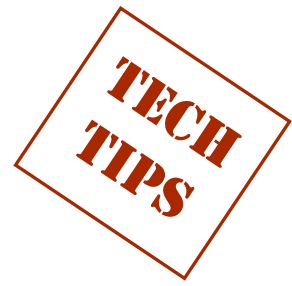




FORESPAR®



DOWNWIND SAILING

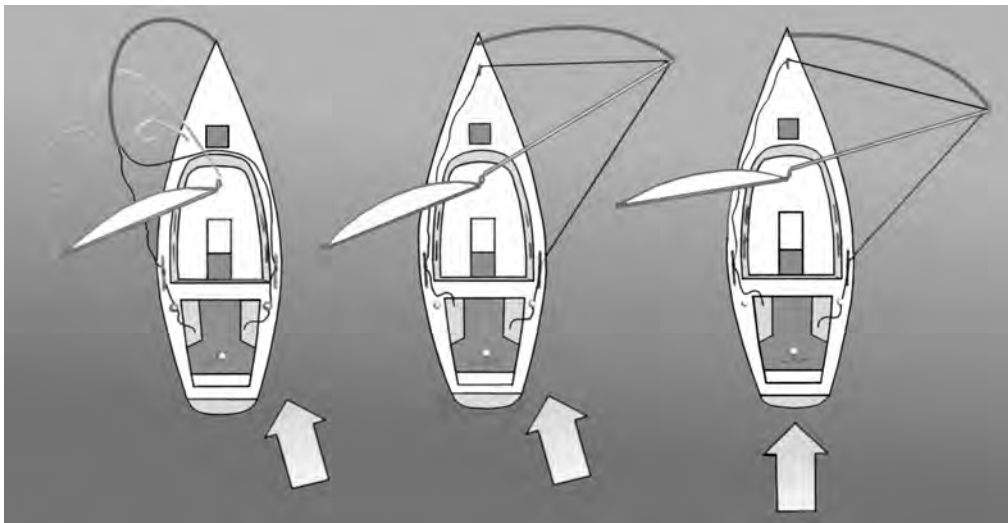
Forespar® offers a complete and diversified line of spinnaker poles. We manufacture eight complete end styles from which we create a multitude of combinations to fit the needs of all sailors - racers or cruiser. See also: Size Recommendation Guide by length or boat model, Spinnaker pole kits, and End fittings.

Forespar® offers "customized" poles built to specific dimension. End fittings and tubing are available separately for those who wish to assemble poles to their own specifications.

The length of your spinnaker pole is determined by the yacht's "J" measurement. This is roughly the straight line distance from the front of the mast at deck level to the headstay. The "J" measurement is available from your sail plan, or contact Forespar® and we will be able to assist you in determining the proper length. The "kit" lengths that are shown on the following pages are the maximum we recommend for each tubing diameter. However, oversized poles are available.

For custom spinnaker poles 3" in diameter or larger only. Featuring internal outboard-end trip lines, and a optional retractable topping lift, this rigging allows the sailor to smoothly complete a spinnaker jibe without detaching the pole from the mast.

The following information is to be used as a guideline, there are many different options and setups. Most of which are a personal choice.



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SETUP

There are several factors to think about before you even decide on the size of pole you require. Following are some brief outlines of these points of which we will go into more detail in the following pages.

Fixed pole height

Correct sizing for this use is essential, this is usually used on boats under 25'. There are three sizes available in the Forespar pad eye range and it is important that the pad eye matches to the end pole fitting. The pad eye should be installed on the front centre line of your mast roughly based on the elevation of your headsail clew.

