

CODE C & CODE 0 - USER GUIDE

Congratulations on your recent purchase. The notes and instructions below have been compiled as a guide to assist in the setup and use of your new code sail. If you have any questions, please don't hesitate to reach out to a member of our team.

INITIAL SETUP

- Your new sail will be neatly flaked into the bag when it leaves the sail loft, so it's recommended that the initial sail hoist is done in light winds and ideally not on the marina dock near other boats. Alternatively, you can always setup and furl the sail for the first time in a park between two trees or similar.
- Identify the head and tack of the sail. Fit the furler swivel to the head of the sail and the furling drum to the tack.
- Be sure to hoist the sail for the first time while the boat is pointing downwind to ensure the sail is not blown back into the mast and spreaders which could cause damage to the sail. Once the sail is hoisted, you can proceed to furling as listed below
- Please note all code sails come with an adjustable tack lashing. While the lashing tension is set when leaving the factory, it is designed to be able to be tuned by the sailor during the life of the sail and as the furling cable and sail stretches. Please always maintain 6 wraps of the tack lashing through the sail webbings and thimble to ensure adequate strength is maintained.

FURLING

- It's important that the halyard is tight before furling. A tight halyard allows the torsion cable to activate quicker.
- Always turn the boat away from the wind to reduce the apparent wind speed in the sail. At the same time ease the sheet to further reduce the load in the sail without allowing the entire sail to flap.
- Pull the furling line while controlling the sheet until the entire sail is furled.
- Once furled, be sure to secure both sides of the endless furling line so that the drum cannot un-furl. If the sail is not to be used again for a period of time or will be left unattended we recommend that the sail is dropped and stored away to reduce risk of the sail partially unfurling. Please note sails with higher mid girths such as Code 0's and Code C's are at much higher risk of partial unfurl or sail fabric being loose in the furl than a conventional furling headsail.
- If you encounter trouble when furling, be sure not to point the boat into the wind. It's recommended that the boat is turned downwind to reduce apparent wind speed while the problem is rectified and if required manually drop the sail. If the mainsail is currently flying then it's a good idea to drop the sail behind the lee of the mainsail.

DEPLOYING

- It's important that the is turned side on or away from the wind before deploying the sail to ensure that sail doesn't blow back into the mast or spreaders which could damage the sail cloth.
- Release the furling line and ensure it is clear to run freely. At the same time, take tension on the sheet to avoid excessive flogging of the sail.

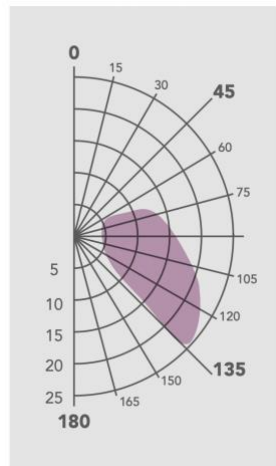
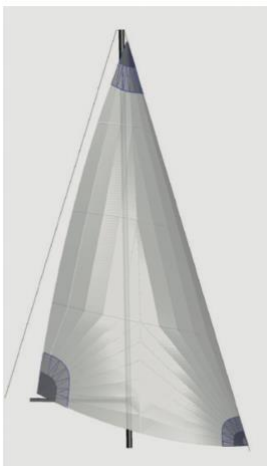
GYBING

- When cruising or sailing short-handed, we recommend that the furler be deployed before gybing and the sail deployed after the gybe is completed.

WIND ANGLES

The suitable wind angles and strength for our code sail range vary based on every vessel type, righting moment and sailor skill level. The polar charts below can be used as a guide. Please note catamarans high significantly higher righting moments so it is suggested that approximate wind speed on the polar charts below are reduced by 3 knots.

CODE 0



CODE C

