the neilpryde windsurfing workbook 2007

Baptiste Gossein & Jason Polakow

Dear Windsurfers

Welcome to the 2007 NeilPryde Windsurfing Collection.

The 2005/6 season has again seen NeilPryde dominating competitive windsurfing at the very highest levels. For the past fifteen years NeilPryde has earned an enviable reputation for no-compromise performance and this process of development never stops.

NeilPryde Racing sails now extend to cover formula, slalom, speed and one design racing while the technology and experience gained in the race sail development is carried through to the entire sail collection.

Team Pryde sailors lead the Formula World Rankings with Antoine Albeau and Allison Shreeve winning the Men's and Women's World Titles, and in the PWA Freestyle discipline, Ricardo Campello has added another World Title to his growing list of achievements. We're also kept up to date with local and national level results from around the world and it's clear that NeilPryde rigs are powering winners at all levels of windsurfing competition.

While it's our Pro Team riders who tend to grab most of the headlines, we never lose sight of the fact that the vast majority of our customers are weekend sailors with limited time to enjoy their sport, and in many cases, marginal wind to sail in. When we talk with our customers, we often hear them use the expression 'real world conditions' to describe the kind of places where they sail. As you'll see, the two NEW sails in the 2007 NeilPryde line-up are designed with 'real world' conditions in mind.

Firstly, there's the RS:Slalom; a high performance racing sail directly descended from our RS Racing programme. What makes the RS:Slalom special is that it's been designed specifically around our mid-priced X6 rig parts, thereby significantly lowering the overall price of a rig. The RS:Slalom has been designed right from the start to make it easy for any weekend racer to tune and to sail.

Secondly, there's the Alpha, our all-new wave sail – which has been designed and developed to deliver World Cup performance in the kind of marginal onshore conditions found in 'real world' sailing spots all around the world. Once again, we're confident that wavesailors of all abilities will be excited by the agile performance and smooth handling of this remarkable sail.

Most of all we hope that you'll find looking through the 2007 NeilPryde Windsurfing Collection as exciting and inspiring as we've felt while developing it. There's really nothing quite as satisfying for us as seeing people out on the water enjoying the sport of windsurfing on our equipment and it's this that inspires us to constantly push the limits of development, because there's one thing we never forget – the wind can tell **THE DIFFERENCE**!

Neil Pryde

Contents

Sails

Gonzalo Costa Hoevel & Allison Shreeve

Photography by Jérome Houyvet

WAVE

“For me, the spirit of wave sailing is all about the journey to remote locations to try and find that ‘perfect day’: no crowds, peeling, mast-high sets and side to side-offshore conditions. Everybody as their own ‘perfect’ day, even if it is not in some far off place, and once you find it the sensation is unmatched.”

Fabrice Beaux / F911

ALPHA

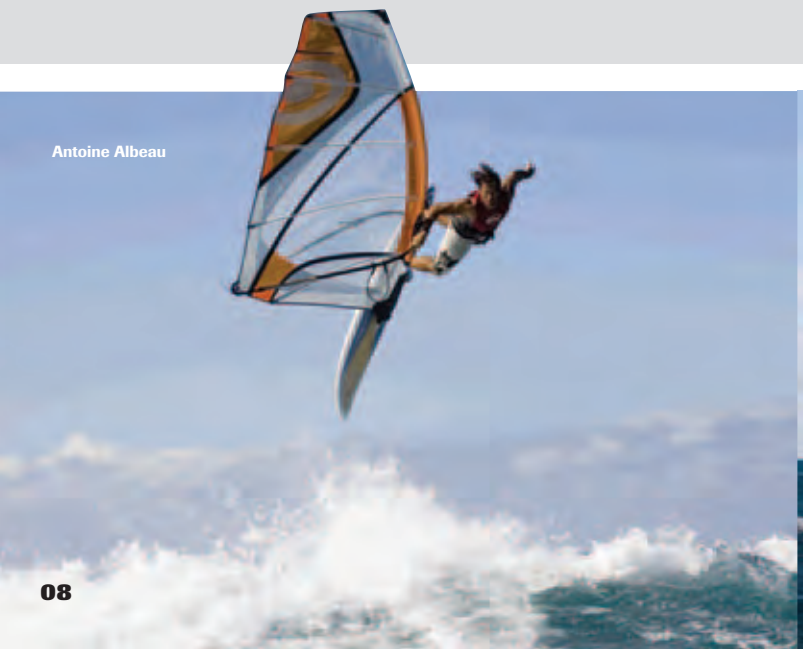
“When NeilPryde asked me to test the new ALPHA, I knew straight away that this sail was exactly what I needed, and was for sure going to be a winner! It has perfect handling in onshore waves and just enough power to dominate any break, but not too much. The ALPHA is a sail that can be ridden by everybody – not just by the guys my size.”

Antoine Albeau / FRA192

Antoine Albeau

Pieter Bijl

Antoine Albeau



Pieter Bijl

ALPHA

CONSISTENT POWER. CONSISTENT CONTROL

New for 2007, the ALPHA is a sail purpose made for onshore, less than ideal, wave-sailing conditions. It is the most powerful wave sail in the collection and is designed to deliver consistent power across a broad spectrum of conditions.

With an entirely new configuration featuring a wider luff pocket, longer boom and reduced luff length, it was possible for the Design Team to create a powerful, yet forgiving, sail.

DESIGN OBJECTIVE

- To develop the most powerful wave sail in the range; a sail that excels in onshore wave sailing conditions.
- The sail must have good bottom end and strong upwind capabilities.
- The sail must feature good lift and drive for back and front-side wave riding, and jumping in onshore conditions.
- To focus as much of the sails' power as possible around the rider.

ACHIEVED BY:

- The ALPHA is low-aspect compared to the Combat and Zone – it features a slightly longer boom and shorter luff (relative to the 2006 Search). This enhances upwind performance, generates lift and delivers more constant power.
- A reduced luff-length allows the sail to be rigged on shorter masts (4.5m to 5.4m all rig on a 400cm mast). This gives the sail a softer, more relaxed feeling - without compromising draft stability.
- The ALPHA has the most shaping of all NeilPryde wave sails – this creates power.
- Reducing the size of the head means the head can be designed relatively 'tighter' compared to the Search. This enhances upwind ability but does not give the sail a top heavy feeling.
- Introduction of a wider luff-sleeve (compared to the Search) – allows the sail to neutralise more easily and be less "direct" in gusty conditions.