Adjustable pole height/Track system

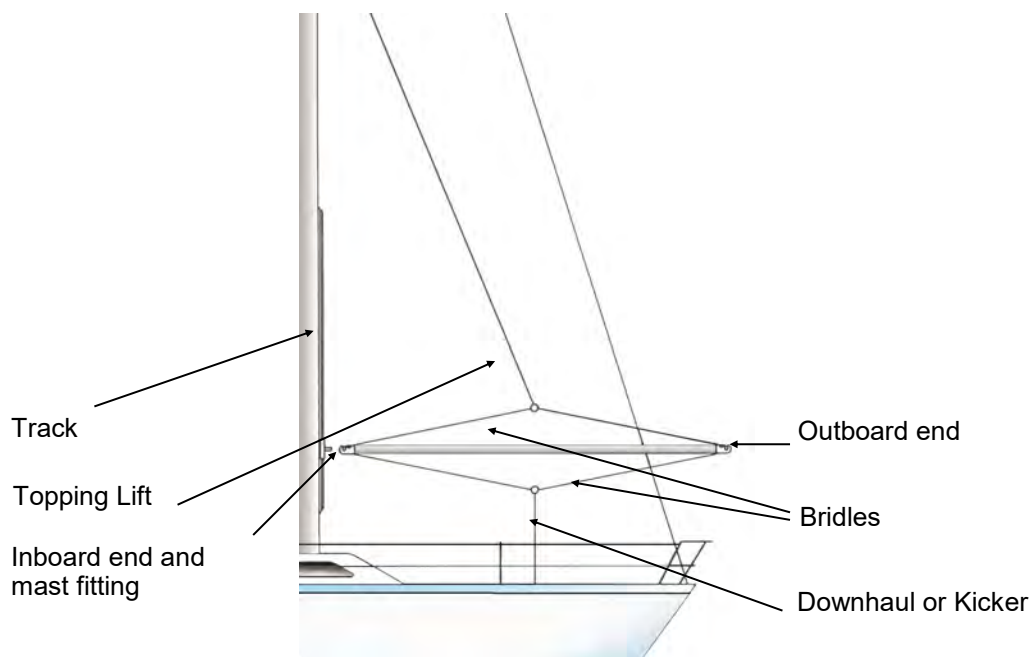
This allows the spinnaker pole to be positioned level to the clew of your spinnaker or headsail. This allows spreading of the load over a greater area than a fixed fitting. Your choice of car style will be dictated by the style of your inboard end fitting.

Dip pole or End-to-End

This will dictate your choice of inboard fitting, whether to get an Automatic socket type fitting or a standard piston, latch or trigger style end fitting. In most cases this is a personal choice factored by use and heavy air requirements.

Storage

Once again there are multiple choices, on the deck, mounted on your stanchions, below deck or vertically on your mast. This decision needs to be made to determine fitting required.

