



STRENGTHS / Excellent equipment and construction quality; very low holding forces; exceptionally wide wind range; center of effort always under control; easy turning; easy handling without the cambers; very composed in strong gusts.

WEAKNESSES / Relatively little extra power from pumping; limited lift in lighter wind; only moderate light-wind performance.

SPECIAL FEATURES / Recommended exclusively for RDM masts, including the Large size; extremely short boom; two tack straps for tensioning the foot; two removable cambers; no dedicated masts in the product range.

ONE RIG *ALL DAY?*

The Rig One is designed to cover an exceptionally wide wind range. Ideally, you buy just one of the three sizes and sail it all the time. We put the “Medium” to the test.

Whether at Lake Garda or Lake Neusiedl, interest in this test sail was unusually high. More than once, people circled around it before asking, “Is that another cutaway?” — and visually, the resemblance is certainly striking. But there is much more going on inside the Rig One. It has an extremely short boom, reminiscent of the ART Twister; removable mini-cambers, as on the NeilPryde MPR; and a tack-strap arrangement familiar from many race sails — except here it is doubled. Designer John Chao offers the sail in three sizes, and orders are also being taken through a Kickstarter campaign.

Anyone picking up the Rig One for the first time will probably be impressed. The sailcloth feels high quality, there are seven battens plus several mini-battens, reinforcements are placed at all critical stress points, and a rubber protection strip extends well up from the tack. Clearly, no corners have been cut on construction.

The cambers are neatly installed and sewn in, and the seams are immaculate. The only cosmetic drawback is that the lower tack straps, when tightened to the required tension, not only pull the sail’s center of effort forward but also create noticeable wrinkles in the lower luff area. Those probably won’t become prettier with age. But in terms of overall appearance and feel, the sail scores full marks.

Our first test session was on a 430 RDM carbon mast, a GA RDM 80. Even with both cambers installed, the sail develops surprisingly little draft — even

with very little downhaul tension.

Switching to a 460 mast, a NeilPryde X100, makes a noticeable difference. The profile becomes visibly deeper, the sail feels more self-supporting, and as a result becomes even easier to control overall. The slightly restless feeling on the 430 disappears and is replaced by a more precise ride, while still retaining the characteristic soft flex of the head when overloaded.

To get planing, you sheet the sail forward with extended arms — rather like a wave sail — and then simply allow it to pull you smoothly onto the plane. Active pumping produces relatively little extra acceleration.

With a boom length of just 1.82 meters, the sail feels surprisingly small and light. Our comparison sail, a NeilPryde Speedster Evo 7.0, is almost 30 centimeters longer at the boom when its projected leech is included.

With its short boom, center of effort positioned far forward, and a leech that opens elastically, you should not expect a great deal of backhand power for actively accelerating in very light wind. Anyone hoping to pump hard and rapidly break onto



A lot of twist without a floppy-looking loose leech. Seven battens provide stability. The double tack strap, when properly tightened, stabilizes both the sail profile and the center of effort low and forward in the sail.



PRODUKTE

SMALL	
Größe	6,0 qm
Vorliek	4,34 m
Gabel	1,75 m
Fahrer	36-82 Kilo
Wind	13-39 Knoten

MEDIUM	
Größe	6,7 qm
Vorliek	4,66 m
Gabel	1,80 m
Fahrer	41-91 Kilo
Wind	13-30 Knoten

LARGE	
Größe	8,6 qm
Vorliek	4,96 m
Gabel	2,25 m
Fahrer	12-30 Kilo
Wind	10-26 Knoten

the plane will probably be somewhat disappointed.

But what the sail does exceptionally well is something quite different. The center of effort never moves behind the back hand. Instead, it settles very steadily between the hands, making the sail consistently easy to control. The heavily twisted head flexes gently to leeward and releases pressure without ever feeling vague or unstable.

When overpowered, the Rig One Medium never felt as though it was developing excessive pull, even on two test days when there was plenty of pressure in the sail. It is the kind of sail you can still hold with two fingers at a point where, with a conventional freeride sail, you would already be gripping hard with both hands.

The reduced lift that limits acceleration in light wind becomes a major advantage in strong wind, bringing comfort and control. In gusts where the rider on the Speedster was already hanging on with considerable effort, the Rig One Medium could still be sailed in a relaxed manner, without white knuckles.

If the Speedster rider sheets in and commits, however, the Speedster clearly pulls away from the Rig One across the wind range. But reaching almost 50 km/h on the GPS

with minimal physical effort is impressive in its own right.

Because the mast sleeve is nearly as narrow as that of a camberless sail, it makes sense to try the Rig One without the two profile-supporting cambers. And here came another surprise: even in strong wind, we actually preferred the camberless version.

The sail still develops a clean profile as soon as wind pressure fills it. Batten rotation during maneuvers is very good, and when heading up into the wind the sail noticeably switches “off,” which makes getting onto the plane easier in gusty conditions.

With the correct spacers fitted, the cambers sit neatly against the mast — but our recommendation remains the same: leave them out.

The Rig One is not a conventional freeride sail, and certainly not a freerace sail. Nor is it a complete substitute for a second, smaller sail.

Instead, it is a relaxed, easygoing design with an exceptionally broad upper wind range. Anyone looking for a single sail that works from solid moderate wind to well beyond the normal strong-wind limit — without ever becoming genuinely tiring — may have found exactly the right partner.

Anyone determined to keep pace with faster sails in mixed conditions will have to accept a noticeable performance deficit.

But if your goal is simply to cruise comfortably for hours on a roughly seven-square-meter sail while others are already fighting their equipment, the Rig One serves that purpose extremely well.



Excellent construction and equipment throughout. Well reinforced around the batten ends (1), easily removable camber (2), and an interesting clew cut (3).