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Congratulations on the purchase of your new RS Aero 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 Aero is an exciting boat to sail and offers fantastic performance. This rigging guide has been compiled to help you to gain the maximum enjoyment from your RS Aero, 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 rigging guide carefully and be sure that you understand its contents before using your RS Aero.

This rigging guide 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 rigging guide in a secure place and hand it over to the new owner if you sell the boat.
Please also see Owners Manual for technical summary and Capsize recovery.

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

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Abbey Park
Romsey
Hants SO51 9DQ
Tel.: +44(0)1794 526760
Fax: +44(0)1794 278418
E-mail: www.info@rssailing.com
3. RS Aero Registration

We have introduced a new Boat Registration system for the Aero, which will be extremely important to help the Association communicate with owners, develop the Class, create strong events and take the Aero on to the next level.

RS Aero Boat Registration - how it works:

- It is free
- Owners go to the Association website, RSaerosailing.org – Boat Registration
- Enter your name & contact details, boat number, sailing club etc – Submit
- The Assoc emails back a pdf Registration Document (required for event entry – or for re-sale of the boat) and a password.
- When a boat is sold, the seller logs into the Boat Registration page on the site, using the password – and enters new owner details
- The new owner is sent an updated Registration Document.

The data is held by the Aero Class Association. By doing this we will transform the future strength of the Class and speed of growth.

Please play your part and ensure that the RS Aero registration is filled out fully and be part of the RS Aero revolution.
4. Commissioning

Preparation

Your RS Aero 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
- Small flat head screwdriver
- PVC electrician’s tape

It will take around 1 1/2 hours to prepare your Aero so make sure you allow plenty of time.

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

Whilst your RS Aero 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. Also regularly check the beam bolts are tight.
Unpacking

Having unpacked your RS Aero, 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. Please see contents page.

Unpack your Aero and place on a suitable gunwhale supported trolley. Avoid point loading the hull skins. Dispose of any packaging.

The Aero comes in a Tyvek production bag which is reuseable. It has padding on the deck so you can stack boats together if needed.

If you are trailing stacked boats we would recommend you put covers over the white production cover for protection as the Tyvek cover is quite delicate.
Rigging Guide

5. Hull

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
1. • Use cable ties supplied with pack to compress spring.

2. • Remove rigging link.

3. • Add spring washer to mainsheet block.

4. • Add the mainsheet block to eyelet on the toestrap.

5. • Snap the cable ties allowing the spring to elongate.
6 VANG CLEAT

6.

- Add the vang cleat.
- Push and slide forward until it clicks.

Push this tab to release

7 TRAVELLER SYSTEM

7.

- Use mainsheet traveller rope.
- Tie overhand knot in each end.

100mm
8.

**STARBOARD SIDE**

- Use outhaul rope.
- Pass through hole from underneath gunwhale.
- Pass through rear cleat.

9.

- Pass rope through front 20mm harken block (B) on port organiser.
- Pass through 16mm single block (A)
- Pass through rear 20mm harken block (C) going towards the other side of the boat.

10.

**PORT SIDE**

- Pass rope through front cleat.
- Pass rope through front hole in gunwhale.
11. PORT SIDE
   • Pass rope through the ring.
   • Pass along under gunwhale through barrels A and B.
   • Pass through front bullseye (C) around to the other side of the boat.

12. STARBOARD SIDE
   • Pass rope through the ring.
   • Pass along under gunwhale through barrels A and B.

13. • Tie the ends together as shown.
     • Cut and burn the tails.
14. **STARBOARD SIDE**

- Use downhaul rope.
- Pass through hole from underneath gunwhale.
- Pass through front cleat.

15. **PORT SIDE**

- Pass rope through front cleat.
- Pass rope through front hole in gunwhale.

- Pass rope through rear 20mm Harken block on starboard organiser.
- Pass rope through blocks as shown.

16. **PORT SIDE**

- Use front cleat

- Use rear cleat
17. **PORT SIDE**

- Pass rope through the ring.
- Pass along under gunwhale through barrels A and B.
- Pass through front bullseye (C) around to the other side of the boat.

18. **STARBOARD SIDE**

- Pass rope through the ring.
- Pass along under gunwhale through barrels A and B.

19.