ALPHA - Foreground (Blue)
SEARCH - Background (Red)

With a shorter luff and longer boom, the ALPHA is relatively lower aspect than the 2006 Search.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.0	3.05	377	156	8	5	none	NeilPryde Matrix 370	BNP7AL040
4.2	3.20	388	160	18	5	none	NeilPryde Matrix 370	BNP7AL042
4.5	3.30	401	163	32/2	5	none	NeilPryde Matrix 370/400	BNP7AL045
4.7	3.40	405	167	6	5	none	NeilPryde Matrix 400	BNP7AL047
5.0	3.55	418	171	18	5	none	NeilPryde Matrix 400	BNP7AL050
5.4	3.65	432	175	32/2	5	none	NeilPryde Matrix 400/430	BNP7AL054
5.8	3.85	448	179	18	5	none	NeilPryde Matrix 430	BNP7AL058
6.2	4.00	463	184	34	5	none	NeilPryde Matrix 430	BNP7AL062

COMBAT

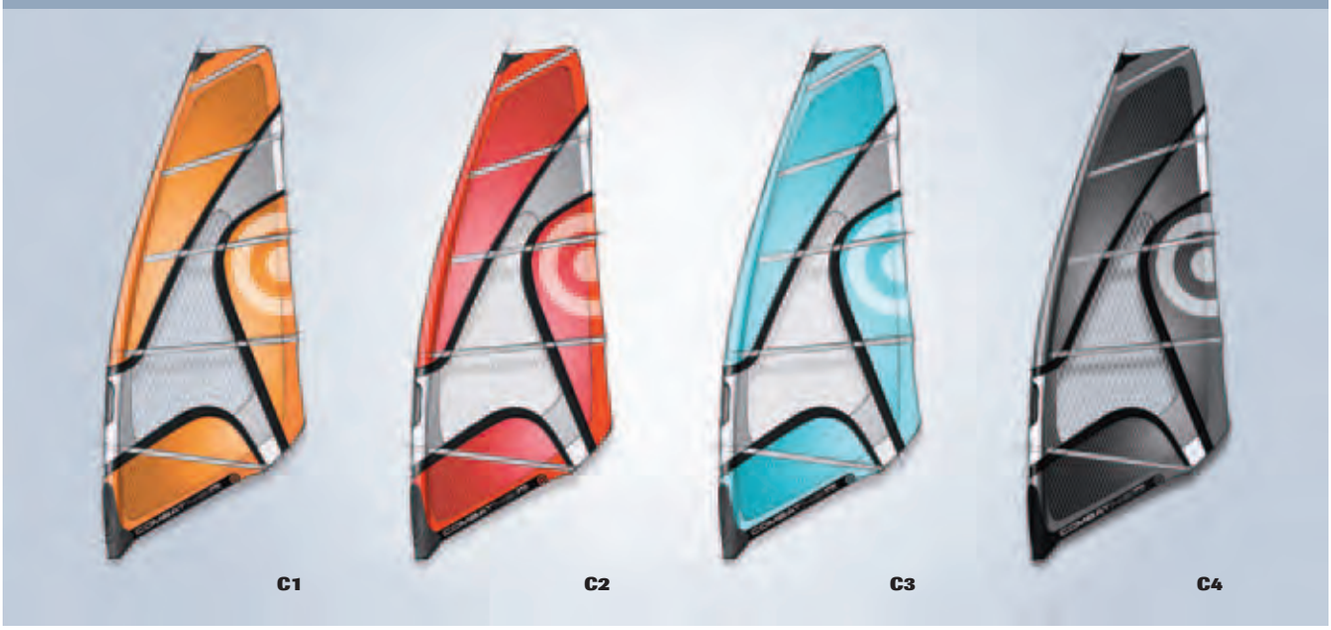
“I really enjoy sailing with the COMBAT because it offers you the power you need and at the same time it’s really easy to control the sail when it gets windy. Plus the big advantage for me is that I’m doing a lot of trips to some radical places and I don’t have to worry about bringing a lot of extra equipment. As you can see the construction of the sail is really well done and I can guarantee it’s really strong – I have tested it with some pretty heavy wipe outs already... So if you want to have a balance between performance, looks and the durability of your equipment the COMBAT is the perfect choice.”

Baptiste Gossein / FRA61

COMBAT

ALL ROUND PERFORMANCE AND DURABILITY

The most versatile of the wave sails, the COMBAT is equally at home in huge onshore white water or side-offshore winds and peeling waves. This, combined with the COMBAT's reinforced X-Ply construction, results in a sail that no matter how much trouble you get yourself into, will see you on the other side.



DESIGN OBJECTIVE

- To develop an all-round wave sail that feels equally at home in side shore and onshore conditions.
- To be a sail that features strong construction and durability. COMBAT is for riders who want to "go big" without worrying about the survival of their equipment.

For 2007:

- Give the sail a more lightweight, soft feeling while maintaining bottom end performance and good up-wind ability.
- Develop a more neutral sail that will de-power easily during tight turns and when landing jumps.

ACHIEVED BY:

- The COMBAT shares a similar aspect ratio to the Zone, but with additional shaping (draft) and luff curve. By retaining a similar aspect ratio to the Zone, the COMBAT delivers a light, manoeuvrable sail for side shore conditions; while moderate shaping provides the power necessary for onshore conditions.
- A medium rotated sail body allows for instant depower during wave riding and manoeuvres.
- The COMBAT has more leech tension than the Zone. This improves upwind performance and early planing.
- Increased luff curve (compared to the Zone) provides smooth power, stability and direct drive.
- 100% X-ply sail body, no use of mono-film. This greatly enhances durability.

For 2007:

- Introduction of a more progressive luff-curve that allows the sail to twist under load – but retains leech tension where needed in the area immediately above the boom.
- Less shaping under the battens reduces the "sailing weight" of the COMBAT and provides for softer rotation, and a more "neutral" feeling sail.


Baptiste Gossein

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.7	3.05	371	142	2	5	none	NeilPryde Matrix 370	BNP7CT037
4.0	3.20	385	148	16	5	none	NeilPryde Matrix 370	BNP7CT040
4.2	3.30	393	152	24	5	none	NeilPryde Matrix 370	BNP7CT042
4.5	3.35	403	157	4	5	none	NeilPryde Matrix 400	BNP7CT045
4.7	3.50	410	161	10	5	none	NeilPryde Matrix 400	BNP7CT047
5.0	3.65	418	167	18	5	none	NeilPryde Matrix 400	BNP7CT050
5.2	3.75	425	171	26	5	none	NeilPryde Matrix 400	BNP7CT052
5.6	3.90	441	181	12	5	none	NeilPryde Matrix 430	BNP7CT056

Robby Swift

ZONE

“I need a sail that gets me going, but I also want a sail that is neutral, can de-power easily and act like a feather in your hand and these are the very characteristics of the ZONE. The new ZONE is so effortless on the wave it feels like it’s not even there, it is lighter and rides the waves better than ever before.”

