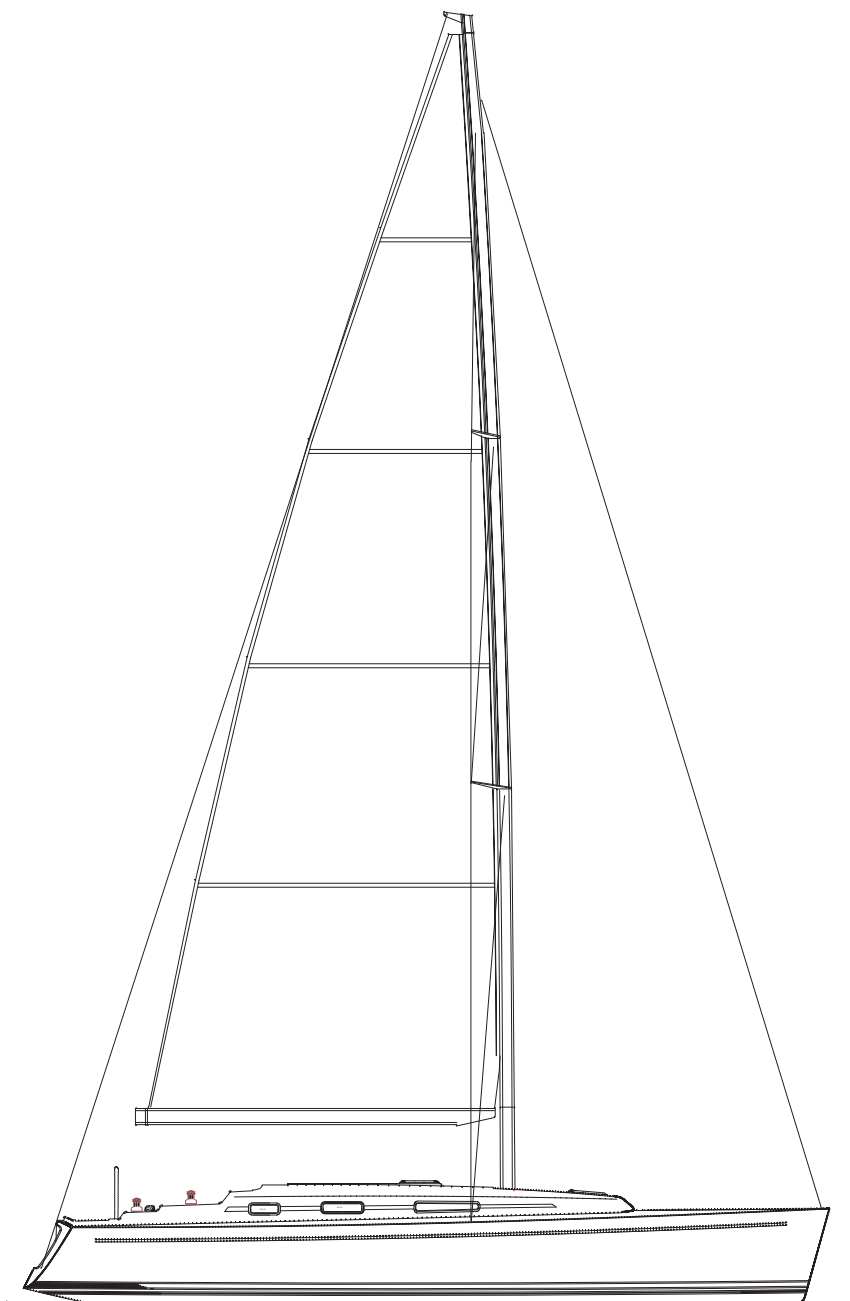


MAESTRO 40



There is a difference

Since 1957, North Sails has grown from a small one-design loft in California to become the worldwide leader in both racing and cruising sails. Our success is not only based on speed and durability, but also on superior service and value.