- Tie the ends together as shown.
- Cut and burn the tails.
20. • Attach the tapered end of the downhaul tail onto the double block with a bowline.

• Tie an overhand knot in the other end of the rope.

21 - 22 ELASTIC TAKE-UPS

21. PORT SIDE

• Pass elastic through two rear holes A and B.

• Tie elastic to plastic rings.

22. STARBOARD SIDE

• Pass elastic through two rear holes A and B.

• Tie elastic to plastic rings.
23. **DAGGERBOARD ELASTIC**

- Pass elastic through front recess and tie figure of eight in the end.
- Tie plastic hook on other end with a bowline.

You may need to use a slot screwdriver to push the elastic through.

24. **MIDDLE TOESTRAP**

- Thread webbing (A) through buckle as shown. It may be quite tight.
- After going through the buckle, the webbing velcros back on top of the toestrap.
Rigging Guide

6. Mast

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
1. • Select the bottom section to suit the size of sail you wish to use.

• Ensure that the sleeve and the inside of the tube are clean and free of sand. Aero rigs are designed with a tight engineering tolerance on the sleeve.

Ensure the tubes are aligned and push together. (The first part is often the hardest due to misalignment). If the tubes are hard to push together spray with marlube or a similar product.

2. Halyard

• Add plastic bobble to halyard.

Halyard tail

• Tie the thick and thin part of the main halyard together with a double sheet bend.

3. Halyard tail

4. • To keep things neat while stepping the mast you can add the main halyard and tail to the lower cleat.
5. MAKE SURE THERE ARE NO OVERHEAD POWER LINES
BE CAREFUL IN STRONG WINDS.
• Then step the mast in the boat.
MAKE SURE THE MAST STEP IS FULLY LOCATED.

6. • Add 40mm block to the dyneema loop at the base of the mast using the 5mm shackle.
Rigging Guide

7. Boom

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
You may need to use a flat head screwdriver to push the dyneema loop through the block and around the toggle.
7. Cow hitch on single block.

8. Cow hitch on single block with becket.

9. Fold vang strop, leaving one half 200mm longer than the other.

10. 200mm
11. Cow hitch

12. • Thread B through 40mm block

• Tie B onto 30mm block.
14.

When pulled tight all blocks should touch or strop on step 10 needs adjusting.

Before sailing hoist the sail and make final adjustments.

You may need to adjust it again after the rope has stretched.

16. VANG CONTROL LINE

- Tie one end of the vang control line onto the becket and thread through the blocks as shown.
- E goes through the gooseneck on item 17.
17.

- Take the tail of the vang coming from the single block and feed it through the starboard slot on the gooseneck, around the turning block and down the mast.

18.

- Feed the tail of the vang around the rear block on the starboard organiser (A) and through the vang cleat (B).
- Tie a figure of eight in the tail.
19. • Thread the outhaul through the port slot in the gooseneck.

AT ALL TIMES MAKE SURE THERE IS A KNOT AT THE END OF THE LINE TO PREVENT LOSING IT UP INSIDE THE BOOM.

20. • Push boom to clip on. It will click into position.

To remove again tug sharply backwards.

21. • Tie a figure of eight in one end of the mainsheet.

• Feed the other end through the centre hole of the 40mm block on the mainsheet traveller and then thread through the blocks as shown.

• Tie a figure of eight in the other end of the mainsheet with just enough slack that the boom can go to 90°.
Rigging Guide

8. Sails

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
1.

- Unroll sail.
- Add the clew boom strop over the rear end of the boom.
- Addouthaul rope through clew ring or strop.

2.

⚠️ Check there are no twists around the mast.

- Attach the main halyard to the sail.

3.

⚠️ Make sure battens have been tightened.

⚠️ Make sure the boat is head to wind.
4. • Hoist the main halyard.

5. • Cleat the main halyard in the cleat on the starboard side of the top mast.

6. • Feed the main halyard tail around the mushroom on the mast.

7. • Cleat the halyard tail in the cleat on the front of the mast and tidy into pocket on sail.

8. • Feed the downhaul through the eye on the tack of the sail from starboard to port and tie an overhand knot.

   • The knot jams in the slot on the port side of the gooseneck.

