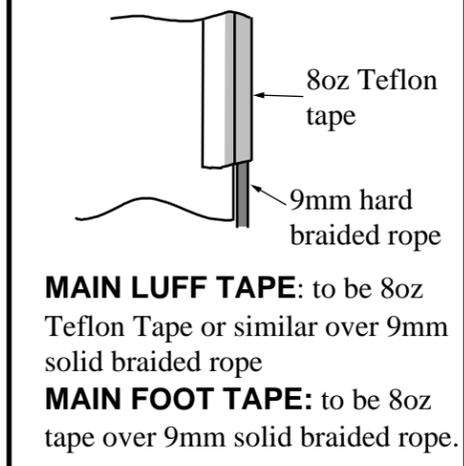
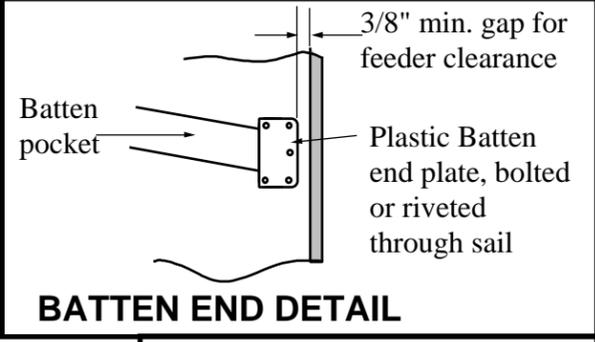
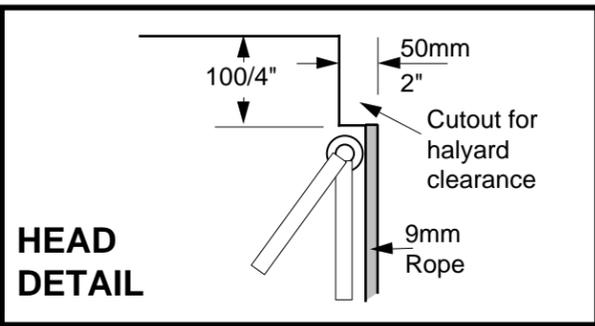


