



ONESAILS

USER MANUAL

WARRANTY*

SAILS DELIVERY LABELS

LOFT

SAIL 1

SAIL 2

SAIL 3

SAIL 4

SAIL 5

SAIL 6

* Warranty terms and conditions are on the www.onesails.com website.

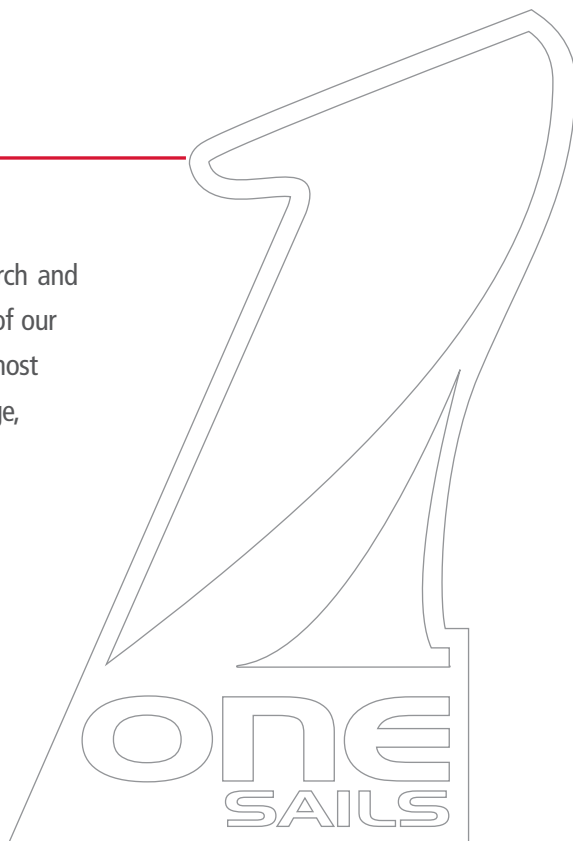
ONESAILS

THE NEXT GENERATION OF SAILS™

Your new OneSails are unique products, custom built based on the research and innovation which has always distinguished the manufacturing philosophy of our Group. We rigorously select our materials, which we assemble with the most technologically advanced processes combined with the passion, knowledge, and attention to detail of our experienced sailmakers.

In this manual you will find our advice and suggestions to make the most of your new sails, and keep them efficient for many years.

Wherever you are sailing, and whatever your needs, you can always count on the professional efficiency of our distributed service network. OneSails has a truly international presence with lofts and service points all over the World, ready to help you solve any kind of problem and keep you enjoying your sailing.



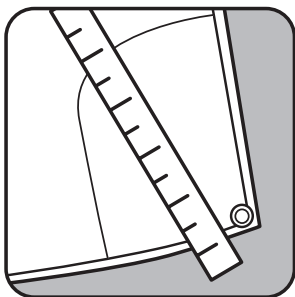
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FIRST CHECKS

Before going sailing, it is advisable to hoist new sails on the dock in light airs in order to check that the measurements are correct, and all fittings match the boat's hardware (luff slides, hanks, corner rings, reefs, etc.)



AVOIDING ABRASION AND CHAFE

Abrasion on rough surfaces and contact with sharp objects can cause premature wear and tear.

Never drag your sails on the ground or on deck, even in their bags, and avoid other kinds of contact as much as possible. Take great care in protecting all rigging items which may get to touch your sails like spreader tips, stanchions, cotter pins, etc. with padding or taping as appropriate.

1. USE ADVICE

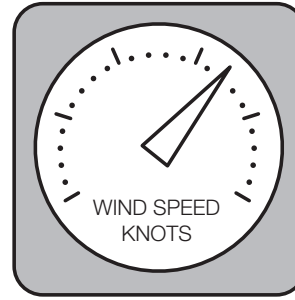
FOR ALL SAILS



DON'T LET SAILS FLOG

Letting sails flog in a breeze can seriously damage the sailcloth fibres and cause tears, or stitching to come undone.

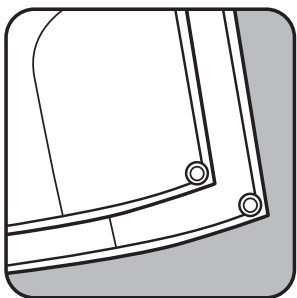
Prevent this from happening as much as possible to extend the useful lifespan of your sails.



DO NOT EXCEED MAXIMUM WIND SPEED RANGE

Using sails beyond the maximum wind speed for which they have been designed can cause their premature deformation and, in extreme cases, their breakage.

If you are unsure about the wind range of your sail, contact your local One Sails loft or service point.



STORE YOUR SAILS DRY AND PROPERLY FOLDED

Whenever possible, we recommend that you store your sails properly folded or rolled in their bags, after rinsing them with fresh water and drying them thoroughly.