Levi Siver / USA0

Levi Siver

ZONE

INSTANT HANDLING. INSTANT RESPONSE

The ZONE is a light feeling, responsive wave sail particularly suited to sailing in classic “down the line” conditions. Less powerful than the Alpha and Combat, the ZONE is designed to feel neutral on a wave, thus making the sail ideal for tight bottom turns and cutbacks off the lip.

In these conditions, visibility of the wave is important, so the ZONE has a large window allowing the rider to easily observe the critical section of the wave. This combination of features makes the ZONE the weapon of choice for NeilPrydes’ 3Z’s - Jason Polalow, Levi Siver and Alex Mussolini.

DESIGN OBJECTIVE

- To design a sail for the “surfers of windsurfing”; a sail that basically disappears in the riders hands when on a wave, but still gives enough drive to load the boards’ rail through the bottom turn.
- The sail must be virtually neutral when the rider snaps back off the critical wave section – so can not deliver excessive power.
- The sail must have minimal back hand pressure, particularly during the cut-back.

For 2007:

- Enhance the forgiving feel of the sail, and reduce the “sailing weight” of the ZONE.
- Improve the de-powering characteristics, and reduce back hand pressure when coming off the top of a wave.

ACHIEVED BY:

- Light to moderate shaping for a lightweight feel. The ZONE has the least, and most forward oriented shaping of all NeilPryde wave sails.
- A moderate aspect ratio; low and forward positioned centre of effort located as close as possible to the body (rider focused surface area).
- A well rotated sail body that flattens out and de-powers instantly.
- An open leech allows the top of the sail to release in down-the-line conditions.
- Light, but strong, construction (fitting between the Alpha & Combat).
- Large mono-film window for optimum visibility.

For 2007:

- A reduction in luff-curve and increased width of the luff-sleeve combines to make the sail more forgiving, particularly during manoeuvres, and less “nervous” due to the increased softness.
- Further reduced, and more forward oriented shaping for the 2007 ZONE will give the sail a lighter feeling and easier rotation. It will also prevent unwanted pull on the back hand when landing jumps or coming off the top of a critical section.


Alex Mussolini

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.5	3.00	370	142	0	5	none	NeilPryde Matrix 370	BNP7ZN035
4.0	3.10	383	149	14	5	none	NeilPryde Matrix 370	BNP7ZN040
4.2	3.20	391	153	22	5	none	NeilPryde Matrix 370	BNP7ZN042
4.5	3.35	401	157	2	5	none	NeilPryde Matrix 400	BNP7ZN045
4.7	3.50	409	161	10	5	none	NeilPryde Matrix 400	BNP7ZN047
5.0	3.55	420	168	20	5	none	NeilPryde Matrix 400	BNP7ZN050
5.2	3.75	427	171	28	5	none	NeilPryde Matrix 400	BNP7ZN052
5.6	3.90	444	179	14	5	none	NeilPryde Matrix 430	BNP7ZN056

Jason Polakow

“My style of wave sailing is all about maintaining as much speed as possible through the bottom turn and then being able to make quick directional changes without ever getting over powered. I want the sail to completely disappear on the wave, as if I was surfing. I need a sail that's light and neutral so that I can snap in the critical section of the wave.”

Jason Polakow / KA1111

Ricardo Campello

CROSSOVER

“Freestyle sailing is unique in that it gives me the opportunity to both express my style and to compete at an intense level. No competition matches Freestyle's intensity of in-your-face, man-on-man, move-for-move competition. Freestyle is also a unique form of cross over sailing, whatever the conditions, whether it be light winds, flatwater, high winds or small waves; you can get out there and enjoy it.”

Ricardo Campello / V111


X.OVER
SALS


100
EXPRESSION

Diony Guadagnino

EXPRESSION

“The new EXPRESSION does everything I need – it has a soft, neutral feel on the water, absorbs any kind of chop which keeps the sail super steady and is really balanced when I’m doing tricks. The EXPRESSION consistently slides through the moves; it seems like a feather on the water and just feels incredible for any kind of conditions that come your way, from freestyle to waves, even freeriding around it has great power and speed. It simply makes your day!”

Diony Guadagnino / V69

EXPRESSION

LIGHT. POWERFUL. MANOEUVRABLE

Light, powerful and extremely manoeuvrable, the EXPRESSION is the crossover sail for those who windsurf predominantly flat water freestyle, but still want the versatility to go in to waves should the opportunity arise.

With pronounced, forward oriented shaping and a new, lower-aspect outline the EXPRESSION delivers an unbeatable combination of power and control when you need it most.

C1

C3

DESIGN OBJECTIVE

- The sail must be suitable for beginner to expert freestyle riders.
- The EXPRESSION must be light, for easy handling, neutral during transitions and have easy rotation.
- Construction must be appropriate to withstand regular crashes and occasional use in the waves.

2007 Design Objective:

- Make the sail more powerful; improve the early planing, acceleration and upwind capabilities.
- Place the power close to the rider so that it is manageable and can be used effectively. Increased power must not be at the expense of control.
- Enhance the rotation.

ACHIEVED BY:

- With its aggressive shaping, the EXPRESSION produces the most lift of all the 5 battened crossover sails.
- With low overall surface tension and moderately rotated sail body, the EXPRESSION is neutral during manoeuvres and rotates easily.
- With a light but strong construction, including limited use of monofilm, the EXPRESSION delivers the ideal combination of durability and weight.

For 2007:

- An increase in boom length, while maintaining the same shaping angles, results in a deeper profile. This is more powerful – but due to the more compact outline, is able to be controlled.
- Upwind performance and early planing improved by putting slightly more tension in the leech.
- Introduction of a more compact, lower-aspect ratio outline (a longer boom and shorter mast), enhances upwind performance, generates lift and delivers more constant power.
- The EXPRESSION now features a less rotated sail body (compared to 2006). Rotation during transitions is improved due to the tips of battens having a shorter distance to travel around the mast.

EXPRESSION 07 - Foreground (Blue)
EXPRESSION 06 - Background (Red)

With a shorter luff and longer boom, the EXPRESSION 07 is relatively lower aspect than the EXPRESSION 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.2	3.20	388	159	18	5	none	NeilPryde Matrix 370	BNP7SE042
4.7	3.40	403	167	4	5	none	NeilPryde Matrix 400	BNP7SE047
5.2	3.60	419	175	20	5	none	NeilPryde Matrix 400	BNP7SE052
5.7	3.75	436	184	6	5	none	NeilPryde Matrix 430	BNP7SE057
6.1	3.90	452	192	22	5	none	NeilPryde Matrix 430	BNP7SE061
6.5	4.10	468	198	38/8	5	none	NeilPryde Matrix 430/460	BNP7SE065
6.9	4.25	482	204	22	5	none	NeilPryde Matrix 460	BNP7SE069

Ricardo Campello

Klaas Voget

EXCESS

“The EXCESS covers an incredible range of conditions. If you go for freestyle, jumping, riding some waves or if you just want to cruise around – the EXCESS fits in pretty much everywhere. The control is unreal, it’s fast & super manoeuverable at the same time – you just hang in the lines and go... plus it’s very strong, so even when I get washed, the EXCESS takes it easy.”

