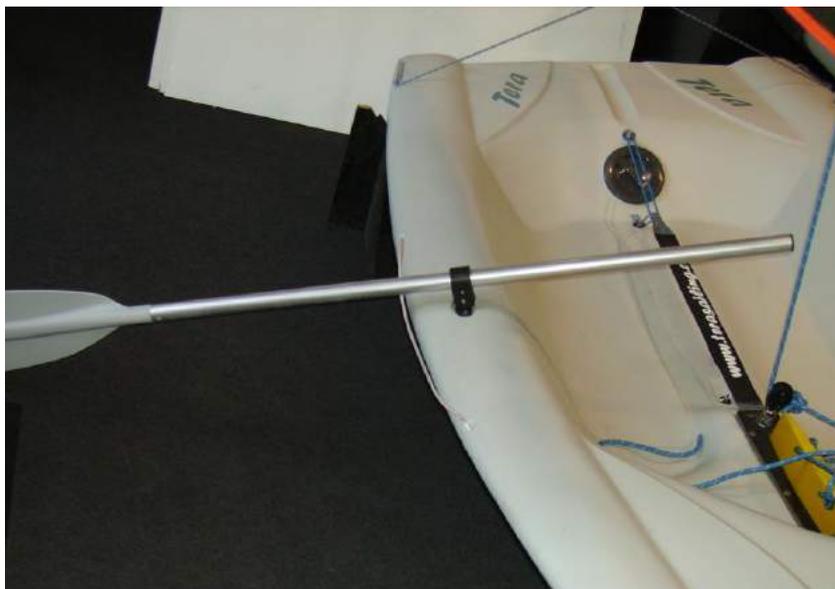
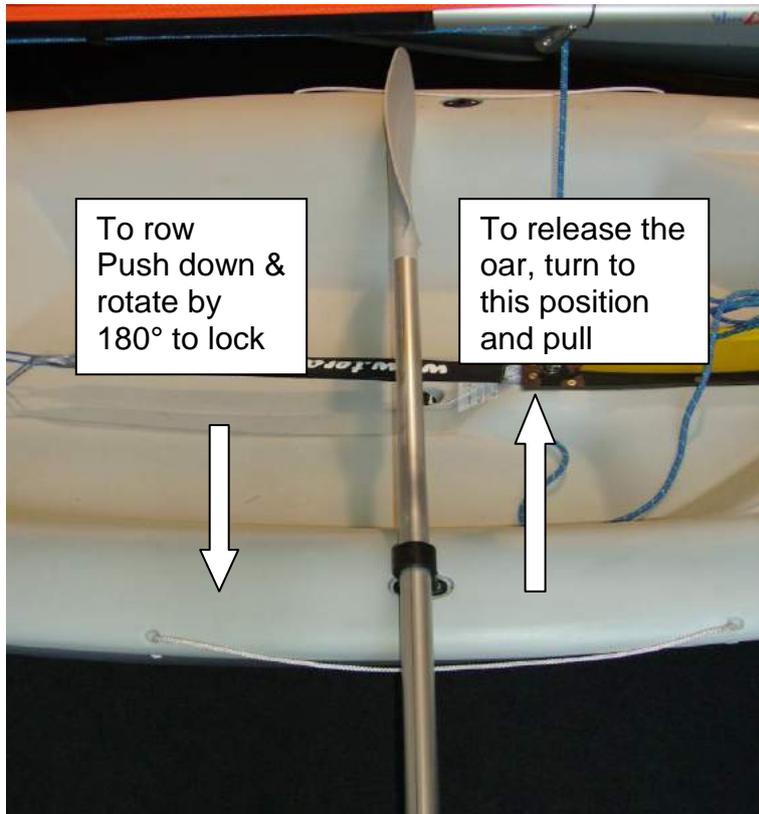


4.8 Using Oars and the Rowing Kit

The RS Tera Rowing Kit may be purchased from RS Sailing or from your local RS Dealer, enabling you to use your sailing boat as a [tender](#) or small rowing vessel. The oars simply locate in the [rowlock holes](#) in the [gunwhale](#).



