

Rigging

1. Unroll your sail on a surface which can't damage your sail.

2. Set your boom and extension to the length indicated on the sail.

Note! The mast and boom printed on your sail are only an indication and may vary depending on what brand mast and boom you are using.

3. To ease the mast insertion, start by inserting the top section of the mast first, then slide in the bottom section and proceed to slide mast all the way up the mast sleeve. Make sure that your mast ferrule is clean and free from sand. Join the mast and check that the mast is properly joined together. Avoid crushing the monofilm as this might cause permanent wrinkles in the monofilm panel.

Note! A mast which breaks due to a gap between the mast parts is not covered by Simmer Style warranty.

4. If there is an adjustable head, set it to the shortest possible setting, or if you are using a longer mast than specified adjust the adjustable head cap accordingly.

5. Downhaul the sail to the recommended luff length, making sure your leech is loose as described in the diagram below. Make sure that the tack pulley is within 2-3 cm of the downhaul cleat. Adjust the foot tension with the tack strap.

Tip! Apply less downhaul to larger sail sizes.

7. Attach the boom to desired height. A good starting point is shoulder height when you are standing next to sail.

Tip! A higher boom position generates more power and a lower boom position gives you more control.

8. Thread your outhaul and tension to prescribed length. This should be about 2-3 cm of positive tension from the neutral position.

Tip! A higher boom position requires more outhaul than a lower boom position. If you have your boom towards the top of the sleeve cut-out you need to add approximately 2-3 cm from the recommended outhaul setting. If you ride with your boom towards the bottom of the sleeve cut-out you need to decrease your outhaul with approximately 2-3 cm from the recommended setting.

9. Finally, tension all battens until all vertical wrinkles through the batten pockets disappear.

Tip! Proper batten tension is crucial for high-end performance. It is important not to over-tension the battens. An over-tightened batten will "S" bend, negatively affecting performance.



Before you hit the water check these points:

1. Downhaul

When the V-Max is correctly downhauled, the leech should be loose approximately 1/3 into the sail body between the top batten and the second batten from the top. If the sail is overpowered, you can add 1-2 cm to the downhaul. If you add too much downhaul, the sail will become unstable.

4. Boom Height

A good starting point is shoulder height when standing next to the sail. A lower boom will give you more control and depower the sail. A higher boom will increase the power. The boom height is very personal. A higher boom position requires more outhaul than a lower boom position. If you have your boom towards the top of the sleeve cut-out, you need to add approximately 2.5 cm from the neutral outhaul setting. If you ride with your boom towards the bottom of the sleeve cut-out, you must decrease your outhaul by approximately 2.5 cm from the neutral setting.

2. Outhaul

With the downhaul set, apply your outhaul according to the specified settings. This is an average setting for most conditions. You can decrease the power by adding 1-2 cm more outhaul, or in lighter winds, you can increase the power by reducing the outhaul by 1-2 cm.

5. Batten Tension

Finally, tension all battens until all vertical wrinkles through the batten pockets disappear. Proper batten tension is crucial for high-end performance. It is important not to over-tension the battens. An over-tightened batten will "S" bend, negatively affecting performance. The top two battens only require neutral batten tension.

3. Mast join

Make sure that your mast ferrule is clean and free from sand. Join the mast and check that the mast is properly joined together.

Note! A mast which breaks due to a gap between the mast parts is not covered by Simmer Style warranty.

Fine Tuning

After basic rigging is accomplished, fine tuning the sail to suit your particular style can be done. Simmer Style designer Tomas Persson offer this tuning advice:

Using the basic rigging instructions as a starting point, you can now fine tune the sail to fit your specific needs. The single most important rigging factor for performance is downhaul tension. You must get the correct amount of downhaul on the sail for top performance. An under down hauled sail will feel heavy and have a tendency to pitch you forward. Correct downhaul tension will prevent this. The great thing is, once you have the correct downhaul it works for every wind strength you can set it and forget it. Different conditions may require different power settings, and this is the function of the outhaul. The power of the sail can be changed greatly by adjusting the outhaul just 2 cm. Try changing the setting 1 cm at a time, and check out the result on the water. This is the best way to find the setting.

Tip! Proper batten tension is crucial for high-end performance. It is important not to over-tension the battens. An over-tightened batten will "S" bend, negatively affecting performance.

Trouble Shooting

PROBLEM	SOLUTION
The sail feels heavy	Add downhaul tension
Wrinkles in the boom area	Add downhaul tension or reduce outhaul tension
Leech is excessively loose and noisy	Reduce downhaul tension
Leech is tight and not twisting correctly	Add downhaul tension
Sail feels flat and powerless	Reduce outhaul tension
The sail has a lot of back hand pressure	Reduce outhaul tension and/or increase downhaul tension and/or move harness lines back the boom
Wrinkles around the batten pockets	Increase batten tension
Battens are making an S-shape	Reduce batten tension
The foot of the sail is loose	Increase outhaul

Specs

SIZE	BOOM	LUFF	MAST	REC MAST	PRO MAST	TOP	BATTENS	WEIGHT (KG)
4.8	162	399	400	SX8 RDM or SDM	SX10 RDM or SDM	adjustable	6	3.8
5.4	164	416	400	SX8 RDM or SDM	SX10 RDM or SDM	adjustable	6	4.0
6.0	175	431	430	SX8 RDM or SDM	SX10 RDM or SDM	fixed	6	4.2
6.6	191	439	430	SX8 RDM or SDM	SX10 RDM or SDM	fixed	6	4.4
7.2	204	455	430	SX8 RDM or SDM	SX10 RDM or SDM	fixed	6	4.6
7.9	222	466	460	SX8 SDM	SX10 SDM	fixed	6	4.9
8.6	232	484	460	SX8 SDM	SX10 SDM	fixed	6	5.2

RDM vs. SDM

The bend curve of the SDM and RDM's are compatible with one another, but the RDM's are more durable, therefore more suitable for punishing wave conditions. SDM's provide a faster reflex response, better stability, and faster acceleration, especially in lengths of 460 cm or longer, therefore more suitable for flatwater sailing in the larger sizes.

Warranty

Simmer Style sails and accessories are guaranteed against manufacturing and material defects according to regulations in the country where it is purchased. The guarantee is only valid when the problem originates from recreational sailing on water. Normal wear and tear is not guaranteed. Check for exact terms with your local dealer or online shop where you purchased the sail. For detailed warranty terms: <https://simmerstyle.com/about/warranty/>

Warning

Windsurfing can be dangerous. Equipment can break and difficult conditions can develop quickly. Always sail with others and take appropriate precautions. Carbon masts are electrically conductive - do not go sailing in lightning storms or near power lines. Always check the weather forecast before you go sailing to avoid unexpected conditions.

Disclaimer Of Liability

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Maintenance

- Do not use abrasives, harsh chemicals or solvents to clean your sail. For long term storage clean your sail thoroughly with warm water and mild soap, rinse well, and dry completely.
- Avoid sharp and abrasive surfaces.
- Stop using your sail in case of puncture. In emergency temporarily repair with thick, nonstretch tape.
- To get maximum performance and lifespan from your Simmer Style sail, do not leave exposed to UV light for extended periods of time, all films degrade much rapidly.
- To get maximum performance and lifespan from your Simmer Style sail, rinse the film free from salt and sand with fresh water after use and leave to dry before putting into the bag for storage.