Klaas Voget / G4

EXCESS

FAST. MANOEUVRABLE. DURABLE

There is no doubt that most windsurfing locations do not deliver the same, consistent conditions every time. Instead, your local sailing spot is as likely to be different from one day to the next as is the riders' desire to attempt different windsurfing disciplines. So, whether it's flatwater blasting, jumps, basic freestyle or even riding small surf, the EXCESS - being the most versatile crossover sail in the range - is perfectly suited to this sort of variety.

C1

C3

DESIGN OBJECTIVE

- Develop a powerful, fast, easy handling and manoeuvrable free-ride sail.
- The sail must be suitable for flatwater blasting, jumping and basic freestyle moves.
- It must have a wide wind range with good low-end characteristics, speed and acceleration.
- Given the need to be versatile, the sail must also be suitable for use in small surf, and be built strong enough to handle regular jumping – and crashes.

2007 Design Objective:

- The EXCESS needs to have a less direct feeling – particularly when sailing into gusts - and be more comfortable to sail with.
- The sail needs to be easier to rig – particularly when inserting the mast into the sleeve.

ACHIEVED BY:

- The outline and shaping reflect the design objective for versatility: a stable, forward oriented shaping profile provides power, while a relatively open, twisted head allows for wind range and stability.
- A slight increase in the foot area (relative to wave and pure freestyle sails) enhances low-end power and helps stability. This makes the EXCESS the fastest of the 5 battened crossover sails – but doesn't compromise the sails manoeuvrability.
- A full X-ply body gives the EXCESS superb durability in addition to a soft, forgiving on the water sailing 'feel' that is unique to 100% X-ply sails.

For 2007:

- A subtle reduction and redistribution of luff curve will make the sail easier to rig while also allowing the mid-leech to be more open. This creates a more comfortable, less direct feeling to the sail.
- To enhance durability, the structural seam located in the foot area has been removed.

Anick Violette

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.4	3.80	431	179	2	5	none	NeilPryde Matrix 430	BNP7EC054
5.9	3.95	452	186	22	5	none	NeilPryde Matrix 430	BNP7EC059
6.4	4.10	467	192	8	5	none	NeilPryde Matrix 460	BNP7EC064
6.9	4.40	484	198	24	5	none	NeilPryde Matrix 460	BNP7EC069
7.4	4.60	494	209	34/4	5	none	NeilPryde Matrix 460/490	BNP7EC074

Klaas Voget

SABER

“The new SABER feels softer & lighter than its predecessor. This gives you a little more control when the wind and water conditions are at the top of the sail's range, or when you are in the middle of a gybe in high wind conditons. The sail feels a lot more balanced and neutral. I really enjoy the SABER for its acceleration and stability. It's one of those sails where you just hook in and hang on.”

Antoine Albeau / FRA192

Robby Swift, Antoine Albeau & Allison Shreeve

SABER

ULTIMATE CAMBERLESS PERFORMANCE

Conceived as a supercross sail, the SABER has evolved into a dynamic combination of speed, control and manoeuvrability. With 7 battens, including 5 tubes, compact boom length and a race oriented profile, the SABER has all the power, acceleration and top-end speed critical for the pros on the supercross course and will be appreciated when racing your friends. Should the opportunity arise to attempt a move, be it a duck gybe, carving 360 or loop, the SABER's camberless design allows the rider the manoeuvrability to complete it.

C1 C3

DESIGN OBJECTIVE

- To develop a high performance freeride sail without the use of cambers.
- The sail must be fast, very stable, feature good low-end power and overall light weight.
- The SABER is to be a sail whose performance sits between high wind slalom racing and freeride. As such, it needs a high level of control when overpowered while being easy to use and manoeuvre during transitions.

2007 Design Objective:

- Increase the SABER's wind range – improve low-end power, top-end speed and control without compromising stability.
- Give the sail a less direct, more forgiving feeling.
- Make the sail easier to rig, particularly on X3 and X6 masts.

ACHIEVED BY:

- Basing the design on the outline of a freerace sail for top end speed.
- Designing a slightly tighter middle leech into the SABER to improve light air and upwind performance.
- The SABER features the largest foot area of all the no cam sails. It also features a cross-batten (in the boom area), and compact boom length. This, in combination with forward/bottom oriented shaping, and 5 tube battens, increases control and stability by focusing the sails' power around the rider.
- Using a Flex-head batten to increase responsiveness compared to other crossover sails – especially when pumping onto the plane.

For 2007:

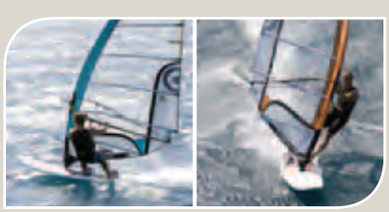
- Creating a more compact, lower-aspect sail outline by using a longer boom and shorter luff length (see diagram). The increased boom length, and subsequent reduction in the size of roach, not only creates more power but, by lowering the "power triangle" (an imaginary triangle that joins the tip of the mast, the clew and the foot) and bringing it closer to the rider, there is a significant increase in control.
- Introduction of a wider luff sleeve. This will make the sail more forgiving and less direct, particularly when hit by a gust.
- An increase in the width of the luff sleeve will make the sail easier to rig.

SABER 07 - Foreground (Blue)
SABER 06 - Background (Red)

With a shorter luff and longer boom, the SABER 07 is relatively lower aspect than the SABER 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.7	4.10	424	184	24	6	none	NeilPryde Matrix 400	BNP7SB057
6.2	4.30	440	188	10	6	none	NeilPryde Matrix 430	BNP7SB062
6.7	4.45	458	195	28/0	6	none	NeilPryde Matrix 430/460	BNP7SB067
7.2	4.65	474	201	14	6	none	NeilPryde Matrix 460	BNP7SB072
7.7	4.80	494	208	34/4	6	none	NeilPryde Matrix 460/490	BNP7SB077
8.2	5.00	507	213	18	6	none	NeilPryde Matrix 490	BNP7SB082

Peter Slate, Micah Buzianis & Robby Swift



Robby Swift & Micah Buzianis

Micah Buzianis
Photo: Jono Knight

RACING

NeilPryde Racing is a relentless program of research, development and innovation by the NeilPryde Design Center under the direction of Robert Stroj. It is a program with a 'no compromise' approach to developing sails that offer the best possible performance, because ultimately the difference is winning.

NeilPryde's race sails have remained the dominant force in windsurf racing for the past 15 years. With numerous World, Speed, PWA, Euro Cup and Continental Championship wins to their credit, the RS Racing sails have been the difference on the racecourse since their introduction in 2001.

