MAUI SAILS®

2023

2013

TR9 MEANS 'TO REFINE'

During season 2012 we heard great things about the TR-8s, and have seen the same during racing conditions at the highest level. Our speed is obvious, and there have been great results. With flashes of what could come we looked forward to the full summer to test and develop. Watching relative lightweight Taty Frans take on the biggest guys and be speed competitive, not to mention schooling them with his wicked inside jibes, reinforced our commitment to make sailing ease and smoothness a top design priority.

MONOFILM TR9

4.7 | 5.1 | 5.5 | 5.9 | 6.3 | 6.6 | 7.0
7.6 | 8.4 | 9.2 | 10.0 | 11.0 | 12.0

On the other end of the spectrum, Micah Buzianis, 30% heavier and proportionally as strong, found success and the speed to improve his ranking and win a full elimination event in Korea. His adjustment to our different shaping style and rig characteristics has been easy for us all. Concentrated testing with Phil McGain, also racing at top levels, eventually resulted in a number of significant improvements. There is no such thing as ‘it can’t be faster’.

8.4 | 9.2 | 10.0 | 11.0 | 12.0

TECHNORA TR9XT

TR-8 was the refinement of a grand change to outline and twist originally initiated when we did the 7th in the Team Race Series. Encouraged by results we were seeing in all kinds of racing all over the world, we knew beginning with these successful designs was already a head start. The goal was simple. The TR-9 race sails have to manage increased range and top speed without compromising instant acceleration out of the jibes or giving away any of the already excellent low end. We achieved this by tackling a number of elements, from tuning luff curve and shaping relationships and refining outlines for optimum balance, to re-evaluating the stretch and orientation of sail materials.

The modified structure of the TR-9 wide luff increases the use of ultra-light Technora™ in the upper half of the sleeve. This achieved two goals. By reducing stretch in the upper sleeve there is better range and stability, and also the added benefit of reducing weight in the top of the sail. A significant modification to the body panel layout of the TR-9 XT locates materials in a way that best combines the “crisp” feel of monofilm in the lower body with the light weight and softness of Technora™ in the upper sail body and leech. Test results of the new layout have shown significant advantage over previous constructions.

CONTROL 2013

Outline geometry and aspect ratio have been treated on a size-by-size basis to ensure optimum balance and tension. Correct tension relationships are confirmed scientifically through the use of our custom load cell. Leech twist profiles achieve the magic balance of enough release for light handling and control in gusts, while still maintaining sufficient tension for good acceleration and forward drive. The new sleeve material configuration allows increased cam pressure to maintain a locked profile, while still allowing painless cam rotation. Added tension in the lower body has been carefully balanced with the improved release in the mid and upper leech to ensure that the sails feel efficient and slippery in the wind, giving tremendous range.

Our excellent Maui based test team of Micah Buzianis and Phil McGain and the generous feedback from around the world has been instrumental in the day to day progression of MauiSails race sails. A word of caution though... the refinement found in the TR-9 may occasionally take your breath away.

Aloha from Maui
Artur Szpunar, Barry Spanier and Phil McGain


Our Experience
Your Reward
JP-AUSTRALIA
MAUISAIL
S-OIL · KOREAN AIR · SK
hexa