

FFR

THE **BEST WAY**
TO CRUISE



FFR > flat furling reacher>

Modern cruising yachts tend to be fitted with reduced area genoas that are very convenient and easy to handle but unfortunately make light air sailing very slow and tedious.

To overcome this problem, OneSails has developed the FFR.

The FFR is the ideal solution for the discerning sailor who wants to maximize the yacht's potential in light airs and have much more control downwind in stronger breezes.

Clearly the shape characteristics of this type of sail influence its maximum designed projected area.

Evolution of the Code 0

Ignoring racing rules and their measurement restrictions, OneSails can produce a sail quick and easy to furl and avoid shape distortions or movement under load.

This sail is not designed for racing as it clearly does not constitute a Gennaker or a

Genoa for measurement purposes.

The result is a sail with an SMG (half width) close to 55% to 65% of the base with reduced luff shape providing greatly increase of the sail's range.

Construction

The FFR is constructed from an advanced, high quality nylon that is specially selected for this particular application. The luff is fitted with an integral torsional luff rope to enable quick and easy furling, much like a traditional Code Zero. The FFR is a practical, medium weight, easy to handle sail that will not take up too much storage space and is designed for shorthanded sailing. It is the ideal sail for cruising yachts where space and manpower are often at a premium.

NOTE:

A roller furling sail requires headstay tension superior to a gennaker. It is advisable to check that the yacht's construction is able to withstand these loads.

If set on a bowsprit, the same care must be taken to ensure the structure is adequate for the loads.

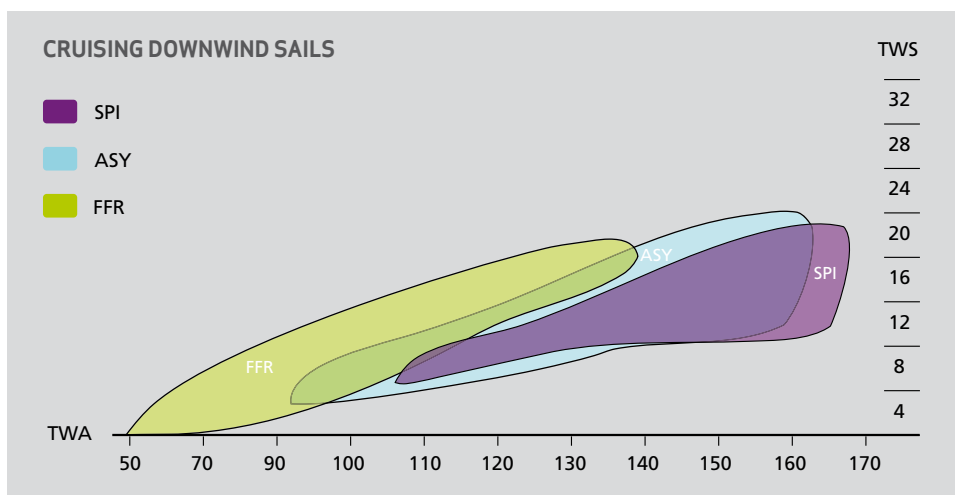
Handling and range

The 2D graph clearly demonstrates the sail's best wind angle and range. With less than 5 knots TWS, it is possible to sail closer than 50 degrees TWA and this purely depends on the sheeting angle available on deck.

The FFR also makes heavy airs downwind sailing much more controllable and stable through the use of the furling mechanism

and the integral tensioned luff stay.

Sailing under autopilot with the FFR is stress free and trouble free. Variations in course due to wave action or slow autopilot reaction do not cause the FFR to collapse. The sail behaves much like a Genoa, backing gently at the luff until the boat bears away.





THE FFR USER GUIDE

In order to sail safely in all conditions please follow the few tips listed below:

- Before hoisting the sail make sure that the safety velcro on the dew is well positioned and closed.
- When the sail is used with a bowsprit, pay attention to the proper installation of the furler drum and line
- Position and secure the tack.
- Hoist the sail furlled (it is easier to hoist downwind with the mainsail eased, hiding the FFR behind the main).
- Tension the halyard, so that the sails luff is tight and straight (if the luff is not correctly tensioned, unfurling the sail can be difficult and potentially dangerous)
- Verify that the top of the sail is free from halyards (other halyards can easily get stuck when you furl and unfurl the sail).
- Go downwind and ease the mainsail in order to minimize the apparent wind. Unfurl the sail by pulling the FFR sheet.
- Once unfurled, if sailing downwind, you can ease the halyard to optimize the shape.
- Before furling the FFR go downwind and ease the mainsail to release some pressure from the FFR.
- Tighten the FFR halyard.
- Verify that the top of the sail is free from halyards.
- Ease the sheet and furl the sail at the same time (in order to furl the sail correctly it is important that you don't ease the sheet completely, to avoid leech flapping and maintain a slight tension on the foot and on the leech).
- Once furlled, ease the FFR halyard and use (softly) the sheet to bring the sail on board.
- To furl in case of strong wind conditions, you should use the engine to increase speed downwind reducing the apparent wind.

WHY CHOOSE ONESAILS

.1 EXCLUSIVE TECHNOLOGY

For over 10 years the OneSails design team have developed exclusive technology to make continuous thread sails (in one piece) a reality for cruising and racing boats.

.2 PERFORMANCE

Features like weight, shape control and deformation resistance means better performance in respect to a traditional paneled sail where seams and junctions are the weak parts under load.

.3 QUALITY

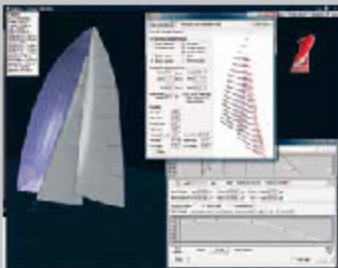
Sails are designed and manufactured to the very highest standards from carefully selected components to ensure the very highest quality and durability.

.4 DESIGN

The best sail shape is the result of analysis and experience. OneSails is at the forefront of the sailmaking industry, continually investing in research and development to ensure that the very best sail shapes are available. The success of this approach is confirmed by the vast array of racing trophies OneSails clients have won, competing at National, International and World Championship level

.5 SERVICE

A core activity for every OneSails Loft is providing first class service, support and assistance. As part of our service commitment, each OneSails Loft has a team of experts on hand to ensure that we can deliver on our service pledge. In addition to a growing number of principle Lofts, the OneSails Group has an extensive network of service centres strategically placed around Europe's coast line.



The sail is developed with the best sail-design software and analysis tools

THE ONESAILS NETWORK

The growing OneSails network includes more than 14 Lofts in over 11 countries. OneSails have a range of exclusive technologies, MILLENIUM and VEKTOR, that allow the manufacture of continuous thread membrane

sails (one single piece) More and more owners are appreciating the benefits of joining the ONESAILS family, performance cruiser, grand prix racers and maxi-yachts alike are trusting OneSails to deliver quality sails.

OneSails holds the world record for the biggest one-piece sails ever made with the mainsail for the J Class 'Shamrock' (451sq mt) and the genoa for the Wally 143 'Esense' (448sq mt)

THE DEALER AND SERVICE NETWORK



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