

## Notes on Reefs and Storm Sails for Cruising World Magazine

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Dear Debra,

Thanks for the call regarding storm sails for the Passport 40. Please find the following summary, prices, and a couple of pages of technical drawings that illustrate some of the features below. Please feel free to use any or all of the information. And thanks for giving me your ear! If you like the graphics, I could send you the files electronically in a format the magazine could use.

As a general rule, we look to the customer's long term sailing plans and existing inventory of sails to help us decide on the proper storm sails for their boat. The criteria we use is:

- If the boat is to be blue water sailed or in coastal cruising
- If the current mainsail has a deep reef (>than 50%)
- If the boat is cutter rigged and the quality of the staysail (and if it has reefs)

We these ideas in mind, we recommend a Trysail and storm jib for those going offshore. Our philosophy is that there is no substitute for sails that will be used in conditions that will range from trying to make headway in 60 knots of wind in order to stay off a lee shore, or to heave too in the face of a gale. Our storm sails are vertical cut, to keep the highly loaded leeches free of cross seams that might be vulnerable to failure. They are built to our Tradewinds Specifications, which include double taped edges, extra large stainless hardware and reinforced load points such as slides and hanks. Both the leech and the foot are "hollowed" to prevent fluttering and leech and foot lines terminate at pressed rings.... no need for cleats to fail in 60 knots! Another important note is the need for wire tack pennants. These allow the sail to ride up free from potential *wave* hits and improve visibility.

Generally, we make our storm sails about [70% of max ORC regulations](#). Our experience has shown that the full size ORC sails can be too much for the typical offshore cruiser. A coastal cruiser can get by with a deep-reefed mainsail and a reefed staysail (if applicable). This is generally true, because in coastal cruising one is not usually far from protected waters and a deeply reefed mainsail will most likely not be used for days on end. This is an important note; a deep-reefed mainsail has *bundles* of fabric lashed to the boom. This fabric can be damaged or come unfurled in extreme conditions and the boom itself can present a health hazard. For this reason, a Trysail that is sheeted to the toe rails and NOT the boom (with the mainsail removed and the boom lashed to the deck) is infinitely more desirable to have up during extended heavy air sailing.

Rgds,