   The downhaul must go inside the tack strap.
Rigging Guide

9. Foils

TOOLS NEEDED: • Flat head screwdriver

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
1. Using a flat head screwdriver, remove the bolt from the rudder stock.

2. Add the rudder blade to the stock and bolt in place.
   
   It is important to make sure enough friction is added.

3. Feed the rudder downhaul line through the stock as shown and add 20mm block with bowline.

4. Add rudder downhaul tail.
5. 
• Add tiller extension.

6. 
• Attach rudder to boat.
PUSH BLUE TAB TO RELEASE

7. 
Rudder blade can rotate fully.

8. 
When sailing, rudder downhaul tail goes to rear cleat.
Rigging Guide

10. Preparation and care

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
1. Sail numbers should be supplied with each sail.

![Sail numbers example](image)

- Cut along dotted lines to form the correct sail numbers.

2. The 9, 7 and 5 sails are all similar. Unroll your new sail. Stick the sail numbers on sail, higher on the starboard side of the sail than the port, in the positions marked by the faint pencil lines.

NUMBERS MUST BE PLACED HIGHER ON THE STARBOARD SIDE.

3. Leave a gap of 60mm between numbers and/or letters on the 7 and 9 sails, and a gap of 45mm on the 5 sail.
4. There are also faint lines on the sail to show where to place the national letters (although these are optional and not supplied as standard.)

- Batten key should be on clew of sail.

Check the inboard ends of the battens are positively located in the inboard plastic end fitting. To tension, turn the key clockwise until the cloth becomes just tight. If it is over tightened you will have trouble tacking the head of the sail in light weather. Insufficient tension and the sail will set up too flat with wrinkles running down from the head.

SAIL CARE

Wash salt off sails after use and dry. Roll from the head. It is easier to fold the head in (as shown) so the top of the battens coincide before starting rolling. Store sail in its bag in dry conditions away from sunlight. Although the sail is made from a quality high denier fabric it is best to slightly slacken the top 2 battens' tension for long term storage.

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. Check for wear and tear, especially around the batten pockets, on a regular basis.
STACKING
1. Remove the vang cleat.

2. Put all rigging still attached to the boat in the mast step so it doesn’t come between the boats.

3. Either use the white production cover as this has padding, or add padding in these areas.

4. The RS Aero is designed to be stacked.
   - Make sure the bows locate.
   - Do not stack more than 7 boats.

MAST BAG
1. Clip the bag shut
2. Close lid
3. Place boom on top.

HOW TO REPLACE A DYNEEMA LOOP IN MAST OR BOOM.
1. There is no need to remove the endcap from the mast or boom.
FOIL CARE

RS Aero Rudder blades are manufactured from epoxy glass and carbon fibre and contain closed cell foam to ensure buoyancy and limit potential water ingress.

Foil should be rinsed with fresh water after use.

If you are going to trail your boat frequently, you may wish to invest in an RS Sailing padded rudder bag. This will protect your RS Aero from any damage caused by the foil.

SPAR CARE

The mast is made from carbon fibre. 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.

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.
Rigging Guide

11. Breather and drainage holes

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
Breather hole - DO NOT BLOCK

Drainage hole - DO NOT BLOCK

Drainage hole - DO NOT BLOCK
Rigging Guide

12. Optional fittings

PLEASE FOLLOW ASSEMBLY GUIDE IN THE CORRECT ORDER
MAINSHEET CLEATS (optional)

TOOLS REQUIRED:

- Drill
- 2.5mm drill bit
- Countersink
- Pozidrive screwdriver

CONTENTS:

- 2 x mainsheet cleats
- 2 x thick cleat base
- 4 x screws

1. 

- Place the thicker base plate on the deck with it’s undergrooves pointing inboard. It is positioned in the gap in the non-skid. There is a wooden block underneath.

2. 

- Tie a piece of line to the mainsheet ratchet block attachment eye and hold it across the cleat position. Ensure that the base plate is at right angles to this line.

3. 

- Drill 2 holes using a 2.5mm drill bit.
- Use a countersunk bit to remove a small amount of gelcoat from around the 2.5mm holes.

4. 

- Replace the thin red harken cleat base plates with the slightly thicker plates provided.
5.