The NeilPryde development program has been further extended and made more accessible with the introduction of the RS:X Olympic Program in 2005, the RS:Slalom "Real World Racer" for 2007 as well as the ongoing refinement of the ultimate speed machine – the "Speedseeker".

However, the benefits of the racing program are not limited to those on the racecourse. The technology and concepts refined during the development process are ultimately applied to all of the sails in the NeilPryde range. Recent innovations include the introduction of the compact boom length in 2006 and, for 2007, the introduction of a new outline for several sails that will allow for more power and control.


RACE
SAILS
USA 34
RS 6
MPG

RS|6

RELENTLESS

When it comes to race sails, speed and power are nothing without control. Following a relentless program of research, development and testing by the NeilPryde Design Centre under the direction of Robert Stroj, the RS:6, in conjunction with the X9 Ultra mast, delivers a more controllable and efficient sail than ever before.

The Outcome - an entirely new design layout, featuring an improved luff-sleeve design and batten lay-out resulting in a more dynamic twist. This makes the RS:6 a more stable, forgiving sail that delivers excellent control while maximizing the speed potential of the rig - in both low and high end conditions.

C1

SLALOM 7 BATTENS

RS:6 Racing (Sizes 4.6m - 8.4m)

7 Battens / 4 Cambers
Smaller high-wind sizes for Speed and Slalom Racing.
Forward orientated shaping for control of the wind and in chop.
More pronounced leech twist for high speed, rough water and control.

FORMULA 8 BATTENS

RS:6 Racing (Sizes 9.0m - 12.5m)

8 Battens / 5 Cambers
Larger light-wind sizes for Formula and light air windsurfing.
Fine entry and tighter leech for extreme upwind angles.
Two carbon battens for ultra stability.

DESIGN OBJECTIVE

- To develop a sail with a wider range of optimum use, and therefore a better overall performance than the RS:5, while at the same time enhancing handling so that it is possible for the rider to sail at full power, without sheeting out, for as long as possible – even in the most extreme conditions.
- To make a sail that has a lighter, livelier feeling that will be easier to handle during transitions and in rough water.
- To improve the low-end power of the sail in order to gain power for better pick up coming out of transitions without sacrificing high-end control and stability.
- Achieve a softer twist for a smoother absorption of the gusts.

ACHIEVED BY:

- Dynamic luff sleeve shaping to stabilize the draft in front of the rider and allow the sail to twist off more smoothly and under less load reducing tension on the leech.
- Progressive batten angles relative to the luff pocket to increase stability in the lower section while giving a more consistent twist for a smoother release.
- Internal luff panel inside the double surface luff sleeve to allow more forward oriented shaping regardless of the increased sleeve width.
- Aerodynamic boom cutout closure to prevent the apparent wind from blowing into the mast sleeve generating drag.

For a closer look at the key features of the RS:6 visit rs6.neilpryde.com

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.6	4.40	391	167	22	7	4	NeilPryde X9UW370	BNP6RS646
5.0	4.60	407	172	8	7	4	NeilPryde X9UW400	BNP6RS650
5.4	4.80	424	178	24	7	4	NeilPryde X9UW400	BNP6RS654
5.8	5.10	440	187	10	7	4	NeilPryde X9U430	BNP6RS658
6.2	5.20	456	193	26	7	4	NeilPryde X9U430	BNP6RS662
6.7	5.40	471	202	12	7	4	NeilPryde X9U460	BNP6RS667
7.2	5.70	485	209	26	7	4	NeilPryde X9U460	BNP6RS672
7.8	5.90	505	216	16	7	4	NeilPryde X9U490	BNP6RS678
8.4	6.10	521	225	32	7	4	NeilPryde X9U490	BNP6RS684
9.0	6.30	527	245	38	8	5	NeilPryde X9U490	BNP6RS690
9.8	6.80	549	255	20	8	5	NeilPryde X9U530	BNP6RS698
10.7	7.20	573	269	44	8	5	NeilPryde X9U530	BNP6RS617
11.6	7.50	595	282	16	8	5	NeilPryde X9U580	BNP6RS616
12.5	7.80	610	293	30	8	5	NeilPryde X9U580	BNP6RS612

SPEEDSEEKER

The NeilPryde Speedseeker is essentially a highly specialised 'research project' - a custom rig based around RS Racing Sail plan-forms, that has been developed with one purpose in mind to help Finian Maynard and Antoine Albeau break the elusive 50 knot speed record.

Breaking World Speed Sailing Records involves months of meticulous preparation and then usually no more than a 30-minute window in which wind and water conditions become ideal for sailing at up to 90 km/h, just inches from the water and at the very limits of control. Optimal conditions for breaking the current World Record of 48.7 knots, are 45 knots of wind at an angle of 120-125 degrees. That is a challenge in itself as these types of conditions are rare during the allotted time periods of record attempts.

The entire length of the purpose-built speed canal in Saintes Maries de la Mer, France - the location of this year's record attempts - runs 1,100 meters by a width of 25 meters. There are five different 500M courses accommodating the four wind directions of N, WNW, SE and SW with the most common being N (Mistral) and SE (Le Marin).

Until recently, the typical speed sailing rigs used by Finian and Antoine measured between 5.0 and 5.3. But after experiencing gut-wrenching winds of 60-65 knots for two hour periods in previous attempts, without being able to capitalize on the moment, the riders will be bringing two additional smaller 4.6 and 4.8 Speedseeker sails to future record attempts.
Finian and Antoine's speed boards range in size from 35 to 40 cm wide and are in the range of 225-230 cm long and are made from a styrofoam core with a Carbon/PVC sheet foam full-sandwich and weigh-in at close to 4kg.

During a record attempt, riders accelerate from 0-44 knots in about 6 seconds (that's almost the same acceleration as a Porsche 911 RS) and the boomerang sensation once the bow of the board is forced downwind onto the run is similar to being shot out of a cannon. At these speeds experience is essential, as is total confidence in the equipment. The forces at work on the rig and the rider are intense. At peak speed, it's all the rider can do just to see where he's going.

While we have no plans to sell Speedseeker sails to the general public, the research and development work that has gone into the Speedseeker Programme has yielded a great deal of performance data that's enabled Robert Stroj and the Design Team in Maui to greatly improve the performance and handling of the RS:Racing, RS:Slalom and other NeilPryde high performance flatwater sails.

Finian Maynard

RS|SLALOM

REAL WORLD RACING

New for 2007, the RS:SLALOM is designed to take the high performance of NeilPryde's race sail, the RS:6, and build it into a sail that is simple to rig and easy to use. Designed around the X6 Mast, the RS:SLALOM features a combination of enhanced bottom end power and smooth rotation, making it the ideal sail for weekend racers; GPS speedsters and those simply looking to go faster than their friends.

