

RIGGING: RS- Vision

The RS- Visions should be rigged on the floating dock or on its trailer then put into the water. While rigging, carefully inspect the vessel and equipment to make sure everything is in good working order.

Sail Selection: The RS Vision is equipped with a slab reefable main. Reefing is recommended for lighter weight crews sailing in stronger winds or for novices learning to sail the vessel. If you are in any doubt as to your ability to handle the conditions, reef the sail!

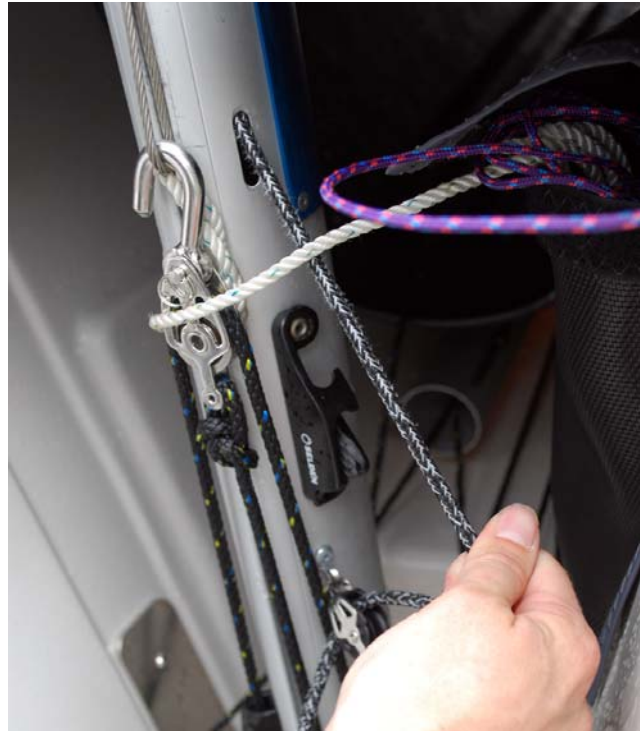
1. A properly derigged boat appears as below. Please note that the tiller extension is NOT bent.
4. Uncleat the main halyard from the starboard side of the mast.



2. Insert the drain plug, into the transom and seal the hull by turning the plug clockwise.



3. Uncleat the GNAV and Mainsheet.



5. Release the main halyard slowly so that the boom will be lowered gently into the cockpit of the vessel.



*It was the Law of the Sea, they said.
Civilization ends at the waterline. Beyond
that, we all enter the food chain, and not
always right at the top.*
— Hunter S. Thompson

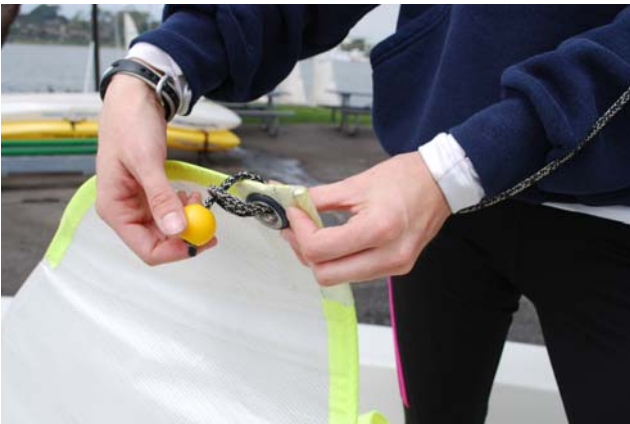
6. Untie the square knot that attaches the main halyard to the outhaul.



7. Make a bight with the main halyard and pass it through the port side of the grommet on the head of the mainsail.



8. Take the ball at the end of the main halyard and pull it over the top of the sail towards the loop that was passed through the grommet of the head of the mainsail. Put the ball into the loop and pull taut.



