LDC 2000

Rigging Guide

CONTENTS

1. INTRODUCTION

Congratulations on the purchase of your new LDC 2000 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 LDC 2000 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 LDC 2000, 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 LDC 2000. For safety information concerning the CE certification please refer to the Owners Manual provided with the boat.

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

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

2. LDC 2000 TECHNICAL DATA

Length Overall (LOA):	4.44 m	14’7”
Beam:	1.77 m	5’ 9”
Hull Weight:	130 kg	275 lb
Mainsail:	8.66 m^2	93.2ft^2
Jib:	3.04 m^2	32.72ft^2
Gennnaker:	10.12 m^2	108.93ft^2

3. COMMISSIONING

3.1 Preparation

Your LDC 2000 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-bladed screw driver
- Small Pozidrive screwdriver (PZ 2)
- 8mm Spanner
- PVC electrician's tape

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

Whilst your LDC 2000 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.

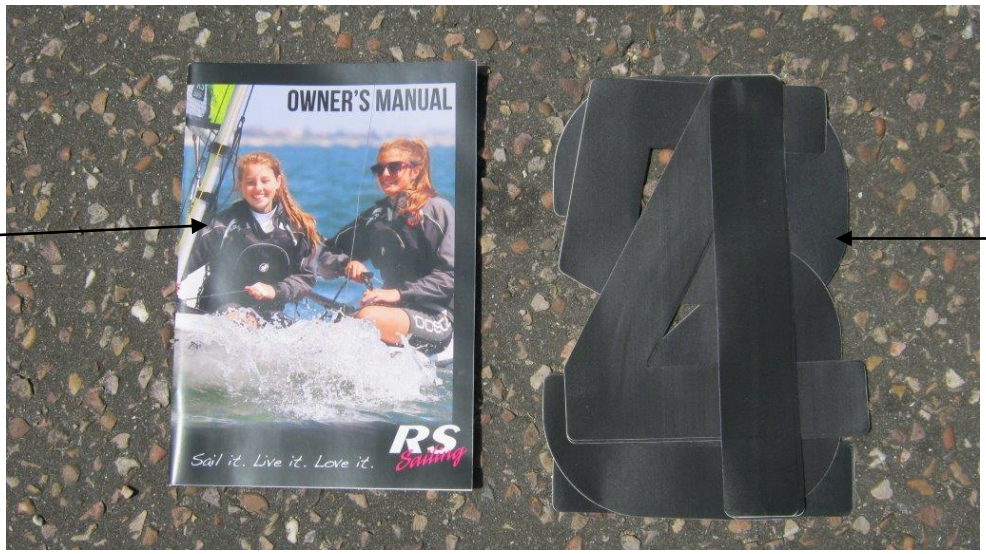
3.2 Unpacking

Having unpacked your LDC 2000, 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 LDC 2000 hull
- 1 x mast
- 1 x boom
- 1 x rudder and rudder stock, with tiller extension
- 1 x main sail
- 1 x jib
- 1 x gennaker
- 1 x rope pack – consisting of:


Hull
Boom
Mainsail
Mast
Rope pack
Rudder Assembly
Owner's Manual
Sail Numbers


Jib Sheet
Spini Sheet
Mainsheet


Owner's manaul
OWNER'S MANUAL
Sail it. Live it. Love it.
RS Sailing
Sail Numbers

3.3 Rigging the Mast

To complete this section you will require:

- The mast
- A flat-bladed screw driver, pozidrive screwdriver and a 8mm spanner

Fitting the Spreaders

It is worth taking time to ensure that this section is completed correctly. Improperly fitted spreaders will result in strange sailing characteristics, and may even result in failure of the mast.

1. Carefully unpack the spreaders from the top of the mast, being sure not to damage or lose any of the securing split rings.

2. Unwind the shrouds and forestay from around the mast, and unwrap from the packaging.

3. Connect the Shrouds to the lower key hole in the mast

4. To fit the spreaders inboard end, refer to the table below and the Selden Vernier Adjustment Instructions page.

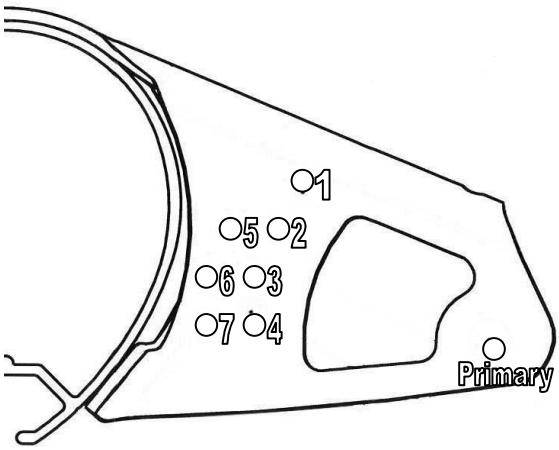
Note: This is a starting place for rig settings. It will provide the mast with sufficient support for general sailing. Contact Class Association members for more detailed settings for racing.