C1

Aerodynamic Boom cutout closure
Prevents the apparent wind from blowing into the mast sleeve and generating drag.

Removable Camber
The bottom camber can be removed for enhanced rotation, easy rigging and a softer feel.

DESIGN OBJECTIVE

- To design and build a sail that will fit between the RS:6 and the 2007 V8.
- To deliver performance as close as possible to purebred race sails but with easier on the water handling and user-friendly rigging and de-rigging.
- The sail must have a soft, forgiving feeling and a light 'sailing weight' when on the water.
- The sail must offer smooth rotation during gybes and excellent acceleration out of the corners.
- The sail must be designed on, and developed using, the NeilPryde X6 mast.
  - The X9 Mast must be compatible as the 'performance upgrade' for ultimate performance.
- The sail must be suitable for the Slalom 42 racing format combining good windward ability with control and speed on a broad reach.

ACHIEVED BY:

- Using the RS:6 outline and sail body as a base to ensure high performance.
- Reducing the number of cams to produce a softer feeling rig with smooth rotation, excellent handling during gybes and good acceleration out of the corners. It has also made rigging easier and reduced the sail weight.
- Sail versatility. The bottom camber can be removed depending on what the rider is looking for. If stability, speed and control are required, the rider can choose to keep the bottom camber in place. Should the sailors' preference be for enhanced rotation, easy rigging and a softer feel the bottom camber can be removed resulting in a softer profile and better rotation.
- Reducing the width of the luff sleeve, relative to the RS:6, to make water starting easier.
- The sail has been designed and developed on the X6 mast. The X9 Ultra Mast is a performance upgrade. *Note: The RS:SLALOM will be supplied with cambers pre-tuned for the X6 Mast.*

Micah Buzianis, Gonzalo Costa Hoevel & Peter Slate

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST*	CODE
5.4	4.60	423	179	24	7	3/2	NeilPryde X6 400	BNP7RSS54
5.8	4.90	439	185	10	7	3/2	NeilPryde X6 430	BNP7RSS58
6.2	5.00	455	192	26	7	3/2	NeilPryde X6 430	BNP7RSS62
6.7	5.20	472	202	12	7	3/2	NeilPryde X6 460	BNP7RSS67
7.2	5.50	485	209	26	7	3/2	NeilPryde X6 460	BNP7RSS72
7.8	5.70	503	216	14	7	3/2	NeilPryde X6 490	BNP7RSS78
8.4	5.90	520	225	30	7	3/2	NeilPryde X6 490	BNP7RSS84
9.2	6.10	532	238	42	7	3/2	NeilPryde X6 490	BNP7RSS92
10.0	6.40	538	254	38	7	3/2	NeilPryde X6 520	BNP7RSS10

**Compatible with NeilPryde Matrix.*

Micah Buzianis

RS:SLALOM DEVELOPMENT

X6 Performance Optimised

The RS:SLALOM has been designed and developed around the X6 mast to deliver optimal performance to a wide range of sailors. Out of the factory all the cams are tuned to accommodate the larger mast diameter of the X6 compared to the X9. The luff curve is specifically developed to be less sensitive to the slightly slower reflex found in the X6 mast relative to the X9.

Switchable 3/2 Cams

A key feature of the RS:SLALOM is the versatility offered by the 3/2 Cam system where the bottom camber can be removed for enhanced rotation, easy rigging and a softer feel. Using the 3 cam configuration will boost your top speed and control in the upper end.

GPS

With a combination of good top-end speed, plenty of low-end power and easy rigging, the RS:SLALOM is ideally suited to the rapidly growing group of riders with an interest in GPS Speed-Sailing.

'Over the past 3-4 years the NeilPryde race sail has evolved into highly technical and specialized racing machine. The result of this evolution has delivered clear performance advantages on the race course but also increased the level of skill required to use them. The development of the RS:SLALOM was a great opportunity to take this knowledge and put it into a racing sail specifically designed to be used by a wide range of performance minded sailors. As a result we have an easy to use racing sail that requires even less skill than racing sails required 4 years ago but with far superior performance.'

*Robert Stroj / **NeilPryde Design***

'With the easy rigging of the RS:SLALOM you can maximise your time on the water, and the high acceleration makes it ideal for GPS racing; all in all the RS:SLALOM is a great addition to the NeilPryde racing programme.'

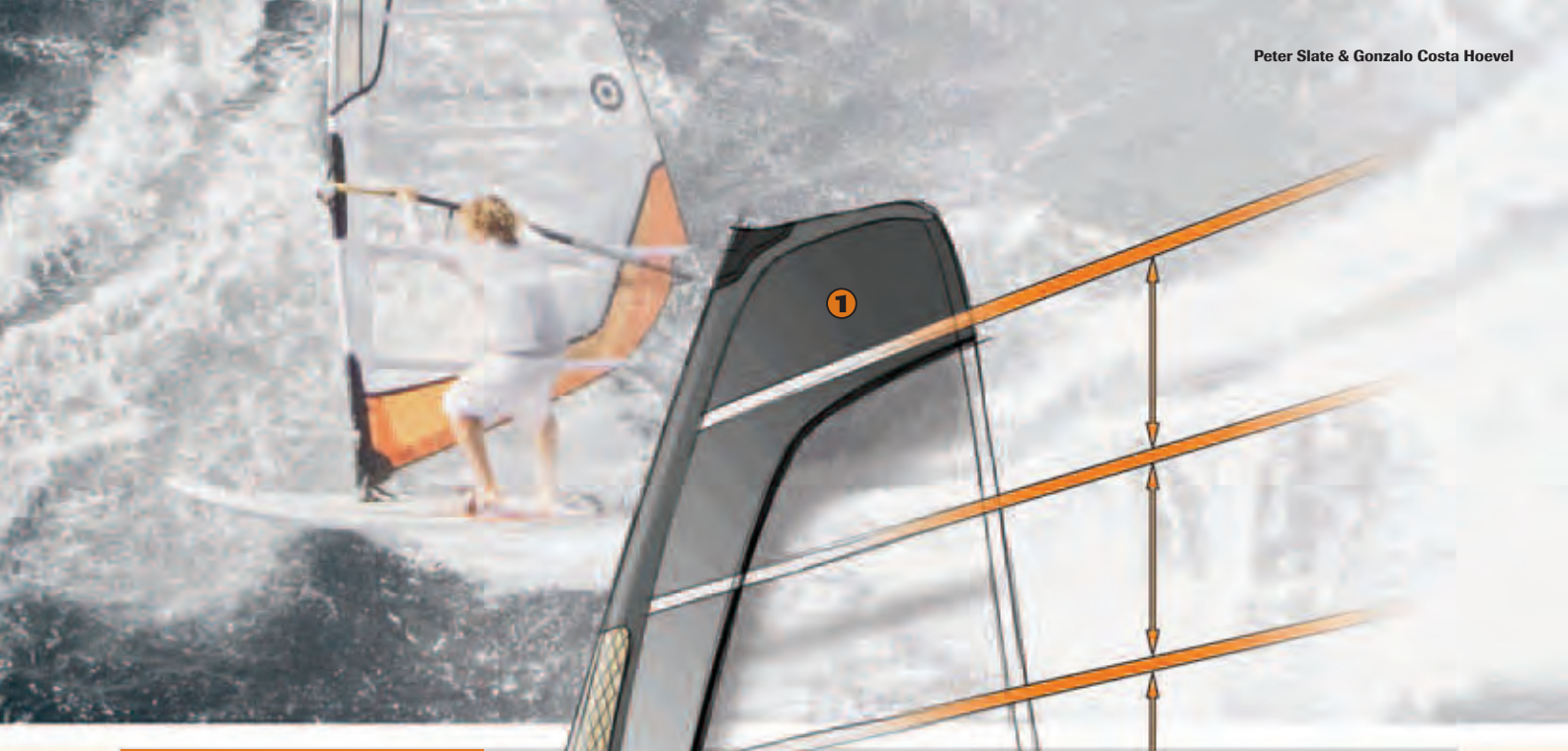
*Pieter Bijl / **NeilPryde Windsurfing R&D***

