

# RIGGING GUIDE

# RS

# Vareo



*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 Vareo, 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 Vareo 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 Vareo, 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 Vareo.

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.

Please keep this manual in a secure place and hand it over to the new owner if you sell the boat.

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

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**For details of your local RS Dealer, please visit [www.RSsailing.com](http://www.RSsailing.com)**

## 2 COMMISSIONING

### 2.1 Preparation

Your RS Vareo comes complete with all the components necessary to take the boat sailing. In order to commission it, you will need the following tools:

- Pliers, or a shackle key
- PVC Electrician's Tape

You may require other tools later, should you wish to make any setting or tuning adjustments to the boat or the rig. You will also need to tie some particular knots, such as a [bowline](#) or a [figure-of-eight](#). If you are unfamiliar with the knot, please see Appendix 9.3 Three Essential Knots.

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

Whilst your RS Vareo 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 regularly prior to sailing.

### 2.2 Rigging the Mast

Your RS Vareo mast will come almost ready to step with:

- The [main halyard](#) threaded.
- The [shrouds](#) fitted.

Therefore, all that is required is to thread the [gennaker halyard](#) (Competition Rig).

#### TOP TIP

As with all boats, it is a good idea to tape up any shackles and sharp objects that may rip the gennaker.

Take the [gennaker halyard](#) from where it exits on top of the [mast bridge](#) and thread it through the swivel block that is at the point where the [shrouds](#) attach to the [mast](#). Run the [gennaker halyard](#) back down to the base of the [mast](#).



## 2.3 Stepping the Mast

Before you step the **mast**, check that the **main halyard** and **gennaker halyard** ends are at the base of the **mast** and that the **shrouds** are securely attached and not twisted (especially where they are attached to the mast). Also, check that the bottom of the **mast well** is free from any debris and stand that will cause premature wear of the mast well.

The RS Vareo **mast** only requires one person to step it. However, if you are stepping it for the first time, or if it is windy, it would be wise to have another person with you in case of any difficulty.

1. Stand the **mast** upright beside the boat.
2. Lift the **mast** up and pass the base of the mast through the hole in the **mast bridge**.
3. Align the **kicker attachment eye** near the base of the mast up with the cut out at the front of the **mast bridge** hole.
4. Pass the **mast** down, until it reaches the bottom of the **mast well**. Now the mast will stand up by itself.
5. Clip the **shrouds** on to the **u-bolts** on the **gunwhales**.

### HINT

To make the shrouds easier to clip on, pull on the main halyard to bend the mast.

## 2.4 Rigging the Boom

First, shackle the **kicker cascade** to the rope strop on the forward-most eye on the **boom**, and attach the lower end to the short rope strop, supplied in the rope kit. This needs to be passed around the **mast** and through the metal eye on the front.

To thread the **mainsheet**:

1. Lead the **mainsheet** through the centre jammer cleat and ratchet block (making sure that the rope is threaded through the ratchet block the correct way, so that it 'grips' the rope when the sheet pulls out and runs freely when you pull the sheet in).

2. Lead the **mainsheet** through the **block** in the middle of the **boom**.
3. Thread the **mainsheet** into the **boom** through the forward slot on the underside, and back out of the **boom** through the aft slot on the underside.
4. Lead the **mainsheet** through the block at the aft end of the **boom**, and down through the top **block** on the **mainsheet bridle** across the **stern** of the boat.
5. Finally, pass the end of the **mainsheet** through the lacing eye at the end of the **boom** and secure with a stopper knot.

The **boom** will then fit onto the **gooseneck**. Simply line the pin on the **gooseneck** up with the hole in the forward end of the **boom** and push the **boom** on. It may be a tight fit at first but the **boom** must be pushed all the way flush with the welded washer on the **gooseneck**.

## 2.5 Hoisting the Mainsail

### TOP TIP

Only hoist the mainsail when you are ready to go afloat, as this will prolong the life of your sail and prevent any possible damage occurring while you are away from your boat.

To hoist the **mainsail**:

1. Unroll the **mainsail** and tie the **clew** to the **boom** using the clew stop rope tied around the **boom**.
2. Feed the **outhaul** through the **clew** of the **mainsail** and tie it back onto the bullseye at the end of the **boom**.
3. Tie the **main halyard** to the **head** of the **mainsail**, using a **bowline**.
4. Hoist the **mainsail** by pulling on the end of the **main halyard** that runs down the front face of the **mast**.
5. When the **mainsail** is hoisted to the top of the **mast**, cleat the **main halyard** in the cleat located on the front face of the **mast** at the top.
6. Clip the **Inglefield Clip** on the tail of the **main halyard** to the **Inglefield Clip** attached to the piece of shockcord on the deck near the base of the **mast**. This will hold the tail of the **main halyard** tight and stop it flapping around.
7. Finally coil up the tail of the **main halyard** and stow it in the small pocket sewn onto the **gennaker chute**.

