

## 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 |



UXP Inboard/Outboard End  
UTR Outboard End w/ Trigger



EL Inboard End  
on LC10-14 thru 12-22



UTS & TS Inboard End  
on 13-24 thru 15-27



FC-125 Flange style car  
for 1-1/4" T-track. Used  
with EL, UXP, & UTR inboard ends.  
Good for vertical storage.



AT-125-S Aluminum Body  
T-125-S All stainless steel  
for 1-1/4" T-track. Used  
with UTS & TS inboard ends.  
Good for vertical storage.



RC-125 Ring Car  
Solid stainless steel for 1-1/4" T-track.  
Used with EL, UXP & UTR inboard ends.  
Not for vertical storage



VP-Car For 1-1/4" T-track. Used under  
FC-125, AT-125-S & T-125-S style cars.  
For vertical storage. Holds pole & stops rattle.  
Order per outside pole dia.



**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.*

**Aluminum, Aluminum/Carbon Combo  
and all Carbon Poles Available**



**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.

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 150° apparent. Then again in very light winds and if your pole is long enough, (see Diagram A) you may find advantage as early as 90° to 100° 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 90° to the apparent wind just as with spinnaker pole practice (see diagram A).

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.



PE-1 Plastic pad eye for  
ADJ 4-8 & 6-12 twist lock poles.



PE-3-SF Flat base  
PE-3-SC Curved base  
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 fore-guy, 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.



STANCHION CHOCK  
For use on 1" standard stanchion.  
Order per outside pole dia.



MAST POLE CHOCK  
Mounted on mast to hold pole when stored vertically. Use w/ T-125, AT-125 & FC-125 cars, or in conjunction with VP-Car.  
Order per outside pole dia.



DC-2 For use on deck w/ EL, UXP or UTR ends.  
DC-TS For use with UTS & TS ends only.

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# CHOOSING THE POLE & FITTINGS SIZE AND TYPE

## Boat Size – up to 16'

|                 |                  |
|-----------------|------------------|
| <b>HEADSAIL</b> | <b>POLE</b>      |
| 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'

|                 |                                 |
|-----------------|---------------------------------|
| <b>HEADSAIL</b> | <b>POLE</b>                     |
| Working Jib     | ADJ 6-12/6-12                   |
| Genoa           | HD 6-12 DL/LB or<br>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'

|                 |             |
|-----------------|-------------|
| <b>HEADSAIL</b> | <b>POLE</b> |
| 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.

## Boat Size – up to 28'

|                 |             |
|-----------------|-------------|
| <b>HEADSAIL</b> | <b>POLE</b> |
| 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 heights. Best is the RC-125 S/S ring car (#331000) on 6 to 8 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.

## Boat Size – up to 33'

|                 |             |
|-----------------|-------------|
| <b>HEADSAIL</b> | <b>POLE</b> |
| Working Jib     | LC 10-8     |
| Genoa           | LC 12-22    |

Use the RC-125 (#331000) and 10-12 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'

|                 |             |
|-----------------|-------------|
| <b>HEADSAIL</b> | <b>POLE</b> |
| 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'

|                 |             |
|-----------------|-------------|
| <b>HEADSAIL</b> | <b>POLE</b> |
| 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'

|                 |                      |
|-----------------|----------------------|
| <b>HEADSAIL</b> | <b>POLE</b>          |
| 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 10-12 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.

## 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).

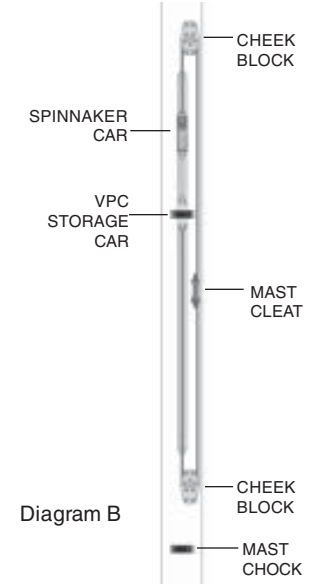


Diagram B

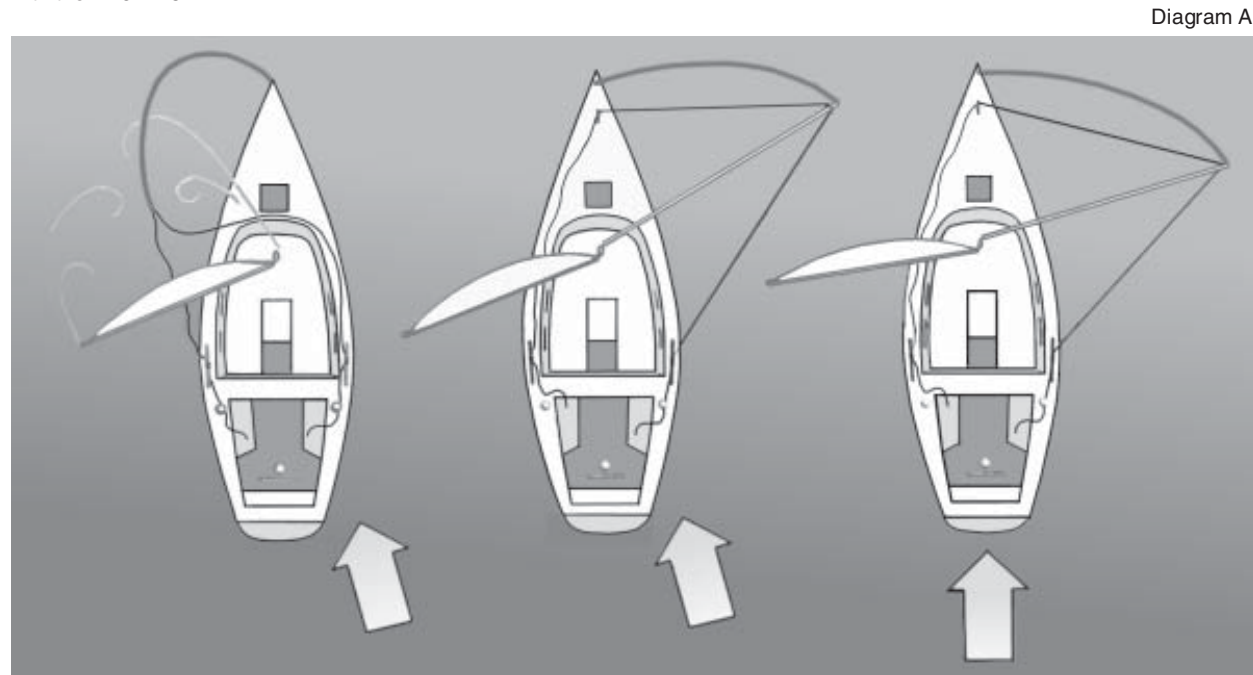


Diagram A