

# RS 700

## Sailing Today



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## The RS700 associations e-Newsletter - Issue 13



### RS700 Breaking News...

- Next event is Weymouth & Portland NSA on the 12th & 13th May!
- Coaching at Chew Valley on the 26th May - Contact [Charlotte](#) to confirm your place!
- Don't forget to enter the Nationals before the 15th May for a reduced entry fee!

### The 2007 season is now underway...

Welcome to the latest edition of RS700 Sailing Today.

The season opened finally at Chew Valley with 20 RS700s hitting the water for the first Fat Face Circuit event of the season and the re-run of the wind cancelled GUL Winter Championships. For a full report [click here](#).

#### Final Results

1st Tim Johnson  
2nd Matt Humphreys  
3rd Andy White  
4th Nigel Walbank  
5th Dave Smithwhite

Then it was onto Lymington Town Sailing Club for a light wind weekend for the 2nd round of the Fat Face Circuit.

#### Final Results

1st Matt Humphreys  
2nd Ben Cooper  
3rd Rob Chaplain  
4th Andy White

5th Paul Hayden



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For a full report [click here](#).

Next stop is Weymouth & Portland NSA on the 12th & 13th May which is then followed from the 2nd-5th June by the 2007 RS700 GUL sponsored National Championships.

Click the bookmarks below to go directly to the article you want to read.

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Opposite: Action from this years circuit



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## 2007 GUL National Championships

Only five weeks to go to the 2007 Gul RS700 National Championships, supported by Seasure, and hosted by the Royal Torbay Sailing Club from 2 – 5 June. Building on the awesome success of the 2006 Nationals, we've tweaked the format for an event that promises to be even better!

Royal Torbay Yacht Club is a fabulous venue for a championship – a great, friendly clubhouse, easy launching down the brand new slipway, and fantastic racing in the ever-popular Torbay. Everything from accommodation to pubs is within walking distance, while the surrounding area boasts many family attractions for the all-important support crews.

If you have not sailed at a major championship before, there is no better way to gain experience than at the 700 Nationals. Not only will there be free coaching, advice, and seminars, but, more important, there will be a critical mass of welcoming, supportive sailors who want to talk about RS700s! Come and give it a go!

The 2007 Gul RS700 Nationals will be jam packed with all sorts of activities, including:

- Big fleet racing at one of the UK's premier sailing venues
- FREE coaching for newcomers to the fleet, sponsored by RS
- Daily seminars and debriefs
- FREE 2007 RS700 Championship t-shirt
- FREE Go-Karting Competition, including Happy Hour and a meal, sponsored by Seasure
- FREE evening meal on the first night
- FREE Happy Hour drinks each evening, thanks to the generous sponsorship of Gul, Hyde Sails, and LDC



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## Racing Sailboats

- Great prizes for the Gold and Silver Fleets, daily and overall
- Prize categories include 1st Lady, 1st Youth under 18, and 1st Master over 45, as well as prizes for newcomers and improved sailors
- Daily presentation of the Yellow Rudderstock Award for Gold and Silver Fleet race leaders, sponsored by Seasure
- The Sail for Cancer Raffle for fantastic prizes, including a brand-new spinnaker, a harness, and carbon tiller extensions. All proceeds will go the Sail for Cancer.
- Buddy system
- Great beach-support team
- Professional photography providing daily displays of the day's sailing
- The RS700 Class meeting – your chance to have your say about how the class is run
- And much, much more....all for the bargain price of £69 for entries received before 15 May 2007. After that, the entry fee rises to £90, and we will be unable to guarantee your size of FREE embroidered 2007 Gul RS700 Nationals t-shirt.

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Images from last years 50 boat nationals!

Are you thinking this sounds like fun, but not sure you can swing the holiday? Then why not register for the Saturday-Sunday Series – two days of exciting championship racing for the bargain price of £36?

So what are you waiting for? With competitors travelling from across the UK and Europe ensuring exciting racing, there is no doubt that this will be an awesome event. WHATEVER your standard, the RS700 Nationals is a MUST in the 2007 sailing calendar, and I guarantee you will have lots of fun!

