



Models

	Model	Panel Layout	Notes
Mainsail	CRC	Cross-cut	VERY IMPORTANT: Please specify mast used when ordering.
	CRC-RDL	Radial-cut	
Jib	AR2	Cross-cut	
	AR2-F	Cross-cut	
	AR3	Cross-cut	New model 2006

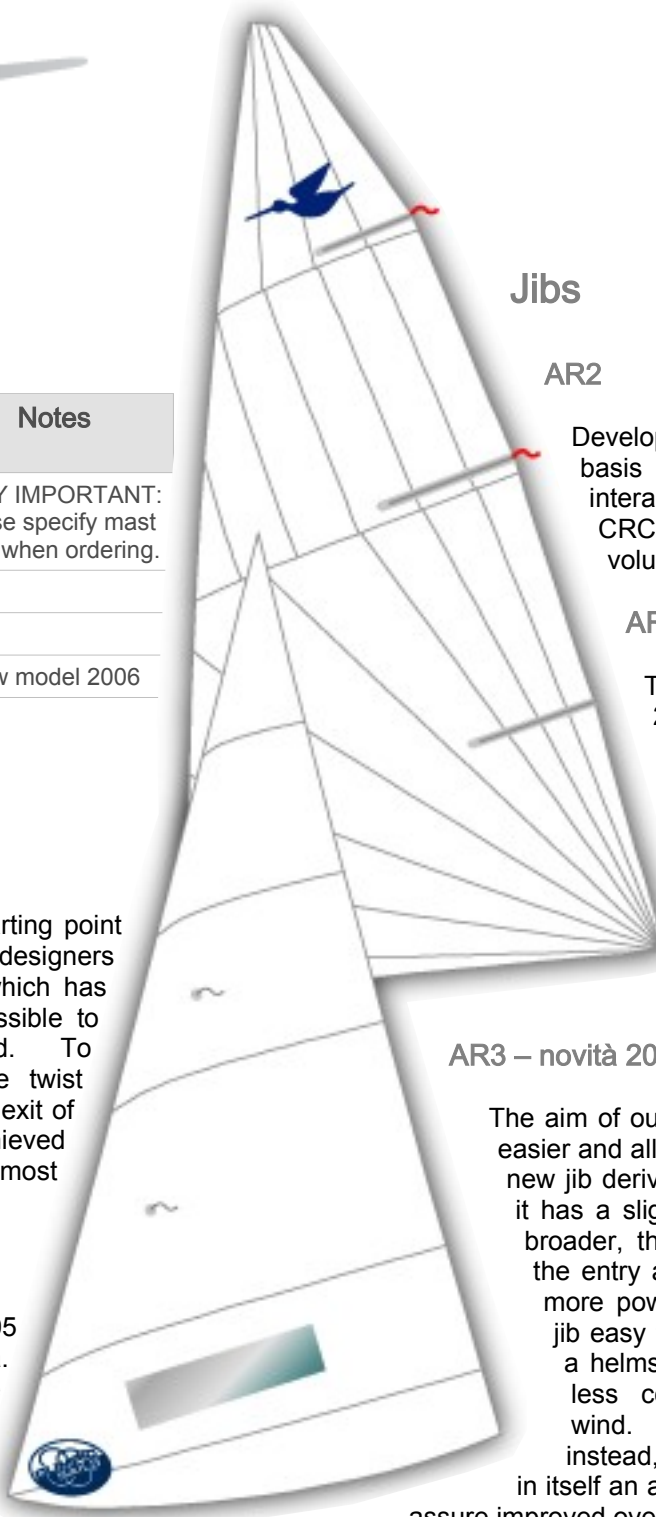
Main sails

CRC

Using our earlier RS1 model as a starting point (no longer in production), our designers concentrated on the lower section, which has been made shallower to make it possible to bring the jib further inboard. To counterbalance this modification, the twist has been reduced to enable a correct exit of the clew. This Mainsail has achieved excellent results and is now one of the most sought-after sails world-wide.

CRC - RDL

This is a radial cut fine-tuned in 2005 with the collaboration of Paraded. With this model, the Brazilian won the Iberian Championship in 2005. As for the Radial sails, it is more sensitive and small adjustments generate changes that are more obvious than in horizontal-cut sails. Helmsmen must therefore acquire a greater experience and sensibility to exploit this sort of cut to the full. The overall shape is more stable and the sail longer-lasting. It requires more work and attention to mainsheet, cunningham and outhaul to produce the best shape for the various or changing conditions.



Jibs

AR2

Developed with Paraded on the basis of the earlier AR1, it interacts better with the new CRC1 Mainsail. It offers greater volume in the upper part.

AR2 - F

This Jib came out in the 2004 season to respond to the greater rig tension being used by Careca. We have increased the depth in the front part with respect to the AR2 so as to make it more powerful. The results achieved so far have been excellent.

AR3 – novità 2006

The aim of our designers was to make an easier and all-round sail. The profile of the new jib derives from the earlier AR2, but it has a slightly different geometry: it is broader, the exit angle is "tauter" and the entry angles greater, so offering a more powerful entry. This makes the jib easy to trim and more forgiving of a helmsman's distractions, requiring less concentration when on the wind. When going downwind, instead, the greater surface area is in itself an advantage. These two factors assure improved overall performance in a regatta.

NB: This jib requires less tension on the halyard than the AR2-F. In a calm sea, the tension may be increased a little to improve the angle when on the wind.