9. Insert the bolt rope at the head of the sail into the groove of the mast. Be sure to do so on the starboard side of the boat as the GNAV will not allow for it to be placed on the port side.



10. Raise the mainsail using the main halyard which is on the starboard side of the mast until the mast reaches the top of the mast. The crew should use their hand to guide the boltrope as the skipper raises the sail.



11. Attach the clew of the mainsail by sliding the clew bullet down the foot track of the boom.



12. Attach the outhaul of the sail (located on the port side of the boom) using the same ball and loop method used for the main halyard.



13a. **OPTIONAL REEFING STEPS:** Take the reefing line on the starboard side of the boom and pass it through the top reefing cringle from the port side. Then thread the line through the second cringle on the starboard side. Then thread the line through the bottom cringle on the port side.



13b. Cleat the reefing line to the jam cleat on the starboard side of the boom.



14. Pass the cunningham through the cringle on the starboard side of the sail.



15. Pass the cunningham through the purchase pin at the top of the boom.



A small craft in an ocean is, or should be, a benevolent dictatorship.

Tristan Jones

16. Pass the cunningham back through the cringle on the starboard side of the sail.



17. Pass the cunningham through the clam cleat on the port side of the mast and tie a bowline into the end of the line.



18a. **OPTIONAL REEFING STEPS:** Remove the Cunningham from the cleat and grommet. Pass it through the reefing grommet on the port side which is directly above the cunningham grommet.



18b. Ease the main halyard slowly while pulling on the cunningham grommet to reef the forward portion of the mainsail.



18c. Slab reef the aft portion of the mainsail while lowering the mainsail. Reacleat the main halyard.



19. Provided that the tide is not extremely low you may attach the rudder by placing the pintles into the gudgeons. Please note that the bungee cord for the hiking strap should be under the top gudgeon.



20. Uncleat the jib furling line. It is located on the starboard side of the cockpit.



19. Sheet in on the starboard jib sheet to unfurl the jib. Make sure the Spinnaker halyard does not catch the sail as it unfurls.



20. Push the boat off the floating dock and walk it to the windward side of the dock. Then drop the centerboard by pulling on the centerboard handle.



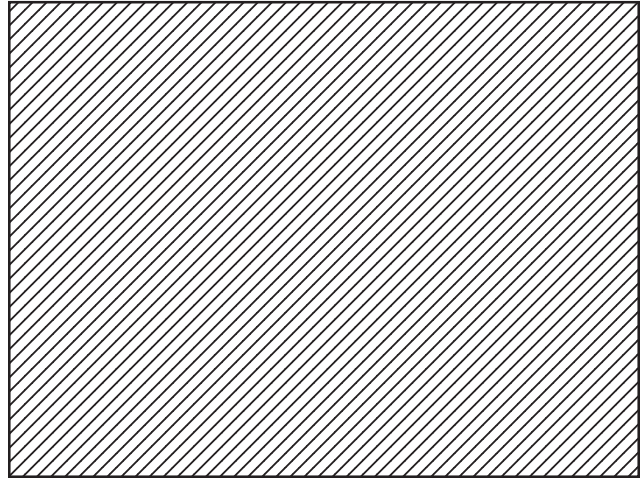
DE-RIGGING: RS Vision

Never leave a boat unattended on the windward side of the dock. Once docked, furl the jib immediately, pull up the centerboard, and bring the vessel around to the floating dock. The majority of the derigging process should take place on the floating dock.