## 2.6 Rigging the Gennaker

To rig the **gennaker**:

1. Take the **tack line** that emerges from the end of the **bowsprit**, and tie it to the **tack** of the **gennaker**.
2. Tie the end of the **gennaker halyard** that runs from the top of the **mast** to the **head** of the sail.
3. Take the tail end of the **gennaker halyard** that runs through the **gennaker chute** to the forward end, and pass it:
  - Through the first eyelet that is attached to the lower patch in the middle of the gennaker
  - Then through the middle eyelet that is sewn onto the middle patch of the gennaker
  - Finally tie the rope off to the loop of webbing on the top patch of the gennaker
4. Find the middle of the **gennaker sheet** by folding it in half.
5. Pass the middle of the **gennaker sheet** through the metal eye in the **clew** of the **gennaker**.
6. Pass the rest of the **gennaker sheet** through the loop and pull tight.
7. Thread the **gennaker sheet** through the **blocks** on the side decks and tie the two ends together.
8. Using the **gennaker downhaul**, pull the **gennaker** down into the **chute**.

### TOP TIP

Although it may be tempting to leave the gennaker in the chute, it is better if it is left to dry and folded properly if stored for long periods of time.

### HINT

It may be useful to tie the gennaker sheets together behind the mainsheet jammer base. This ensures that they are always within easy reach of the helm. If you are sailing with a crew, tie the gennaker sheet ends together forward of the mainsheet jammer, within easy reach of the crew.

## 2.7 Completion

### Rudder

The [rudderstock](#) simply drops on to the [pintle](#) and [gudgeon](#) on the [transom](#). Ensure that the [rudder-retaining clip](#) has located properly; it will 'click' in place. Check that the [rudder](#) is fitted correctly by simply lifting the [rudder](#) to see if it lifts off. Hold the rudder in the up position and tighten the [rudder bolt](#) to hold the rudder in position. The rudder may be stiff at first; this will ease up with use while still maintaining a positive, non-sloppy feel. When you have launched the boat, loosen the rudder bolt and pull the rudder down a fraction using the [rudder downhaul line](#). Sail off into deeper water. You will not be able to sail the boat hard as this will damage the rudder. When you are in deep enough water, pull hard on the [rudder downhaul line](#) and cleat it. Tighten the [rudder bolt](#) to take any play out. As things start to wear in, you will not have to ease off the rudder bolt.

### Daggerboard

The [daggerboard](#) simply slides into the [daggerboard case](#). Take care not to damage the tip of the daggerboard by hitting the bottom of the case. When the daggerboard has been lowered fully in deep water, clip the [daggerboard retaining elastic](#) onto the [rope handle](#), this will prevent the [daggerboard](#) rising up or being lost whilst sailing or in the event of a capsize or inversion.

## 3. SAILING HINTS

### 3.1 Introduction

The RS Vareo is a new breed of single-handed dinghy with an [asymmetric gennaker](#) – it will feel different to sail compared to many other boats. It will be a challenge to learn to sail the boat to its full potential, let alone handling the asymmetric gennaker. Therefore, you will find it a lot more enjoyable if your first few sails are in a moderate breeze to enable you to concentrate on sailing the boat and not just trying to survive. Most importantly, it will take you time to get used to the boat, as with any new boat. So, take your time and just enjoy your exciting new boat!

### 3.2 Tacking

[Tacking](#) the RS Vareo is much the same as any [single-handed](#) dinghy. Some tips to bear in mind are:

- Make sure that the boat is level and sailing as fast as possible before initiating the [tack](#).
- Be prepared to ease the [mainsheet](#) enough as the boat comes onto the new tack so that the boat does not heel or is blown [head to wind](#).

### 3.3 Gybing (mainsail only)

Always [gybe](#) with the boat sailing as fast as possible. In breezy conditions the [helmsman](#) should steer back into the [gybe](#) as the [boom](#) comes across, so that the boat is travelling straight [downwind](#) as the mainsail fills with wind on the new side.