- Squeeze some sealant into the holes, then screw the cleats to the deck with the 2 inch 8 gauge pan-head self-tappers provided. Check the screws have not been overtightened and the cams move freely. Wipe any excess sealant off with white spirit.

⚠️ Make sure cleat opens outwards.

⚠️ If overtightened the jaws may not close properly.

COMPASS BRACKET (optional)

1. • Clip the compass bracket onto the button.

2. • Feed the vang tail through the compass bracket and tie a figure of eight in the end.
JC STRAP (optional)

Contents:

1 x string

1 x elastic

1 x 30mm block

2 x plastic clip

1. • Attach 30mm block to bow eye with string.

2. • Feed the elastic through the block and tie a plastic clip on each end with a bowline.

3. • Run the two ends of the JC strap around the outside of the mast (one to port, one to starboard) and clip both ends onto the single dyneema loop on the boom.

⚠️ The JC strap must pass outside of all other rigging.
WIND INDICATOR (optional)

Contents:

- There should already be a fitting like this attached to your topmast so this part is not required and can be discarded.

- Clip the 2 parts of the wind indicator together

- Clip the wind indicator into the plastic fitting on the top mast.
EXAMINATION REPORT

We hereby certify that the product below manufactured by

RS Sailing
19 Premier Way, Abbey Park - ROMSEY SO51 9DQ - GREAT BRITAIN

Recreational Craft
RS AERO

Scope
Module type
Boat type
Boat design category
Length of hull [m]
Beam of hull (Craft) [m]
Draught, maximum [m]
Loaded displacement mass [kg]
Number of persons recommended
Maximum recommended load [kg]
Certificate number

Design & Construction
Aa
Sail
C or D
4.00
1.40
0.87
155 or 190
1 or 2
125 or 160
BRSSA003

meets the requirements of the Recreational Craft Directive 94/25/EC as amended by 2005/44/EC in accordance with the Essential Safety Requirements 3.2 for Stability and Freeboard and 3.3 for Buoyancy and Flotation

References to the relevant standard(s) used are given on the Declaration of Conformity

This certificate is valid for craft identified as 2014 or 2015 model

NBN EN45011 accredited organisation - Certificate No 228-PROD
14. SAILING HINTS

14.1 Introduction

The RS Aero is a very rewarding boat to sail – to fully appreciate its handling, you should be comfortable with the basic techniques of sailing small dinghy. If you lack confidence or feel that a refresher is in order, there are many approved sailing schools which use the RS aero. See www.rya.org.uk for more information, or follow the link from www.rssailing.com to find your local RS Academy.

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.

14.2 Launching

⚠️ BEFORE LAUNCHING YOU MUST READ THE OWNERS’ MANUAL. ⚠️

With the sails fully hoisted, attach the rudders 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.

⚠️ ENSURE THAT THE BUNG IS IN AND TIGHT! ⚠️

The daggerboard case is fitted with a soft bearing strip on each side to provide enough friction to position the board while sailing, however we strongly advise that the board is always connected to the boat using the plastic hook and elastic provided, which is attached to the deck fitting on the port side of the mast.

TOP TIP

If the tide is coming in as you launch, make sure that you leave the trolley far enough up the beach that it will not be swept away.
14.3 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 push gently on the tiller to lower some of the rudder blade and dagger board. Then, s/he may instruct the crew to push the bow off the wind and climb in.

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 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 and daggerboard fully. 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. Pull the sail in and you are away! Put the tail of the rudder downhaul in the cleat as per item 8.8.

For the best performance, you should ensure that you and your crew position yourselves 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.

---

14.4 Capsize

In the event of capsize the buoyant topmast will usually prevent total inversion. The Aero rights so easily that it is often not possible to climb onto the centreboard before the boat rights leaving the helm in the water on the windward side of the boat. The Aero is so light it is possible to man-handle the boat from in the water somewhat like a sailboard. Position the boat on a beam reach and climb aboard. Due to the light boat weight it is possible to capsize the boat back on top of oneself in spite of the form stability. This can be counteracted with a little mainsheet tension somewhat like water starting a sailboard. If you find it is still difficult to climb over the windward side, work your way aft holding the gunwhale and climb in over the windward side of the stem.
14.5 Sailing Close-Hauled and Tacking

The Downhaul should be firmly tensioned for upwind sailing. 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 boat. 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.