To locate and lock the oars in position, push the spigot in the [rowlock hole](#) and rotate the complete oar, so that the paddle is over the [cockpit](#) and the handle is over the side of the boat. As you turn the oar into the correct position, with the paddle over the side and the handle over the [cockpit](#), you will feel the oar lock into place. The oar will not pull out. To release the oar, reverse the procedure.



Here, the oar is in the correct position and ready to be used.



4.9 Using the Top Cover

The top cover is a very simple water-proof cover that can keep the [spars](#) and sails dry and out of sight when the boat is not in use. It is best to attach the top cover from the [bow](#) and work backwards, pulling the elastic drop cloth into place. There are a couple of tie points on the side.



5. MAINTENANCE

5.1 Boat Care

The RS Tera is made using Comptec PE3, a three-layer polyethylene construction. This is stiff and light, but will dent if subjected to point loading. The boat should be supported ashore on an approved RS trolley, as the hull may distort if not supported properly. For long-term storage, it is better to support the boat on a rack, in slings, or another type of support that spreads the weight and avoids point loads. The hull can also be stored on the transom, but never store the boat for long periods on its side. When dealing with a marine environment, equipment gets wet; this in itself is not a problem. The problem starts when moisture is trapped for any length of time. Therefore, it is very important to store the boat properly ashore.

Keep your dinghy drained and well ventilated

- Ensure that the boat is stored with the bow raised to allow water to drain away.

Wash with fresh water

Fresh water evaporates far more quickly than salt water so, if your dinghy has been sailed in salt water, rinse it thoroughly. The fittings will also work better if regularly washed.

Any stubborn marks on the hull can be removed with a light detergent, such as washing up liquid. Always test cleaning products on a small, inconspicuous part of the deck before applying to the whole boat.

Hull damage falls into three categories:

- **SERIOUS** – large hole, split, crack, or worse. Don't be too distressed! Get the remnants back to RS sailing for assessment.
- **MEDIUM** – small hole or split. If this occurs during an event, sailing can often be continued as long as leaking can be prevented by drying the area and applying strong adhesive tape. **CAUTION** – if the damage is near to a heavily loaded point, then the surrounding area should be closely examined to ensure that it will accept the loads. Get the damage professionally repaired as soon as possible.
- **SMALL** – dents, scratching. This type of damage is not boat threatening.

Comptec PE3 cannot be repaired in the same way as fibre glass. Some scratching can be removed by RS Sailing staff, but dents cannot. Therefore we suggest you treat your boat with as much care as you would if it were fibre glass. More serious repairs can be carried out by RS Sailing staff; however, the repair will never be invisible, due to the nature of the material.

The joy of owning an RS Tera is that it is very hard wearing, and any dents and scratches it receives will not affect the structural integrity of the hull.

5.2 Foil Care

The foils are made from anodised aluminium extrusions with injection moulded glass reinforced nylon ends. Lower mouldings are bonded in with polyurethane adhesive sealant. Upper mouldings are riveted or screwed in.

Lower mouldings are sealed, however over time there may be some water ingress. If this occurs, foils should be inverted to allow water removal through the drain holes in the top of the moulding.

Foils contain closed cell foam strips to ensure buoyancy and limit potential water ingress.

Maintenance

- Foils should be rinsed with fresh water after use.
- Anodising will prevent surface corrosion, however if surface damage does occur the aluminium should be polished with wax polish e.g. wax polish.
- Nylon mouldings are maintenance free but can be replaced if damaged.
- If you run aground hard with the daggerboard down, you should check that the hull has not been punctured at the front or the trailing edge of the daggerboard case. Special 'shock absorbing' pads have been fitted at these points to reduce the risk of damage, and these can be replaced if damaged.

If you are going to trail your boat frequently, you may wish to invest in some RS Racing padded rudder bags. These will protect your RS Tera from any damage caused by the foils.

5.3 Spar Care

The [mast](#) and [boom](#) are aluminium. Wash with fresh water as often as possible, both inside and out. Check all of the riveted fittings on a regular basis for any signs of corrosion or wear.

5.4 Sail Care

The [mainsail](#) should be rolled and stored dry, out of direct sunlight. When using a new sail for the first time, try to avoid extreme conditions as high loads on new sailcloth can diminish the racing life of the sail.

