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In the mid nineties two guys with a passion for sailing and a vision for a new era in exciting boats launched RS Racing.

*"Sitting on the sea wall at Rock in Cornwall with a bunch of mates, we got talking about the kind of single hander we really wanted – I guess that's where it began"* **Nick Peters**

*"That sounds vaguely glamorous but the idea for the RS name and the model numbers was thought up driving to work on the M20! Then we had to overcome the fact that the legendary Spud Rowsell who was building the prototype RS400 wanted it to be called the Buzzard..."* **Martin Wadhams**

*"Worst time.... big last minute problem that meant we literally had to work twice round the clock to make the prototype 600 smart enough for the launch day at the Boat Show. Best time...it's got to be an event...Looe championships '97? Final night prizegiving at Weymouth 2002? Don't know - there have been quite a few!!"* **Nick**

*"The 10<sup>th</sup> Anniversary regatta at Hayling in 2004 was pretty special. Two hundred and sixty something boats. The first morning, person after person shaking us by the hand saying "you must be proud". Then someone came up and said "my old trolley doesn't fit my new double trailer, what are you going to do about it?" That brought it back down to earth!!!"* **Martin**

*It's the enthusiasm of the RS sailors, that's really what has put the heart and soul into RS. That enthusiasm and the great team we've got – guys like Alex Southon and more recently Riki, Charlie and Jon"* **Martin**

## **A whole lot more to RS than simply a boat**

Excitement, competition, new and old friendships, marriages, family bonding – OK and the occasional disagreement - holidays in the sun, life in the open air. It's all going on...

The term "lifestyle" is pretty corny but perhaps seldom more appropriate!

No matter whether you want to make club racing a regular part of your life, put together a dedicated championship winning campaign or simply have fun on the water, there is a whole lot more to an RS than simply a boat.

## **Unbeatable sponsored Racing Circuits and Class Association**

The RS Class Association is a strong organisation run by enthusiastic volunteer owners backed up by professional administration.

Membership benefits include:

- The unbeatable sponsored RS Racing Circuits and Championships.
- The infamous RS social programme.
- Coaching.
- Website, Newsletters and technical information.
- Maintenance of the RS Class Rules that protect and enhance the value of your boat and form the basis of all racing – both fleet and handicap.

Get the most out of your boat - make sure you join the RS Class Association.

“A big RS event is like nothing else you’ll do in dinghy racing - hundreds of people from all over the place with all sorts of experience. After that any other event feels like a ghost town — you can hear the silence and see the tumble weed rolling through the dinghy park” **Mike Lennon – MD Hyde Sails**

Sail hard, play hard then get out on the racecourse and do it again.  
**Spod Olive – RYA National Coach – and he’s paid for that kind of advice!**

“Socials are great. I met my wife (to be) through RS sailing. The mistake was to sail with her! (don’t publish that last bit)” **You know who you are and an order for a new boat will keep us quiet...**

## **RS200**

**One of the most successful** classes of modern times, the RS200 has developed a huge following and competitive fleets at club, circuit and championship level.

**Responding to finesse rather than physique, the RS200 allows parents, youngsters, couples and friends to share the excitement of asymmetric sailboat racing.**

**On the open sea or the smallest of lakes, the success of the RS200 is proof that it has got what it takes.**

### **Hull**

- Spacious and deep cockpit for comfortable hiking.

- Toe straps adjustable for both height and reach.
- Thwart gives the crew a comfortable light wind position.
- Open transom allows the RS200 to virtually self drain after a capsize and a moulded self bailer quickly removes any remaining water.
- Immensely strong hull laminate ensures a long competitive life and trouble free sailing.
- Fittings layout designed for all combinations of strength and experience in the helm and crew. Allows either sailor to perform important functions such as spinnaker hoists and drops plus cunningham and kicker control.
- Top quality fittings.