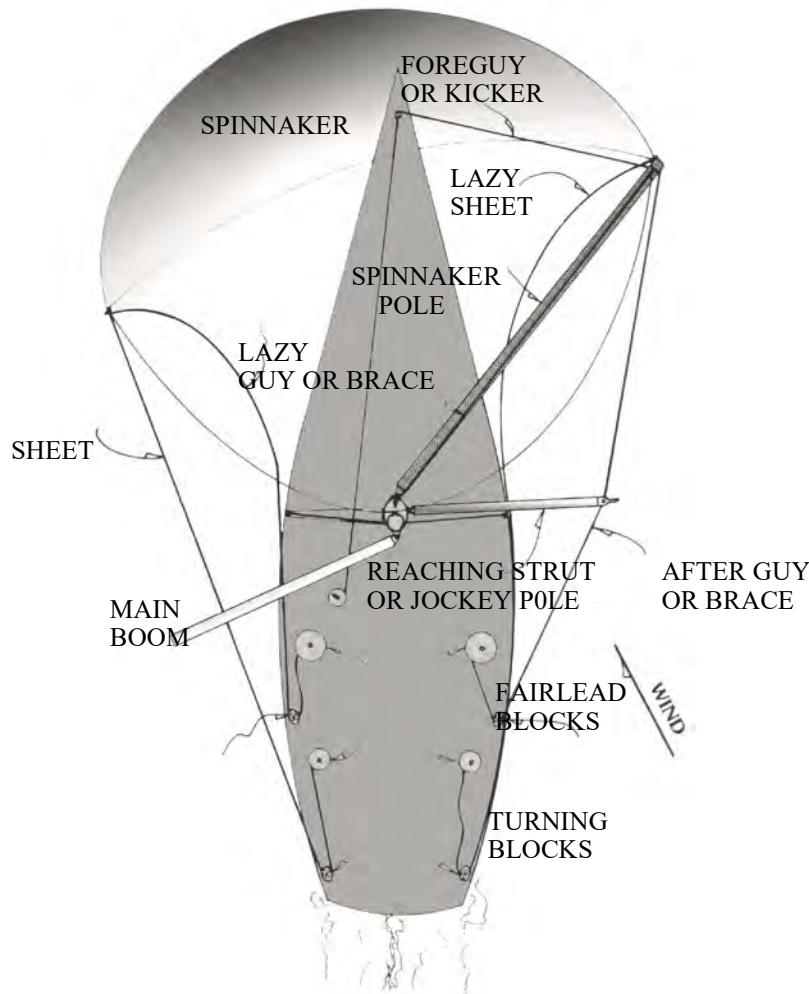


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Depending on where you come from you will recognise one of these descriptions

SPINNAKER SHEET - attached to the leeward clew of the spinnaker. On larger boats this will be attached to the lazy Guy/Brace.

SPINNAKER GUY OR BRACE - attached to the windward clew of the spinnaker. On larger boats this will be attached to the lazy sheet.

FOREGUY OR KICKER - used to hold the pole downwards, to stop it skying when caught by a gust of wind.

REACHING STRUT OR JOCKEY POLE - The reaching strut is a short pole attached to the side of the mast. Used to hold the Guy/Brace beyond the shrouds. Creating a better angle to lead aft and allowing better control of the spinnaker pole.

TOPPING LIFT (not shown) - used to raise and lower spinnaker pole, adjusting the height of the spinnaker clew.

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DOWNWIND SAILING

POLES ARE PROVEN AGAIN — ARC 2010

United States Sailboat Show – Annapolis – October 2010

The use of downwind poles, both telescoping and fixed, has been debated by cruisers in recent years, as the popularity of asymmetrical headsails has grown; however, the results of the recently completed Atlantic Rally for Cruisers, (ARC)

clearly show the high value of poled out traditional jibs and genoas. This simple combination continues to rate highest among the nearly 200 entrants for overall safety, reliability, and performance. This setup is described as “simple and bulletproof” and “quicker than a cruising chute” (Used by 89% of skippers for genoas and conventional spinnakers). See Yachting World Oct 2010.

According to the article, some sailors disputed the slogan “set it and forget it” and pointed out that their non-poled sails required constant attention. The ARC is a very popular and prestigious cruiser/race that pits 200 cruising yachts over nearly 3,000 downwind miles in all sorts of wind and sea conditions. At Forespar we have focused on down wind pole applications for forty five years. Our range of products is the most extensive in the industry and covers both fixed and telescopic poles in aluminum and carbon fiber supported with a wide selection of accessories.

For more assistance call our technical service experts at 800-266-8820 or emails us at sales@forespar.com.

Alternatively contact your local dealer <http://www.forespar.com/dealerlocator.shtml> or International agent <http://www.forespar.com/about/internationalAgents.shtml>

Our website, www.forespar.com has complete information including great Tech Tips and [How-To Videos](#) by expert racers and cruisers for you and your crew. We look forward to helping with your gear selection.

WHISKER POLES MAKE DOWNWIND SAILING FUN, EXCITING AND EFFICIENT

Sailing downwind is exhilarating and a great way to get to your destination whether racing or cruising to your favorite anchorage. Using a whisker pole to hold your jib or genoa and go wing on wing is the best use of the combination of both the main and foresail.