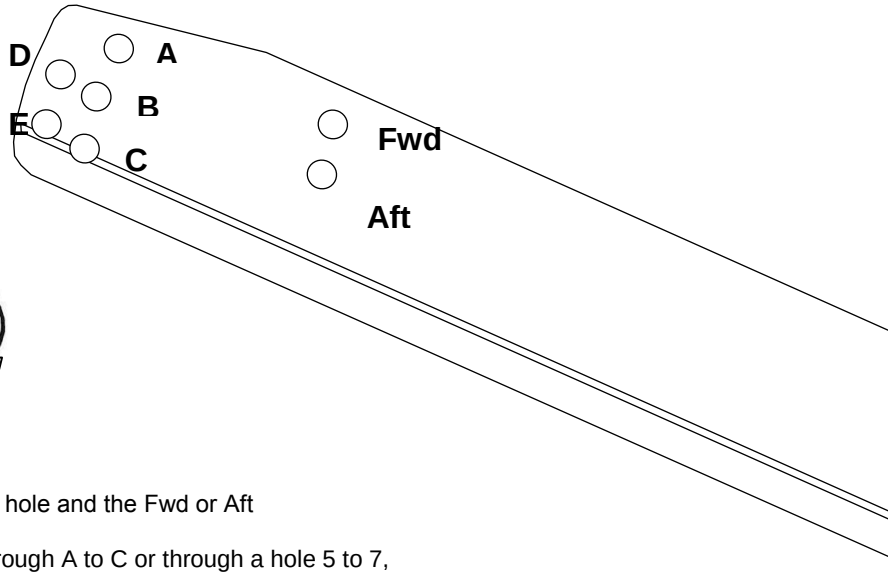
Class	Bracket Connection Pin		Outer End		
	Primary	Adjuster	End cap pos'n	Wire Dia.	Visible Holes
LDC 2000	Aft	1A	Aft	3.0mm	0

5. Adjust the spreader outboard end and shroud according to the table and the Selden Instructions page.

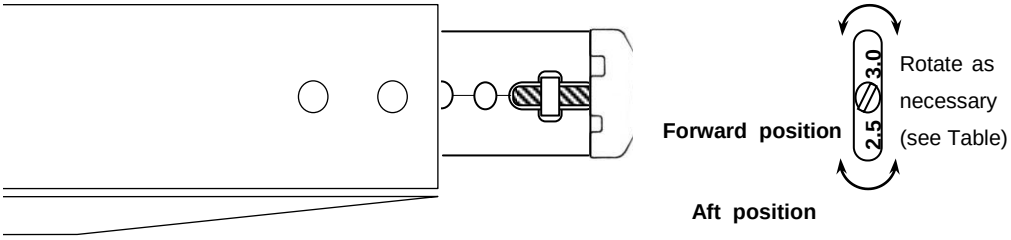
6. Finally, tape up all the securing pins and rings both inboard and outboard to prevent them from being damaged, or from damaging the gennaker.

7. If a trapeze pack is to be fitted. Connect the wire T terminals to the upper key hole in the mast **now** before you step the mast.





Attachment of Spreader.
Primary Pin: Fit down through the bracket's primary hole and the Fwd or Aft spreader hole as required.
Adjuster Pin: Fit down through a hole 1 to 4, and through A to C or through a hole 5 to 7, and through D to E.
Please see the table on the previous page for the specific positions.



Spreader Ends
Spreader End Cap:
The spreader end cap incorporates two shroud wire slots to give a tight grip on either 2.5 or 3mm wire. The sizes are identified on the front face of the end cap (See diagram above). To find which wire slot you require for your mast, please see the table below.
The end cap can also be rotated so that the shroud can be positioned at either the forward or aft position of the spreader end (see diagram above). To find out which position is required for your mast, please see the table below.
To attach the shroud, slacken the end screw, rotate the end clamp if necessary, then insert the shroud. Ensure that the shroud is tensioned between T-Terminal and spreader tip, then tighten the screw firmly. This method "locks in" the dihedral angle.

