

Why choose One The next generation of sails™

1. Exclusive technology

Since 2007 the OneSails design team have developed exclusive technologies to make one-piece continuous thread sails a reality for cruising and racing boats.

2. Performance

Features like weight, shape control and deformation resistance means better performance compared to traditional panelled sails.

3. Quality

M3™ and 4T FORTE™ membranes are exclusively made in Europe in our unique purpose built facilities ensuring that stringent manufacturing standards are maintained.

4. Design

The best sail shapes are the result of continuous 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 next generation of furling sails. Light and easy to handle without requiring an anti-torsion cable.

OneSails presents the IFS™ (Integrated Furling Structure), a new style of headsail and downwind sail construction which uses continuous fibre technology to create sails which can be furled without the use of a heavy and expensive anti-torsion cable.

IFS™ sails are designed to incorporate a net of continuous structural fibres, laid directly on to the sail's luff, effectively replacing the cable.

The advantages of this technology are considerable. A wider range of sail shapes can be set and furled with sail handling eased by the reduction in weight.

Thanks to the lower halyard tensions needed, 30% - 35% less than used with anti-torsion cable, it's possible to avoid the need for a 2:1 halyard, reducing the sprit load and improving safety.

Safe and simple to use in all conditions.

The IFS™ can be applied to different kinds of sails ranging from a Code 0 to a Nylon cruising chute. Aside from the performance improvement resulting from a smoother profile, all sails using the IFS™ Structure are easy to deploy and handle on deck.



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THE NEXT GENERATION OF SAILS™