How do you know when it's time to deploy a whisker pole for downwind sailing? When the jib sheet goes limp and you have to head up to get more boat speed or you have had to sheet in until the jib leech is too close to the main and is denigrating its' performance. Then it's time! However, other factors require consideration. In heavy winds giving near hull speed, deploying a pole will only be advantageous after you are way off the wind like 150o apparent. Then again in very light winds and if your pole is long enough, (see Diagram A) you may find advantage as early as 90o to 100o apparent. There is nothing as helpful as some practice and experimentation.

The same suggestion applies to learning to set the pole easily and properly. An adjustable length pole provides advantages in addition to simplifying its' storage. The adjustable poles, the twist-lock and line control models, are preferable to the lock-button type which have limited length choices. A longer length will be used for close reaching with the length being shortened more and more as you go from broad reach to downwind. In general the pole should be kept near 90o to the apparent wind just as with spinnaker pole practice (see diagram A).

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DOWNWIND SAILING

WHISKER POLES CONTINUED

When trimming the sheet, keep in mind that very significant compressive loads can be exerted on the pole in strong winds. Please understand that you are creating a force vector on the pole. As a matter of fact, you could, on a still day tied up at the dock with the jib up, crank in the sheet with a winch until you had buckled the pole.



PE1 PLASTIC PAD EYE FOR ADJ
4-8 & 6-12 TWIST LOCK POLES



PE-3-SF FLAT BASE
PE-3-SC CURVED BASE
PE-3-SF WITH GUSSET
Stainless steel pad eye.
For use with poles up to 10-18 size

For more in-depth information on the use and care of whisker poles, please visit the [Tech Tips](#) section on the [Forespar® website](#).

To get the most lift and best speed out of a poled out jib, trim it until the leech (which is now acting as the luff) begins to curl back just as is done with a spinnaker. As you head more and more on a downwind course there will be a tendency for the jib clew to lift and even oscillate up and down. A fore-guy will help keep the clew at the right height for best boat speed. This height will vary as dictated by apparent-wind speeds and angles or even wave conditions. On smaller boats, say under about 30 feet, the leeward sheet can be tucked under a bow cleat horn and used as a downhaul. On boats 30 ft. and over you should be using both a topping lift and a fore-guy.

Whisker poles cannot be jibed end-for-end as with spinnaker poles. The procedure is to ease the foreguy, remove the pole from the mast, pass it aft between the mast and what will become the lee shrouds until the forward end can be passed through the fore-triangle and switch the sheet attachment on the forward end of the pole. Then push the pole to weather and reattach to the mast. The sheet trimmer must tend the weather sheet to help control the pole as it is pushed forward else the jib and the pole will be slammed against the head stay. The main should not be jibed until the pole jibe is completed.

When it's time to douse the pole it is pretty much a reverse process. Ease the sheet, detach from the mast, pass the pole aft on the lee side and disconnect from the sheet. The helmsman must not head up until the pole is completely disconnected and off the foredeck.

The pole should be kept level at all times. To accomplish this there will need to be multiple or adjustable mast attachment fittings (track & cars) on the mast except for small day-sailors with a single jib inventory.

DOWNWIND SAILING

WHISKER POLES CONTINUED

John Kretschmer Professional Passagemaker & Sailing Writer

"I can't imagine sailing downwind without my Whisker Pole" I make offshore passages for a living and I count on my Forespar® whisker pole. The telescoping feature gives me great flexibility when poling out my headsail. The pole is robust, well engineered and easy to set. When the wind pipes-up I can sail on a deep reach and if it builds more I can simply furl the sail, adjust the pole length and just keep blasting along.

Stanchion chock for use on standard 1" stanchion. Order per outside pole diameter.



Mast Pole Chock — Mounted on mast to hold pole when stored vertically. Use with T-125, AT-125, & FC-125 cars or in conjunction with VP-Car. Order per outside pole diameter.



DC-2 for use on deck with EL, UXP or UTR ends.

DC-TS for use with UTS & TS ends only.



