

RS aero

Sail Care & Instructions
Version 8



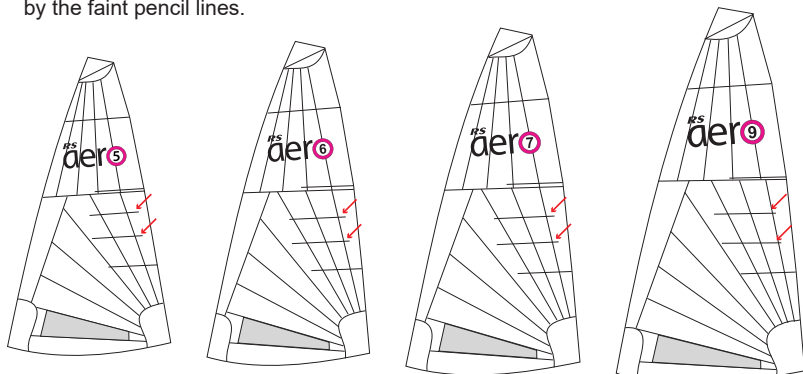
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- 1) Sail numbers should be supplied with each sail.



• Cut along dotted lines to form the correct sail numbers.

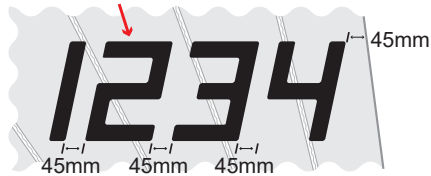
- 2) The 9, 7, 6 and 5 sails are all similar. Unroll your new sail. Stick the sail numbers on the sail, higher on the starboard side of the sail than the port, in the positions marked by the faint pencil lines.



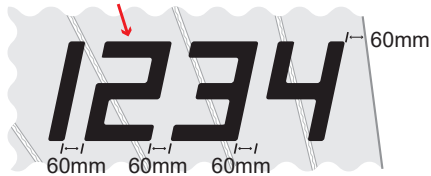
NUMBERS MUST BE PLACED HIGHER ON THE STARBOARD SIDE.

- 3) Leave a gap of 60mm between numbers and/or letters on the 7 and 9 sails, and a gap of 45mm on the 5 and 6 sails.

230mm sail numbers



300mm sail numbers



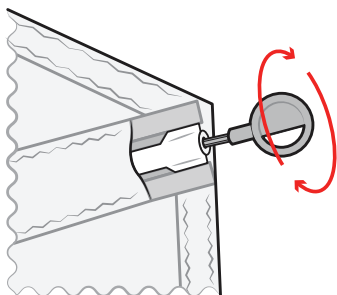
RS **dero** 5 + RS **dero** 6

RS **dero** 7 + RS **dero** 9

- 4) If you wish to add a national flag or sponsorship logos, these diagrams show the areas where this is allowed.



5)



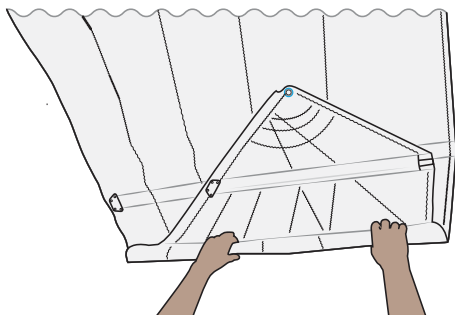
- Batten key should be on clew of sail.

Check the inboard ends of the battens are positively located in the inboard plastic end fitting. To tension, turn the key clockwise until the cloth becomes just tight. If it is over tightened you will have trouble tacking the head of the sail in light weather. Insufficient tension and the sail will set up too flat with wrinkles running down from the head.

SAIL CARE

Wash salt off sails after use and dry. Roll from the head. It is easier to fold the head in (as shown) so the top of the battens coincide before starting rolling. Store sail in its bag in dry conditions away from sunlight. Although the sail is made from a quality high denier fabric it is best to slightly slacken the top 2 battens' tension for long term storage.

When using a new sail for the first time, try to avoid extreme conditions as high loads on new sailcloth can diminish the racing life of the sail.



Roll from second batten.

If your sail is stained in any way, try to remove it using a light detergent and warm water. DO NOT attempt to launder the sail yourself. A sail can be temporarily repaired using a self-adhesive cloth tape, such as Dacron or Mylar. The sail should be returned to a sail maker for a professional repair. Check for wear and tear, especially around the batten pockets, on a regular basis.