1. Measure performance

Our company was born on the race course, and we remain committed to racing for a very good reason. The more we learn about making faster and longer lasting sails, the more sail value we can deliver to you, whether you race or cruise. Almost every technical advance in modern racing and cruising sails has come from North, and to this day we commit more resources to research and development than any other sailmaker...far more. North's revolutionary 3DL molded sail technology is the latest step in our march toward the future. Better performance means better sailing, period.

2. Measure quality

Every inch of sailcloth, every stitch, every batten pocket and every corner patch on every North sail is engineered to deliver less stretch and greater durability than any sail in its class. Of all the world's sailmakers, North alone produces over 80 styles of its own premium sailcloth. Only North can choose from the best of our own cloth and the best from other cloth manufacturers. And only North has 3DL, the revolutionary molded sail technology that delivers the lowest stretch for the lowest weight of any sail ever produced. No matter what kind of boat you own, or where you take it, your North sail will hold up and hold its shape, season after season.

3. Measure service

Sailors have broad horizons, and ours are worldwide. North has a network of more than 70 sail and service lofts in over 25 countries. Each is staffed by experienced professionals who will give you the best advice available on your sails and your sailing. For inspection, repair, washing, recutting, retrofitting, patching, tuning and coaching your crew, North is there for you. Your sails are an important investment. And North sails pay you the highest dividends you can get anywhere. There is a difference.



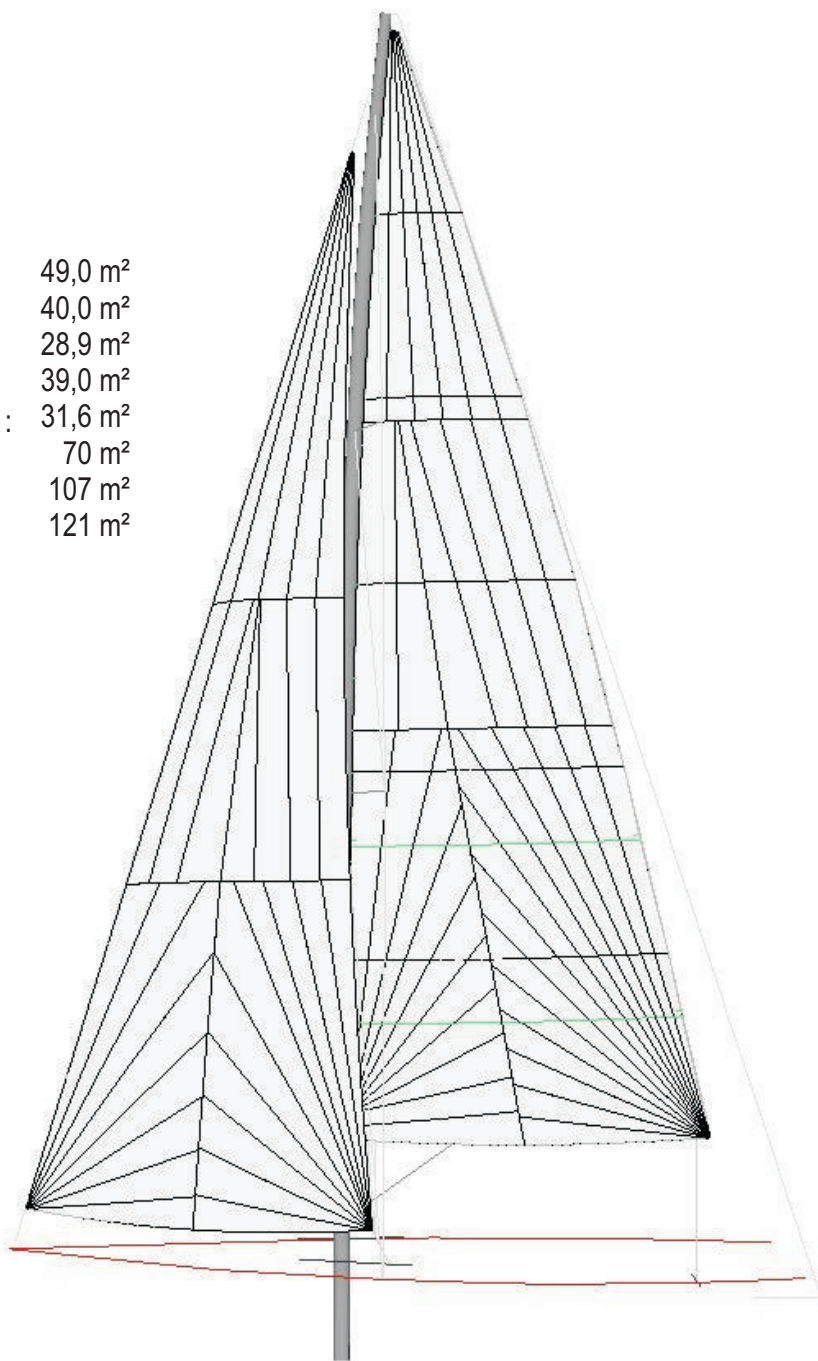
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Basic rig dimensions