Length Adjustment:
The position is described by the number of adjustment holes visible (e.g. In the diagram above there are 1 ½ holes visible). **Please see the table above for your class specific positions.**

Security
All clevis pins must be fitted with the flat head on top, and locked with a split ring. Tape all split rings, pins and the outboard end of the spreader extrusion. This will reduce chafe on the mainsail and prevent flailing sails/halyards becoming damaged.
Self-amalgamating tape is best, but pvc electrical tape is an adequate alternative.

3.4 Stepping the Mast

WARNING

Before stepping the mast, check that you are not in the vicinity of overhead power cables.

WARNING

Do not tow your boat behind a car with the mast up

WARNING

The 2000 **must not** be sailed with tension on the forestay. Rig tension **must** be taken on the jib **before** the hoisting the main sail as the forestay is only designed to support the mast when the boat is in the dinghy park.

Before stepping the mast, familiarise yourself with how the “foot” (bottom end) of the mast will fit into the “step” (fitted to the boat).

The mast foot has two rectangular blocks on the bottom, separated by a groove. Both of these blocks will fit between the bolt at the front of the mast step, and the bolt at the back.

You will need two people to step the mast as one will need to hold the mast upright while the other connects the Shrouds and Forestay.

Stepping the Mast

1. Secure the forestay to the boat by passing the white line through the small eye on the port bow. Bring the line back up to the eye in the wire pass it through the eye and secure with a couple of half hitches around the rope cascade.
2. Ensure that the mast step is free from any blocks or rope that will prevent the foot engaging with the step.
3. Remove the pins from the shroud verniers and put in a safe place close to hand.
4. The stronger of the two people should lift the mast vertically (watching out for overhead obstructions). And stand alongside the boat next to the mast step.

5. Hold the mast in its vertical position and lift it over the gunwale and correctly position the mast foot in the mast step.

6. The second person should now fix the shrouds to the verniers using the pins and split rings that were removed in step 3. Use the 3rd hole down on the back of the vernier.

7. Tighten the forestay and secure as shown

REMEMBER

Check that both ends of the main halyard, jib halyard, and gennaker halyard are tied off at the bottom end of the mast so that they are within easy reach when the mast is stepped.

REMEMBER

If the wind is blowing, there will be a lot of pressure at the top of the mast making it wave around. Consider finding additional people to help you if you feel you will struggle!

3.5 Rigging the Trapeze

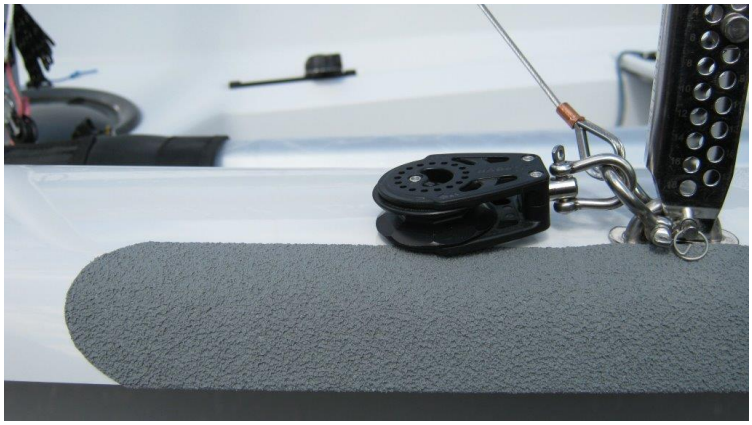
Note: The LDC 2000 Trapeze pack is not standard fitment and its use whilst racing is currently not sanctioned by the 2000 class association.

The lowers must be fitted before the trapeze is used.

1. Fit the trapeze T terminal into the highest position on the mast above the shrouds.

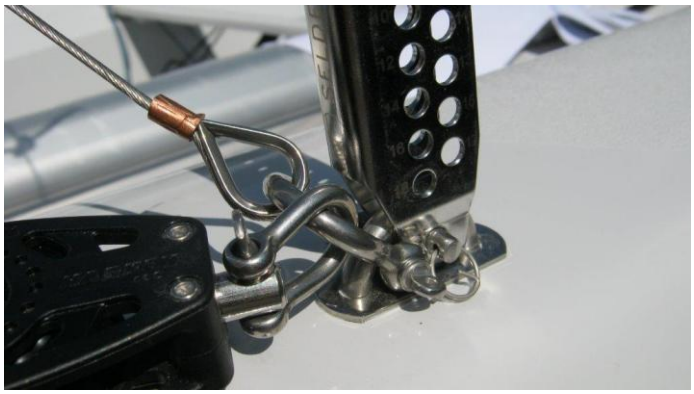
2. Make sure the wires hang on the cockpit side of the spreaders.

