



## COMMENTS

Forget the tiller or wheel... for an hour, a day, a week, or longer. Let your boat sail on course while you busy yourself with eating, sleeping, reading, loafing, or honest deck work. When caught out in cold heavy weather, let RVG handle the steering chores while you remain below, warm and dry (don't forget to maintain a scheduled watch). Experience a new joy of cruising when you are not 'chained' to the tiller or wheel. Add to these pleasures the fact that you will be able to cover more distance for a given time due to more accurate steering (would you believe 15% increase in distance). This extended distance means that you will now be able to visit those harbors that previously were 'too far' for a normal 2 week vacation cruise.

RVG is truly self steering. It is **not** connected to your boat's rudder, tiller, wheel. There are no sheaves, blocks, lines, connected to your boat. Just trim your boat and engage RVG . . . then sit back and enjoy.

The cruising sailor is usually far removed from any repair facility. RVG has been designed and constructed to work with the environmental conditions present, instead of using those factors to create or develop 'force' or 'power'. Any gear that develops 'force' is sure to have these strains result in fatigue breakdown, or loss of performance. Our 19 years of continuous RVG production show extremely little 'down time' or repairs... a record we are, naturally, very proud of.

Remember . . . RVG PERFORMS ... RVG EXCELLS



## CONSTRUCTION

As the sea is an unforgiving teacher, we have learned our lessons. Each component in RVG is built with extreme tolerances of strenght in mind. We prefer to overbuild totally and avoid stuctural problems when at sea.

RVG features Aluminum alloys in the 6061-T6 family in its extruded lengths. Aluminum alloys are used in all castings. All fasteners employed are of high quality Stainless Steel. Delrin, Teflon, and Nylon are used extensively where their application is called for in bushing and bearing areas. Foam/hardwood filled rudders of fiberglass are used in all units. Micron 33 is offered as the standard antifouling paint.

Our goal is to always build into each RVG the very best quality. We will not produce less than the highest quality under any circumstances.



## THEORY & OPERATION

The RVG is a vertical axis trim tab/auxiliary rudder type system. Distinct built-in symetrical shapes incorporated in the underwater parts (skeg, rudder, trim tab) are responsible for angles of attack that afford instant course correction. In operation, the wedge shaped sail transmits a signal impulse to the trim tab. The slightest activation of the trim tab results in rudder movement that effects corrective steering.

By using the flow of water past the rudder surfaces tremendous steering forces are generated without these forces being transmitted to the structural portions of the unit. A truly remarkable use of water and wind that allows RVG to perform to the highest standard with minimal strain to the unit.

To operate the unit is simplicity itself. When the boat is trimmed and sailing on its chosen course, simply engage the Clutch Handle, then tighten the Clutch Set Screw to ensure that the clutch does not slip. That's all there is to it. RVG has automatically adjusted itself to the course/wind factor before you set it. To disengage the unit, just loosen the Clutch Set Screw and pull down the Clutch Handle and you are back to 'manual' sailing.

Maintenance required is almost nonexistent. When under way there is no maintenance. If the boat is to remain dockside for extended periods of time, a fresh water hosedown occasionally to eliminate salt build-up is all that is necessary.