### 3.4 Sailing with the Asymmetric Gennaker

Sailing with an asymmetric gennaker is where all similarity to existing single handers ends, and where the real fun begins! Don't be too hasty to get the kite up – it makes sense to have familiarised yourself with the boat and the angles of sailing downwind

when hoisting or dropping the kite. For the first trial, the wind should be no more than 10-12 knots.

## Hoisting the Gennaker

To hoist the **gennaker**, bear off onto a **broad reach** and ensure that there is plenty of room to **leeward**. Ease the **mainsheet** right out, so that the **boom** is nearly touching the **shroud**, and ensure that the **kicker** is eased as usual for downwind sailing. In most conditions, you should be able to stand up in the boat and steer with the **tiller** between your legs. Pull on the **gennaker halyard** to hoist the **gennaker** as quickly as possible. Once the **gennaker** is all the way up, sit back down on the **windward** side deck, pick up the **gennaker sheet** and pull tension on so that the wind fills the **gennaker**. Head up slightly to gain speed. You will probably need to grip the **gennaker sheet** in your tiller hand while you pull the **mainsheet** back in to the new point of sailing. For those of you familiar with asymmetric sailing, you will remember how important it is to ease the kite as far as possible, so that the **luff** is constantly on the verge of curling. An over-sheeted kite is such a killer to speed. Conversely, nothing will drop you in the drink faster than a collapsing kite – so forget the **mainsail** and stay sharply focused on the **luff** of the kite!

## Gybing

To **gybe** the **gennaker**, **bear off** while continually easing the **gennaker**. Put the **gennaker sheet** in your **tiller** hand and reach in to uncleat the **mainsheet**. The quicker you do this the better, as the boat will have slowed down and the **mainsheet** will have loaded up – you'll get to know this feeling and react to it faster each time! While sailing on a **broad reach**, pick up the **windward gennaker sheet** with your front hand and pull it in. This ensures that you are able to initiate the **gybe** as you **bear off** and while the **gennaker** is slightly hooked to **windward** at the **clew**. The **gennaker** should still be filling normally and helping to speed the boat into the **gybe**. As you initiate the **gybe**, step across the boat, pulling the new **gennaker sheet** in as far as you can to ensure that some wind remains in the **gennaker** throughout the manoeuvre, and avoiding a collapsing **gennaker**. Once you are on the new **gybe**, pull tension on the **gennaker sheet**, **head up** slightly, and pull in the **mainsheet**.

## **Dropping the Gennaker**

To drop the **gennaker**, **bear off** and ease the **mainsheet** exactly as you would when hoisting the **gennaker**. Stand up and steer with the **tiller** between your legs. Pick up the **gennaker downhaul** and pull in the slack. Release the **gennaker halyard** from the **cleat** and pull the **gennaker** down as fast as you can. Tidy the **gennaker sheets**.

# 4 MAINTENANCE

## 4.1 Boat Care

The RS Vareo is made using a GRP and coremat laminate. This is stiff and light, but will dent if subjected to point loading. The boat should be supported ashore on a recognised RS trolley and care must be taken when launching and recovering to avoid damage to the transom. When dealing with a marine environment, equipment gets wet, which in itself is not a problem. The problem starts when moisture is trapped for any length of time. The key, therefore, is to store the boat properly ashore. Water absorption could cause blistering and a raised fibre pattern.

### Keep your dinghy drained and well ventilated

- Ensure that the boat is stored with bow raised to allow any excess water to drain away.
- If leaving the under cover on the boat, ensure that the transom is open for drainage and that there is a hole below the daggerboard slot to allow water to drain.

### Wash with fresh water

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

Hull damage falls into three categories:

- **SERIOUS** – large hole, split, crack or worse. Don't be too distressed! Get the remnants back to RS Racing – most problems can be repaired.
- **MEDIUM** – small hole or split, gel crazing. 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 close to a heavily loaded point then a close examination should be made to ensure joints and laminate are fit for the prevailing conditions. Get the damage professionally repaired as soon as possible.

- **SMALL** – chips, scratching. This type of damage is not boat threatening, but polyester resin will absorb water over time and therefore the damaged area should be covered with a waterproof tape until the damage is fixed. The owner can repair this type of damage using the correct RS gel coat.

As with any modern sailing dinghy, the loads on blocks and ropes can be quite large. As part of your rigging and de-rigging each day you should check over every part of the boat for worn blocks and rope, twisted or bent shackle pins, and any other highly loaded parts.

### 4.3 Foil Care

The foils are manufactured 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 the foils should be inverted to allow water to drain through the holes in the top moulding.

Foils contain closed cell foam strips to ensure buoyancy at all times 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 then the aluminium should be polished with a wax polish e.g. car polish.