3. Remove the Spinnaker ratchets and their shackle from the shroud U bolt.



4. Apply the Grip tape to the gunwale edge. Start approximately 200mm in front of the shrouds. Before fixing in place and make sure the area is clean and dry.

5. Fix the larger Bow shackle (provided in the Trapeze pack) to the Shroud U bolt. Make sure the lower shroud is attached before inserting the pin and tighten.



6. Reattach the spinnaker sheet ratchet to the new Bow shackle.

7. Locate the two pieces of elastic in the pack and attach them to the ‘P’ clip on the tack bar

8. Pass the free end of the elastic through the new Bow shackle fitted to the shroud U bolt (cockpit to gunwale direction) and tie a Bowline.

9. To attach the trapeze ring to the elastic. Pass the loop through the eye at bottom of the block.

10. Loop the elastic over the metal trapeze ring and pull tight.

11. Tie two stopper knots in the tail of the adjusting rope approximately 150mm apart

12. Loosely attach the rope ends of the lower shrouds to the D ring on the front of the mast just above the boom.

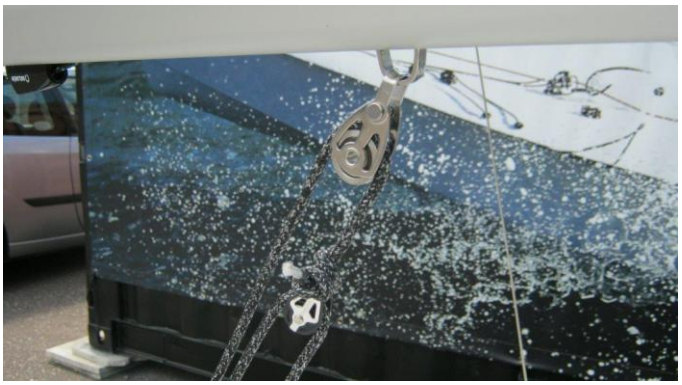
13. Do not pull the lover shrouds tight until the jib has been hoisted and the rig tension applied.

3.5 Rigging the Boom

1. Unpack the boom

2. Attach the boom to the mast

3. Affix the lower vang purchase to the ring on the mast step as shown.



4. Attach the upper Kicker to the boom as shown. Making sure the cascade is not twisted.

5. Find the mainsheet and tie the mainsheet onto the Becket of the block on the mainsheet bridal.

6. Pass the mainsheet through the blocks and ratchet as shown. The rope passes through the block in the direction of the arrow and then into the cleat

7. Kicker control line is the aft cleat on the thwart and Cunningham is the forward cleat

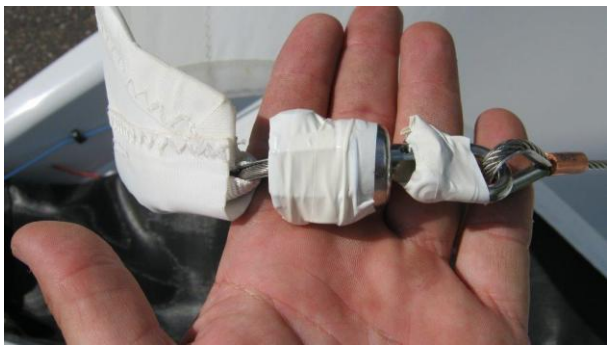
3.6 The Jib

To complete this section, you will require:

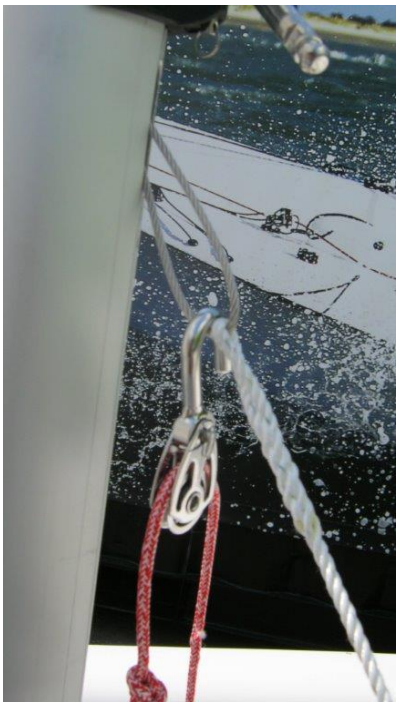
- The jib
- The jib sheets
- The top furling unit and shackle

1. Ensure that the furling unit is fully charged. Unroll the jib and connect the tack of the sail to the shackle attached to the lower furling unit on the tack bar