### Foils

- Pivoting centreboard and rudder make launching and recovery easy.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### Rig

- Makes the most of modern developments in power control, giving a broad competitive weight range and improved handling in all conditions.
- Mylar mainsail has ultra-soft full-length battens. These reduce “ragging” to extend the life of the sail, yet still allow the sail to de-power at rest.
- Dacron jib is easy to “read” in light winds. Sheet loads are very low, so even the lightest of sailors enjoy the ride.
- Asymmetric spinnaker with single line hoist and drop system. So easy everyone can enjoy the fun. Anyone who has sailed an RS200 downwind in a blow will testify to the boat’s fantastic excitement and pace. Asymmetric spinnakers are fun to use, tactical on the race course and very easy for the crew to handle.
- Optional SRS (Square Running Spinnaker System). This allows the boat to be sailed straight downwind whenever the situation demands, such as on small lakes and against the tide in estuaries. Asymmetric sailing with all the benefits and no drawbacks.

*“Great blast in bonkers breeze on Saturday once racing was gonged off – good promo, only boat out – everyone thought we were nuts!! Came in with Cheshire Cat face. Yehaaa – LOVE IT!!!” **Dave Cheyne - Ireland***

*“LDC’s skills ensure that everything is in the right place and works without fault.”*  
**Yachts & Yachting**

*“I have been to lots of Nationals, worlds and ‘big’ opens and can not think of an event that was so friendly, well run and generally fantastic to be at. The bar is now very high in terms of standard.” **Steve Dunn***

*“I didn’t just buy a boat, I bought into the whole RS experience - fantastic sailing, the best racing and even better socials.” **Sally Potter***

### RS200 Specification

Designer	Phil Morrison
Length	4.00m 13’ 0”
Beam	1.83m 6’0”
Hull weight	78kg 172lb
Sailing weight	114kg 251lb
Sail area main / jib	11.52sq m 124 sq ft

Sail area spinnaker	8.29sq m 89sq ft
Hull construction	Polyester GRP with Coremat
Spars	Aluminium alloy
Sails	Mylar fully battened mainsail. Dacron jib. Twin patch cross cut spinnaker.
Foils	Pivoting centreboard and rudder. GRP and foam composite

## RS400

**The modern classic.** A winner in championship level racing, in hundreds of sailing clubs and in the hands of both men and women. The list of RS400 sailors over the years reads like a Who's Who.

**Nothing matches the RS400's balanced and responsive handling, its good manners in strong breeze and the excitement of asymmetric racing in big fleets.**

### Hull

- The result of Phil Morrison's years of experience. Perfect blend of speed, manoeuvrability and ease. Vice free and a real joy to sail.
- Light and stiff foam sandwich construction. Stiffness and strength lead to the maximum transfer of power from the rig into speed.
- Open transom gives a virtually self draining cockpit and the moulded self bailer quickly removes any remaining water.
- Ergonomic cockpit design for comfortable hiking.
- Toe straps adjustable for both height and reach.
- Thwart gives the crew a comfortable light wind position.
- Wide hull allows leverage to be generated equally by both sailors, making the RS400 a popular choice for mixed teams.
- The interior layout is simple and efficient. Principle controls are led to either side of the boat, so that the helm or crew can "change gear" without losing speed.

### Foils

- Pivoting centreboard and rudder mean the boat can be raced in any estuary and make launching easy.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### Rig

- The light weight Selden mast uses a section especially developed for the RS400. Bend is controllable using a deck level screw and adjustable spreaders.
- Rake and sideways bend are further instantly variable via the jib halyard led back to the crew.
- High quality sails are the result of long development hours in front of a computer and on the water.
- Both main and jib are fully battened to stabilise the shape, reduce flogging and extend their competitive life.
- Perfect match between the mast and mainsail give exceptional power control. When coupled with the high volume hull these features allow a truly wide competitive crew weight range.
- Asymmetric spinnaker - easy to use, fast, fun and highly tactical.

- Evolutionary bowsprit can be canted to windward, allowing the RS400 to sail very fast at virtually any downwind angle.