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DOWNWIND SAILING

WHISKER POLE SIZE RECOMMENDATIONS

WORKING JIB GENOA

Boat Length	Light to Med. Air	Mod. To Heavy Air	Light to Med. Air	Mod. to Heavy Air
Up to 16 ft	ADJ 4'-8'	ADJ 6'-12'	ADJ 6'-12'	HD 6'-12'
Up to 22 ft	ADJ 6'-12'	HD 6'-12'	HD 6'-12'	LC 7'-15'
Up to 25 ft	HD 6'-12'	HD 6'-12'	ADJ 7'-15'	ADJ 7'-15'
Up to 28 ft	ADJ 7'-15'	ADJ 7'-15'	ADJ 7'-15'	LC 10'-18'
Up to 33 ft	LC 10'-18'	LC 10'-18'	LC 10'-18'	LC 12'-22'
Up to 35 ft	LC 12'-22'	LC 12'-22'	LC 12'-22'	LC 13'-24'
Up to 46 ft	LC 13'-24'	LC 13'-24'	LC 13'-24'	LC 15'-27'
Up to 55 ft	LC 15'-27'	LC 15'-27'	LC 15'-27'	Do Not Use

WHISKER POLES

LINE CONTROL POLES

Part No.	Model No.	Inboard	Outboard	Collapsed Length/Weight	Max. Length	Tubing Diameters
401106	LC 10-18 EL-UXP	EL	UXP	121.75"/18 lbs	218.13"	2" & 2-1/2"
401107	LC 10-18 EL-UTR	EL	UTR	121.75"/18 lbs	218.13"	2" & 2-1/2"
402200	LC 12-22 UXP-UTR	UXP	UTR	148.50"/27 lbs	265.25"	2-1/2" & 3"
402201	LC 12-22 UTS-UTR	UTS	UTR	148.50"/28 lbs	265.25"	2-1/2" & 3"
*800802	LC 12-22 UTS-UTR	UTS	UTR	148.50"/19 lbs	265.25"	2-1/2" & 3"
**402203	LC 12-22 UTS-UTR	UTS	UTR	148.50"/24 lbs	265.25"	2-1/2" & 3"
403200	LC 13-24 UXP-UXP	UXP	UXP	162.00"/38 lbs	272.00"	3" & 3-1/2"
403202	LC 13-24 UTS-UTR	UTS	UTR	162.00"/39 lbs	272.00"	3" & 3-1/2"
*800800	LC 13-24 UTS-UTR	UTS	UTR	162.00"/24 lbs	272.00"	3" & 3-1/2"
**403203	LC 13-24 UTS-UTR	UTS	UTR	162.00"/44 lbs	272.00"	3" & 3-1/2"
405200	LC 15-27 UTS-UXP	UTS	UXP	182.00"/58 lbs	324.00"	3-1/2" & 4"
405201	LC 15-27 UTS-UTR	UTS	UTR	182.00"/58 lbs	324.00"	3-1/2" & 4"
*800801	LC 15-27 UTS-UTR	UTS	UTR	182.00"/32 lbs	324.00"	3-1/2" & 4"
**405203	LC 15-27 UTS-UTR	UTS	UTR	182.00"/58 lbs	324.00"	3-1/2" & 4"

* All Carbon poles

**50/50 Combo poles (carbon inner/aluminum outer)

TWIST LOCK POLES

Part No.	Model No.	Size /Weight
404000	ADJ 4-8	Telescopes from 53" to 93"/3 lbs. 1" outer diameter
404100	ADJ 4-8 DL	With latch fittings on both ends
406000	ADJ 6-12	Telescopes from 72" to 134"/3 lbs. 1-1/4" outer diameter
406100	ADJ 6-12 DL	With latch fittings on both ends
406300	HD 6-12 DL	Two sections extending from 79" to 138" 1-7/8" outer tube diameter With self-latching fittings on both ends /8 lbs
407101	ADJ 7-15 DL	Three sections extending from 84" to 190" 2 in. outer tube diameter With self-latching fittings on both ends /9 lbs