If your sail is stained in any way, try to remove it using a light detergent and warm water. **DO NOT** attempt to launder the sail yourself.

A sail can be temporarily repaired using a self-adhesive cloth tape, such as [Dacron](#) or [Mylar](#). The sail should be returned to a sail maker for a professional repair as soon as possible after. Check for wear and tear, especially around the [batten pockets](#), on a regular basis.

5.5 Fixtures and Fittings

All of the fixtures and fittings have been designed for a specific purpose in the boat. These items may break when placed under any unnecessary load, or when used for a different function to their intended purpose. To ensure optimum performance, wash the fixtures and fittings with fresh water regularly, checking shackles, bolts, etc. for tightness.

6. WARRANTY

1. This warranty is given in addition to all rights given by statute or otherwise.
2. RS Sailing warrants all boats and component parts manufactured by it to be free from defects in materials and workmanship under normal use and circumstances, and the exercise of prudent seamanship, for a period of twelve (12) months from the date of commissioning by the original owner. The owner must exercise routine maintenance and care.
3. This warranty does not apply to defects in surface coatings caused by weathering or normal use and wear.
4. This warranty does not apply if the boat has been altered, modified, or repaired without prior written approval of RS Sailing. Any changes to the hull structure, deck structure, rig or foils without the written approval of RS Sailing will void this warranty.
5. Warranty claims for materials or equipment not manufactured by RS Sailing can be made directly to the relevant manufacturer. RS Sailing warrants that these parts were installed correctly and according to the instructions provided by the manufacturer.
6. Warranty claims shall be made to RS Sailing as soon as practicable and, in any event, within 28 days upon discovery of a defect. No repairs under warranty are to be undertaken without written approval of RS Sailing.
7. Upon approval of a warranty claim, RS Sailing may, at its expense, repair or replace the component. In all cases, the replacement will be equal in value to the original component.
8. Due to the continuing evolution of the marine market, RS Sailing reserves the right to change the design, material, or construction of its products without incurring any obligation to incorporate such changes in products already built or in use.

7. GLOSSARY

A

Aft	At the back
Anchor Line	Rope that attaches the anchor to the boat
Astern	Behind the boat
Asymmetric	Spinnaker flown from a retractable pole at the bow

B

Back	To 'back the sail'; allowing the wind to fill the back of the sail
Bailer	A bucket or other container used for bailing water
Batten	A thin strip of wood/plastic inserted in the sail to keep it flat
Batten Key	A key used to adjust the batten
Batten Pocket	A pocket on the sail that holds the batten
Beam	Width of the boat at the widest point of the side of the boat. The phrase 'wind on the beam' means that the wind is coming from the side.
Bear away	To turn downwind
Beat	To sail a zig-zag course to make progress upwind
Beaufort Scale	A measure of wind strength, from Force 1 to Force 12
Bilge Rail	The moulded line that marks the transition from the side to the bottom of the hull
Block	A pulley used for sail control lines
Boom	The spar at the bottom edge of sail
Boom Pad	The pad that fits onto the boom
Bow	The front of the boat
Bow Lifting Handle	The handle at the front of the boat, used for lifting

Bowline	A useful and reliable knot, with a loop in it
Bow Snubber	The part of the trolley that the bow rests on
Builder's Plate	Plate that contains build information
Bung	A stopper for the drain hole
Buoy	Floating object attached to the bottom of sea – used variously for navigation, mooring, and to mark out a race course
Buoyancy Aid	Helps you to stay afloat if you fall in the water
Buoyancy Compartment	Water-tight compartment in the hull that maintains buoyancy
Burgee	Small flag at the top of the mast to show wind direction

C

Capsize	To overturn
Capsize Recovery	To right, or recover, the boat after a capsize
Catamaran	A boat with two hulls
Centreline	An imaginary line that runs through the centre of the hull, from the bow to the stern
Chart datum	Depths shown on a chart, at the lowest possible tide
Cleat	A device to grip ropes and hold them in place – some grip automatically, while others need the rope tying around them
Clew	Lower corner of the sail, closest to the stern
Close hauled	Sailing as close to the wind as you can; point of sailing to sail upwind
Cockpit	The open area in the boat providing space for the helm and the crew
Collision Regulations	The 'rules of the road' to avoid collisions
Compass Rose	The compass shown on a chart to aid navigation