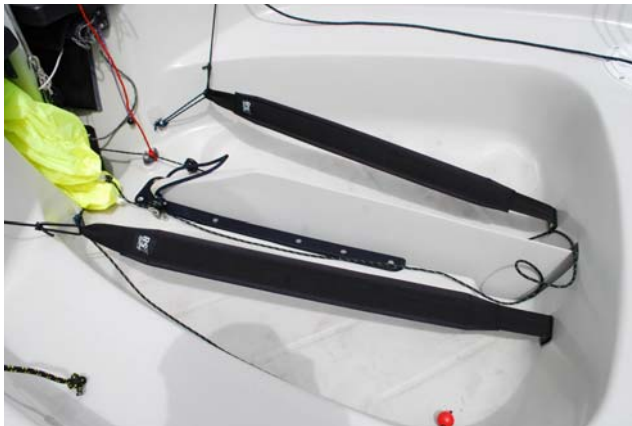
1. Once docked, furl the jib by uncleating the sheets and pulling on the furling line until the jib is rolled taut.



3. Walk the boat to the floating dock and pull it up. Be careful not to pull so hard that the rudder hits the floating dock.



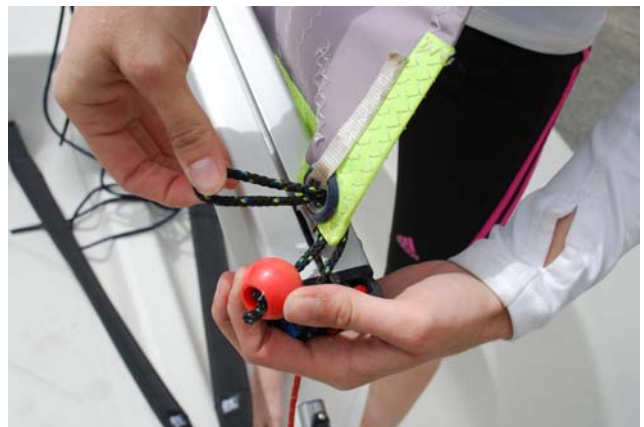
2. Pull the centerboard handle forward until the board comes up completely.



4. Uncleat the outhaul.



5. Untie the ball and loop used for the clew. Then lower the boom to the cockpit.



6. Undo the cunningham.



7. Uncleave the main halyard and slowly begin lowering the sail. The sail should be ROLLED as it is lowered as it is made of mylar and should never be crumpled up for transport. Be sure to roll the mainsail so that the leech is flush.



8. The luff of the sail rolls inward.



9. Unie the ball and loop from the head of the mainsail.



10. Place the mainsail, leech first, into the bag.



11. Tie a square knot with the outhaul and the main halyard, then pull up the main halyard up until the boom is parallel to the deck of the vessel.



12. Sheet-in on the mainsheet until it is taut. Then place the coiled mainsheet on to the maincleat.



The sea finds out everything you did wrong.

Francis Stokes

13. Remove the rudder by depressing the rudder stop.



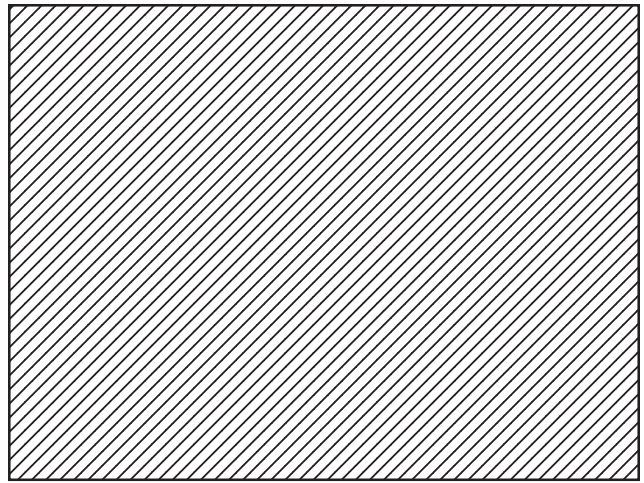
14. Place the rudder into the boat with the tiller extension unfolded.



15. Undo the drain plug.



14. Rinse the boat and all rigging with freshwater.



11. Straighten out all lines in the boat. Return all equipment, wetsuits, and PFDs to the proper place. Ensure that any new damage is noted and the Dockmaster initiates a Repair Request.