*"I think the 400 is quite simply the best boat ever...!"* **Bill Handley – RS400 Owners Association**

*"The RS boats I have sailed are all brilliantly designed - very well balanced & set up, a joy to sail. I think this is a huge driver of the RS success story over the last 10 yrs"*  
**Nick Craig – RS400 & OK Champion**

*"As a girl it's hard to choose between the RS400 and the RS200 - the 400 has more big, sexy men, but the 200 is a bit easier to sail."* **Sally Potter**

*"Stunning...performance is complemented by superb manners and ease of handling"*  
*"Pop out the spinnaker and performance shoots into the top league"*  
*"Among the current crop of new boats it is certainly one of the best"*  
**Peter Bentley – Olympic coach and boat tester**

#### RS400 Specification

Designer	Phil Morrison
Length	4.52m 14' 10"
Beam	2.00m 6' 6"
Hull weight	85kg 187lb
Sailing weight	129kg 284lb
Sail area main / jib	14.76sq m 159 sq ft
Sail area spinnaker	13.94sq m 150 sq ft
Hull construction	Polyester GRP foam sandwich. Localised Kevlar reinforcement.
Spars	Aluminium alloy.
Sails	Mylar fully battened mainsail. Dacron fully battened jib. Single patch radial cut spinnaker.
Foils	Pivoting centreboard and rudder. GRP and foam composite.

#### RS500

**“The best combination** of speed, user friendliness and price currently on the market. It really is that simple.”

**Light, stiff and easily driven, the RS500 delivers electric performance with remarkably easy handling. Twice winners of the “Sailboat of the Year” award, the RS design team has a record second to none and the RS500 marks a real step forward in its sector.**

**Every element of the boat has been worked on to add performance, make the boat easier to sail and streamline production. The RS500 will be equally at home blasting along the beach or racing around the track.**

#### Hull

- Extensive R&D allows the 500 to be ideal for youngsters and adult sailors, so the boat will transcend the usual age 19 break point in racing dinghies.
- Light – stiff – strong – built to perform. The GRP composite construction is essential to provide the RS500's crisp, responsive feel. No other material can produce the same results for a boat of this type.

- Uncluttered and spacious self draining cockpit – class leading in its comfort for adults and young sailors.
- Low transom design makes climbing aboard after capsize easy.
- Adjustable helmsman's toestraps. Crew toe strap option.
- Large spinnaker chute.

### Foils

- Pivoting centreboard and rudder mean the boat can be raced in any estuary and make launching easy.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### Rig

- Tapered aluminium mast for gust response and rig tip efficiency, leading to more speed and better handling. Adjustable spreaders.
- Trapeze.
- Compression strut kicker gives masses of space in the forward part of the cockpit for efficient and comfortable crewing.

**XL rig** – High performance Mylar battened mainsail and jib for light weight, maximum speed and class racing.

**S rig** - smaller Dacron battened mainsail and jib for easy handling and long life.

*"We've had our first blast in the RS500 and its terrific!! ...when we launched the kite the boat just took off...sheer bliss!!!"* **Dick Talboys**

*"We have had our boat for two months now and the silly grin has not left our faces once!"* **Emma Pethybridge**

*"...it certainly seemed to carry two adults quite comfortably and proved an absolute delight to sail."* **David Ritchie – RYA National Sailing Coach**

*"RS Open Meetings are like skiing in the Summer - you turn up, have a blast in the fresh air, come ashore absolutely knackered and then relive it all whilst partying all night with a bunch of good mates."* **Sally Potter**

### RS500 Specification

Length	4340mm	14' 3"
Beam	1580mm	5'2"
Weight	77kg	169lb
Hull construction	GRP composite	
Centreboard	Pivoting GRP foam sandwich	
Rubber blade	Pivoting GRP foam sandwich	
Rudder stock	Aluminium alloy	
Mast	Tapered aluminium alloy, adjustable spreaders	
	Trapeze	
Boom	Aluminium alloy	
	Compression strut kicker	
Bowsprit	Aluminium alloy	
<b>S rig</b>		
Mainsail	Dacron	7.5m2 80 sq ft
Jib	Dacron	3m2 31 sq ft
Gennaker	Dynalite	14m2 145 sq ft

## **XL rig**

Mainsail	Mylar	9.5m <sup>2</sup>	100 sq ft
Jib	Mylar	3.6m <sup>2</sup>	37 sq ft
Gennaker	Dynalite	14m <sup>2</sup>	145 sq ft

## **RS800**

**Ultimate sailing.** The RS800 is a skiff that enables men and women, club sailors to championship racers, to experience the thrill of real high performance sailing.