14.6 Sailing Downwind and Gybing

When sailing downwind, you could reduce the amount of downhaul on the mainsail. To gybe, pull the tiller towards you and, as the boat starts to turn, step across the boat facing forward. Once the boat has completed the turn, pass the tiller back into the centre before sitting down on the new side, with the tiller extension behind your back. Often, the Sail 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 mainsail 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.
15. 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.
16. 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

![Image of making a small loop in the rope]

Make a small loop in the rope

![Image of taking the tail and leading it up through the loop]

Take the tail and lead it up through the loop

![Image of passing the tail around the standing rope]

Pass the tail around the standing rope

![Image of threading the tail back through the loop and tightening]

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
## 17. Glossary

### A

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft</td>
<td>At the back</td>
</tr>
<tr>
<td>Anchor Line</td>
<td>Rope that attaches the anchor to the boat</td>
</tr>
<tr>
<td>Astern</td>
<td>Behind the boat</td>
</tr>
<tr>
<td>Asymmetric</td>
<td>Gennaker flown from a retractable pole at the bow</td>
</tr>
</tbody>
</table>

### B

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Back</td>
<td>To 'back the sail'; allowing the wind to fill the back of the sail</td>
</tr>
<tr>
<td>Bailer</td>
<td>A bucket or other container used for bailing water</td>
</tr>
<tr>
<td>Batten</td>
<td>A thin strip of wood/plastic inserted in the sail to keep it flat</td>
</tr>
<tr>
<td>Batten Key</td>
<td>A key used to adjust the batten</td>
</tr>
<tr>
<td>Batten Pocket</td>
<td>A pocket on the sail that holds the batten</td>
</tr>
<tr>
<td>Beam</td>
<td>Width of the boat at the widest point of the side of the boat.</td>
</tr>
<tr>
<td></td>
<td>The phrase 'wind on the beam' means that the wind is coming from the side.</td>
</tr>
<tr>
<td>Bear away</td>
<td>To turn downwind</td>
</tr>
<tr>
<td>Beat</td>
<td>To sail a zig-zag course to make progress upwind</td>
</tr>
<tr>
<td>Beaufort Scale</td>
<td>A measure of wind strength, from Force 1 to Force 12</td>
</tr>
<tr>
<td>Bilge Rail</td>
<td>The moulded line that marks the transition from the side to the bottom of</td>
</tr>
<tr>
<td></td>
<td>the hull</td>
</tr>
<tr>
<td>Block</td>
<td>A pulley used for sail control lines</td>
</tr>
<tr>
<td>Boom</td>
<td>The spar at the bottom edge of sail</td>
</tr>
<tr>
<td>Boom Pad</td>
<td>The pad that fits onto the boom</td>
</tr>
<tr>
<td>Bow</td>
<td>The front of the boat</td>
</tr>
<tr>
<td>Bow Lifting Handle</td>
<td>The handle at the front of the boat, used for lifting</td>
</tr>
<tr>
<td>Bowline</td>
<td>A useful and reliable knot, with a loop in it</td>
</tr>
<tr>
<td>Bow Snubber</td>
<td>The part of the trolley that the bow rests on</td>
</tr>
<tr>
<td>Builder's Plate</td>
<td>Plate that contains build information</td>
</tr>
<tr>
<td>Bung</td>
<td>A stopper for the drain hole</td>
</tr>
</tbody>
</table>
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

