

# Sailworks Huckler 5.6

**Why it's different:** Deep foil, high center of effort for big jumps

MINIMAL  
LEECH TWIST

HIGH CENTER  
OF EFFORT

DEEP DRAFT

The Huckler's deep draft and minimally twisted leech offer immense horsepower for early planing.

EDDY PATRICELLI

## Sail Stats

Sizes available: 3.7-5.6

Best board matches: Slalom and free-ride boards designed for acceleration and speed.

Price: \$498-569

PETER PATRICELLI

Dale Cook extends his hang time on the 5.6 Huckler.

## Designer Bruce Peterson says ...

**The birth of the Huckler:** It started in 2003 when Dale Cook wanted a new jumping sail to hold him in the air longer. Dale is 200 pounds of high-wind muscle and sails faster, carries more sail and jumps higher than anyone. The Huckler is purposely designed with a low rate of twist so the upper half of the sail is very powerful. This harks back to the 1980s, when sails were more tight-leeched and fuller in the head for power sailing and riding aggressively.

**Why the Huckler's tight-leech design opposes loose-leech sail trends:** Most high-wind sails target control and stability by depowering the upper half of the sail to make the sail easy to ride overpowered, as the power potential is weaker. What power is made is centered very low, where it's easy to control. But this is horrible for speed and jumping.

**How the Huckler works:** It's cut full in the seams for power. This excessive shape forces the outhaul to be pulled to moderate the draft profile – making a full sail that has lots of perimeter tension for stability. And unlike most high-wind sails, where the draft tapers sharply from the boom area to the head, on the Huckler we hold a lot of depth up high. The downhaul-induced diffusion of

leech tension is relatively low, too, so the Huckler doesn't twist that much. This combo [high shape, low twist rate] is the pitchiness that is the huck in the Huckler. You've got a sail that is akin to a big, tightly coiled spring. The harder you push, the more it pushes back. When you jump and pull the sail over horizontally, there's more of the sail lifting vertically to give jumps more boost.

“There's more of the sail lifting you to give jumps boost.”

**Disadvantages:** The Huckler creates lots of power and creates it up high [in the sail] instantly, so it's intended to be ridden on a fast board that accelerates swiftly. It doesn't work well on wave boards, as the pitchiness of the sail is hard to hold if you accelerate slowly.

**Unexpected Huckler aficionados:** Free-ride sailors love the Huckler because it can be ridden at looser downhaul and outhaul settings for exceptional low-end power. The 4.2 rides like a 5.0; the 4.8 like a 6.0; the 5.6 like a 7.0.

Bruce Peterson is the owner and sail designer of Sailworks. [sailworks.com](http://sailworks.com)

## Our Tester Says ...

SIZE TESTED: 5.6 WIND: 12-16 mph

LOCATION: Merritt Island, Florida

- Pulling sensation is immediate and arrives with a bang.
- Hang-on acceleration – I'm hustling for the foot straps and relieved to get in 'em.
- Enormously surprised (and impressed) to be planing on a 5.6 and a 111-liter free-ride board. The gusts are 16 mph.
- No snoozing. Sail power demands rider participation. I like this. I'm part of the action, not just along for the ride.
- Small wind window from powered to overpowered riding. Adjustable outhaul is a must.
- Jumping, there is a boost, but the real "wow" is the invigorating ride and that jumping is an option in this wind.

**Summary:** I flat-out loved this sail. Apologies for the unbridled gushing, but I see too many sailors growing bored with their back-and-forth windsurfing routine to let the Huckler slip by unnoticed. Its performance puts edge-of-your-seat, high-adrenaline riding into a small, fun, accessible package. My advice: Try one.

— Eddy Patricelli

INSET PHOTO: COURTESY SAILWORKS