During RS800 development we tested the boundaries in many elements of small boat design. The result is a boat that delivers the kind of performance most sailboat racers dream about. Yet, by minimising weight and drag, the RS800 is powered to astonishing speeds using a relatively small rig that is light and remarkably easy to handle.

The strength of the RS800 fleet says it all, characterised by exceptional racing and a top social scene.

### **Performance equalised racing**

- Refined performance equalisation system generates the best high adrenaline racing and means winners can genuinely be large or small. From light girl to big guy, the RS800 will blow your socks off.

### **Hull**

- Long and narrow on the waterline, to reduce the drag.
- Flared topsides give reserve buoyancy for easier handling.
- Large, carefully positioned kick blocks make the transition from cockpit to trapeze very easy.
- Recently refined cockpit design for clear run through area and secure transition to the trapezes.
- Large spinnaker chute forward of the jib tack for fast hoists and drops with minimum loads.
- Incredibly light 62kg hull weight. Ready to sail the whole outfit is a staggering 110kg light.
- High tech construction system uses the tried, tested and immensely strong RS epoxy foam sandwich system.

### **Foils**

- Daggerboard for low drag efficiency.
- Lifting rudder for easy launch and recovery.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### **Rig**

- Carbon composite mast - very light and the flexible top section delivers excellent gust response.
- Sealed mast to reduce the tendency for the boat to invert when capsized.

- Mainsail and jib are built from ultra light, strong and high visibility mylar / kevlar laminate.
- Only the top two mainsail battens are full length, to create a light and forgiving rig.
- Self tacking jib ensures easy manoeuvres, especially offwind.
- Asymmetric spinnaker design with relatively short foot to minimise sheet loads and a high clew to aid visibility.

*"Seriously though, this is the biggest-grin boat I have ever sailed. Love it. Can't wait for Sunday."* **Richard Bland**

*"Getting to the front of the 800 fleet has been down to time in the boat and analysing what we had to do better"* **Spod Olive – RYA National Coach** (with his serious hat on) *"I've sailed in a number of fleets but none as debauched as RS" (later that night...)*

*"The RS800 is, in my opinion, one of the most exciting, forgiving, user friendly skiffs I've ever sailed"* **Sue Pelling – Yachting journalist**

*"The best thing about 800's is you can sail them with girls"* **Anonymous!**

#### RS800 Specification

Designer	Phil Morrison
Length	4.8m 15' 9"
Beam	1.88-2.89m 6'2"-9'6"
Hull weight	62kg 136lb
Sailing weight	110kg 242lb
Sail area main / jib	16.5sq m 172sq ft
Sail area spinnaker	21sq m 225sq ft
Hull construction	Epoxy GRP foam sandwich
Spars	Carbon composite mast. Aluminium alloy boom. Composite bowsprit.
Sails	Mylar / kevlar semi battened mainsail. Fully battened jib. Twin patch radial cut spinnaker.
Foils	Daggerboard and lifting rudder. GRP foam sandwich.

## RS VAREO

**Gennaker powered, single handed racing** – the Vareo brings this exciting new era within reach of just about all sailors.

**The stable hull, responsive rig and easy handling systems make the Vareo an attainable challenge, while two mainsail size options allow the relative novice to cut their teeth and expand the boat in line with growing experience.**

**Fantastic single handed sailing, thrilling downwind action...and much more.**

#### Hull

- A real thoroughbred, with RS quality throughout.
- Light, stable and versatile.
- Immensely strong hull laminate ensures a long competitive life and trouble free sailing.
- Spacious cockpit allows plenty of space to carry a crew.

