

Why choose One

The next generation of sails

1. Exclusive technology

For over 10 years 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 Italy 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.



In Luff Top Down Furling for FFR and PFR

Furling the sail from the top using an integral luff cable. Safe and easy, it's OneSails' suggested system for FFR and PFR

PROS

- Avoid the risk of unwanted sail top opening
- Easy to furl in any wind condition
- Final furled sail size very compact and easy to stow

CONS

- Slower sail furling time
- Furling device is more expensive

REQUIRED FEATURES

- Good quality anti-torsion cable
- Continuous loop furler with free floating tack swivel
- Specific sail finishings
- Specific sail design



"Free tack" accessory

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> FLAT FURLING REACHER AND POWER FURLING REACHER >



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THE NEXT
GENERATION
OF SAILS

FFR & PFR

Flat Furling Reacher and Power Furling Reacher.

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

To overcome this problem, OneSails has developed the FFR and the PFR.

The FFR and PFR are developments of the Code Zero and are designed specifically with cruising in mind.

The FFR is the ideal solution for the discerning sailor who wants to maximize the yachts close-winded potential in light airs whilst the PFR will enable better control at wider angles as the breeze increases than could be attained with conventional downwind sails.

Evolution of the Code Zero

Gennaker performance but as easy to use as a genoa

By ignoring racing rules and their measurement restrictions, OneSails can produce a stable and easy to handle sail that is simple to furl and unfurl.

These sails have evolved from traditional Code Zero's and have an SMG (half width) close to 55% to 65% of the foot width with the luff shaped in a way that maximises the sail's useful range.

The result is a sail which can offer the performance of a gennaker with the ease of use of a genoa.

Ideal for cruising

Easy to use and store

The sail 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 facilitate quick and easy furling, much like a traditional Code Zero.

FFR and PFR are practical, medium weight, easy to handle sails that will not take up too much storage space and are designed for shorthanded sailing. It is the ideal sail for cruising yachts where space and manpower are often at a premium.

Furling systems

In recent years the various furling systems in the market have evolved continuously thanks in part to OneSails contribution.

Units have become smaller, lighter and more efficient with some now incorporating ratchets to prevent accidental un-furling, thus making for safe and easy operation in most wind conditions.



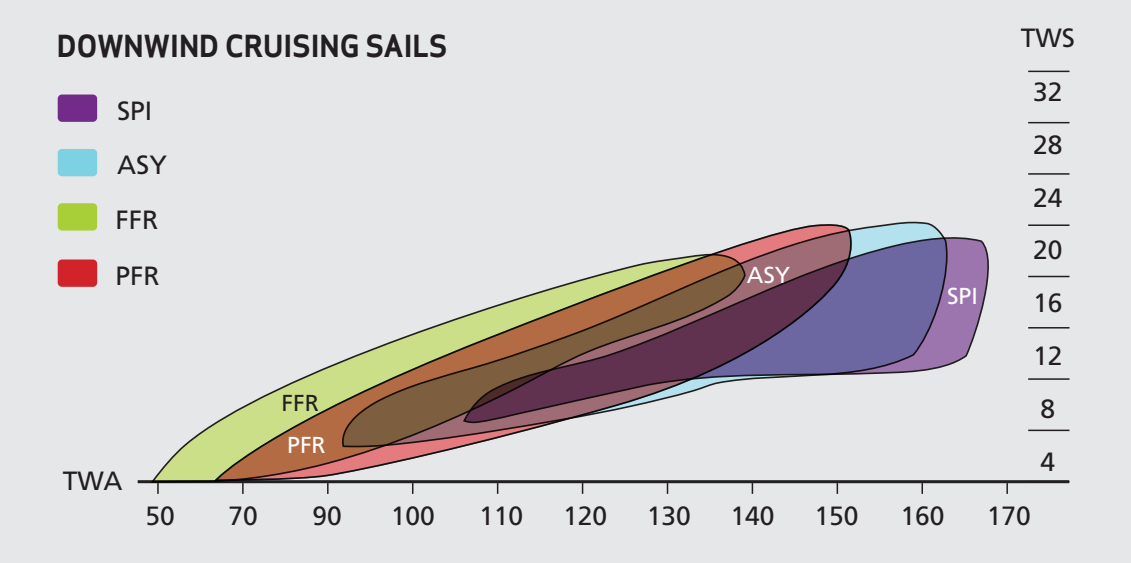
Handling and range

From close-hauled to behind the beam.

The 2D graph clearly demonstrates the sail's best wind angle and range. With less than 5 knots TWS, the FFR is the sail with the best close winded performance; closer than 50 degrees TWA is achievable though this depends on the sheeting angle available and the boats characteristics. The PFR really comes into its own at wider angles.

In medium winds both the FFR and PFR have a wide range with good performance. In heavier airs, they don't perform as gennakers but nonetheless can make downwind sailing much more controllable and stable through the use of the furling mechanism and the integral tensioned torsional stay.

Sailing under autopilot with the FFR is stress free and trouble free with the sail remaining stable through variations in course due to wave action or slow autopilot reaction. In these conditions the sail behaves much like a Genoa, backing gently at the luff until the boat bears away.



FFR and PFR

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 clew is well positioned and closed.
- When the sail is used with a bowsprit, care should be taken to ensure that the furling unit and loop-line are properly secured.
- Position and secure the tack.
- Hoist the furled sail (it is easier to hoist downwind with the mainsail eased, hiding the FFR / PFR 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).
- Check that the top of the sail is free from halyards (other halyards can easily get stuck when you furl and unfurl the sail).
- Minimize the apparent wind by remaining off the wind. Unfurl the sail by pulling the FFR / PFR sheet. Once under control head closer to the wind to the desired course.
- Once unfurled, if sailing downwind, you can ease the halyard slightly to optimize the shape.
- Before furling the FFR / PFR go downwind and ease the mainsail to release some pressure from the FFR / PFR.
- Tighten the FFR / PFR halyard if it has been eased.
- Check 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 furled, ease the FFR / PFR halyard and gently the sheet to bring the sail on board.
- To furl the sail in stronger winds, the engine could be used on a downwind course to reduce the apparent wind.