

## **RS Aero Boat Specification Class Meeting Weymouth, Friday 28<sup>th</sup> August 2015 Conclusions & Update**

At the UK Nationals in Weymouth on Friday 28<sup>th</sup> August 2015 we had a 'Boat Specification' meeting between the RS Aero UK Class Association (Estonia & Holland also represented) and the Builder, Alex Newton-Southon of RS, and Designer, Jo Richards. This was one year into the new Class and the timing was right to discuss any issues, their resolution and progression going forwards.

Exactly 6 months on we have conclusions and an update on progress regarding the points raised from Alex. Alex's comments are in [BLUE](#);

### **Bolt Rope (i.e. thin bungy v1)**

Issue; The mainsail bolt rope had recently been improved to a bolt bungy in line with other modern designs to assist the downhaul easing easily. However the initial 'v1' bungy was suggested to be too thin and there was suggestion that the downhaul does not work uniformly

Plan agreed; Evaluate

Conclusion; Opted for wider diameter 'v2' bungy, recall available for retro fit on thin v1 bungy versions.

[Alex](#); Done. All new sails and implemented a recall program which has been very successful.

N.B. There has been positive feedback from the Class on this recall program

### **Spliced Halyard;**

Response/Plan; Some people struggle to get the knot through the top of the mast.

[Alex](#); Various solutions are being tested currently with the idea of implementing one of them within the next month as standard.

### **RS Aero Online Spares;**

Issue; RS Aero spares are not available online yet

Response/Plan; New RS website is being launched soon. The new site will include them.

Conclusion; RS Aero parts available via; <http://www.rssailingstore.com/Catalogue/Your-RS/RS-Aero> since November

[Alex](#); Actioned

### **Mainsheet Centre Jammer;**

Issue; There is a some demand and it would assist those coming from other classes who like it.

[Alex](#); In production, available mid April 2016

### **Some leaks;**

Plan; Continual evaluation

[Alex](#); Increased our checking for this area and implemented changes to insure this was resolved.

### **Suggestion of groove in rudder to lead downhaul rope;**

Issue; Rudder downhaul falls to side and snags in stock if you pull it rather than pushing the blade down.

[Alex](#); No action at present, few people have this problem, made a point that we could change the rope so it's less likely to flatten which would decrease the chance of it sliding down the stock.

### **Gooseneck downhaul knot slot;**

Issue; Overly loose, knot can fall out when downhaul is slack (simple fixes can easily resolve this).

Solution; Make the slot 1-2mm smaller

[Alex](#); Tooling has been changed though it will take some time to go through the old stock

### **Kicker lead via gooseneck;**

Issue; Too much friction, catches underside of boom

Solution; Upgrade gooseneck block fitting? Lower lead a few mm.

[Alex](#); Currently testing a solution

### **Rudder Pintles;**

Issue; An early issue with the metal failing where it entered the stock, likely due to sailors weight applied through tiller.

Alex; Spigot has now got thicker and tested.

### **Other items not mentioned at that meeting;**

On 1st Oct 2015 Alex Newton-Southon, Jo Richards, Peter Barton and North Sails and had a meeting at Gurnard with new v2 thick bolt bungee '7' & '9' sails to evaluate them. In addition to approving that bolt bungee, it was agreed;

#### **Mainsail Tack Strap;**

Issue; Some appear to be too tight, maybe due to different rigs requiring different lengths?

Plan agreed; Evaluate, consider returning to making them adjustable as per earlier boats

Conclusion; Opted for making adjustable, as per earlier boats

Alex; All new sails have been made adjustable with a datum line added.

#### **Mainsail Downhaul Cringle**

Issue; There have been a couple known incidences of the downhaul cringle pulling out under considerable downhaul tension.

Conclusion; Add webbing reinforcement as per head cringle as standard

Alex; All sails now come with webbing reinforcement there as standard.

#### **Mainsail Halyard Pocket**

Issue; If it was on the starboard side, same as the mast head cleat, it would be quicker to de-rig.

Conclusion; Move it to the starboard side

Alex; Actioned, moved to the starboard side as standard

#### **Lower Mast Mushroom;**

Issue; Why is it there?

Response; It is there to stop tack strap and thus the foot of the sail rising.

Conclusion; Leave it there

Alex; No Action

#### **Colour flashes on sails**

Issue; Rigs not easily identifiable at a glance to Race Committees, Competitors and Spectators.

Conclusion; Add colour flashes to the back of windows (9=pink, 7=yellow, 5=light blue, as per class. flags).

Using the windows allows this to be retro-fittable to used sails too by way of sticky back material.

Alex; Actioned and happening as standard.

#### **Leach tell tails;**

Issue; Overly long

Plan; Make them about half as long

Alex; Leach tell tails will be reduced in length.

### **Recent Items;**

#### **Flat Top Cover (Mast down)**

Issue; Some people may prefer this option for mast down storage and travel.

Alex; Prototype being trialled.

#### **RS Aero drinks bottle;**

Issue; The attachment method would benefit from being more capsized proof.

Suggestion; A taller drinks bottle with a narrow neck will be held in firmly in place by the toe strap bungee and this would also serve to raise the toe straps beneficially.

Alex; Drinks bottle changed, though it will take some time to go through the old stock.

#### **Trolley Identification - Stickers with Sail Numbers**

Issue; With 73 boats at the UK Nationals in 2015, all on identical or similar trolleys, there were problems finding the right trolley after sailing!

Plan; Produce stickers with sail numbers to go on trolleys.

Alex; Actioned, a sample has been received and approved. This will be a backing sticker with a set of digital '8's supplied. Similar to the sail numbers you can cut out the '8's to make your sail number and apply them to the backing sticker.

**Peter Barton**  
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**26<sup>th</sup> February 2016**