IM: 16.85 m
J: 4.60 m
P: 16.15 m
E: 5.30 m

Sail areas

Mainsail:	49,0 m ²
Main reefed 11%:	40,0 m ²
Main reefed 26%:	28,9 m ²
Jib 109% :	39,0 m ²
Jib 109% furled 10% :	31,6 m ²
Gennaker G1	70 m ²
Gennaker G2	107 m ²
Gennaker G3	121 m ²



FULL BATTEN MAINSAIL

North full batten mainsail combined with the new low friction batten hardware is the best choice for performance and durability. Full batten mainsail is also easier to handle especially if you have lazy jacks installed.

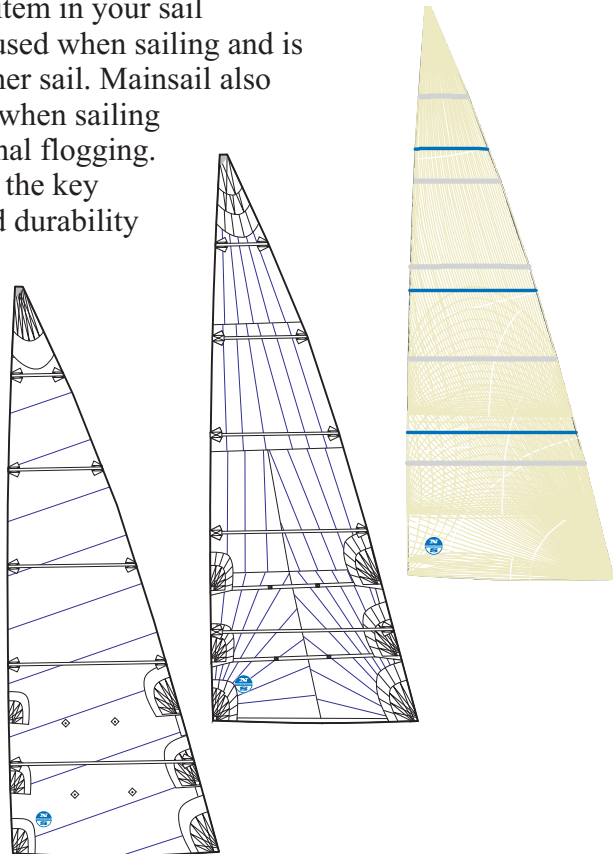
Mainsail is the single most important item in your sail inventory because it is nearly always used when sailing and is therefore used more often than any other sail. Mainsail also flies behind genoa in disturbed winds when sailing upwind. This certainly means occasional flogging. Right cloth choice and full battens are the key elements for superior performance and durability of a mainsail.