'I like the RS:SLALOM because it's really fast. It's really light in the hands and the big size is really soft in light winds and planes early. The rotation of the cam in the gybe is perfect. I think I can go really fast with these sails.'

*Antoine Albeau / **FRA192***

'This sail is the perfect sail for the weekend racer, who doesn't have a lot of time but wants to go fast with all of his buddies. This sail is super light, super easy to rig and I have no doubt it is going to be the most competitive sail in the slalom class.'

*Micah Buzianis / **USA34***



KEY FEATURES

1. Flexhead Configuration
A tube/rod component batten enables the head of the sail to adjust dynamically by allowing twist along the horizontal and vertical axes. This reduces drag and increases top end speed, performance and stability.

2. Aerodynamic Boom cutout closure
Prevents the apparent wind from blowing into the mast sleeve and generating drag.

3. Cam Pressure Adjustment System
An innovative system using molded spacers that allow sailors to perfectly adjust the pressure on the cambers to fit their individual needs.

4. Switchable 3/2 Cams
The bottom camber can be removed for enhanced rotation, easy rigging and a softer feel.

5. Compact Clew Length
a) Compact working boom length improves draft stability and prevents the boom from hitting the water during gybes or when reaching.
b) Centre of effort is closer to the rider enhancing control.
c) Improved sail twist is possible due to the clew not being on the leech.

6. Progressive Batten Angle
By changing the angle of the battens relative to the luff pocket, it is possible to increase stability in the lower section, giving more consistent twist for a smoother release.

RS:X

ONE DESIGN RACING

Leveraging the knowledge and experience gained through the development of the RS sails NeilPryde launched a successful bid to design, and supply, the One Design equipment for the 2008 Olympic games in Beijing.

Closely based on the proven RS Formula sails, the **RS:X** is a light weight sail that been modified to suit the demands of Olympic Windsurfing. Specifically designed for use with a longer boom and large board, the **RS:X** is able to deliver a high level of performance across a wind range from 3-30knots.

SAIL

RS:X 9.5

RS:X 8.5

SIZE	WEIGHT/KG	LUFF	BOOM	BASE	BATTENS	CAMS	IDEAL MAST	CODE
8.5	5.5	519	RS:X 225-265	30	7	2	RS:X 490	BNPRSX085
9.5	6.1	552	RS:X 225-265	32	7	2	RS:X 520	BNPRSX095

BOARD

The **RS:X** is a true cross-over board in that it makes the best compromise between traditional raceboard sailing in sub-planing conditions, and exciting "Formula" racing in planing conditions starting from 8-10 knots.

PERFORMANCE CHARACTERISTICS:

Sub-Planing Conditions, Dagger-Board down (up to 8-10 knots)

- **In light-wind** sailing the **RS:X** board behaves in a similar fashion to a traditional raceboard. However, due to the shorter length in comparison to a traditional raceboard, the ease of manoeuvrability in tacking and gybing is significantly improved.
- **Startline tactics :** Many Olympic racers often sail the board backwards in order to keep a good position on the start line. The rounded tail on the back of the board, in addition to improving the flow of water, makes it easier to sail the board backwards!
- **Upwind :** In a little breeze with the Dagger-Board down, the rider can pump the board onto the rail for good tracking upwind. On the rail, the "Convex Tail" allows the board to be rolled with the gusts and swells. Side footstraps help to give the rider more stability and control.
- **Downwind :** With the Dagger-Board up for going downwind, the board provides good stability for pumping (if necessary).

Planing Conditions, Dagger-Board up (8-10 knots and above)

- **In planing conditions,** the board behaves largely like a Formula Windsurfing board, thus giving much faster performance and a more exciting ride.
- **In downwind conditions,** with the adjustable mast track set to the back, the board sails both with good speed and a very steep angle.

*Fin, Dagger-Board and Footstraps are included.

PRODUCT	LENGTH	MAX.WIDTH	WEIGHT/KG	VOLUME	CONSTRUCTION	FIN ATTACHMENT	CODE
BOARD	286 cm	93 cm	15.5	220 litres	Carbon Sandwich	Deep Tuttle	DNPRSXB
DAGGER-BOARD	77 cm	None	None	None	Pre-preg Glass Sandwich	None	
FIN-LADIES	60 cm	None	None	None	Pre-preg Carbon	None	DNPRSXF60
FIN-MEN	66 cm	None	None	None	Pre-preg Carbon	None	DNPRSXF66

MAST

The **RS:X** mast is based closely on the masts used in NeilPryde's matrix mast range. The RS:X is a 90-100% carbon mast that has the same bend curves and tapers as the NeilPryde Progressive Flex bend curve. The RS:X is a high performance mast designed to work in all wind conditions, both planing and non-planing.

SIZE	LENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE
490	490	29	2.20	90%	Semi Gloss	silver	RMRSX490
520	520	32	2.4	100%	Semi Gloss	silver	RMRSX520

BOOM

The **RS:X** Carbon Boom has been developed to achieve the best light weight to stiffness ratio avaliable on the market today.