For further information, including entrance forms, please visit [www.rs-association.com](http://www.rs-association.com), What could be easier?

I look forward to seeing you ALL there!

Alex

Alex Newton-Southon

RS700 Class Chairman



**THE RS700 CIRCUIT 2007**

3/4 Feb - Winter Championships, QMSC  
 3/4 Mar - Dinghy Sailing Show  
 10/11 Mar - Chew Valley LSC, Circuit  
 14/15 Apr - Lymington Town SC, Circuit  
 12/13 May - Weymouth & Portland NSA, Circuit  
 2- 5 Jun - National Championships, Royal Torbay YC  
 23/24 Jun - Hunstanton SC, Circuit  
 7/8 Jul - Hayling Island SC, Circuit  
 23-27 Jul - Travemunde Woche, European Championships  
 8-10 Sep - French Nationals, Carnac  
 15/16 Sep - (Tide Ride - Hayling Island SC, Open)  
 29/30 Sep - Gurnard SC, Circuit  
 20/21 Oct - Inland Championships, Northampton

6 Fat Face Circuit events - 4 to count



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**Club Corner - Carsington Sailing Club****The Club**

Carsington Sailing Club is a Sailing and Windsurfing Club situated on the edge of the peak district. It has a modern stone built clubhouse, large changing rooms with hot showers, extensive catering facilities and a fully stocked bar.

The Club is open from Wednesday to Sunday, February until December.

Club racing for dinghys, catamarans and boards takes place on Wednesday evenings and Sundays, with cruiser racing on Saturdays.

The Club is also a recognised RYA teaching centre, providing shore based, powerboat and sailing courses for adults and young people.

Being in a popular tourist area there are ample camp sites and B&B's within stumbling distance of the club, though camping on site is not allowed due to Severn Trent regulations.

<http://www.carsingtonsc.co.uk/accommodation-near-carsington.html>

**The 700 Fleet**

We currently have 5 RS700 owners at the club, the first boat having arrived a little over a year ago. We join in with the fast handicap club racing, which provides competitive racing against 505's, IC's, RS800's and other similarly designed single handed skiffs (I won't mention them specifically so that I don't offend!!). We are keen to expand the fleet, so if you're based in the Midlands and fancy joining us, please get in touch. We are very new to the 700 fleet and so haven't been to any events yet, but look out for us at the back of the fleet at the nationals! Any helpful hints and tips would be more than welcomed especially in regard to the lumpy stuff.

This year we are hosting a new open meeting for 'fast' single handers in the form of the "Billy No-Mates" event (28th – 29th April); This is an attempt to satisfy the demand for open meetings for all the classes that are limited in numbers but want quality racing and a good party. Maybe next year we'll have enough RS700s to host our own event!

We are a friendly bunch keen to help new 700 sailors through the growing pains of learning to sail the boat. A few of us have had to learn the hard way but thanks to a little help from Ian Nolan and the owners club we are now on our way to being competitive (I may be eating those words come June).

Richard Allen



The guys out doing what they do.

**News - Demo Boat Available**

Following on from discussions within the class last year LDC have now made a demo boat available for potential newcomers to try under the supervision of an existing RS700 sailor. The boat will be based at the LDC offices in Chandlers Ford but could easily spend a lot of its life on the road moving from club to club

[rs-association.com/rs700/issue13.html](http://rs-association.com/rs700/issue13.html)

Let us know on the road moving from club to club.

So if you know of someone who is looking for a test sail and would be willing to help them through the first sail, contact Alex at LDC for more details.

Direct line. 023 80 246 334

Mobile. 0791 944 6242

Skype. alsouthon

[alex@rssailing.com](mailto:alex@rssailing.com)

## Gul's New Code Zero Range

Code Zero is a new technologically advanced dinghy and sport boat racing range, made with Gul's new GCX EVO STRETCH, four way stretch material, to keep sailors warm and dry without over heating in strenuous racing conditions.