Crew Helps the helmsman to sail the boat, and usually handles the jib sheets

Cutter A boat with two headsails or jibs

D

Dacron A brand of polyester sailcloth that is wrinkle-resistant and strong

Daggerboard The foil that sits below the hull to counteract the sideways push of the wind, and to create forward motion

Daggerboard Case The casing in the hull through which the daggerboard is pushed into place

Deck A floor-like surface occupying part of the hull

Deck Moulding A moulded deck

Downhaul Applies downwards tension to a sail

Downwind To sail in the direction that the wind is blowing

Drain Hole A hole in the hull from which trapped water can be drained

Draught The depth of the vessel below the surface

E

Ease To 'ease sheets' means to let the sail out gently

F

Foils The daggerboard and the rudder

Folding Launching Trolley A launching trolley that can be folded for easy stowage

Foot The bottom edge of a sail

Fore Towards the front of the boat

G

Gooseneck	The 'jaws' of the boom that clip onto the mast
Gunwhale	The top edge of the hull, that you sit on when leaning out to balance the boat
Gybe	To change tack by turning the stern of the boat through the wind.

H

Halyard	The rope used to hoist sails
Head	The top corner of a sail
'Head to Wind'	To point the bow in the direction that the wind is blowing from, causing the sails to flap
'Heave to'	To stop the boat by easing the main sheet and backing the jib
Heel	A boat 'heels' when it leans over due to the sideways force of the wind
Helm/Helmsman	The person who steers the boat, or another name for the tiller
Hull	The hollow, lower-most part of the boat, floating partially submerged and supporting the rest of the boat

I

'Into the Wind'	To point the bow in the direction that the wind is blowing from, causing the sails to flap
Inversion	A capsize where the boat turns upside down, or 'turtles'

J

Jammer	Another word for a cleat
Jib	The small sail in front of the mast
Jib Sheet	The rope used to control the jib

K

Kicking strap	The rope system that is attached to the base of the mast and the boom, helping to hold the boom down
Knot	A measurement of speed, based on one minute of latitude

L

Launching	To leave the slipway
Latitude	Imaginary lines running parallel round the globe from east to west. They help you measure position and distance on a chart.
Leech	The back edge of the sail
Leeward	The part of the boat furthest away from the direction in which the wind is blowing
Leeway	The amount of sideways drift caused by the wind
Leverage	The result of using crew weight as a 'lever' to counteract heel caused by the wind
Lie to	A way of stopping the boat temporarily by easing sheets on a close reach
Lifjacket	Unlike a buoyancy aid, a lifejacket will keep a person fully afloat with their head clear of the water
Longitude	Imaginary lines running round the globe from north to south, like segments of an orange. Used with lines of latitude to measure position and distance

Luff The front edge of the sail

M

Mainsail The largest sail on a boat

Mainsheet The rope used to control the mainsail

Mainsheet Bridle The rope runs across the transom of the boat, to which the mainsheet is attached

Mainsheet Centre Block The main block, usually fixed to the cockpit floor, through which the mainsheet passes

Man Overboard Recovery The act of recovering a 'man overboard' from the water

Mast The spar that the sails are hoisted up

Mast Lower Section The bottom section of a two-piece mast

Mast Plate The fitting on the deck that the mast fits into

Mast Top Section The top section of a two-piece mast

Meteorology The study of weather forecasting

Moor To tie the boat to a fixed object

Mylar A brand of strong, thin, polyester film used to make racing sails

N

National Sailing Federation Body that governs sailing in a nation. In the UK, this is the Royal Yachting Association

Navigation To find a way from one point to the other

Neap Tide Tides with the smallest tidal change

O

'Off the Wind' To sail in the direction that the wind is blowing

Outhaul The control line that applies tension to the foot of the sail, by pulling the sail along the boom

Outhaul Hook The fitting on the boom that hooks the eye at the back of the sail, and to which the outhaul is attached