FULL BATTEN MAINSAIL INCLUDES

- ▶stainless steel rings
- ▶leechline
- ▶loose foot with adjustable footline
- ▶pultruded glassfibre battens
- ▶radial patches
- ▶sail bag
- ▶leech telltales
- ▶cunningham

EXTRAS

- ▶batten hardware
- ▶tuff seams
- ▶sail numbers



Maestro 40 radial NorLam full batten mainsail

We offer three different mainsails for cruising. Basic crosscut mainsail offers high mileage durability and low maintenance at an affordable price. NorLam radial sails from various styles of laminate sailcloth offer lighter weight and better shape due to the better alignment of cloth along loads and higher modulus materials. Marathon 3DL™ is the most advanced mainsail of the styles we offer. The internal 3DL fiber matrix is designed specifically for cruising and surrounded by a rugged polyester shell for additional chafe, tear and UV resistance. Reefed shape is exceptional



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FURLING JIB

The ability to store the foresail furled and reef it makes sailing much easier. Furling genoa is a challenging sail to design as the wind range where it is used is very wide.

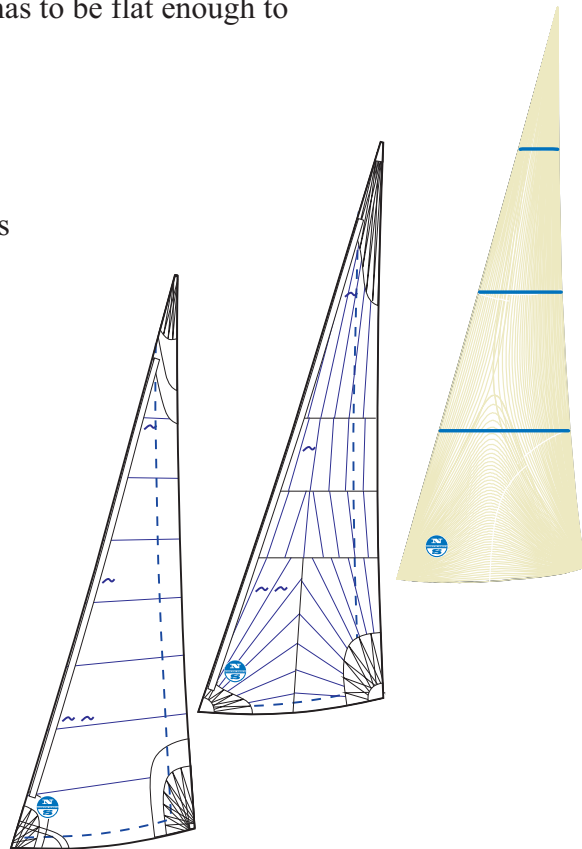
In many cases furling genoa is the only upwind foresail and is therefore always being used. On the other hand that means that the shape of the genoa has to be powerful enough to drive the boat in the light winds and on the other hand when the genoa is partially furled its shape has to be flat enough to ensure good pointing ability.

FURLING JIB INCLUDES

- ▶stainless steel rings
- ▶leech- and footline
- ▶radial patches with reefing extensions
- ▶sailbag
- ▶telltails
- ▶Rope Luff for better shape when partially furled
- ▶vertical battens

EXTRAS

- ▶uv-cover on exposed leech and foot area
- ▶genoa cover
- ▶tuff seams



Maestrov40 has a fairly high aspect ratio furling jib which means that the loads are really high in the head of jib. Unlike the mainsail, furling jib does not have the supporting horizontal full battens. Therefore it is essential to choose a high modulus material for jib which ensures that we can build a single sail which performs well in both light and heavy wind.



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A sailor's guide to sail fibres and fabrics

Almost all modern sailcloth begins life as an industrial fiber. While the brand names of many of these fibres are well known to sailors, their properties are less understood. The characteristics of these fibres are an important factor to consider when choosing sails for your boat.

Polyester is the most commonly used sailfiber because it is strong, durable and relatively inexpensive. The most widely known polyester fiber is Dacron®, which is made by Dupont. Their Type 52 Dacron yarn was developed specifically for sailcloth and has been the industry standard for years. Recently, other suppliers have also introduced premium polyester yarns suitable for sailcloth. Premium polyester yarns feature very high shrinkage when heated during the finishing process. High shrinkage, combined with very tight weaving, produces sailcloth which is tightly packed and stable without overly relying on the addition of extra resins for stability. North's NSPT™ family of woven polyester fabrics feature premium PET fibres that are woven tighter than any polyester sail fabrics in their category for remarkable stability. Woven polyesters offer easy handling, long-term durability for cruisers and good performance for smaller racing sails... all at a moderate cost.