- Layout designed to enable everything, including the spinnaker, to be comfortably handled by one person.
- Self draining cockpit.

### Foils

- Highly durable moulded foils, with reinforced core.
- Daggerboard
- Lifting rudder for easy launching.

### Rig Options

- All RS Vareo models have a light composite tip / alloy lower mast.
- The mainsail hoists in a track, so unlike a sleeved luff mainsail you don't have to lift the rigged mast and sail into the boat together. The sail can be left in the cockpit until you are rigged, changed and ready to sail.

#### Vareo Fun

- Semi battened dacron mainsail gives a balance of good handling and durability.
- Reef points enable the Vareo is remain manageable for light or inexperienced sailors even in strong winds.
- Option to add the asymmetric spinnaker pack.

#### Vareo Competition

- Class racing spec.
- Radial cut Mylar mainsail with full length battens for power and performance.
- Asymmetric spinnaker for downwind fun and exceptional speed.
- Huge spinnaker chute for easy hoists and drops.
- The asymmetric spinnaker makes the Vareo a fantastic single hander, or a great all rounder with plenty to excite the crew.

*"I have sailed loads of different boats over many years but have to say I can't remember having more racing fun than I am having in the Vareo." **Mark Williams***

*"I am in my 3rd season (owning a Vareo), and there is not another boat that I would swap it for on the market at this time." **Gavin Steven***

*"Could not have been better, what a boat. Was enjoying it since I bought it a month ago but after this weekend it has reached god status." **Jon Paton***

*"It is easy to sail, well designed and sorted and so fast off wind that it brings a big smile to my face!" **Mark Williams***

*"The boat is so versatile, has lot's to keep your interest and goes like stink in a blow with or without the kite. Long may it reign." **Ken Bolland***

### RS Vareo Specification

Designer	Phil Morrison
Length	4.25m 14'
Beam	1.57m 5'2"
Hull weight	68kg 155lb
Sailing weight	93kg 205lb
Sail area Fun	8sq m 85sq ft
Sail area Competition	8.8sq m 94sq ft
Sail area spinnaker	10sq m 107sq ft
Hull construction	Polyester GRP with Coremat
Spars	Composite top and alloy lower mast. Aluminium alloy boom. Aluminium alloy bowsprit.

Sails  
Foils

Mylar mainsail. Twin patch cross cut spinnaker.  
Reinforced moulded daggerboard and lifting rudder.

## RS300

**Fast, responsive** and challenging. The RS300 is a definitive boat with almost cult status. It has masses of innovative design features to improve handling and performance and has won accolades ever since the day it was launched.

**If you want a fast yet tactical boat or if you sail on restricted water where a trapeze boat has drawbacks, then the RS300 is the ultimate choice.**

### Hull

- Advanced computer design process - as used on the RS600 - produces a stunning, mathematically fair hull form.
- Narrow waterline and fine entry provide easily driven acceleration and speed.
- Flared topsides give leverage and reserve stability.
- Ergonomic deck and cockpit design, arrived at after hours of development, gives a comfortable bent leg hiking position.
- Staggeringly light.
- Bullet proof epoxy foam sandwich construction system so the RS300 will be fast for years.

### Foils

- Daggerboard for low drag efficiency.
- Rake-back system to prevent damage if you run aground.
- Lifting rudder for easy launch and recovery.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### Rig

- Long mainsail luff - crucial to power and speed.
- Centre of effort kept down with a low tack position.
- Steeply raked boom to give clearance for the sailor further aft.
- "Soft" sail and carbon composite mast work together to give exceptional automatic gust response from the rig.
- Mylar / Dacron sail, for long life and shape control.
- No shrouds so the boom can be fully squared on a run for maximum power and VMG.

### Performance Equalised

- Specially developed performance equalisation system to give a broad competitive weight range. The problem faced when equalising a dinghy of this type is that much of the time downwind is spent sitting "in" the boat, so leverage equalisation does not have any effect. The RS300 uses two sail

sizes to ensure that the power to weight ratio and handling characteristics are similar for both large and small sailors.