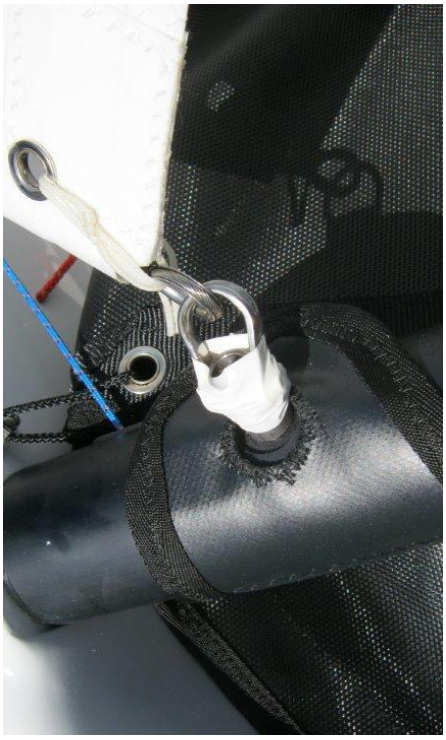
2. The top furling unit is attached to the wire end of the jib halyard, using a shackle



3. Use Electrical PVC tape around the top and bottom Jib Fittings to reduce the chance of spinnaker snagging.



4. Pull the halyard at the base of the mast to hoist the jib. When the jib halyard is pulled all the way up, a wire loop will emerge from the mast.



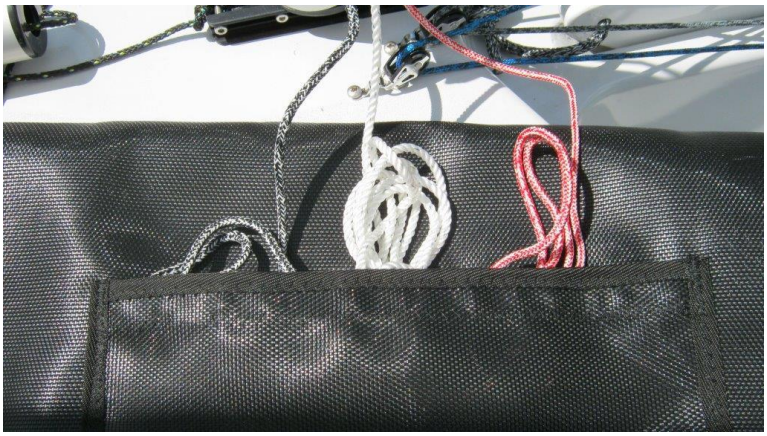
5. Hook the rig tension to this wire loop and then pull the rig tension on, ensuring that it is in the cleat properly. You should pull enough tension into the rig so that the shrouds feel firm to the touch.

Note: If a Loose Gauge is available. Do NOT exceed 24 Units or 150Kg – measured 0.75 meters above the vernier adjuster.

6. Find the middle of the jib sheet and pass it through the clew of the jib and pull through 150mm of loop through. Now pass the two loose ends of the jib sheet through the loop and pull tight.

7. Pass the loose ends of the sheet through the jib cleats on either side of the boat and join the two ends as shown.

8. Tidy away the halyard into the pocket on the Gennaker sock.



9. Furl the jib away by pulling on the furling line and cleat.

3.7 The Mainsail

To complete this section you will need:

- The Main Sail
- The Boom rigged and connected to the boat
- Main Halyard

1. Find the mainsail and remove it from its bag. New sails can be awkward to handle when new and an extra pair of hands can be useful. Lay it in the boat with the luff (a bolt rope sewn into the leading edge) closest to the mast and the leach towards the transom.

2. Check the battens are correctly located and tight in their pockets.

3. Position the boat head to wind (bow pointing straight into the wind)

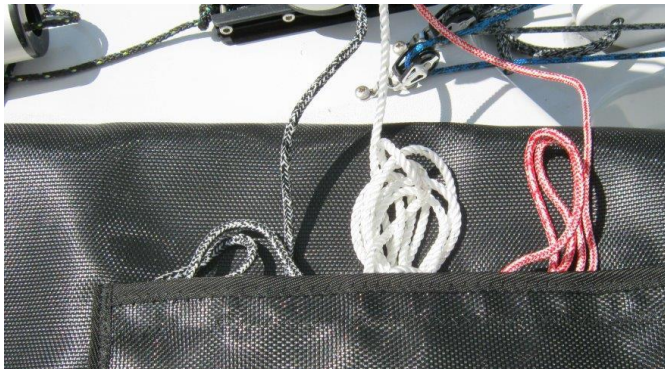
4. Make sure the main halyard is free of twists and is clear of the spreaders.