Polyester laminates are the next step up in performance from woven polyesters. They combine Mylar® film with woven polyester cloth in two or three plies. For laminates, the polyester cloth can be woven more loosely because the Mylar film provides diagonal stability. Laminated polyesters deliver lower stretch and lighter weight than woven polyesters. For cruisers, the laminate structure is typically a Mylar core with polyester cloth on both sides .

Spectra / Dyneema was originally introduced as a competitor to Kevlar. (Dyneema, produced by the Dutch company DSM, is an equivalent fiber to Spectra.) These fibres are highly processed polyethylenes which offer good UV resistance, very low stretch and super breaking strength. Careful testing, however, has revealed a property called "creep," elongation under sustained load which results in a change in sail shape over time. Therefore, Spectra/Dyneema has been used primarily on larger cruising boats where light weight, strength and durability are paramount. Spectra/Dyneema laminates offer maximum performance and minimum weight, though at a higher cost. Spectra/Dyneema fabrics are actually a weave of large Spectra/Dyneema warp fibres and polyester fill fibres. The weave is then laminated to a Mylar film). North GATORBACK™ Spectra feature an additional grid of Spectra yarn applied in a criss-cross pattern on top of the laminate to improve durability.

Carbon is the latest addition to ultimate performance cruising sailcloths. NorLam carbon/spectra cloth combines the low stretch of carbon and unbeaten durability of spectra. Although more brittle than pure spectra/dyneema cloth the lower stretch really enhances the performance.



DOWNWIND SAILS

For cruisers, the Gennaker™ has opened up new levels of downwind performance combined with safety and manageability. The large area and powerful assymetric airfoil shape provide much better speed than either spinnaker or genoa on angles ranging from reach to broad reach. However, when running the best performance comes with the symmetrical spinnaker set with the conventional spinnaker pole.

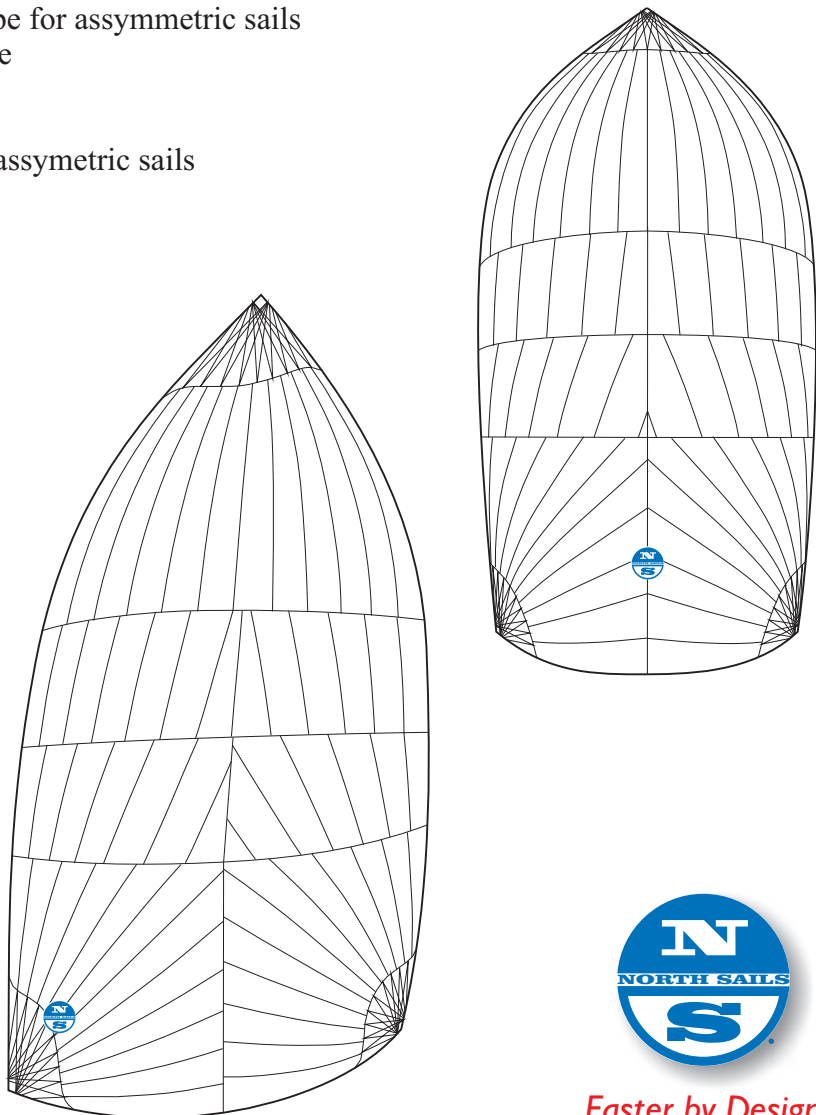
Large downwind sails are hard to handle with shorthanded cruising crews. However, there is no need to use a spinnaker pole with gennaker and the setting of gennaker is therefore simpler. When you combine this quality with the use of a snuffer sleeve you will be able to set, fly and douse the gennaker easily.