### Sailboat of the Year 1998

*"Truly innovative new products are rare in any arena and none more so than in the field of boat design, so to come across a boat that not only takes the art of design forward in a meaningful way, but proves great fun to sail into the bargain is an altogether pleasant surprise"*

*"Off wind (as you might expect) she's a real flier and not only in a breeze"*

*"The RS300 is not only a revolutionary boat, but one which is extraordinarily good fun to sail"*

### Yachts & Yachting

*'What do you want in a boat? Simplicity, durability, performance, excitement and most importantly fun - RS boats are the way ahead.'* **Roger Saynor MBE – Royal Navy**

#### RS300 Specification

Designer	Clive Everest
Length	4.24m 14'0"
Beam	2.00m 6'7"
Hull weight	58kg 128lb
Sailing weight	75kg 165lb
Sail area Rig A	9.25sq m 99sq ft
Sail area Rig B	10sq m 107sq ft
Hull construction	Epoxy GRP foam sandwich
Spars	Carbon composite mast, aluminium alloy boom
Sail	Mylar with dacron luff panel. Semi battened.
Foils	Rake back daggerboard. Lifting rudder. GRP and foam composite.

### RS600

**Stunning** looks promise a performance to dream about. And the highly developed rig control and reefing system make this excitement available to an extraordinarily wide range of sailors.

The RS600 has won the enthusiasm of hundreds of single handed sailors. It is faster than most two person boats and one of the lightest, most responsive production sailboats around.

**Strong enough to take the punishment, sailing an RS600 is pure adrenaline.**

#### Hull

- Designed by high performance boffin Clive Everest, the hull shape was created using computer generated sections resulting in mathematically perfect curves. That's why it looks so fair and fast.
- Enormous speed potential is matched by excellent handling.

- Vacuum bagged epoxy foam sandwich construction results in a hull that is fantastically strong, yet only weighs a stunning 52kg.
- Helming from the wire is made easy by the purpose designed geometry of the cockpit.
- High wing freeboard above the water gives a secure feel and all controls are easily reached.

### Foils

- Daggerboard for low drag efficiency.
- Lifting rudder for easy launch and recovery.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

### Rig

- Carbon fibre mast gives a uniquely dynamic rig and the flextop delivers exceptional gust response.
- Light weight and strong.
- Fully battened mainsail to stabilise the shape and reduce flogging.
- Scrim mylar for tear resistance.
- Mast and sail work together to create a perfect rig. Pull the cunningham and watch the mast bend, the sail flatten and the upper leach open. Real power control.
- High performance is attainable from the big rig in only 8 knots of wind.
- Simple and highly effective reefing system reduces the sail area by nearly 20% and allows the boat speed to go on up as the wind increases. Removable mast extension - twin position shroud and trapeze settings - zip up sail foot. When reefed the sail head still reaches the top of the mast so maintains full tip response.
- The reefing system not only assists speed in a breeze, but also makes mastering the RS600 within the reach of most competent sailors...and a lot of fun

### Performance equalised racing

- A simple performance equalisation system dramatically extends the competitive sailor weight range.

*"Stunning speeds upwind and down, even in relatively light winds, are balanced by (relatively) easy handling"*

*"The ability to reduce the rig size, not just in strong winds, but also in the early stages of learning to sail the boat, is a real benefit"*

*"Think of it as a single handed skiff, both in terms of performance and fun, and you won't be far wrong"*

### Peter Bentley – Olympic coach and boat tester

#### RS600 Specification

Designer	Clive Everest & Nick Peters
Length	4.47m 14'8"
Beam	1.93-2.13m 6'4"-7'0"
Hull weight	52kg 115lb
Sailing weight	76kg 167lb
Sail area full main	12.14sq m 131sq ft
Sail area reefed	10.55sq m

Hull construction	Epoxy & GRP foam sandwich
Spars	Carbon composite mast. Aluminium alloy boom.
Sails	Mylar fully battened mainsail with reefing.
Foils	Daggerboard and lifting rudder. GRP and foam composite.