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POLE ENDS AND FITTINGS

UTR INTERNAL TRIP



STYLE ENDS

UXP EXTERNAL TRIP



UGPS STYLE

GP STYLE
(Outboard only)



UTR 3 & 3.5" TRIGGER
(Outboard only)



AUTOMATIC SOCKET END TS & UTS
(Inboard only)



EF-2 1/4" LATCH END
EF-1 1" LATCH END



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TELESCOPING POLE ENDS



Latch and Spike ends
300027



Small telescoping poles (Twist Lock)



Latch and Spike ends
300026



Heavy Duty Telescoping Poles (Twist Lock)

“PATENTED” LINE CONTROL™ WHISKER POLES



REACHING STRUTS/JOCKEY POLES



RSO OUTBOARD WITH UXP INBOARD
RSO FITTING



RSO OUTBOARD WITH TS INBOARD

Forespar®

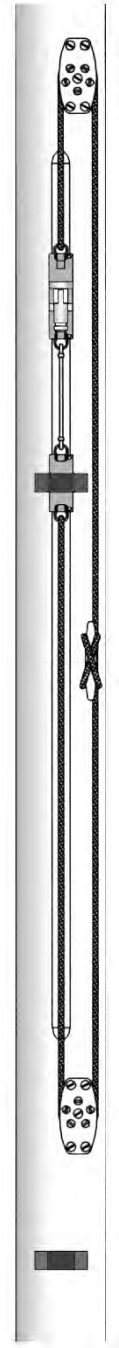
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POLE SET UP

There are several different setups, the main thing is keeping your lines clean for ease of use. Below shows two standard setups one with internal lines and the other external setup.



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DOWNWIND SAILING

CHOOSING YOUR POLE, FITTING AND TYPE

Boat Size – up to 16'

HEADSAIL	POLE
Working Jib	ADJ 4-8/4-8 DL
Genoa	ADJ 6-12/6-12 DL

The above poles come with a mast eye. We strongly recommend you use our mast eye with these poles for proper fit. Storage in the cabin or along boom.

Boat Size – up to 22'

HEADSAIL	POLE
Working Jib	ADJ 6-12/6-12
Genoa	HD 6-12 DL/LB or ADJ 7-15 DL

The ADJ 6-12/6-12 DL poles come with the mast eye. Use this mast eye for proper fit. The HD 6-12 DL and ADJ 7-15 DL should be used with PE-3-SF (#400001) stainless mast eye (sold separately). Storage in the cabin (ADJ 7-15 DL can store in SC-200 stanchion chocks sold separately).

Boat Size – up to 25'

HEADSAIL	POLE
Working Jib	HD 6-12 DL
Genoa	ADJ 7-15 DL

Use #400001 PE-3-SC mast eye with above poles or better, the RC-125 ring car (#331000) with 4 to 6 feet of 1-1/4" T-track (#339003) to allow adjustment of the inboard end. Storage in the cabin on the HD 6-12 DL or use SC-200 stanchion chocks with the ADJ 7-15 DL. Diagram A

Boat Size – up to 28'

HEADSAIL	POLE
Working Jib	ADJ 7-15 DL
Genoa	LC 10-18

PE-3-SF (#400001) or PE-3-SC (#400002) S/S mast eyes two – one high, one low – based on clew eights. Best is the RC-125 S/S ring car (#331000) on 5 to 10 feet of 1-1/4" T-track (#339003) if the pole is to be stored on deck in two DC-2 deck chocks (#300002) or in two SC-200 (#300050) stanchion chocks for ADJ 7-15 DL or two SC-250 (#300042) stanchion chocks for LC 10-18. We strongly recommend a track and car for any boat over 25 feet.