www.onesails.com

INTEGRATED FURLING STRUCTURE

IFS™

The next generation of Furling Sails



Sails Code Integrated Furling Structure



Main Features

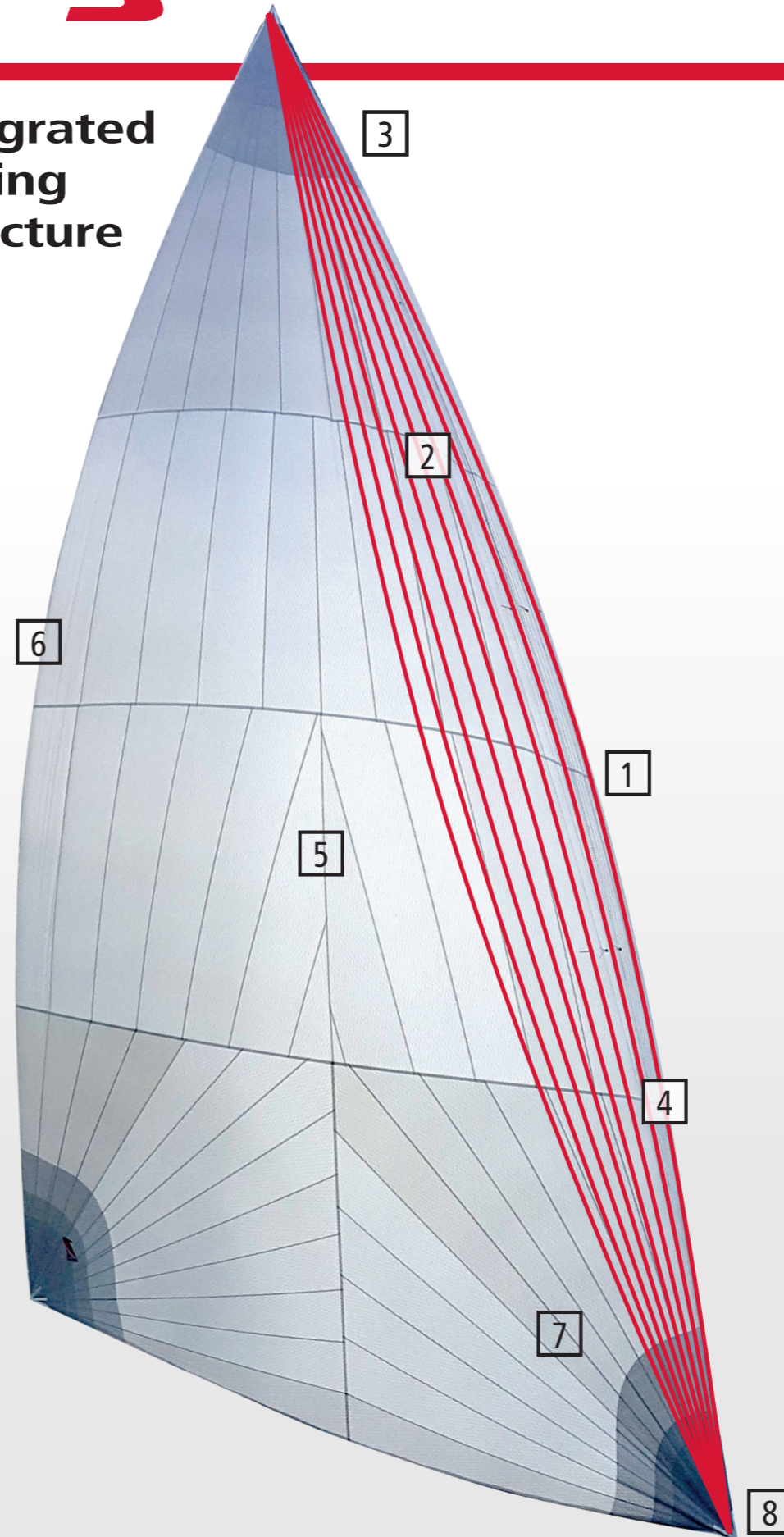
Code 0

Definition	Code	TWS		TWA		Material
		From (Knots)	To (Knots)	From (°)	To (°)	
	CO IFS	2	18	55	120	Membrane or laminate
Code 0 Upwind	CO IFS Upwind	2	15	50	110	Membrane or laminate
Code 0 ORC/IRC	CO IFS IRC	2	20	60	125	Membrane or laminate

Asymmetric spi

Definition	Code	TWS		TWA		Material
		From (Knots)	To (Knots)	From (°)	To (°)	
	AF0	3	18	65	130	Laminate or nylon
	AF1	0	10	75	135	Nylon
	AF3	10	25	95	140	Nylon
	AF5	14	28	100	145	Nylon
Cruising asy	IFS Cruising Asy	5	25	95	155	Nylon

Integrated Furling Structure



The IFS™ is a new sail concept with important advantages noticeable both when racing and cruising.

- 1 Improved aerodynamic performance
- 2 Structure integrated within the sail which allows furling without an anti-torsion cable
- 3 Lower halyard tension by 35% when compared to a traditional sail with cable
- 4 Without a cable the sail's luff can be designed to project forward and to windward, improving performance at wider angles.
- 5 Easy to handle because the furled sail is light and can easily be folded to fit in its bag
- 6 Stable leech profile even if measured as a gennaker according to ORC and IRC rules
- 7 Lighter sail (without anti-torsion cable)
- 8 Bespoke finishing and accessories

IFS™ Tips & Tricks

- The sail doesn't need too much luff tension for proper effective furling, just tight enough to make it straight.
- The best furling is achieved when sailing dead downwind, reducing the apparent wind to a minimum.
- When furling, the sheet should not be completely eased, it is better to keep a slight tension on it, accompanying the furl.
- It is advisable to always furl the sail in the same direction, as the top will furl more smoothly and tightly.
- Before hoisting again, make sure the top hasn't unfurled, which can happen during the dropping and stowage.
- Once the sail is unfurled, halyard tension can be adjusted according to the sailing angle (tighter for reaching, looser for wider angles).
- Although the sail doesn't require a lot of halyard tension, the integrated IFSTM structure can withstand heavy loads so care should be taken not to over tighten the halyard in order to prevent damage to the furler and other fittings.
- The sail should not be left hoisted when furling with the apparent wind exceeding around 12 knots.