



The Sail maker advices on J sails.

All our observations concerning trimming the sail should only be treated as a starting point for the right trim of a given set.

The sails differ in depth, (Classic Red / Blue / Green: Classic Red being the deepest, Classic Green the least deep and Classic Blue in between); in performance on different courses (Classic / Heretic: Classic is faster on downwind courses when compared to Heretic which, in turn, is faster on upwind courses); Classic Red is the sail with the biggest thrust.

Luff trim

- at an even distance about 2-3 mm

control strap at a maximum height, for lighter sailors during strong wind – the lowest possible position. If you know how to adjust the boom height do it in such a way that the luff is a little loose (when you run your finger along it it shouldn't be as tight as a string); don't try it if you are not able to adjust it.

Foot trim

even on the whole length to avoid a 'frill'

span should be strung to the maximum possible and controlled at all times it is a good idea to move the mainsheet block forward to gain space needed for tacking and so that the plastic 'ear' (top fairlead) doesn't interfere with the neighbouring cord. It is also a good idea to tape the ear so that the sail can move from one side to the other easily.

Boom vang should be trimmed in such a way that on upwind courses the mainsheet takes over and the sail is a little loose, but not to an extent of the boom bouncing on the waves on downwind courses and so that the free leech is slightly open while sailing downwind; during strong winds boom vang should be highly strung/ tense.

Sprit tension

intensive sprit control, adjusted to the sailor's strength and skill, remember, we are using hard materials

during strong wind, when you are not able to control the sail, allow a fold to appear between the top and clew of the sail so that it looks as if it consisted of two parts, it doesn't look very elegant, but works perfectly all the same. Just relax, get used to the view and sail! The other option is to change the sail to Classic Blue or even Green

Mast trim

most sailors usually makes it 284 cm, sometimes the heavier sailors set it at 286, during strong winds come back to 279 while we were testing our sail one sailor (and the only one) set the mast at 297 for flat water, medium wind and a heavy sailor to a great result – and this is how we came up with the name 'Heretic'

Mainsheet work

control the sail at all times and react to squalls using mainsheet; on the first gust of the wind you should loosen it up a little bit and when you are in control of the speed take the sail in; the clew should be above the corner of the boat.

Use the 100% of the sail's possibilities and it will be perfect!!! (<http://www.jsail.pl>)



Heretic

Your technique at downwind courses is perfect, but you lose speed upwind? Heretic might be the sail for you!

Classic Red

If you are a dynamic sailor, who has considerable experience, know how to fight, you might be light but ambitious, then this is the sail for you!

Classic Blue

If Classic Red is difficult for you to manage at strong winds, the Classic Blue model is the solution for you!

Classic Green

If you are just starting your Optimist adventure, this sail may be suitable for you.

note the classic Red is the most successful sail of the range. Great results with the classic blue as well for sailors around the 40kgs range (T Chaix).

Experience on the Irish circuit

Our finding with Cian O Regan, best Irish at 2006 and 2007 worlds was a mast rake further forward than usual (in the 284-186 figure). But don't hesitate to rake right back when over-powered. The sail seems to express all its potential on flat water with amazing pointing and no speed loses, especially in the 8-15 kts bracket. It seems pretty difficult to adjust in very light conditions due to the huge volume at the top which tend to hook the leech. Above 15 kts it is a powerful sail giving great speed downwind but sometimes difficult to manage for lighter sailors. A slight sprit crease is acceptable.

Tom
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