The Code Zero range has been developed with the RYA Skandia GBR team through rigorous research. Each product has been tested extensively by world-class sailors, their feedback has enable Gul to produce this highly technical, yet comfortable and stylish range. The revolutionary stretch fabrics and carefully designed cut of the kit, offers a closer fit and sleeker shape, reducing wind resistance and drag, for increased performance.

Gul's Code Zero range incorporates drytops, spray tops, smocks, jacket and salopettes; all constructed with ergonomically positioned stretch fabric panels for maximum freedom of movement.

### CODE ZERO DRYTOP (ST0014)

Technical Features:

GCX 2 EVO STRETCH fabric – minimum weight,  
breathable, waterproof & windproof  
100% stretch drytop  
W / P waterproof 20000 mm  
MVP (breathability) 20000 g / m<sup>2</sup> / 24hr  
Neoprene dry collar  
Neoprene dry wrist seals  
Low bulk front fastening neoprene waist  
Slim-fit to reduce wind resistance

Colours: - Black- Mercury  
Sizes: - XS, S, M, L, XL, XXL  
R.R.P. - £80.00



### CODE ZERO SPRAYTOP (ST0015)

Technical Features:

GCX 2 EVO STRETCH fabric – minimum weight,  
breathable, waterproof & windproof  
100% stretch spraytop  
W / P waterproof 20000 mm  
MVP (breathability) 20000 g / m<sup>2</sup> / 24hr  
Adjustable PU neck  
Adjustable PU wrist seals  
Low bulk front fastening neoprene waist  
Slim-fit to reduce wind resistance

Colours: - Black, Mercury  
Sizes: - XS, S, M, L, XL, XXL  
R.R.P. - £70.00





### CODE ZERO SMOCK (GM0201)

#### Technical Features:

GCX 2 EVO STRETCH fabric – back, shoulder and elbow panels  
 GCX EVO fabric – minimum weight, breathable, waterproof and windproof  
 100% waterproof heat taped seams  
 Adjustable PU collar  
 Water resistant front zip  
 Water resistant zippered pockets  
 Venting through pocket lining  
 Internal pocket zip for easy access to salopettes  
 Adjustable PU lined cuffs  
 Removable adjustable hood  
 Adjustable neoprene waist

Colours: - Black  
 Sizes: - XS, S, M, L, XL, XXL  
 R.R.P. - £120.00



### CODE ZERO JACKET (GM0200)

#### Technical Features:

GCX 2 EVO STRETCH fabric – back, shoulder and elbow panels  
 GCX EVO fabric – minimum weight, breathable, waterproof and windproof  
 100% waterproof heat taped seams  
 Adjustable PU collar  
 Water resistant front zip  
 Water resistant zippered pockets  
 Venting through pocket lining  
 Internal pocket zip for easy access to salopettes  
 Adjustable PU lined cuffs  
 Removable adjustable hood  
 Shock cord adjustable hem

Colours: - Black  
 Sizes: - XS, S, M, L, XL, XXL  
 R.R.P. - £120.00

### CODE ZERO SALOPETTES

#### GM0202

#### Technical Features:

[rs-association.com/rs700/issue13.html](http://rs-association.com/rs700/issue13.html)



## Technical Features:

GCX 2 EVO STRETCH fabric – back and shoulder panels  
 GCX EVO fabric – minimum weight, breathable, waterproof and windproof  
 100% waterproof heat taped seams  
 Adjustable shoulders  
 2 way water resistant front zip  
 Front zip fly gusset  
 Deep neck opening  
 Cordura reinforced seat and knee panels  
 Zippered pockets  
 Adjustable ankles  
 Internal shock cord adjustable waist

Colours: - Black  
 Sizes: - XS, S, M, L, XL, XXL  
 R.R.P. - £100.00

## Try out the Code Zero for yourself

The Gul Team have kindly donated one of the new Code Zero Spray Tops for us to try. First impressions are good with a smart design and a very close fit. The garment appears to give slightly rather than stretching and doesn't seem to restrict movement at all. It's very light and well made but we haven't had a chance to try it on the water yet. Further reports will follow.

