

## MAIN ACTORS AT ISAF WORLD CHAMPIONSHIP

Many of the Optimist top-sailors are naturally flowing in the 420 class, especially here in Europe. We couldn't leave our kids alone, and this represented a new challenge for our staff at Olympic Sails®. Within few months of intensive commitment in and out the loft, thanks once more to the great cooperation and feedback of some of the best coaches and sailors, we have been able to set up a suit of very fast sails. We are not the only ones to say it: our full set has been chosen by the International Sailing Federation for the ISAF Youth Worlds 2000 and 2001.

### MAINSAIL & JIB

Two all-round models are available for our Mainsails: PRK fits perfectly on the Proctor Kappa and M7 suits at best on the Superspar. For the Jibs only one standard model gives excellent performances in all conditions, with all masts.

**Sailclothes:** DP 165 SQ HTP+ is used for all our Mains and Jibs. At the moment there are no valid alternatives on the market.



### SPINNAKER

Talking about spinnakers, at this moment we have 3 different models: **ULTRA-LIGHT, ULTRA-RIP and LIGHT.**

The **LIGHT** spinnaker is a little bit heavier if compared with the others (7 gr/sqm) and also is more elastic. This makes it more resistant and stable on the weaves and therefore more suitable in case of medium and strong wind.

The **ULTRA-LIGHT** instead is more rigid and nervous and therefore indicated in case of medium-light wind and flat sea.

Starting from September 2000 we introduced a new material, the **ULTRA-RIP** which has features similar to the ULTRA-LIGHT but is a little bit heavier (3 gr/sqm). Also it has a double rig-stop which makes it more resistant against tears. The ULTRA-RIP is therefore in between the ULTRA-LIGHT and the LIGHT.

Top sailors prefer testing both and decide time to time which one is the best according to the sea conditions.

## TECHNICAL TIP !!! BOLT ROPE

All the bolt-ropes used for the main luff tend to shrink when used.

The shrinking of the bolt rope has the effect of changing the shape of the sail, making it much fuller!

For this reason we leave the bolt-rope about 10 cm longer than the luff-tape.

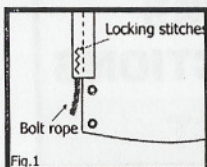
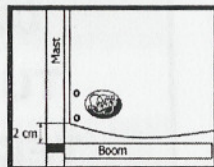
To verify if your bolt-rope has shrunk you must fully hoist the mainsail until the upper measurement band.

Then check the distance between the sail-corner in the luff and the lower measurement band.

This distance should not exceed 2 cm!

If this distance is bigger you should make the following operations:

- 1) cut the stitches that lock the bolt-rope;
- 2) stretch the sail luff from the top to the foot (the rope should slide inside in the luff tape);
- 3) Lock again the bolt-rope by hand-sewing.



## TUNING GUIDE

First of all, we would like to thank you for choosing Olympic Sails. Our last generation sails are the result of long-term research and development, specially intensive during last season. Here are some suggestions for a quick setting.

### STEADY SETTINGS

First you have to verify the following measurements which steady in all conditions and are the starting positions.

MAST	Mast foot Positions	Prebend	Spreaders length	Spreaders depth
Proctor KAPPA	43 cm	3,2 cm	47 cm	13 cm
Superspar M7 And Proctor CUMULUS	43 cm	3,6 cm	47 cm	16,5 cm

**Note :** Mast foot position is taken from mast back-face center of centerboard -pin.

### VARIABLE SETTINGS

Lets now have a look at the different setting for the various conditions :

Wind Intensity (m/ sec )	Shrouders Tension	Mast Rake	Bowman Position
0-3	38	612 cm	Leeward-central
3-6	39	609 cm	Windward - half trapeze
Over 7	37	604 cm	Full trapeze

The tension is referred to tension loose gauge. If you use a Superspar tensionmeter decrease the values of 7 points.

**IMPORTANT !!! :** The top batten supplied with our sails are a little bit longer than need. Please remember to cut it to the length you prefer.

