

DUTCHMAN

SAIL FLAKING SYSTEM



Sabre 362
photo courtesy
of Sabre Yachts

The Dutchman Sail Flaking System uses vertical control lines laced through fairleads in the sail. The lines are attached to the topping lift and at the base of the sail and don't move. The sail slides up and down on the lines like a roman shade. As you drop the sail, the lines guide the main down to alternate sides of the boom. A few seconds straightening, and you're done. One person can perfectly flake pretty much any size sail in under 20 seconds. Many owners don't even bother with sail ties.

Offshore sailors particularly like how easy it makes reefing. The system collects the sail on the boom with no need to tie in the intermediate reef points. If your lines are led aft, you can reef entirely from the cockpit.

The Dutchman System has the following advantages over lazy jacks;

- 1.** The sail can't get caught on the Dutchman lines as it's raised or lowered. Lazy jack catch all the time.
- 2.** There's no need to head into the wind to raise, lower or reef the sail. Just let the sail luff.
- 3.** The Dutchman lines pass thru fairleads in the sail every 2-3 feet, so they can't chafe the sail.
- 4.** The Dutchman tabs automatically slacken the control lines after the sail is raised. Adjust it once and you're done. Lazy jacks have to be adjusted or moved forward & back every time you raise and lower the sail.

The Dutchman is inconspicuous with no noise, chafe, catching or performance loss, your sail lasts longer, and it's only about \$200-300 over the cost of lazy jacks. Not a bad deal. Probably why, after over 14 years and 20,000 systems, it's the number one system and growing. Let the Dutchman flake your main. You've got more important things to do!

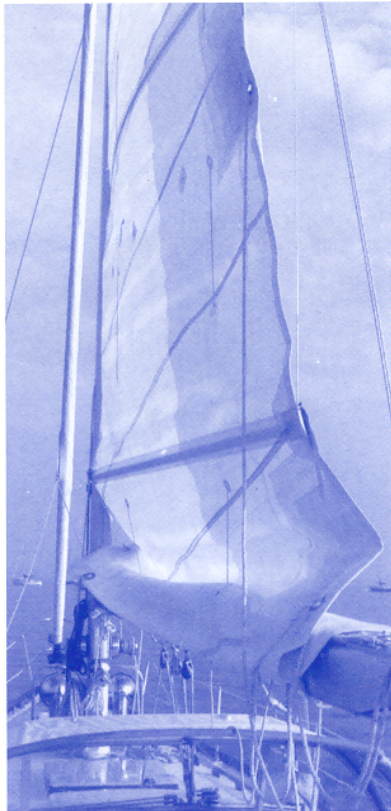
**Bill Lee - Bill Lee Yachts
Designer of Santa Cruz 52 and 70**

"I thought the Dutchman was just another marginal gimmick, but most of the recent Santa Cruz 70's and 52's have Dutchman's, and all the owners love them. One is on the delivery main of Mirage, an all out racing 70, one is on Hotel California II, a 100% cruising 70, and one is on Chardonnay II, a day charter 70 for 49 passengers. The system is really functional. "Fast is fun" even when stowing a main."



**John Jacob, President
CYOA Yacht Charters, USVI**

"Our boats are out every day in trade wind conditions. We've tried lazy jacks, and every thing else. The Dutchman system is the only system that works. We've used it for 4 years now on our 25 boat fleet from 35' to 65' and all our new boats now come with it."

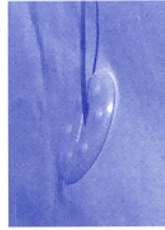


As the sail is dropped, the Dutchman control lines automatically organize the main onto alternate sides of the boom.

**Gerard Douglas,
Head of Engineering
Catalina Yachts**

"The Dutchman is simple, reliable, and after years of refinement, it's now a very well proven system. I tested the Dutchman on my own Catalina, and have used every other system available. With a full batten main, the Dutchman allows our customer to singlehandedly drop and flake the main. We now offer the Dutchman as standard equipment on all our boats from the Catalina 270 to the Catalina 470. Our customers are very happy with the system."

Any performance loss? Performance loss is on

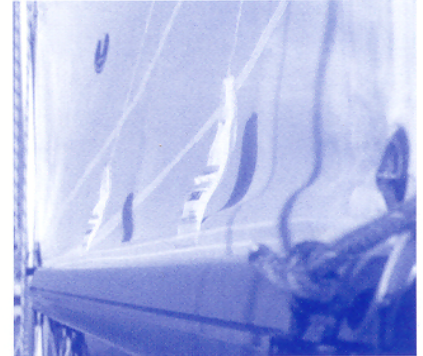


Fairleads prevent control lines from chafing.

par with adding a flag halyard. The control lines are about 2mm (1/16th of an inch) in diameter, and the 'hole' in the sail is really a vertical slit just wide enough for the control line to pass through.

Any chafe?

When you raise the sail, the Dutchman tabs sewn to the base of the sail stand up, loosening the control lines. When the sail is dropped, it pushes down on the tabs, tightening the control lines. There's no adjusting needed, unlike lazy jacks, which need a lot of messing with.



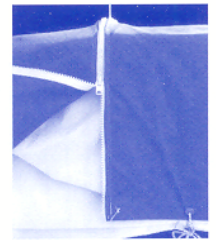
Control lines are automatically adjusted by tabs sewn to the base of the sail.

How do I reef? Use normal slab or jiffy reefing.

However, since the Dutchman holds the sail on the boom, you don't need to tie off the intermediate reef points (the ones in the middle of the sail). Many owners, especially those who sail offshore, comment on how much easier this makes reefing. Of course, it helps that the sail is not flogging itself all over the deck!



Reefed in 25 knots, without reef points.



Sailcover with zipper.

What about the sail cover? Most owners modify their existing cover by adding vertical zippers that run up one side. The C system eliminates the need for zippered slits, or use a sailcover which is split along the top, and fastened to either side of the boom. Unroll and snap each half to the control line, then velcro together. Be sure your sailcover fits loosely. A tight cover makes sharp creases, which will shorten your sails life.