The best way to let a sail dry is hoisting it for a short sail: avoid having it flog from the mast at the dock or mooring! Storing sails this way will prevent oxidation of metal fittings and the formation of mildew. Also follow other indications given in this manual for each type of sail.



DON'T LEAVE SAILS UNDULY EXPOSED TO THE UV

All sails are made of synthetic materials which are to some degree sensitive to UV radiation. Unnecessary exposure to direct sunlight can accelerate the deterioration process caused by UV radiation, and drastically shorten a sail's life.

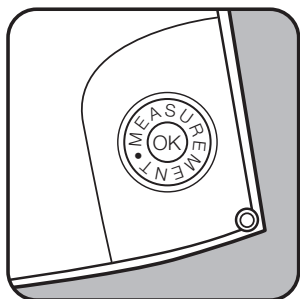
When sails are not used, they should be stowed below deck in their bags, or under a boom cover or furling sail UV sock if they stay rigged, to avoid prolonged exposure to the sun's radiation.



MOTORING

Avoid motoring upwind with the sails hoisted and flogging: always lower or furl headsails, a mainsail can remain hoisted as long as wind angle and sheet / traveler trim allow at least its back part to fill.

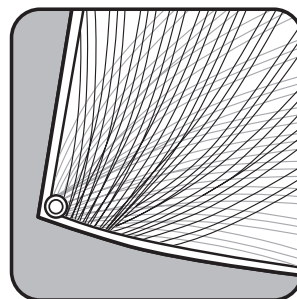
If this is impossible, do lower the mainsail as well.



MEASURING

If required, One Sails lofts can deliver sails measured and stamped by official measurers to certify their compliance with class rules.

It is a good idea having sails measured in advance prior to attending an event or regatta, so that a new rating certificate can be issued if needed.

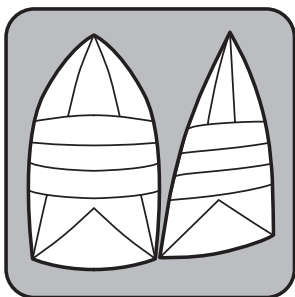


LAMINATE SAILS

Laminates are usually more delicate than woven sailcloth, therefore, in order to prolong as much as possible their useful life, it is necessary to handle laminate sails with care, avoid crushing, pressing, or walking on them. When possible, fold and store below decks in between races, also to avoid unnecessary exposure to UV radiation.

Before the first use, it's important to apply the supplied adhesive patches in areas subject to contact with the rigging (spreaders, pulpits, stanchions, hounds, etc.) to prevent chafing and damage

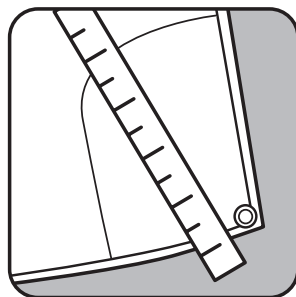
If damage occurs on a trip, a prompt temporary repair with the right adhesive Dacron cloth is highly advisable, to prevent further damage until the sail can be properly serviced. When stowing sails at the end of the racing day they should be rinsed with fresh water, dried, and the battens should be removed or at least their tension should be released.



SPINNAKERS AND ASYMMETRICS

If possible let your spinnakers dry in between races on a short downwind leg. If your spinnaker is stored wet in its bag, darker colors can fade and stain lighter ones. When nylon is wet, it becomes three times more stretchy, and about twice as heavy, than when it's dry. This characteristic however influences the sail's shape and performance more than its life.

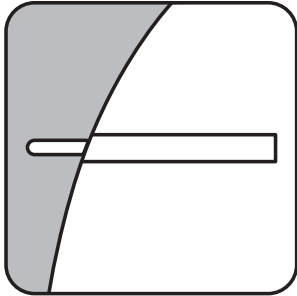
If you notice a hole or small tear, do repair it immediately by means of stickyback dacron or nylon repair tape. PVC (electrician's) adhesive tape should be used only if strictly necessary and in small quantities, and removed as soon as practical to proceed with a proper repair in a OneSails loft or service point.



REMEASURE THE SAILS

Racing sails often shrink with age, so a rating benefit may be had by remeasuring the sails after some use.

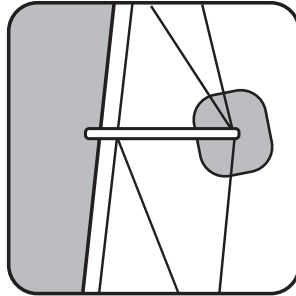
2. RACING SAILS



RELEASE BATTEN TENSION

Racing sails are built with materials which are strong but light, and can be damaged by excessive strain induced by prolonged batten tension.

Make sure you release tension from your battens when the racing day is over and sails are stored until the next use.