5. Tie the halyard to the head of the mainsail using a Bowline.

6. Locate the bolt rope on the head of the Mainsail into the mast track

7. Hoist the Mainsail using the Main Halyard. This is a two person job. One pulls the halyard whilst the other ‘feeds’ the bolt rope into the mast track. Care taken at this point will extend the life of the mainsail.

Note: When hoisting DO NOT place the rope in the cleat. This will ‘burn’ the cleat out very quickly. Only place the rope in the cleat when pausing for time or the sail is full hoisted.



8. Once fully hoisted tidy away the halyard into the pocket on the spinnaker chute.

9. Slide the black plastic slug on the mainsail clew into the track on the boom.

10. Pass the Out Haul line through the bottom eye in the Mainsail Clew from the port side to the Starboard side. Tie a simple half hitch in the end and secure it under the slot in the boom end casting.

11. Pass the tail of the Cunningham system through the lowest mainsail cringle.

12. Tie a half hitch in the end of the rope and insert into the mast track below the goose neck. Pull sharply upwards to locate the knot in the track.

3.8 Reefing the Mainsail

The combination of wind strength and crew experience sometimes leads to the prudent decision to reef the mainsail:

1. Ease off the Cunningham control line and remove the tail from the lower mainsail cringle.

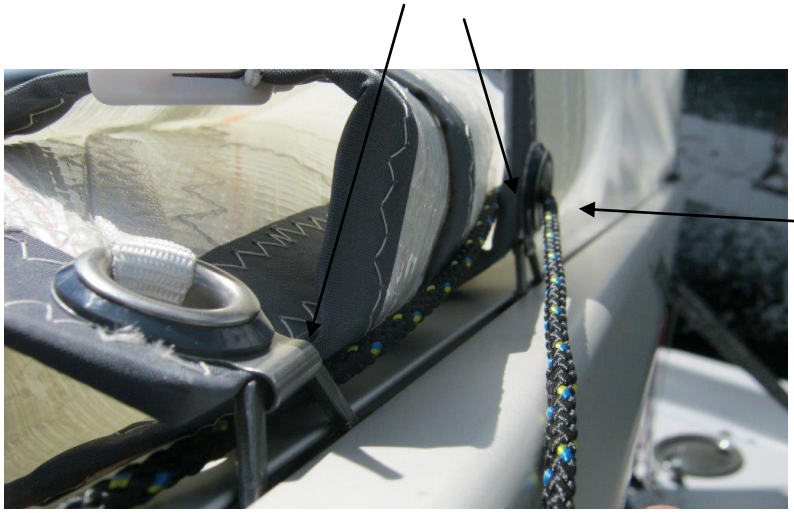
2. Remove the outhaul from the mainsail tack cringle.

3. Remove the mainsail clew slug slider from the boom track

4. Lower the mainsail until the upper reefing tack cringle is 100mm above the gooseneck.

5. Roll the sail tightly from the foot on the port side.

6. Refit the original clew slider back into the boom track followed by the reefing point slug slide.



7. Reattach the outhaul. Threading it through the cringle on the reefing point slider.

8. Thread the Cunningham through the luff cringles and re locate the knot in the track under the gooseneck.

9. Pull on the main halyard to apply tension to the Mainsail luff as required.

3.9 The Gennaker

For this operation you need:

- Gennaker (Spinnaker) Halyard
- Gennaker
- Gennaker Sheets

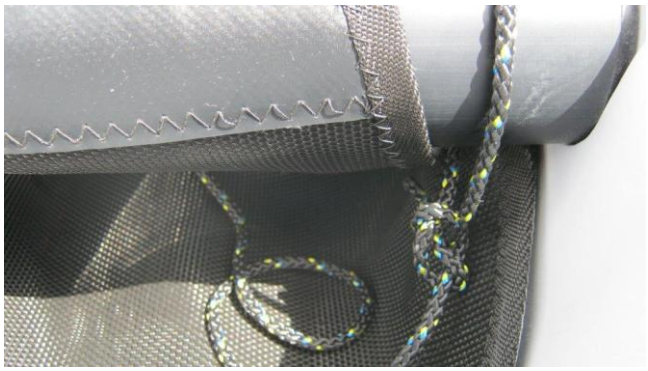
1. The spinnaker Halyard exits the base of the mast on the Starboard side. Pass it the through the turning block located next to the mast foot.