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

Centreboard Case
The casing in the hull in which the centreboard sits

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

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
<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draught</td>
<td>The depth of the vessel below the surface</td>
</tr>
<tr>
<td>E</td>
<td>To 'ease sheets' means to let the sail out gently</td>
</tr>
<tr>
<td>Fairlead</td>
<td>A pulley block used to guide a rope to avoid chafing</td>
</tr>
<tr>
<td>Foils</td>
<td>The daggerboard and the rudder</td>
</tr>
<tr>
<td>Foot</td>
<td>The bottom edge of a sail</td>
</tr>
<tr>
<td>Fore</td>
<td>Towards the front of the boat</td>
</tr>
<tr>
<td>Forestay</td>
<td>The wire line that runs from the front of the mast to the bow of the hull, holding the mast in position</td>
</tr>
<tr>
<td>Furl</td>
<td>To gather a sail into a compact roll and bind it against the mast or forestay</td>
</tr>
<tr>
<td>Gennaker</td>
<td>A large sail that is hoisted when sailing downwind</td>
</tr>
<tr>
<td>Gennaker Chute</td>
<td>Webbing pocket in which the gennaker is stowed when not hoisted</td>
</tr>
<tr>
<td>Gennaker Pole</td>
<td>The sprit that protrudes from the front of the hull, to which the tack of the gennaker is attached</td>
</tr>
<tr>
<td>Gnav Bar</td>
<td>Bar that sits between the mast and the boom, performing the same function as a kicking strap</td>
</tr>
<tr>
<td>Gnav Control Line</td>
<td>Line that applies and releases tension to the gnav</td>
</tr>
<tr>
<td>Gooseneck</td>
<td>The 'jaws' of the boom that clip onto the mast</td>
</tr>
<tr>
<td>Gunwhale</td>
<td>The top edge of the hull, that you sit on when leaning out to balance the boat</td>
</tr>
<tr>
<td>Gybe</td>
<td>To change tack by turning the stern of the boat through the wind.</td>
</tr>
<tr>
<td>Halyard</td>
<td>The rope used to hoist sails</td>
</tr>
<tr>
<td>Halyard Bag</td>
<td>Bag attached to the hull, in which the halyards can be stowed</td>
</tr>
<tr>
<td>Head</td>
<td>The top corner of a sail</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>‘Head to Wind’</td>
<td>To point the bow in the direction that the wind is blowing from, causing the sails to flap</td>
</tr>
<tr>
<td>‘Heave to’</td>
<td>To stop the boat by easing the main sheet and backing the jib</td>
</tr>
<tr>
<td>Heel</td>
<td>A boat ‘heels’ when it leans over due to the sideways force of the wind</td>
</tr>
<tr>
<td>Helm/Helmsman</td>
<td>The person who steers the boat, or another name for the tiller</td>
</tr>
<tr>
<td>Hoist Block</td>
<td>Block behind which the gennaker halyard is pulled when hoisting the gennaker</td>
</tr>
<tr>
<td>Hull</td>
<td>The hollow, lower-most part of the boat, floating partially submerged and supporting the rest of the boat</td>
</tr>
<tr>
<td>'Into the Wind'</td>
<td>To point the bow in the direction that the wind is blowing from, causing the sails to flap</td>
</tr>
<tr>
<td>Inversion</td>
<td>A capsize where the boat turns upside down, or ‘turtles’</td>
</tr>
<tr>
<td>Jammer</td>
<td>Another word for a cleat</td>
</tr>
<tr>
<td>Jib</td>
<td>The small sail in front of the mast</td>
</tr>
<tr>
<td>Jib Sheet</td>
<td>The rope used to control the jib</td>
</tr>
<tr>
<td>Kicking strap</td>
<td>The rope system that is attached to the base of the mast and the boom, helping to hold the boom down</td>
</tr>
<tr>
<td>Knot</td>
<td>A measurement of speed, based on one minute of latitude</td>
</tr>
<tr>
<td>Launching</td>
<td>To leave the slipway</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Latitude</td>
<td>Imaginary lines running parallel round the globe from east to west. They help you measure position and distance on a chart.</td>
</tr>
<tr>
<td>Leech</td>
<td>The back edge of the sail</td>
</tr>
<tr>
<td>Leeward</td>
<td>The part of the boat furthest away from the direction in which the wind is blowing</td>
</tr>
<tr>
<td>Leeway</td>
<td>The amount of sideways drift caused by the wind</td>
</tr>
<tr>