PROTECT SAILS FROM RIG CONTACT

Racing sails are usually less chafe resistant than cruising ones, so it's essential to protect areas of contact with the rig with local reinforcing.

Ask your OneSails dealer for specific adhesive patching material, and proceed to apply it to critical spots right from the first use.



CHECK SAILS FREQUENTLY

While racing, sails usually get a fair amount of abuse.

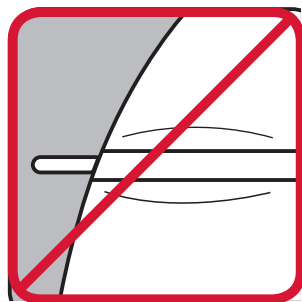
Make sure you check their condition frequently and carefully, and repair minor damage immediately, before it gets worse.



HALYARD TENSION

Do not tighten halyards excessively, particularly with electric winches. Proper halyard tension depends on sailing angle and wind force.

Once back at dock it's very important to release the halyard tension of sails which remain furled, as well as the mainsail's outhaul.

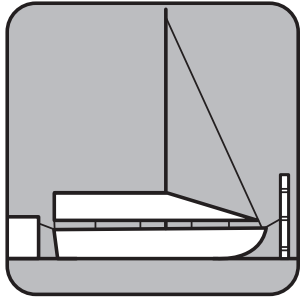


RUNNING RIGGING TRIM

Adjust the battens' tension so that the sail is free of creases, but avoid putting on excessive compression.

When sailing, if the leech or foot begin to vibrate apply leechline tension to stop them.

3. CRUISING SAILS



PROLONGED STORAGE

When sails will not be used for a longer period of time, they should be rinsed with fresh water, dried thoroughly, unbent, folded in their bags and stowed in a dry and ventilated place.

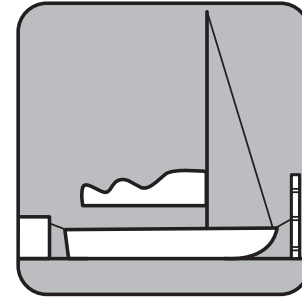
In case of doubt on the condition of any of your sails seek advice from your local OneSails loft or service point.



BEFORE CRUISING

Before leaving on a cruise, or at least once a year, a detailed checkup of the sails' condition is advisable.

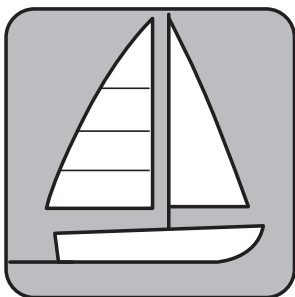
Critical points are the corners, seams, reinforcements, luff tapes, UV covers, and more generally all the areas subject to contact with the rigging. In case of doubt on the condition of your sail seek advice from your local OneSails loft or service point.



AT THE DOCK OR MOORING

Check that furling sails aren't furled too tightly, and if it is the case, provided the wind is light, unfurl and refurl them properly.

Make sure halyards and outhaul are released, and that boom covers and UV covers effectively protect the sails from UV radiation.



NEW SAILS

Before taking your new sails racing it's advisable to use them a couple of times training in moderate wind, to let the various elements settle in, and the sail take its design shape.



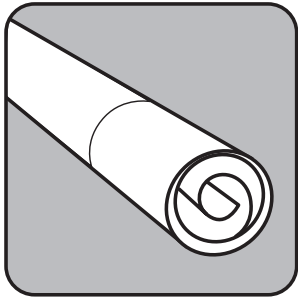
PROPER USE

After a day of sailing or racing rinse the sails with fresh water (imperative if you capsized), and let them dry hoisted if there is no wind, or on the deck.

Release tension from all battens to avoid over stretching the sailcloth.

4. ONE-DESIGN

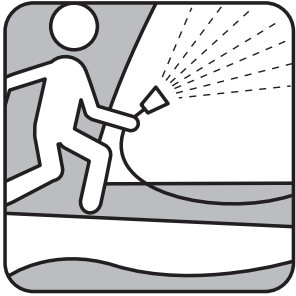
AND DINGHY SAILS



ROLLING SAILS

Most of the dinghy or one design sails are made of yarn tempered sailcloth which has a stiff finish increasing stability.

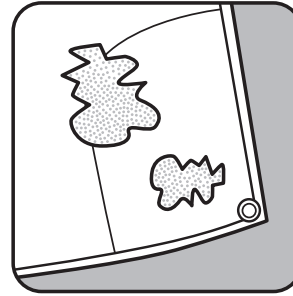
These sails are best stowed rolled rather than folded to preserve the cloth finish and avoid the formation of wrinkles. In case of prolonged stowage battens should be removed from their pockets.



WASHING

Washing sails with a low pressure water hose to remove grit and salt is the best measure to prevent the formation of stains and mildew. If a sail is dirtier than normal, a neutral soap and a sponge can be used to gently rub its surface.