Nylon mouldings are maintenance free but can be replaced if damaged.

If you intend to travel a lot with the boat, then an RS padded rudder bag would be a worthwhile investment.

### 4.4 Spar Care

The mast, boom and bowsprit are aluminium tubing (with the exception of the top mast which is a composite section). Wash with fresh water as often as possible, both inside and out. Check all the riveted fittings and the masthead sheave on a regular basis for any signs of corrosion or wear.

## 4.4 Sail Care

The mainsail should be rolled and stored dry, out of direct sunlight. Dry the gennaker, fold it and store it in its bag.

When using a new sail for the first time, try to avoid extreme conditions because high loads on new sailcloth can diminish the racing life of the sail.

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

Repairs should be temporarily made using self-adhesive Dacron, Mylar, or gennaker repair tape (depending on sail type). The sail should be returned to a sail maker for a professional repair. Check for wear and tear, especially around the batten pockets and boltrope, on a regular basis.

## 5. WARRANTY

1. This warranty is given in addition to all rights given by statute or otherwise.
2. LDC Racing Sailboats 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 LDC Racing Sailboats. Any changes to the hull structure, deck structure, rig or foils without the written approval of LDC Racing Sailboats will void this warranty.
5. Warranty claims for materials or equipment not manufactured by LDC Racing Sailboats can be made directly to the relevant manufacturer. LDC Racing Sailboats warrants that these parts were installed correctly and according to the instructions provided by the manufacturer.
6. Warranty claims shall be made to LDC Racing Sailboats 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 LDC Racing Sailboats.
7. Upon approval of a warranty claim, LDC Racing Sailboats 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, LDC Racing Sailboats 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.

## 6. GLOSSARY

### A

Aft	At the back
Anchor Line	Rope that attaches the anchor to the boat
Astern	Behind the boat
Assymetric	Gennaker 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 at the side. 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 the wind strength, from Force 1 to Force 12
Beckett	A metal loop attached to the bottom of a block
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 the sail
Bow	The front of the boat
Bowline	A useful and reliable knot with a loop in it. See Appendix 9.3 Three Essential Knots
Bow Snubber	The part of the trolley that the bow rests on
Bowsprit	The pole that protrudes from the front of the hull, to which the gennaker is attached
Builder's Plate	Plate that contains build information
Bung	A stopper for the drain hole
Buoy	Floating object attached to the bottom of the 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 navigation chart, at the lowest possible state of the tide
Chute	The tube under the foredeck, in which the genneker is stored
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' employed to avoid collisions
Compass Rose	The compass shown on a chart to aid navigation
Crew	Helps the helmsman to sail the boat; usually handles the jib sheets

## 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
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## F

Figure-of-Eight Knot	A stopper knot. See Appendix 9.3 Three Essential Knots
Foils	The daggerboard and the rudder
Foot	The bottom edge of a sail
Fore	Towards the front of the boat
Furling Handle	A handle attached to the bottom of the mast, used for furling the mainsail

## **G**

Gennaker	A sail that is a cross between a genoa and a gennaker, hoisted when sailing downwind
Gennaker Downhaul	The rope used to pull the gennaker down
Gennaker Halyard	The rope used to pull the gennaker up
Gooseneck	The 'jaws' of the boom that clip onto the mast
Gooseneck Mast Collar	A collar on the mast, on which the gooseneck sits
Gunwhale	The top edge of the hull, that you sit on when leaning out to balance the boat
Gybe	To change direction by turning the stern of the boat through the wind

## **H**

Halyard	A 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
Head Sheave	A fitting that sits on the top of the mast, through which the main halyard is threaded
'Heave To'	To stop the boat by easing the mainsheet 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
Hoist	To pull a sail up
Horn Cleat	A type of cleat on which a rope is made fast by wrapping around the 'horn'
Hull	The hollow, lower-most part of the boat, floating partially submerged and supporting the rest of the boat

## **I**

Inglefield Clip	A hook-shaped clip which attaches to an identical hook-shaped clip
'Into the Wind'	To point the bow in the direction that the wind is blowing from, causing the sails to flap
Inversion	A capsizing 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 Cascade	The rope system that is attached to the base of the mast and to the boom, helping to hold the boom down
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Knot	A measurement of speed, based on one minute of latitude
Knot on Knot	A knot used to tie an end of rope to a sail or a fitting. See Appendix 9.3 Three Essential Knots