<td>Leverage</td>
<td>The result of using crew weight as a ‘lever’ to counteract heel caused by the wind</td>
</tr>
<tr>
<td>Lie to</td>
<td>A way of stopping the boat temporarily by easing sheets on a close reach</td>
</tr>
<tr>
<td>Lifejacket</td>
<td>Unlike a buoyancy aid, a lifejacket will keep a person fully afloat with their head clear of the water</td>
</tr>
<tr>
<td>Longitude</td>
<td>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</td>
</tr>
<tr>
<td>Lower Furling Unit</td>
<td>The fitting at the bottom of the forestay that enables the jib to be furled</td>
</tr>
<tr>
<td>Luff</td>
<td>The front edge of the sail</td>
</tr>
<tr>
<td></td>
<td><strong>M</strong></td>
</tr>
<tr>
<td>Mainsail</td>
<td>The largest sail on a boat</td>
</tr>
<tr>
<td>Mainsail Clew Slug</td>
<td>The fitting that sits in the track on the boom, to which the clew of the mainsail is attached</td>
</tr>
<tr>
<td>Mainsheet</td>
<td>The rope used to control the mainsail</td>
</tr>
<tr>
<td>Mainsheet Bridle</td>
<td>The rope runs across the transom of the boat, to which the mainsheet is attached</td>
</tr>
<tr>
<td>Mainsheet Centre Block</td>
<td>The main block, usually fixed to the cockpit floor, through which the mainsheet passes</td>
</tr>
<tr>
<td>Man Overboard Recovery</td>
<td>The act of recovering a ‘man overboard’ from the water</td>
</tr>
<tr>
<td>Mast</td>
<td>The spar that the sails are hoisted up</td>
</tr>
<tr>
<td>Mast Foot</td>
<td>The bottom of the mast</td>
</tr>
<tr>
<td>Mast Gate</td>
<td>Fitting which closes across the front of the mast at deck level, holding the mast in place</td>
</tr>
</tbody>
</table>
Mast Lower Section: The bottom section of a two-piece mast
Mast Step: 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
Outboard Bracket Kit: Bracket which enables an outboard engine to be attached to the transom
Outboard Engine: Small portable engine that attaches to the transom
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 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
<table>
<thead>
<tr>
<th>Word</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reef</td>
<td>To make the sails smaller in strong winds</td>
</tr>
<tr>
<td>Retaining Pin</td>
<td>On a trolley, to hold the launching trolley to the road base</td>
</tr>
<tr>
<td>Road Base</td>
<td>A trolley that you place your boat and launching trolley upon to trail behind a vehicle</td>
</tr>
<tr>
<td>Rowlocks</td>
<td>U shaped fittings that fix onto the gunwale and holds your oars in position while rowing</td>
</tr>
<tr>
<td>Rowlock Holes</td>
<td>The holes in the gunwhale into which the rowlocks fit</td>
</tr>
<tr>
<td>Rudder</td>
<td>The foil that, when attached to the stern, controls the direction of the boat</td>
</tr>
<tr>
<td>Rudder Blade</td>
<td>The large, rigid, thin part of the rudder</td>
</tr>
<tr>
<td>Rudder Downhaul</td>
<td>The control line that enables you to pull the rudder into place</td>
</tr>
<tr>
<td>Rudder Pintle</td>
<td>The fitting on the transom onto which the rudder stock fits</td>
</tr>
<tr>
<td>Rudder Stock</td>
<td>The top part of the rudder, usually including the tiller, into which the rudder blade fits, and which then attaches to the rudder pintle</td>
</tr>
<tr>
<td>Run</td>
<td>To 'run with the wind', or to sail in the direction that the wind is blowing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Word</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety-Boat Cover</td>
<td>Support boats, usually RIBs, in case of emergency</td>
</tr>
<tr>
<td>Sail</td>
<td>An area of material attached to the boat that uses the wind to create forward motion</td>
</tr>
<tr>
<td>Sailmaker</td>
<td>A manufacturer of sails</td>
</tr>
<tr>
<td>Sail Number</td>
<td>The unique number allocated to a boat, displayed on the sail when racing</td>
</tr>
<tr>
<td>Sail Pressure</td>
<td>A sail has 'pressure' when it is working with the wind to create motion</td>
</tr>
<tr>
<td>Sailing Regatta</td>
<td>An event that usually comprises of a number of sailing races</td>