DOWNWIND SAILS INCLUDE

- ▶stainless steel rings
- ▶True Radial layout
- ▶adjustable luff rope for assymetric sails
- ▶leech- and footline
- ▶radial patches
- ▶Launching bag
- ▶headstay belt for assymetric sails

EXTRAS

- ▶snuffer plus
- ▶sail numbers
- ▶logos, graphics



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G-SERIES GENNAKERS

North's latest G-Series Gennakers™ set a new standard for downwind cruising performance... with a range of models carefully designed to suit your individual sailing style. North Gennakers feature panels that are shaped along both horizontal and vertical axis to produce a uniquely smooth flying shape that is both exceptionally stable and easy to trim. Combined with North's Snuffer Plus™, your North Gennakers makes improving your downwind sailing performance easy!

G2

The G2 Gennaker is the largest and most powerful made by North. It is designed to excel in light-to-moderate running and reaching. Its forgiving shape allows it to be cleated and flown even with autopilot steering.

G3

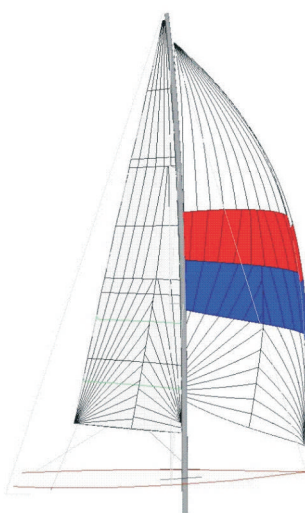
North's most versatile Gennaker has the same forgiving traits as our G2, but in a smaller, flatter shape, which makes G3 a really wide range Gennaker.

G1

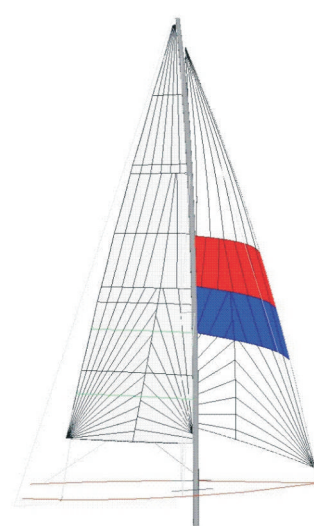
The G1 is derived from famous Code zero sails used by many ocean racing yachts. The optimized shape and depth of G1 allows for efficient sailing at tighter angles and or stronger wind than the other G-series. The G1 can be ordered with integral roller furling, a snuffer or free-flying. This sail excels on very tight reaching in light winds where the furling jib suffers due to its heavier weight and smaller area.