## L

Launching	To leave the slipway
Latitude	Imaginary lines running parallel round the globe from east to west. They are used in the measurement of position and distance on a navigation chart
Leech	The back edge of a sail
Leeward	The part of the boat that is furthest away from the direction in which the wind is blowing
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
Lifejacket	Unlike a buoyancy aid, a lifejacket will keep a person fully afloat with their head clear of the water
Lifting Handle	Handles located at the back of the boat, used when lifting
Longitude	Imaginary lines running round the globe from north to south, used with lines of latitude to measure position and distance
Luff	The front edge of a sail
Lull	When the wind briefly stops blowing as hard, there is a 'lull' in the wind

## M

Mainsail	The largest sail on a boat
Mainsail Clew Hook	The fitting that is attached to the sail slider on the boom, which holds the sail in place
Mainsheet	The rope used to control the mainsail
Mainsheet Bridle	The rope that runs across the transom of the boat, to which the mainsheet is attached
Mast Foot	The bottom of the mast
Mast Gate	The fitting that, when shut, holds the mast in place
Mast-Gate Pin	The pin that holds the mast gate shut
Mast Track	The groove that runs up the back of the mast into which the luff of the mainsail is fed
Mast Well	The 'well' in the hull in which the mast sits, sometimes referred to as the mast cup
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 sails are hoisted up
Mast Lower Section	The bottom section of a two-piece mast
Mast Top Section	The top section of a two-piece mast

Meteorology The study of weather forecasting  
Moor To tie a 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

## 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

## P

Painter The rope at the bow used to tie the boat to 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:  
Beam Reach: Point of sailing in which the wind is blowing towards the sail at 90°  
Broad Reach: Point of sailing between a beam reach and a run (sailing downwind)  
Close Reach: Point of sailing between a beam reach and a beat (sailing upwind). Sometimes referred to as a 'tight' reach

Reef To make the sails smaller in strong winds  
Reefing Eyes Metal eyelets in the mainsail that enable it to be reefed

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

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

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
Side Safety Line	The line that runs along the side of the hull
Single Handed	To sail a boat alone
Spars	The poles, usually carbon or aluminium, to which the sail is attached
Gennaker	A large sail, usually triangular, that is hoisted when sailing downwind
Starboard	The right-hand side of the boat, when facing forwards
Step	When mast has been installed in a boat, it has been 'stepped', or placed on the mast step
Stern	The back of the boat
Stern Lifting Handles	The handles at the stern, used for lifting the boat

## T

Tack	<ol style="list-style-type: none"><li>1. To change direction by turning the bow of the boat through the wind</li><li>2. The bottom front corner of the sail</li></ol>
Tack Bar	The metal bar situated at the front of the boat, onto which the tack of the jib is attached
Tack Bar Recess	Recess in the foredeck in which the tack bar is fitted
Tender	A small vessel, usually used to transport crew to a larger vessel
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
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 a boat around on land

## **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, sometimes called a 'beat' or 'beating against the wind'

## **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

# 7 APPENDIX

## 7.1 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](http://www.rya.org.uk)

RNLI – for help and advice about safety at sea – [www.rnli.org.uk](http://www.rnli.org.uk)

RS Class Association and Manufacturers:

[www.rs-association.com](http://www.rs-association.com)

[www.rssailing.com](http://www.rssailing.com)

[www.ldcrcingsailboats.co.uk](http://www.ldcrcingsailboats.co.uk)





## 7.3 Three Essential Knots

### Bowline

The bowline is a reliable knot used for tying a loop in rope. It is extremely strong when under load, and unties easily once free of load. Some people use the rhyme “the rabbit comes out of the hole, round the tree, and back down the hole” as a way of remembering how to tie a bowline.

Take the end of the piece of rope and assess how big a loop you require



Make a small loop in the rope



Take the tail and lead it up through the loop



Pass the tail around the standing rope



Thread the tail back through the loop, and tighten



## **Knot-on-Knot**

A 'knot-on-knot' is useful for tying the end of a rope to a sail or a fitting, and is particularly reliable due to the manner in which the rope binds upon itself.

Tie a single overhand knot in the end of the rope. Feed the rope through the sail or the fitting, and tie another overhand knot in the rope.



Pull the rope tight so that the rope binds on the original overhand knot.



## Figure-of-Eight

The 'figure-of-eight' knot is used as a stopper knot, preventing ropes from slipping through fittings. Like the bowline, the 'figure-of-eight' knot unties easily once free of load.

Make a loop in the end of the rope



Lead the tail underneath the standing end of the rope



Lead the tail of the rope back through the loop, and tighten