## TECHNICAL TIP !!! HOW TO USE THE CHOCKS

The chocks are linked to the weight of the crew and to the wind conditions.

**In very light wind conditions** ( when your crew is in the middle of the boat ) you don't need the chocks because sail has to be flat.

If the wind increase and your crew is upwind you can start the chocks limit the mast flexion and to obtain the most suitable shape for that wind conditions. You've to add more and more chocks as the wind become stronger until you're able to keep the boat flat. When your crew is not able to keep it flat must gradually start to take them off for depowering the sail.

## SAIL NUMBERS FITTING INSTRUCTION

Herewith following find the extract of 420 Class Rules to help you fitting your sail numbers correctly.

### 16. SAILS

16.1 Sails shall be made and measured according to Section G of the ISAF Equipment Rules 1997-2000 except where varied herein.

16.2 As an alteration to RRS Appendix H1.3(a) the following items shall be displayed on each side of the mainsail:

(a) 420 emblem below and adjacent to the top batten.

(b) National letters above and/or below, adjacent to the second batten from the top, port and starboard not overlapping each other.

(c) Sail Numbers above and below, adjacent to the third batten and above an imaginary line projecting at right angles to the luff from a point one-quarter (1/4) of the distance measured from the tack, to the head of the sail (see mainsail diagram).

National letter(s) shall not be in line with the sail number. The emblem shall be blue and not less than 480mm high.

Numbers and letters shall be red and of the following minimum dimensions:

**Height 300mm**

**Width 200mm (except number 1 and letter I)**

**Thickness 45mm**

**Minimum space between adjoining figures 60mm.**

The colour of numbers on the spinnaker is optional but it shall contrast with the colour of the panel to which they are fixed, and of the same colour, full painted and on both sides..

National letters are optional on both sides of the spinnaker.

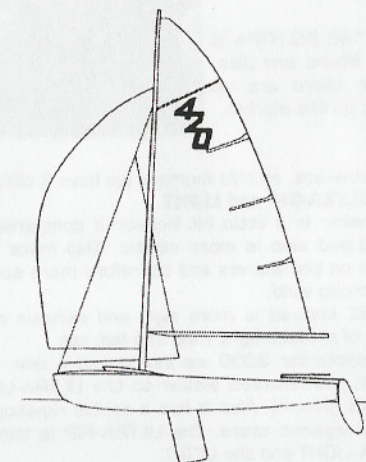






# Victory List

EVENT	RESULT	TEAM	NAT.
2001 WORLD CHAMP. Ravenna ITA	Women 3.	Mariani Gabrielli	ITA
	Men 1.	Mazzotti Mazzotti	ITA
2001 ISAF YOUTH CHAMP. FRA	Men 1.	Pressich De Gavardo	ITA
2002 WORLD CHAM- PIONSHIP Tavira POR	Women 2.	Mileou Papadapolou	GRE
	Women 3.	Ficker Zani	BRA
	Women 4.	Mariani Gabrielli	ITA
	Men 2.	Asher Willis	GBR
	Men 4.	Vassilias Mitakis	GRE
2002 KIELER WOCHE Kiel GER	Men 1.	Asher Willis	GBR
2002 VOLVO RYA YOUTH WORLD CHAMP. Weymouth GBR	Men 1.	Sykes Mapplebeck	GBR
	Men 2.	Asher Cavill	GBR
	Men 3.	Mac Donald Green	GBR
	Women 1.	Savage Wals	GBR
2003 WORLD CHAM- PIONSHIP Hayling Island GBR	Women 1.	Ficker Zani	BRA
	Women 2.	Savage Walsh	GBR
2003 JUNIOR EUROPEAN CHAMP. Athens GRE	Men 1.	Vassilas Mitakis	GRE
	Men 2.	Patience Wagner	GBR
	Men 3.	Furlani Piculin	ITA
	Women 3.	Savage Walsh	GBR



**OUR MODELS**  
**TUNING GUIDE**  
**TECHNICAL TIPS**  
**SAIL NUMBERS**  
**FITTING INSTRUCTIONS**  
**VICTORY LIST**

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