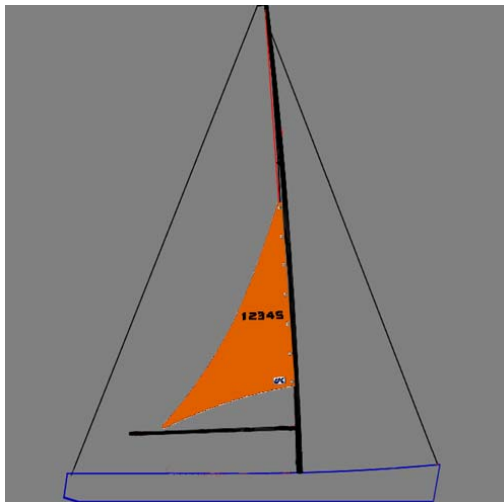




Distance Racing Sails

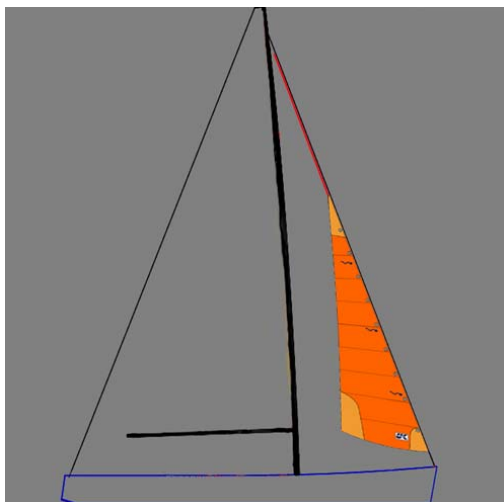
Descriptions, Usage and Features

Section 1: Storm Sails



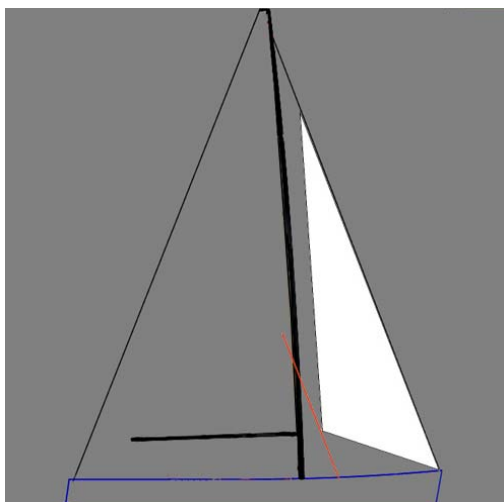
STORM TRYSAIL

- Storm Orange Dacron for high visibility
- Max ISAF area 17% of $P \times E$
- Sail number on both sides
- The sail can sheet to the boom or deck
- Separate track on the mast is recommended (required for in-mast furling mainsails)
- No battens, no headboard



STORM JIB

- Storm Orange Dacron for high visibility
- Max ISAF area 5% of I^2
- Max luff length 65% of I
- For groove luffs an alternate attachment method is required.
- Head pendant with luff tape. Tack pendant.
- Double luff tape



ISAF HEAVY WEATHER JIB OR No. 4 GENOA

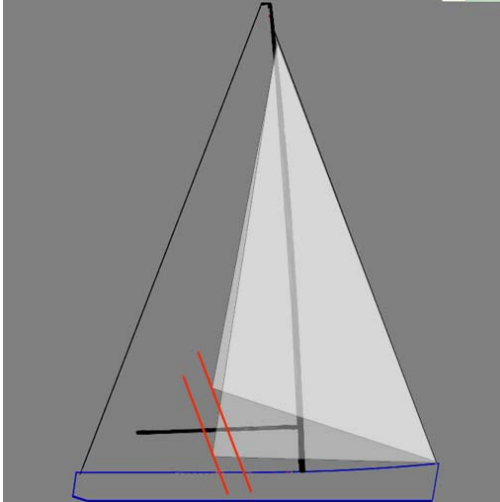
- Max ISAF area 13.5% of I^{2*}
*(This area is too much for most boats. Typically a sail with an 85% luff length and 85%LP defines a good No. 4.)
- For groove luffs, alternate attachment.
- ISAF recommends not using high modulus material.*
*(Totally impractical recommendation.)