</tr>
<tr>
<td>Shackle</td>
<td>A metal fitting for attaching ropes to blocks, etc.</td>
</tr>
<tr>
<td>Shackle Key</td>
<td>Small key used to undo tight shackles</td>
</tr>
<tr>
<td>Sheet</td>
<td>A rope that controls a sail</td>
</tr>
<tr>
<td>Shroud</td>
<td>The wires that are attached to the mast and the hull, holding the mast up</td>
</tr>
<tr>
<td>Side Safety Line</td>
<td>The line that runs along the side of the hull</td>
</tr>
<tr>
<td>Single Handed</td>
<td>To sail a boat alone</td>
</tr>
<tr>
<td>Single-Line Reefing System</td>
<td>An efficient method of reefing with one line</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Slider</td>
<td>Sliding fitting on the boom to which the gnav bar is attached</td>
</tr>
<tr>
<td>Soundings</td>
<td>The numbers on a chart showing depth</td>
</tr>
<tr>
<td>Spars</td>
<td>The poles, usually carbon or aluminium, to which the sail is attached</td>
</tr>
<tr>
<td>Spreaders</td>
<td>Metal fittings attached to the mast which hold the shrouds out</td>
</tr>
<tr>
<td>Spring Tide</td>
<td>The tides with the biggest range and strongest currents</td>
</tr>
<tr>
<td>Starboard</td>
<td>The right-hand side of the boat, when facing forwards</td>
</tr>
<tr>
<td>Stern</td>
<td>The back of the boat</td>
</tr>
<tr>
<td>Stern Lifting Handles</td>
<td>The handles at the stern, used for lifting the boat</td>
</tr>
<tr>
<td>Stopper Knot</td>
<td>A form of knot used to prevent a rope from sliding through a fitting, such as a pulley or a cleat</td>
</tr>
<tr>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Tack</td>
<td>a) To change direction by turning the bow of the boat through the wind</td>
</tr>
<tr>
<td></td>
<td>b) The bottom front corner of a sail</td>
</tr>
<tr>
<td>Tack Bar</td>
<td>The bar at the bow of the hull, to which the tack of the jib is attached</td>
</tr>
<tr>
<td>Tack Line</td>
<td>The rope that emerges from the front of the gennaker pole, to which the tack of the gennaker is attached</td>
</tr>
<tr>
<td>Tender</td>
<td>A small vessel, usually used to transport crew to a larger vessel</td>
</tr>
<tr>
<td>Tidal height</td>
<td>The depth of water above chart datum</td>
</tr>
<tr>
<td>Tidal range</td>
<td>The difference between the depth of water at low and high tide</td>
</tr>
<tr>
<td>Tidal stream</td>
<td>The direction in which the tide is flowing</td>
</tr>
<tr>
<td>Tiller</td>
<td>The stick attached to the rudder, used to steer the boat</td>
</tr>
<tr>
<td>Tiller Extension</td>
<td>A pole attached to the tiller to extend its reach, usually used when hiking</td>
</tr>
<tr>
<td>Toe Straps</td>
<td>The straps to tuck your feet under when you lean out to balance the boat.</td>
</tr>
<tr>
<td>Top Furling Unit</td>
<td>Fitting at the top of the forestay which enables the jib to be furled</td>
</tr>
<tr>
<td>Towing Line</td>
<td>A rope attached to the boat, used to connect to a towing vessel</td>
</tr>
<tr>
<td>Transit</td>
<td>An imaginary line between two fixed objects, used to ensure that you are staying on course</td>
</tr>
<tr>
<td>Transom</td>
<td>The vertical surface at the back of the boat</td>
</tr>
<tr>
<td>Trim</td>
<td>Keeping the boat level fore and aft</td>
</tr>
<tr>
<td>Trimaran</td>
<td>A boat with three hulls</td>
</tr>
<tr>
<td>Trolley</td>
<td>A wheeled structure, used to move the boat around on land</td>
</tr>
<tr>
<td>Trolley Supports</td>
<td>The part of the trolley in direct contact with the hull</td>
</tr>
<tr>
<td><strong>U</strong></td>
<td><strong>W</strong></td>
</tr>
<tr>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>‘Under Weigh’</td>
<td>Wetsuit</td>
</tr>
<tr>
<td>A term derived from the act of ‘weighing’ anchor, meaning to be in motion</td>
<td>Neoprene sailing suit designed to keep you warm when wet</td>
</tr>
<tr>
<td>Upwind</td>
<td>Windward</td>
</tr>
<tr>
<td>To sail against the direction in which the wind is blowing</td>
<td>The part of the boat closest to the direction in which the wind is blowing</td>
</tr>
</tbody>
</table>