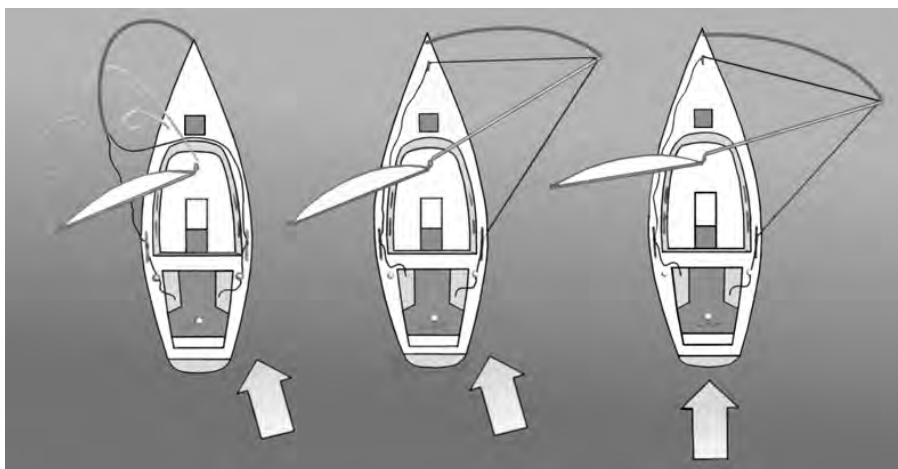


DIAGRAM A

DOWNWIND SAILING

CHOOSING YOUR POLE, FITTING AND TYPE

Boat Size – up to 33'

HEADSAIL	POLE
Working Jib	LC 10-8
Genoa	LC 12-22

Use the RC-125 (#331000) and 10-15 feet of 1-1/4" aluminum T-track (#339003). Storage can be on deck using two DC-2 deck chocks (#300002) or with two SC-250 (#300042) stanchion chocks for LC10-18 or two SC-300 (#300043) stanchion chocks for LC 12-22.

Boat Size – up to 35'

HEADSAIL	POLE
Working Jib	LC 12-22
Genoa LC	13-24

Do not use fixed mast eyes for poles this size Use mast car RC-125 (#331000) or FC-125 (#332002) with "EL" or "UXP" inboard ends and AT-125-S (#334002) or T-125-S (#333004) toggle cars for "TS" and "UTS" inboard ends. Deck storage: use two DC-2 (#300002) for all poles without "TS" or "UTS" inboard ends. Use one DC-TS-S stainless steel deck chock (#300004) for poles with "TS" or "UTS" inboard ends and one DC-GP-S chock (#300015) or one DC-2 (#300002) for the outboard ends. Also you can store these poles on the stanchions with two SC-300 (#300043) for LC 12-22 or two SC-350 (#300044) stanchion chocks for LC 13-24.

Boat Size – up to 46'

HEADSAIL	POLE
Working Jib	LC 13-24
Genoa	LC 15-27

Do not use fixed mast eyes on poles this size Use mast car FC-125 (#332002) for all "UXP" style inboard end fittings and AT-125-S (#334002) or T-125-S (#333004) toggle cars for all "TS" or "UTS" style inboard ends. Storage on deck: use two DC-2 (#300002) chocks for all poles without "TS" or "UTS" inboard ends and DC-TS-S stainless steel chock (#300004) with "TS" and "UTS" inboard ends. The DC-GP-S (#300015) or DC-2 (#300002) for all "UXP" and "UTR" style ends. Stanchion chocks are also available for up to 13-24 poles. #300044 SC-350 for LC 13-24 poles. LC 15-27 poles should be stored in deck chocks or up the mast.

Boat Size – up to 55'

HEADSAIL	POLE
Working Jib	LC 15-27
Genoa	*May not be suitable

Mast cars and track are required for use with these poles AT-125-S (#334002) or T-125-S (#333004) toggle cars on 10-15 feet of 1-1/4" T-track (#339003) on the mast. Storage: DC-TS-S stainless steel chock (#300004) for the inboard end and DC-GP-S chock (#300015) or DC-2 (#300002) aluminum chock for the outboard end. Boats over 55 feet or those who wish to use one headsail size only may consider a fixed length (aluminum or carbon) pole to save weight. The whisker pole should be equal in length to the foot dimension of whichever headsail is used. Custom carbon fixed length whisker and spinnaker poles can be made for use on larger boats/headsails. Contact Forespar® for details. *Not recommended for use with large headsails in moderate to heavy air.