2. Lift the spinnaker sock and pass the rope through the floating pole out haul block.

3. Take the halyard back to the base of the mast and pass it through the Spinlock.

4. Pass the halyard through the floating block located at the rear of the spinnaker chute.

5. Thread the halyard up the inside of the spinnaker chute using a batten or tiller extension.

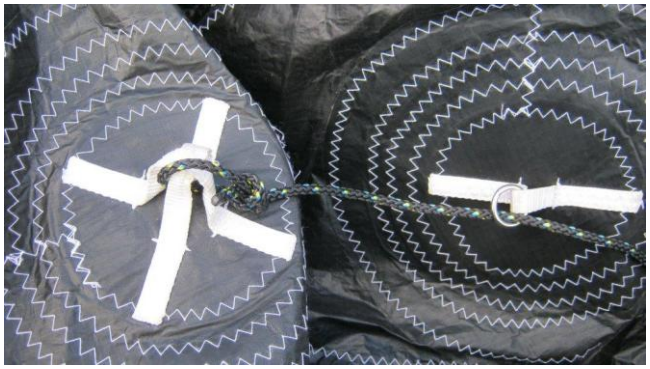


6. From the front of the spinnaker chute take the halyard and secure it to the tack bar.

7. Find the top (Head) of the gennaker and tie the uphaul end of the Spinnaker using a bowline.

8. Find the gennaker Tack patch and secure the tack line (line coming out of the end of the gennaker pole) using a bowline.

9. Untie the downhaul side of the halyard from the tack bar and pass the end through the lower patch in the spinnaker.



10. Secure the down haul end onto the downhaul patch using a bowline.

11. Find the Clew of the sail and secure the spinnaker sheets

12. Pass the free end of the sheets either side of the jib luff and through the spinnaker sheet ratchets on either side of the boat. Pass the rope through in the direction of the arrow.

13. Tie the ends of the spinnaker sheet together using the same method used for the jib sheets.

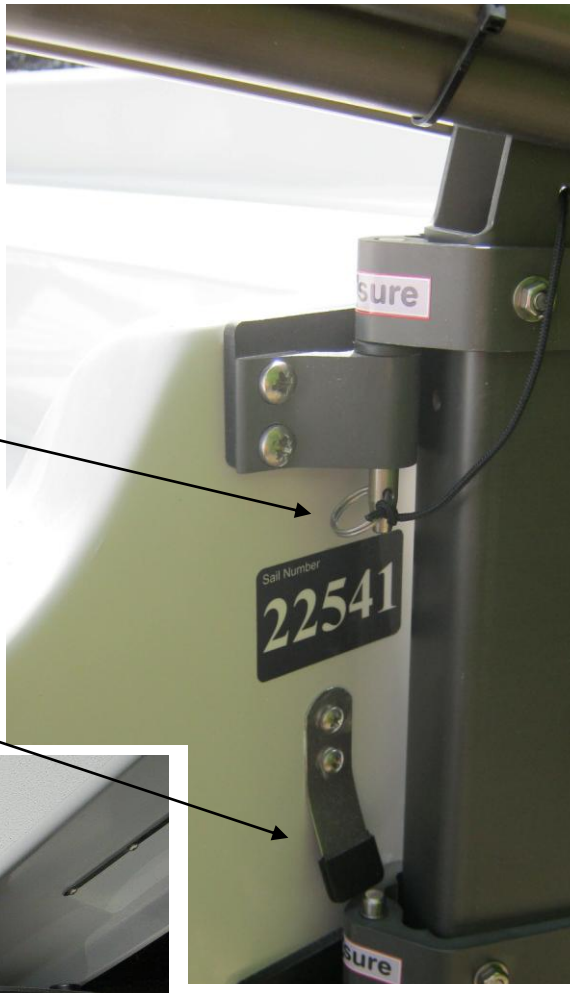
14. If wind conditions allow. Position the boat so it points directly down wind and hoist the spinnaker. Take care that the spinnaker does not snag on the trolley. A second person can help with this. Pull the sail up slowly. Do not force the sail if it becomes snagged, tangled or tight. Once hoisted check the sheets are correctly routed around the front of the jib and not tangled with the halyard.
15. To drop pull the slack out of the downhaul by pulling from behind the block located at the rear of the sock. Un-cleat the halyard and slowly pull the spinnaker into the spinnaker sock. A second person can help gather the sail and prevent it snagging.

3.10 The Rudder

1. Fit the rudder assembly on to the transom fittings.

2. Attach the rudder retaining split ring to the top rudder Pintle.

3. Check the rudder retaining clip has engaged correctly and functions accordingly.



4. SAILING HINTS

4.1 Introduction

The LDC 2000 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 LDC 2000.