G2 Gennaker



G3 Gennaker



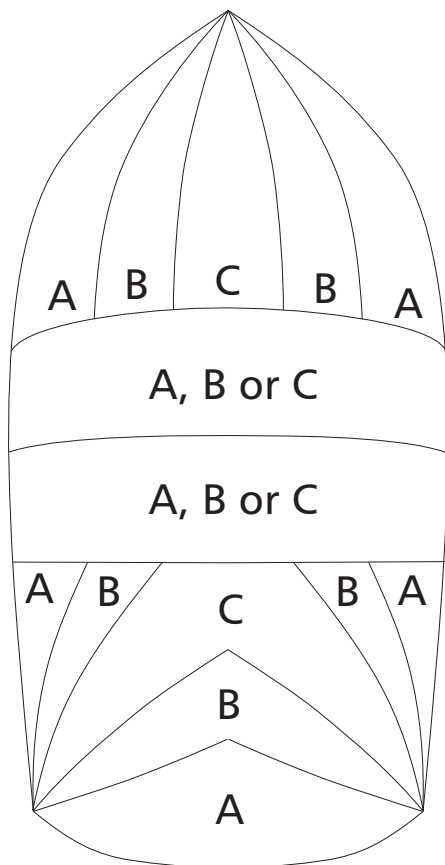
G1 Gennaker



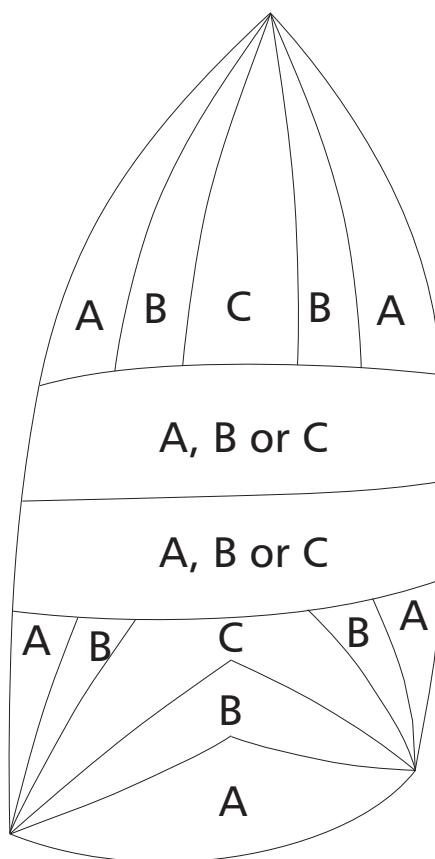
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COLOR SCHEMES

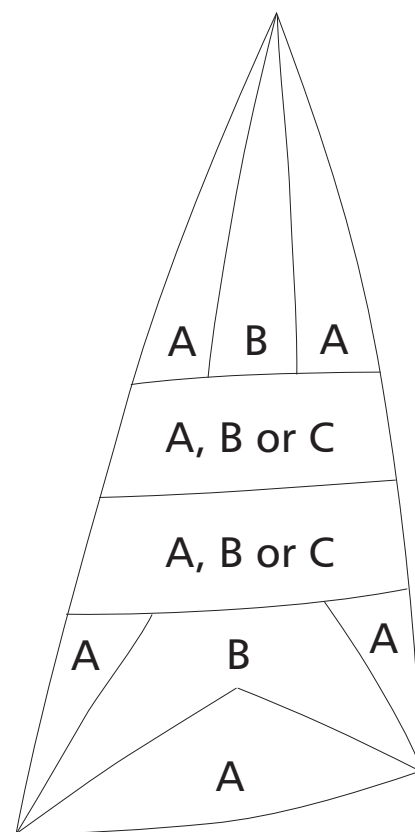
SPINNAKER



GENNAKER G2 & G3



GENNAKER G1



COLORS

A=

B=

C=

COLORS AVAILABLE

0,75 oz and 1,5 oz NORLON

- 1 = WHITE
- 2 = DARK BLUE
- 3 = RED
- 4 = YELLOW
- 5 = BLACK
- 6 = LIGHT BLUE
- 7 = GREEN
- 8 = PINK

2,5 NORLON

- 1 = WHITE
- 2 = DARK BLUE
- 3 = RED



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