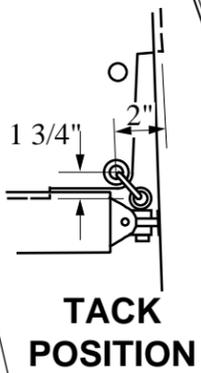
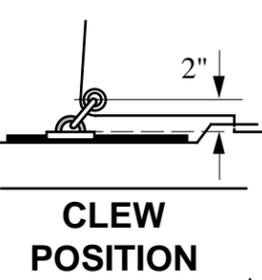
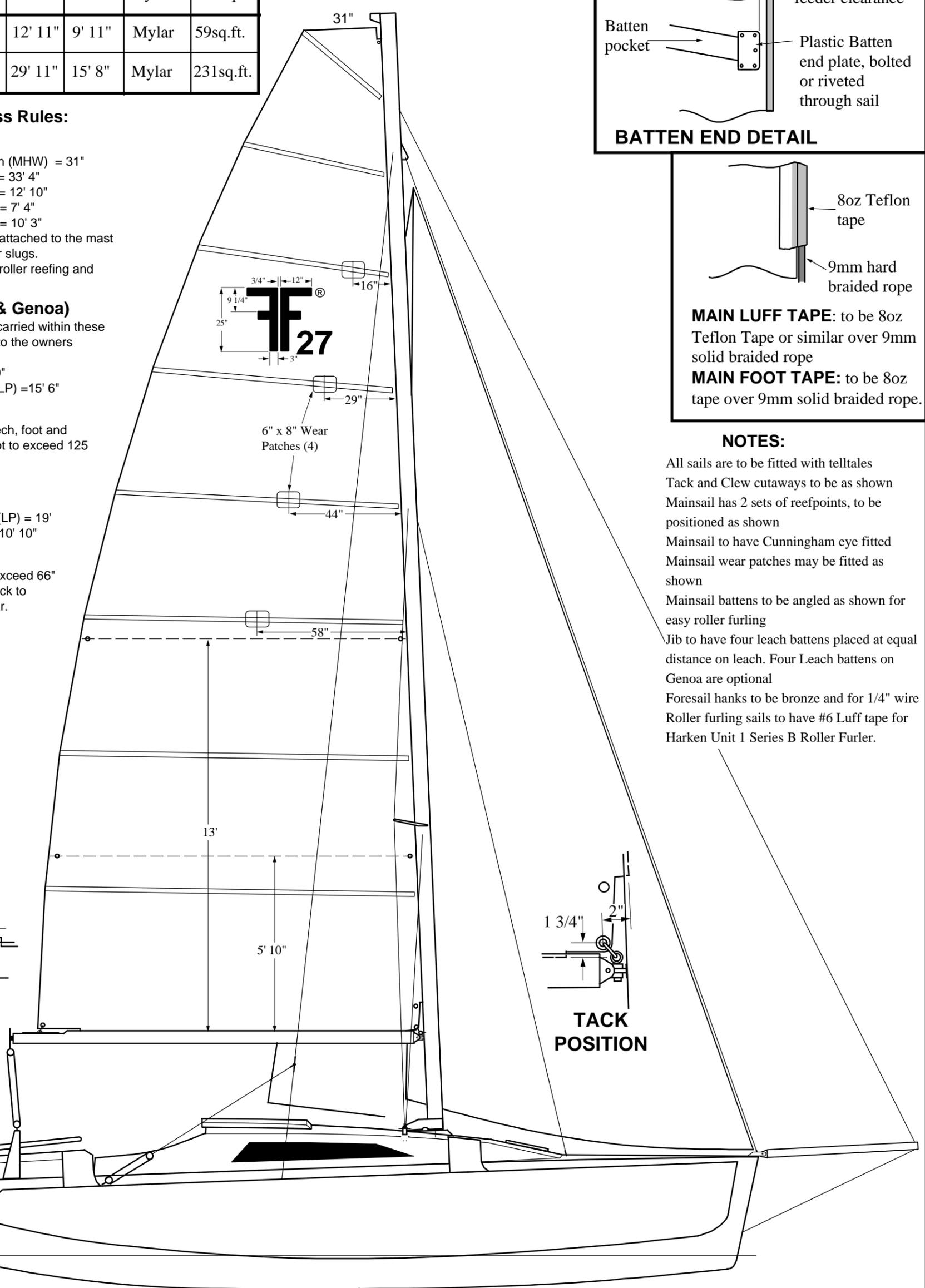
Sail	Luff	Leach	Foot	Material	Area
Mainsail	33' 4"	35' 1"	12' 10"	Mylar	317sq.ft.
Jib	33' 9"	30' 2"	11' 7"	Mylar	185sq.ft.
Genoa	33' 9"	30' 8"	16' 1"	Mylar	272sq.ft.
Asy. Spinn.	39' 8"	36'	26' 11"	Nylon	772sq.ft.
Screacher	34' 10'	31' 9"	21'	Mylar	343sq.ft.
Storm Jib	17'	12' 11"	9' 11"	Mylar	59sq.ft.
R. Furling Genoa	31' 9"	29' 11"	15' 8"	Mylar	231sq.ft.

RECOMMENDED MAINSAIL CAMBER:
 Top Third 10% at 44% aft
 Middle 12% at 48% aft
 Bottom Third 6% at 46% aft
 Recommended mast pre-bend is 3"
 Maximum headstay tension is 2700lbs,
 Luff sag is 4-5"



NOTES:
 All sails are to be fitted with telltales
 Tack and Clew cutaways to be as shown
 Mainsail has 2 sets of reefpoints, to be positioned as shown
 Mainsail to have Cunningham eye fitted
 Mainsail wear patches may be fitted as shown
 Mainsail battens to be angled as shown for easy roller furling
 Jib to have four leach battens placed at equal distance on leach. Four Leach battens on Genoa are optional
 Foresail hanks to be bronze and for 1/4" wire
 Roller furling sails to have #6 Luff tape for Harken Unit 1 Series B Roller Furler.

1996 F-27® Class Rules:
Mainsail
 Max. Main Head Width (MHW) = 31"
 Maximum P (Luff) = 33' 4"
 Maximum E (Foot) = 12' 10"
 Maximum 1/4 P girth = 7' 4"
 Maximum 1/2 P girth = 10' 3"
 The mainsail shall be attached to the mast with a bolt rope and/or slugs.
 The mainsail shall be roller reefing and furling.
Headsails (Jib & Genoa)
 Number of headsails carried within these measurements is left to the owners discretion.
 Maximum Luff = 33' 9"
 Maximum Luff Perp. (LP) = 15' 6"
Spinnaker
 Total length of luff, leech, foot and mid-girth combined not to exceed 125 feet.
Screacher
 Maximum Luff = 35'
 Maximum Luff Perp. (LP) = 19'
 Maximum mid-girth = 10' 10"
Bow Pole
 Max length shall not exceed 66" from top of molded deck to furthest fwd. tip of spar.



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 (29,000ft. lbs)

1996 F-27® SAILPLAN

Drawn by Ian Farrier Revised June 12, 1996

F-27 is a registered Trademark of Ian Farrier

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