Distance Racing Sails

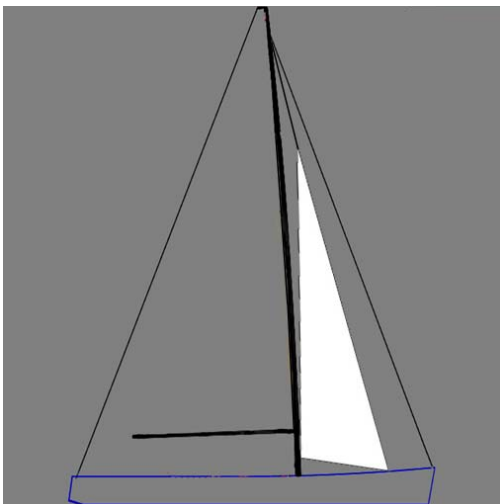
Descriptions, Usage and Features

Section 2: Specialty Sails



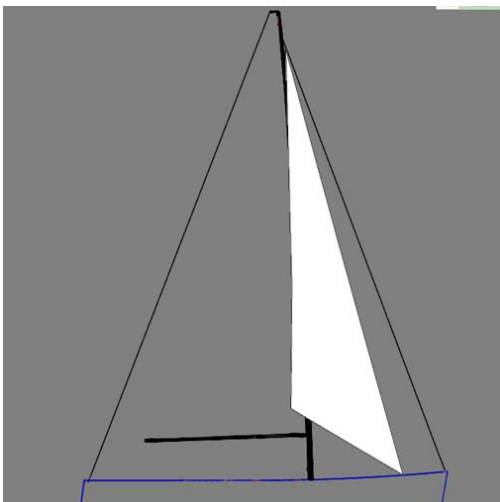
JIB TOPSAIL

- High clew for less twist when eased
- Better visibility/Less apt to scoop water
- Less LP/Same overlap
- Wider head angle
- Better for using a staysail
- More powerful luff area



CLOSE REACHING STAYSAIL

- Can be set inside a Jib Topsail, Genoa or Spinnaker
- Short hoist to prevent interfering with flow at the top of the genoa
- Can be set flying, or on an inner forestay
- Can be used as an "Interim Jib" during a jib change while reaching



DAZY STAYSAIL

- Usually set inside a Spinnaker
- Set Flying*
*(Some boats use a roller furler)
- Improves Mainsail performance
- Doubles as a Windseeker



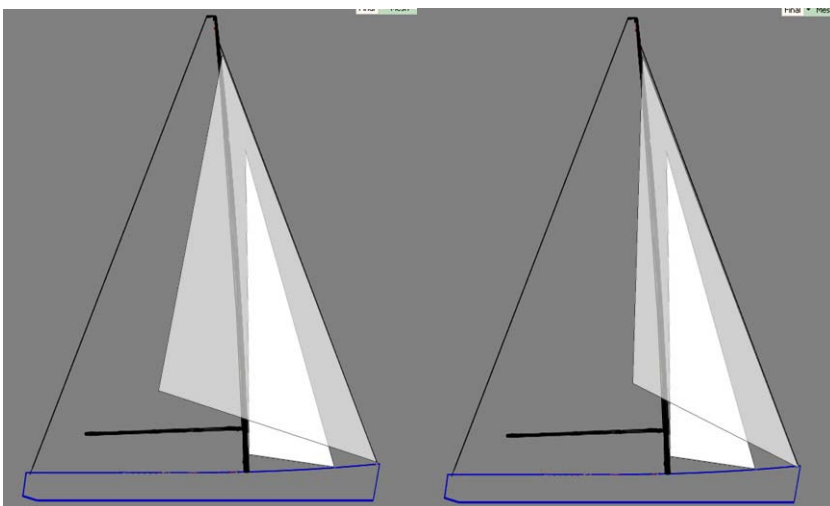
CODE ZERO SPINNAKER

- Excels in light air very close reaching
- Much bigger than a Genoa or Jib Topsail*
*Spinnaker rule vs. Genoa rule
- Critical for boats with non-overlapping headsails
- Doubles as a "Chicken Chute"



REACHING SPINNAKER

- Bigger and lighter than a Code Zero
- Designed for sailing wider wind angles than a Code Zero



DOUBLE HEAD RIG

- For close reaching when the wind is too strong for a Code Zero or Reaching Spinnaker.
- Two sails have more area and luff length