If you'd like to try the top out yourself come and see Ian Nolan at any of the events.



## New trapeze ring offers step forward in dinghy sailing performance

The Lazyhook is a novel trapeze ring separating the orientation of the trapeze handle and ring. It allows sailors to perform advanced wire to wire tacks and gybes without risk of the trapeze ring facing the wrong way due to the self orientating ability of the Lazyhook. When the sailor supports their weight from the trapeze handle over the side of the boat the Lazyhook is weighted to always rotate with the ring down enabling the sailor to hook on with only one hand on the trapeze handle.

Not only does the self orientating nature allow the sailor to perform consistent wire to wire tacks and gybes, its ergonomic design is equally suited to conventional use. In use it is difficult to tell the difference between the Lazyhook and a conventional hook during non wire to wire manoeuvres.

The concept was first developed in the Musto Skiff class and has been brought to the international sailing market by Reekie Designs Limited where it has seen initial sales in the UK, Spain, Switzerland and Holland.

The product is also suited to the double handed dinghy sailing market where the crew will be able to focus on trimming instead of clipping their helms on after manoeuvres.

John Reekie (RDL Director), said:  
 When I started sailing the Musto Skiff I often found after wire to wire  
[rs-association.com/rs700/issue13.html](http://rs-association.com/rs700/issue13.html)



For more information please contact:

When I started sailing the Musto SKIN I often found after wire to wire tacking that I was unable to hook on with the hook facing the wrong way. This would often cause a capsize as I would have to hook on to the trapeze in the boat. The Lazyhook has changed all that, enabling me to perform more aggressive wire to wire manoeuvres, gaining yards on the opposition. In changing to the Lazyhook I have not noticed any difference during conventional tacking and gybing, where you would hook on prior to going on the trapeze, which is a result on both counts.

John Reekie AMIMechE (Director)  
Reekie Designs Limited  
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[info@reekiedesigns.co.uk](mailto:info@reekiedesigns.co.uk)  
Tel (Office): 01946 823 897  
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## Sport Nutrition for RS-700 Sailing

Ok, here we go this is going to be about as practical as it gets. What ya gonna eat and drink for racing.

Key Point: Prepare some food for yourself to eat

<u>Eating Session</u>	<u>Key points</u>	<u>What to eat</u>
Driving to the event	Do not eat rubbish food from services Prepare something at home.	Cream cheese bagel/ pasta dish/ rice salad etc.
2-3 hours before going on the water	Good food not overloaded in fat or sugar	Porridge/ cereal/ egg sandwich/ baked beans.
On the water	Do not get dehydrated Catch the bus (glycogen and protein)	Home made drink/ Lucozade About 500 calories for 3 hours sailing;
30 minutes after coming ashore	Have it prepared because chances are it will not be available at the club	Cream cheese bagel/ pasta dish/ rice salad etc.

### A few sports nutrition concepts

A balanced meal: This means eating good quality carbohydrate (which is not sugar), protein and a bit of fat. The ideal quantity is 2g carbohydrate to 1g protein for maximal anabolic effect (well absorbed and getting incorporated into the muscles). Carbohydrate with a low GI (glycaemic index) is best as it will be more likely to find its way into muscle glycogen and is releases energy slowly over a long period. We generally mean wholemeal pasta and rice (starchy food) to have a lo GI as opposed to white bread and sugar.

Rehydration drink:

It is now accepted in academic circles that becoming dehydrated has a marked effect on performance.

Rehydration is the name of the game in sailing as we don rubber sweat suits, whilst getting baked by the sun.

There are three components to drinking on the water; electrolyte replacement (salt), fluid replacement (water) and carbohydrate (sugar) replacement. The key concept here is that you need salt to absorb water from the gut, and also need to replace the salt you excreted through sweat. If you suffer muscle cramps on the water this may be due to inadequate salt intake. You are also allowed to drink simple sugars as you are burning calories rapidly and you are not aiming to store sugar in the muscles (as glycogen).

