



OLIMPIC SAILS



This new design represents a clear step toward a modern, high-performance sail concept, with a focus on stability, responsiveness, and clean aerodynamic flow.

It has been engineered as an efficient all-around performer, that delivers excellent results across a wide range of wind conditions.

The new **single-panel leech construction** creates a more reactive sail. The leech is more open, more homogeneous, and less prone to excessive closure, allowing the sail to maintain a cleaner exit and more efficient airflow.

The sail has been designed to be naturally balanced from head to foot, with the volume positioned slightly lower to improve stability, power delivery, and ease of handling.

Designed with zero luff curve, the sail provides an exceptionally smooth and clean entry at the mast. Particular attention has been given to reducing the difference between the entry angles in the lower and upper sections of the sail. With the mast ties correctly adjusted, the sail develops a more uniform and consistent entry from bottom to top.

The profile is deeper and more powerful, generating strong and consistent drive. Thanks to the optimized leech design, this additional depth does not create drag penalties typically associated with more traditional sail shapes.

The **LNX** model is recommended for sailors weighing **up to 43 kg**.

The **LNX+** model is recommended for sailors weighing **over 43 kg**, or for lighter sailors in light-wind conditions.



OLIMPICSAILS



VELERIAOLIMPICSAILS | INFO@OLISAILS.IT | WWW.OLISAILS.IT



TUNING GUIDELINES

Your tuning should focus on two primary control areas:

- **Draft Positioning – Luff / Cunningham**

In **light wind**, keep the Cunningham loose, allowing the draft to move slightly aft. This helps maximize depth and provides the power needed for acceleration.

In **strong wind**, apply more Cunningham tension to pull the draft forward. This reduces drag, improves control, and makes the boat easier to keep flat in higher pressure.

- **Flow & Exit Control – Sprit / Sheet**

The sprit and mainsheet should be considered your main flow-control tools. Because the sail is inherently deep and powerful, there is no need to create extra power through aggressive rig adjustments.

This design does not favor over-trimming. If the sheet or vang is pulled too hard, the exit will close too early, increasing side force and slowing the boat. If the boat starts to feel heavy or sluggish, ease the sheet slightly to restore a clean, open flow off the reactive leech.

COACHING TIP

Think of this sail as a high-performance tool that rewards a light and precise touch. Once the correct mast-tie baseline has been established, the main focus should be on managing draft position and maintaining a clean, open leech exit.

This allows the sailor to spend less energy “fixing” the sail and more attention on tactics, speed, and boat handling.

TUNING CHART

	LIGHT WIND	STRONG WIND
RAKE	280	283,5
LUFF MEASUREMENT BAND	AS HIGH AS POSSIBLE	AS LOW AS POSSIBLE
HEAD SAIL TIE MAST	LOOSE	TIGHT
CENTRAL SAIL TIES MAST	TIGHT	LOOSE
TACK SAIL TIE MAST	LOOSE	TIGHT
TACK SAIL TIE ON BOOM	VERY TIGHT	LOOSE
CLEW SAIL TIE	LOOSE	VERY TIGHT
CUNNINGHAM	LOOSE	VERY TIGHT