P

Painter The rope at the bow used to tie the boat to the a fixed object

Pontoon A floating jetty to moor your boat to

Port The left-hand side of the boat, when facing forwards

R

RS Dealer A third-party who sells the RS range

Reach Sailing with the wind on the side of the boat

Reef To make the sails smaller in strong winds

Retaining Pin On a trolley, to hold the launching trolley to the road base

Road Base A trolley that you place your boat and launching trolley upon to trail behind a vehicle

Rowlocks U shaped fittings that fix onto the gunwale and holds your oars in position while rowing

Rowlock Holes The holes in the gunwhale into which the rowlocks fit

Rudder The foil that, when attached to the stern, controls the direction of the boat

Rudder Blade The large, rigid, thin part of the rudder

Rudder Downhaul The control line that enables you to pull the rudder into place

Rudder Pintle The fitting on the transom onto which the rudder stock fits

Rudder Stock	The top part of the rudder, usually including the tiller, into which the rudder blade fits, and which then attaches to the rudder pintle
Run	To 'run with the wind', or to sail in the direction that the wind is blowing

S

Safety-Boat Cover	Support boats, usually RIBs, in case of emergency
Sail	An area of material attached to the boat that uses the wind to create forward motion
Sailmaker	A manufacturer of sails
Sail Number	The unique number allocated to a boat, displayed on the sail when racing
Sail Pressure	A sail has 'pressure' when it is working with the wind to create motion
Sailing Regatta	An event that usually comprises of a number of sailing races
Shackle	A metal fitting for attaching ropes to blocks, etc.
Sheet	A rope that controls a sail
Shroud	The wires that are attached to the mast and the hull, holding the mast up
Side Safety Line	The line that runs along the side of the hull
Single Handed	To sail a boat alone
Soundings	The numbers on a chart showing depth
Spars	The poles, usually carbon or aluminium, to which the sail is attached
Spring Tide	The tides with the biggest range and strongest currents
Starboard.	The right-hand side of the boat, when facing forwards
Stern	The back of the boat
Stern Lifting Handles	The handles at the stern, used for lifting the boat

Stopper Knot	A form of knot used to prevent a rope from sliding through a fitting, such as a pulley or a cleat
T	
Tack	a) To change direction by turning the bow of the boat through the wind b) The bottom front corner of a sail
Tender	A small vessel, usually used to transport crew to a larger vessel
Tidal height	The depth of water above chart datum
Tidal range	The difference between the depth of water at low and high tide
Tidal stream	The direction in which the tide is flowing
Tiller	The stick attached to the rudder, used to steer the boat
Tiller Extension	A pole attached to the tiller to extend its reach, usually used when hiking
Toe Straps	The straps to tuck your feet under when you lean out to balance the boat.
Towing Line	A rope attached to the boat, used to connect to a towing vessel
Transit	An imaginary line between two fixed objects, used to ensure that you are staying on course
Transom	The vertical surface at the back of the boat
Trim	Keeping the boat level fore and aft
Trimaran	A boat with three hulls
Trolley	A wheeled structure, used to move the boat around on land
Trolley Supports	The part of the trolley in direct contact with the hull

U

'Under Weigh'	A term derived from the act of 'weighing' anchor, meaning to be in motion
Upwind	To sail against the direction in which the wind is blowing

W

Wetsuit	Neoprene sailing suit designed to keep you warm when wet
Windward	The part of the boat closest to the direction in which the wind is blowing

8. Useful Websites & Recommended Reading

RYA Go Sailing: Activity book for Young Sailors. ISBN 1-905104-36-7
RYA Go Sailing: A Practical Handbook For Young People. ISBN 9-781905-10-7
RYA Advanced Sailing Handbook. ISBN 1-905104-05-07
RYA National Sailing Scheme Syllabus and Logbook ISBN 0-901501-45
RYA Start Sailing Beginner's Handbook ISBN 0-901501-82-4

Royal Yachting Association www.rya.org.uk

RNLI – for help and advice about safety at sea – www.rnli.org.uk

RS Class Association and Manufacturers:

www.rs-association.com

www.rssailing.com

www.ldcsailing.com

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