You can buy a Lucozade sports drink which has salt incorporated or you make your own using 500ml of orange juice, 500ml of water and ¼ teaspoon of salt.

I would say you need a 1 litre of fluid for an afternoon of racing but the most important thing is not to start of dry.

Aim for your urine to be quite clear in colour. It is quite impressive how dehydrated people can become whilst not doing much about it.

People's sweat rates are individual and can vary from 0.5 to 2 litres per hour depending on the person and the conditions i.e Leigh Albrecht might sweat 0.5 litres of sweat per hour on a calm day whilst Bayliss may sweat 1.5 litres per hour on a windy day. I have included a sweat loss table to keep the geeks happy.

Most athletes gauge sweat loss by thirst (as opposed to weighing themselves before and after exercise), which is fine.

Remember alcohol and caffeine are diuretics so they make you excrete more fluid than your kidneys would normally.

It is critical to get rehydrated when coming off the water however if you have lost a lot of fluid then sipping water constantly for an hour is better than drinking vasts amount immediately.

It is a error of judgement to go straight for beer (old school) after pulling the main halyard out of its cleat. Just for the record scientific studies have shown that people sail worse after drinking any alcohol the day before!  
Sweat Electrolyte Loss:

Electrolyte	Average amount/Liter sweat	Food reference
Sodium	800 mg (range 200-1,600)	1 liter Gatorade = 490 mg Sodium
Potassium	200 mg (range 120-600)	1 med banana = 450 mg Potassium
Calcium	20 mg (range 6-40)	225 g yogurt = 300 mg Calcium
Magnesium	10 mg (range 2-18)	30 g peanut butter = 50 mg



**Preparing Food:**

The key here is to have a handy healthy snack/meal to hit the spot when you need it. Make them yourself because the chances are that you will not find it at the club house or at the service station.

**When to eat:**

1). Eat 2-3 hour before hitting water.

2). It is vital to eat some carbohydrate (500 calories) within 35 minutes of coming ashore, this is so energy stores can be replenished in the muscle. The carbohydrate gets stored as glycogen in organelles called mitochondria (whose DNA is inherited solely from your mother and where probably originally independent beings which lived outside your body).

This time slot is called the glycogen bus and if you were not to meet it continually over the course of a week long regatta you would become highly fatigued.

Matthew Stark BMBS MRCP DGM

**2:1 halyards**

"1.2.5 Main Halyard and Halyard securing device, maximum velocity ratio 2:1."

At the recent RS700 AGM, a vote was passed to legalise the use of 2:1 halyards. There is no requirement to change, you can simply adopt a 2:1 system if you prefer.

**Why the need to change**

This change was introduced in response to a number of requests from people who prefer not to use the standard Kevlar halyards. The simply problem with kevlar is that if you repeatedly tie the rope at the same point it will eventually fail, resulting in an annoying dnf and a stranded sailor.

The standard strategies which work really effectively to avoid failures are:

- Pass the halyard twice through the sail eye before tying off with a bowline to minimise the pressure at the point where the rope is bent.
- Tie your bowline with a different length tail each time to move the pressure point around
- Shorten the rope by a few centimetres every 2-3 months to again move the pinch points.

The alternative is to use a spectra/dyneema based rope. However, in doing so you also lose the key advantage of low stretch, which is a real issue when you are trying to apply high Cunningham loads. The solution is to fit a 2:1 purchase system on the halyard which an increasing number of people were asking to do.

How do you fit one?

The rule is worded in such a way as to allow the sailor to adopt whatever method of achieving the 2:1 purchase. There are a couple of suggestions which have been raised on the forum, there may be other methods out there.

Both of these ideas involve the use of:

- a forged shackle to attach the sail,
- a 50% longer spectra/dyneema halyard
- an over length pin for the masthead sheave

The first method is to simply create a small loop in the tail of the halyard (tied or spliced) and to pass this around the longer sheave pin, using a washer to hold it in place.

The alternative is fix add an eye mount/loop to the sheave pin and to tie the halyard tail to this. In both cases it might be worthwhile adding some sleeving to avoid abrasion.



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