

Sail	Luff	Leach	Foot	Material	Area
<b>Mainsail</b>	10820 35' 6"	11000 36' 1"	3300 10' 10"	Technora	26.9sq.m. 291sq.ft.
<b>Blade Jib</b>	8760 28' 9"	7770 25' 6"	3050 10' 0"	Technora	12.9sq.m. 139sq.ft.
<b>Screacher</b> (Wire /Kevlar luff)	9967 32' 8"	8385 27' 6"	6820 22' 4"	Mylar	29.7sq.m. 321sq.ft.
<b>Asymmetric Spinnaker</b>	11890 39'	10360 34'	7925 26'	Nylon	64.2sq.m. 694sq. ft.

**Notes:**

Sailcloth weight to suit wind in area sailed.  
Class emblem to be located and sized as shown.

**MAINSAIL**

No limitation of the number or length of battens.  
Two sets of Reef Points, position optional.  
Windows are optional. Material is optional.  
Main Head Width (MHW) 810 (2' 8")  
3/4 Girth Lgth (M34G) 2135 (7")  
1/2 Girth Length (M12G) 2895 (9' 6")

**JIB**

No limitation of number or length of battens.  
Windows are optional. Material is optional.  
Foresail hanks to be bronze and for 6mm (1/4") wire  
Luff Perpendicular (JLP) 2740 (9' 0")

**SCREACHER**

4mm/5/32" wire or 6mm/1/4" Kevlar luff  
Only one foot batten allowed. Sail must be able to roller furl with the foot batten. Batten can be no longer than 45". Material is not restricted.  
Luff Perp. (SRLP) 5700 (18' 8")  
Foot Roach Max. (SRFR) 460 (1' 6")

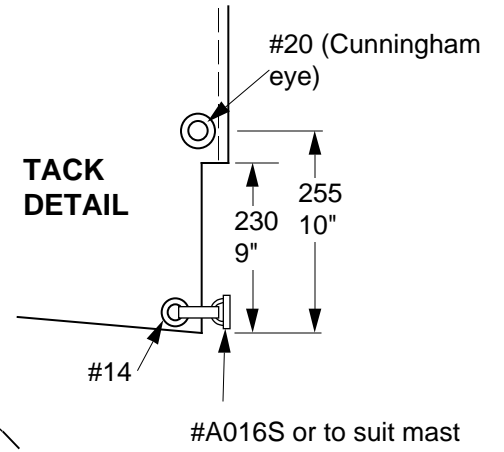
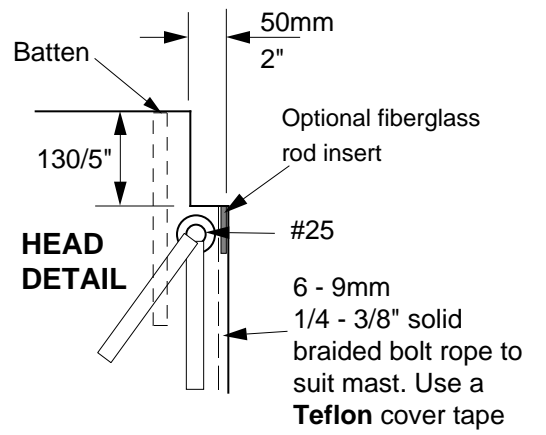
**SPINNAKER**

Material must be of nylon  
Mid Girth Lgth. (SMG) 6218 (20' 5")

**IMPORTANT**

The F-82R is a performance boat with a high power to weight ratio. This does increase the risk of capsize and thus the tall rig is recommended for experienced sailors only.

**F-82A CRUISING VERSION**  
600mm (2') shorter mast )  
**Mainsail**  
Luff 10220 (33' 6")  
Leach 10420 (34' 2")  
Area 25.4 sq.m. (274sq.ft.)  
**Jib**  
Luff 8500 (27' 11")  
Leach 7550 (24' 9")  
Foot 3000 (9' 10")  
Area 12.4sq.m. (134 sq.ft.)

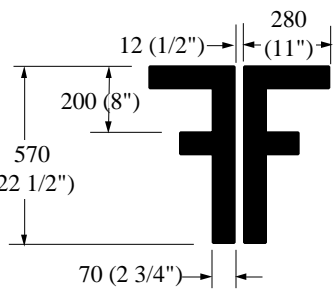


**Screacher** is a wire/kevlar luff furling multipurpose sail, that can be used to windward in light airs (replacing genoa) and for reaching or running in light to heavy winds. Luff must be tight for windward use, while tacking is easily accomplished by furling during tack

**Rotating Mast** can generate considerable reaching power that can initially be overwhelming for novice multihull sailors. This can be avoided by reefing or simply fixing the mast fore and aft, effectively depowering until one becomes accustomed to the speeds possible.

**Boomless Main** is a new development and still experimental to some degree. Advantage is the lack of boom, and associated hazards. To date owners have reported very favourably, only drawback being the higher mainsheet tension required, and the lack of boom roller furling. If found unsuitable it can be easily converted to a boomed main.

**Squaretop Main** has now proven to be superior than all other conventional full batten mains on identical boats. However, many monohull sailmakers are not familiar, or have no experience with this new development, and a specialist multihull sailmaker may be required.



**SAIL NO.** \_\_\_\_\_

**Boomless Main Reefing**

Mainsheet always stays attached to clew. Reefing line or lines are led through reefing eyes on leach returning down to rope clutch(s) bolted on side of clew board. Luff is reefed with usual systems.

**Optional Boom:**  
Details on Sheet 53

Min. 8:1 and 16:1 'fine tune' Mainsheet System. Mainsheet loads are higher with a boomless main

**BOOM OPTION CHANGES**  
Shorten Mainsail luff by 360 (1' 2")  
Shorten Leach by 260 (10")

F-82R Sheet 48

*Sailmaker should be aware that the loadings on a Multihull's sails are considerably higher than an equivalent monohull due to the much greater maximum stability (27,000ft. lbs)*

Revised January 2nd, 2009

Scale 1:40

<b>F-82R Sheet 48</b>
<b>SAIL PLAN</b>
<b>A Design By Ian Farrier</b>

The F-82R Sail Plan is based on the F-25C sail plan as developed in conjunction with Randy Smyth