## RS700

**Exceptional performance *and* user friendliness -**  
the RS700 brings single handed skiff racing to a wide range of sailors and performance equalisation means that winners can be large or small.

**Fantastic competition and a big atmosphere on the sponsored RS Racing Circuits complete the picture.**

**No wonder the RS700 is such a success.**

### Performance equalised racing

- Performance equalisation system using adjustable width wings gives the best racing across a genuinely broad weight range. The RS700 has the power to suit heavier sailors *and* the leverage to suit lighter ones. You will not notice the difference while you're learning – but you will when the basics are behind you!

### Hull

- Long hull with wide enough waterline provide a relatively stable platform. Stability and little tendency to nosedive are essential to make this type of sailing attainable to a range of sailors.
- Flared topsides offer reserve stability.
- Tried and tested RS epoxy sandwich construction system - proven in terms of ultra-light weight, high strength and virtually zero water absorption.
- The deck at the bow offers maximum volume to shed water quickly if the boat drives through a wave.
- Spinnaker chute mounted as far aft as possible to keep the weight back and the spinnaker clear of the water.
- Cockpit design allows a secure helming position from which to initiate manoeuvres or hoist and drop the spinnaker - another crucial design element to make the boat user friendly.
- Spinnaker hoisting and dropping made simple by the large chute mouth and slick pump action halyard and downhaul systems.

### Rig

- New generation Superspar carbon composite mast. Ultra-light weight with dynamic gust response in the tip.
- Mainsail has a long luff for efficiency and power.
- Only one full length top batten, plus three short battens for a “soft” configuration which gives a light and user friendly rig.

- Kevlar reinforced mylar sail fabric is used for strength, low stretch and high visibility.
- User friendly, highly effective rake and flattener system reduces the power to make the boat faster and more controllable in strong winds.
- Asymmetric spinnaker – high aspect for low sheet loads and good visibility. Silicone coated fabric makes hoists and drops faster, easier and extends the life of the sail. Downwind performance is simply sensational.

### **Foils**

- Dagger board can be raked to balance the boat in a breeze when sailing with the rig de-powered.
- Lifting rudder for easy launching and recovery.
- Sophisticated GRP sandwich construction gives strong, light, high performance foils.

*"Having sailed International 14's and 18 foot skiffs there was really only one choice of single hander. And being an RS, the après sail is awesome too!"* **Paul Bayliss – Multiple single-handed championship winner**

*"Spinnaker hoists and drops were remarkably quick..."* **Yachts & Yachting**

*"I think weight equalisation has made its mark and is here to stay"* **Andy Rice – sailing journalist**

*"The equalisation system means that people of all weights are competitive, leading to really close racing"* **Paul Bayliss**

*"Often people ask which was the fastest single hander. I always refer to the PY yardstick table because these numbers should simply tell the truth. I am sure that the RS700 is also easier to handle than any other single handed skiff"* **Christian Brandt – Germany – Contender champion**

*"Nationals – I think the word is awesome."* **Richard Allen**

### **RS700 Specification**

Designer	RS Racing - Nick Peters & Alex Southon
Length	4.68m 15'5"
Beam	1.92-2.33m 6'4"-7'8"
Hull weight	56kg 123lb
Sailing weight	79kg 174lb
Sail area main	12.8sq m 137sq ft
Sail area spinnaker	16sq m 166 sq ft
Hull construction	Epoxy GRP foam sandwich
Spars	Carbon composite
Sails	Mylar / kevlar semi battened mainsail. Twin patch radial cut spinnaker.
Foils	Daggerboard and lifting rudder. GRP and foam composite.

### **Back Cover**

RS Racing

The RS Racing range, developed and produced by LDC Racing Sailboats, has earned a reputation as the finest range of sailboats. Twice winners of the Sailboat of the Year award, every RS has set the standard within its sector for performance, handling and quality.

The massive events and incredible roll call of top sailors who have chosen an RS says it all. RS has become one of the all-time sailboat success stories...something to be proud of.