DOWNWIND SAILING

ABOUT VERTICAL POLE STORAGE – ON THE MAST

On poles LC 10-18 and above, it may be desirable to store the poles vertically up the mast. This storage option clears the decks and also can make deployment easier, as the pole is always attached to the boat and you are not lifting the pole up from the deck. This storage option has become very popular however; it can cause a few problems or failures if not used with the correct mast cars & components.

The most critical component is the mast car. As the pole must be able to move 180° from side to side and more than 90° up and down (all during extreme compression), this attachment to the mast is every bit as important as your main boom's gooseneck. Any binding of the inboard end with all the leverage the pole has can cause failures of the end fitting, the mast eye/car or both. The mast car must also allow the pole to hang vertically without any torque or binding on the inboard end fitting.

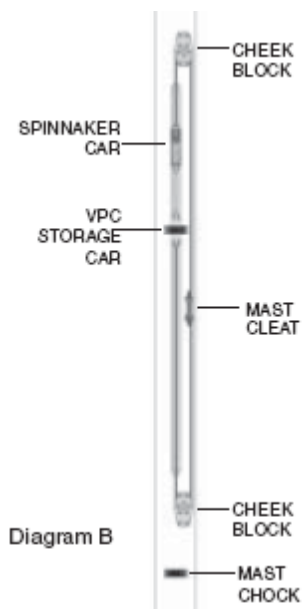
Ring cars will not allow vertical storage of any pole.

The FC-125 and the AT-125-S & T-125-S toggle cars are the only mast cars to allow vertical storage and freedom of movement of the pole under compression loads.

COMPONENTS FOR VERTICAL STORAGE

Pole Size	Inboard End Style	Mast Car	Storage Car (VPC)	Chock
10-18	EL	FC-125	VPC-125-250	DC-2
12-22	UXP	FC-125	VPC-125-300	DC-2
12-22	TS/UTS	AT-125/T-125	VPC-125-300	DC-2
13-24	UXP	FC-125	VPC-125-350	DC-2
13-24	TS/UTS	AT-125/T-125	VPC-125-350	DC-2
15-27	UTS	T-125-S	VPC-125-400	DC-2

The "VPC" storage car is designed to hang 10-12 inches below the FC-125 or AT-125 & T-125-S toggle cars via a wire or rope "tail". It is then hauled up and down the track in tandem with the mast car. As the pole comes to vertical, the VPC car's chock engages the pole up high and stops the mast cars side movement. Without this, the pole is allowed to rattle and roll on the car and can drive you crazy with noise at anchor! (see diagram B).



VPC - Vertical Pole Storage Car
Track size 1 1/4"



FC - 125 Heavy Duty Car
Track size 1 1/4"



FC Flange to suit Selden 511/533

AT - Aluminium Body Toggle Car
Track size 1 1/2"



T Stainless Steel Toggle Car
Track size 1 1/4"



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FIXED MAST FC AND TOGGLES

332025 Large Fixed Mast FC Mount (for boats over 35')

332026 Small Fixed Mast FC Mount (for boats over 25'-35')



333025 Large Fixed Mast TS Flange Mount (for boats over 35')



JOCKEY POLE/REACHING STRUT

343002 TMP Mast fittings for TS Ends Aluminium

343010 TMP Mast fittings for TS Ends Stainless Steel



DOWNWIND SAILING

For more detailed information go to the following Tech Tip sheets

F6	Whisker Poles
F7	Ultra Pole ends
F8	Carbon Pole Order form
F9	Vertical Pole Storage
	Whisker and Spinnaker Pole sizing guide
F19	Spinnaker Pole Cars
F53	Bale for Seldon Car

SPINNAKER POLE MAINTENANCE

Simple keep it clean by flushing with fresh water after use and before storing. Do not lubricate with anything, if salt builds up white vinegar will dissolve this without harming components .

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