When finished, remove the soap by hosing with fresh water, and always let the sail dry thoroughly before stowing it.

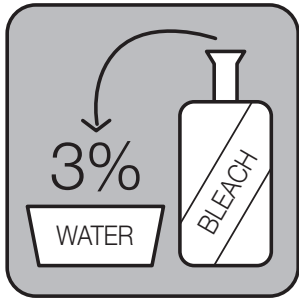


PREVENTING AND REMOVING MILDEW

Mildew forms on sails mainly due to moisture. The best preventive measure is avoiding leaving sails damp in a closed space for a long period of time. Make sure they are completely dry when stowing them in their bags, and avoid storing them in tight spaces where air can't circulate. In case sails are left furled or folded on the boom, they should periodically be hoisted or unfurled to dry out, particularly after a rainy period. Mildew are pluricellular fungi which can form and proliferate on the surface of sailcloth, and penetrate woven materials. It's important to remove mildew as soon as you notice its formation, otherwise it can penetrate deeper and be even more difficult to get rid of. A sail with mildew will quickly contaminate others, so it should be isolated and treated as soon as possible.

5. CARE AND MAINTENANCE

TIPS AND SUGGESTIONS



MILDEW REMOVAL PRODUCTS

Mildew can be effectively removed using a 3% solution of sodium hypochlorite (also known as bleach) diluted with water, which can be sprayed or rubbed onto the sail using a soft sponge.

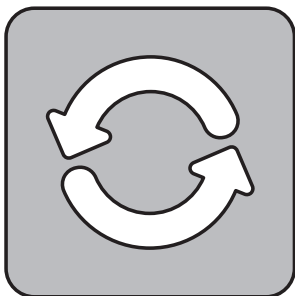
Always wear protective goggles and gloves for this operation. Leave to act for five minutes, then rinse with plenty of fresh water and let dry. If necessary, repeat the treatment with the same procedure, avoiding rubbing the sail surface too harshly.



WARNING!

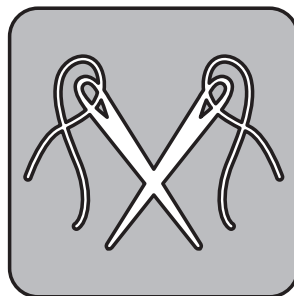
DO NOT USE BLEACH ON NYLON OR KEVLAR SAIL MATERIALS!

ALWAYS FOLLOW INSTRUCTIONS FROM THE MANUFACTURER OF THE PRODUCT YOU ARE USING.



UPGRADE

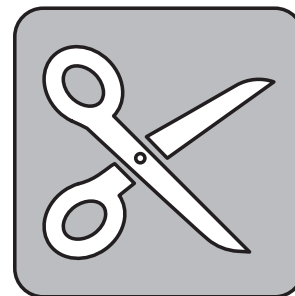
Our exclusive upgrade services can breathe new life into your sails! Upgrades can include UV protection, foam luff on furling headsails to improve their efficiency, replacing hanks with a headfoil tape, converting mainsails to fully battened, and much more. Consult with your local OneSails loft for the full list.



SERVICE NETWORK

Wherever you are sailing, and whatever your needs may be, you can always count on the professional efficiency of our distributed service network.

OneSails has a truly international presence with lofts and service points all over the World, ready to help you solve any kind of problem and keep you enjoying your sailing. Locate your nearest dealer at www.onesails.com



6. ONESAILS SERVICE

FIRST CLASS SERVICE, SUPPORT AND ASSISTANCE

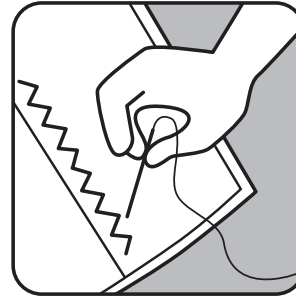


CHECK-UP, CLEANING AND SHAPE REVISION

Sails operate in an unfriendly environment, where salt and polluting substances present in the air constantly attack the material they are made of, and with time can deteriorate it to the point of causing severe damage.

Sails are also subject to wear, until they require professional servicing. A check-up at the end of each season is highly advisable to address the small problems before they develop into more serious ones. Our services include:

- Cleaning and washing to remove dirt and salt
- Thorough drying and preparation for winter storage
- Check-up of the parts more subject to wear
- Evaluation and update of the shape (upon request)



REPAIR

It is very important that any repair, however small it may be, is carried out immediately to prevent any damage from spreading, possibly catastrophically.

Most urgent repairs can usually be carried out within 24 hours by a One Sails service point.

STORAGE

Many One Sails lofts are equipped to offer winter storage service, stowing your sails dry and properly folded in a climate controlled environment until you will need them again.

Contact your local service point for details.



www.onesails.com