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, attach the rudder 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 far enough up the beach that it will not be swept away.

4.3 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 centreboard down, then move back to his 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 centreboard as depth allows. As soon as the water is deep enough, the centreboard should be fully lowered.

Top Tip

If you are using the jib, pulling this sail in as you leave the beach will ensure that the bow continues to swing away from the direction that the wind is blowing from.

As soon the water is deep enough, make sure that you lower the rudder blade fully by pulling hard on the rudder downhaul. 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 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.

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5. MAINTENANCE

5.1 Boat Care

The LDC 2000 is made from Polyester Resin and Glass fibre
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 a recognised repairer or send us a picture 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 close 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.

5.2 Foil Care

RS Sailing 2000 Rudder blades are manufactured from

Maintenance

- Foils should be rinsed with fresh water after use.

The centreboard is made from Epoxy. They are very strong and hard wearing, but they will get damaged if run aground hard. Due to the nature of its construction, a damaged foil can still be used but should be repaired as soon as possible.

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 LDC 2000 from any damage caused by the foil.

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. 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	Gennaker flown from a retractable pole at the bow

B

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
Bear away	To turn downwind
Beat	To sail a zig-zag course to make progress upwind
Block	A pulley used for sail control lines
Boom	The spar at the bottom edge of sail
Bow	The front of the boat
Bowline	A useful and reliable knot, with a loop in it
Bow Snubber	The part of the trolley that the bow rests on
Bung	A stopper for the drain hole
Buoyancy Aid	Helps you to stay afloat if you fall in the water
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
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

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

D

Dacron	A brand of polyester sailcloth that is wrinkle-resistant and strong
Deck	A floor-like surface occupying part of the hull
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

F

Foils	The dagger board and the rudder
Foot	The bottom edge of a sail
Forestay	The wire line that runs from the front of the mast to the bow of the hull, holding the mast in position
Furl	To gather a sail into a compact roll and bind it against the mast or forestay

G

Gennaker	A large sail that is hoisted when sailing downwind
Gennaker Chute	Webbing pocket in which the gennaker is stowed when not hoisted
Gennaker Pole	The sprit that protrudes from the front of the hull, to which the tack of the gennaker is attached
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
Halyard Bag	Bag attached to the hull, in which the halyards can be stowed
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

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

L

Launching	To leave the slipway

Leech	The back edge of the sail
Lower Furling Unit	The fitting at the bottom of the forestay that enables the jib to be furled
Luff	The front edge of the sail

M

Mainsail	The largest sail on a boat
Mainsail Clew Slug	The fitting that sits in the track on the boom, to which the clew of the mainsail is attached
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
Mast	The spar that the sails are hoisted up
Mast Foot	The bottom of the mast
Mast Step	The fitting on the deck that the mast fits into
Mylar	A brand of strong, thin, polyester film used to make racing sails

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

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

R

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
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

Sail Number	The unique number allocated to a boat, displayed on the sail when racing
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
Spars	The poles, usually carbon or aluminium, to which the sail is attached
Spreaders	Metal fittings attached to the mast which hold the shrouds out
Starboard.	The right-hand side of the boat, when facing forwards
Stern	The back of 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
Tack Bar	The bar at the bow of the hull, to which the tack of the jib is attached
Tack Line	The rope that emerges from the front of the gennaker pole, to which the tack of the gennaker is attached
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.
Top Furling Unit	Fitting at the top of the forestay which enables the jib to be furled
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

U

Upwind	To sail against the direction in which the wind is blowing

W

Windward	The part of the boat closest to the direction in which the wind is blowing

8. APPENDIX

8.1 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

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

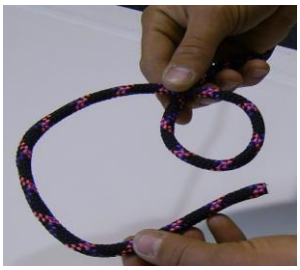
8.2 Three Essential Knots

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.

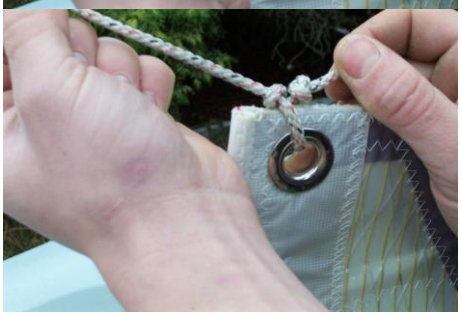


Figure-of-Eight

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

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