SIZE	ADJUST/CM	WEIGHT/KG	DIAMETER	MATERIAL	FRONT	FRONT ATTACH	BACK END	CODE
225-265	40	3.05	OverS & 30	Uni-Directional Pre-preg Carbon / Glass	Monocoque	Carbon Head	Monocoque Carbon	RBRSX225

RS:X ACCESSORIES

PRODUCT	CODE	PRODUCT	CODE
RSX EXTENSION	RERSX48	**BOARD BAG**	GNPRSXBB
POWER U-BASE	RPBRSX	**8.5 RIG BAG**	GNPRSXRB8
ADJUSTABLE DOWNHAUL KIT	RADRSX	**9.5 RIG BAG**	GNPRSXRB9

FOR FULL PRODUCT DETAILS AND INFORMATION ON WHERE TO BUY AN RS:X VISIT www.neilpryde-rsx.com

2005 Pacific Coast Championship, San Francisco. Photo: David Bell.

FLATWATER

“Flatwater sailing is what gets everybody hooked on windsurfing. Most people will remember their first planing experience, and the exhiliration of effortlessly skimming across the water with the sail in your hands and the board locked under your feet. Before long you're lining up your friends to see if you can pass them on the reach... For its simplicity, the excitement of Flatwater blasting cannot be matched.”

Pieter Bijl / NED0


Flatwater
sails
V6 6.5

V8

"When using a large freeride or freerace board you need some power. This is where the V8 really comes into its own - getting onto the plane and low-end acceleration is what I like about this sail. The sail is purpose built for flatwater cruising as well as racing your friends. Flatwater sailing is all about blasting and having fun, and from getting you onto the plane to being the fastest at your home spot, the V8 can do it all."

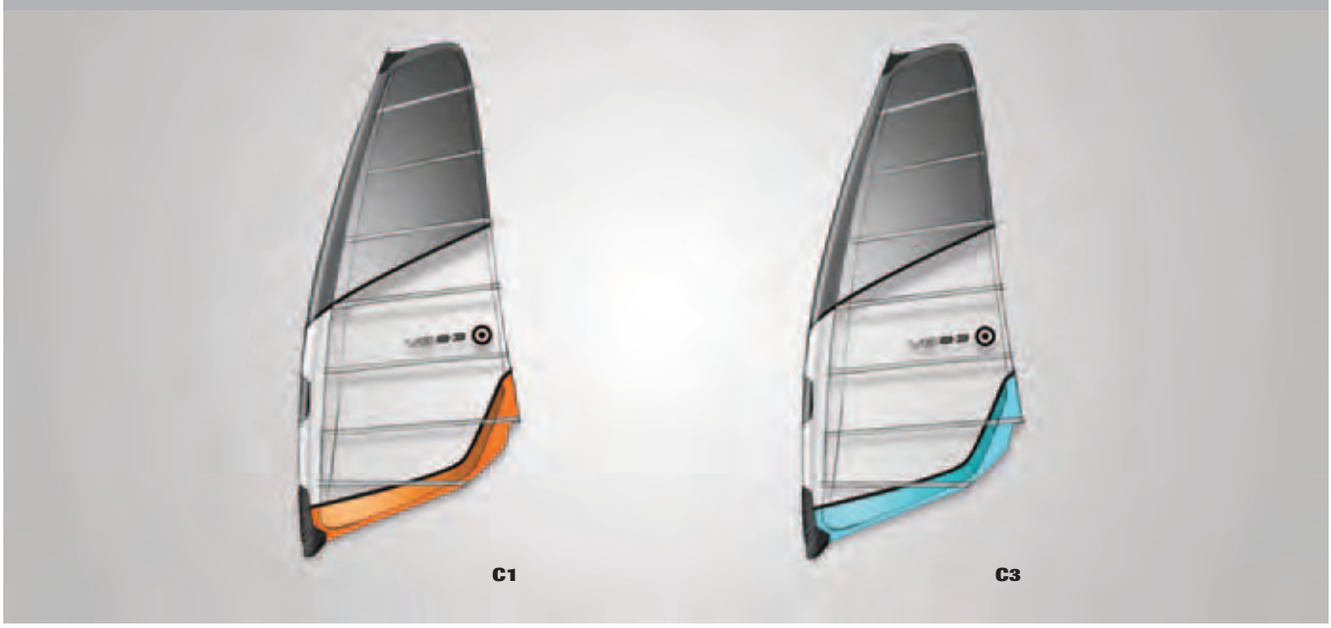
Micah Buzianis / USA34

Micah Buzianis & Gonzalo Costa Hoevel

Pieter Bijl & Micah Buzianis

100% FREERACE

As a direct beneficiary of the NeilPryde Racing program, the V8 has many of the features found in the RS Series. With 2 cambers, a mid-size luff pocket and softer rotation than a race sail, the V8 represents a perfect balance between high end performance, solid low end power and easy handling.



C1 C3

DESIGN OBJECTIVE

- To take the technology and experience gained in developing the NeilPryde Racing program and package it into a freerace sail that is fast, powerful and easy to use.
- The V8 must have a very wide wind range; it must have outstanding low end performance without compromising top end speed and high end control.

2007 Design Objective:

- Enhance the features of the V8 that will make it more user friendly and easy to rig without compromising performance.
- Give the rig a softer, more forgiving feeling and improve the rotation.

ACHIEVED BY:

- The outline and shaping are closely related to the RS race sail and this in combination with the 7 battens and 2 camber construction makes the V8 the fastest freeride sail in the NeilPryde collection.
- With an aspect ratio close to that of the V6, but with a bigger foot, the V8 gets the rider effortlessly onto the plane.
- Having the deepest profile of all the flatwater sails confirms the V8's exceptional early planing.

For 2007:

- The V8's aspect ratio has been reduced in order to create more low-end power (useful for getting on the plane).
- Profile Relative Luff Sleeve Width ie: Wider sleeve section in the lower part of the sail where the profile is deepest for good power, improved stability and easy rigging. Narrower top section for light weight, easy water starting and good twist.
- A subtle reduction in luff-curve and introduction of a shorter mast will help make the sail feel softer and rotate more easily whilst also making it easier to rig.

V8 07 - Foreground (Blue)
V8 06 - Background (Red)

With a shorter luff and longer boom, the V8 07 is relatively lower aspect than the V8 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.85	453	189	24	7	2	NeilPryde Matrix 430	BNP7V8060
6.5	5.00	463	196	4	7	2	NeilPryde Matrix 460	BNP7V8065
7.0	5.20	477	203	16	7	2	NeilPryde Matrix 460	BNP7V8070
7.5	5.40	490	211	30	7	2	NeilPryde Matrix 460	BNP7V8075
8.0	5.60	501	219	12	7	2	NeilPryde Matrix 490	BNP7V8080
8.5	5.80	515	227	26	7	2	NeilPryde Matrix 490	BNP7V8085
9.0	6.00	526	234	36	7	2	NeilPryde Matrix 490	BNP7V8090
9.8	6.25	545	247	26	7	2	NeilPryde Matrix 520	BNP7V8098
10.6	6.50	562	260	42	7	2	NeilPryde Matrix 520	BNP7V8106

V6

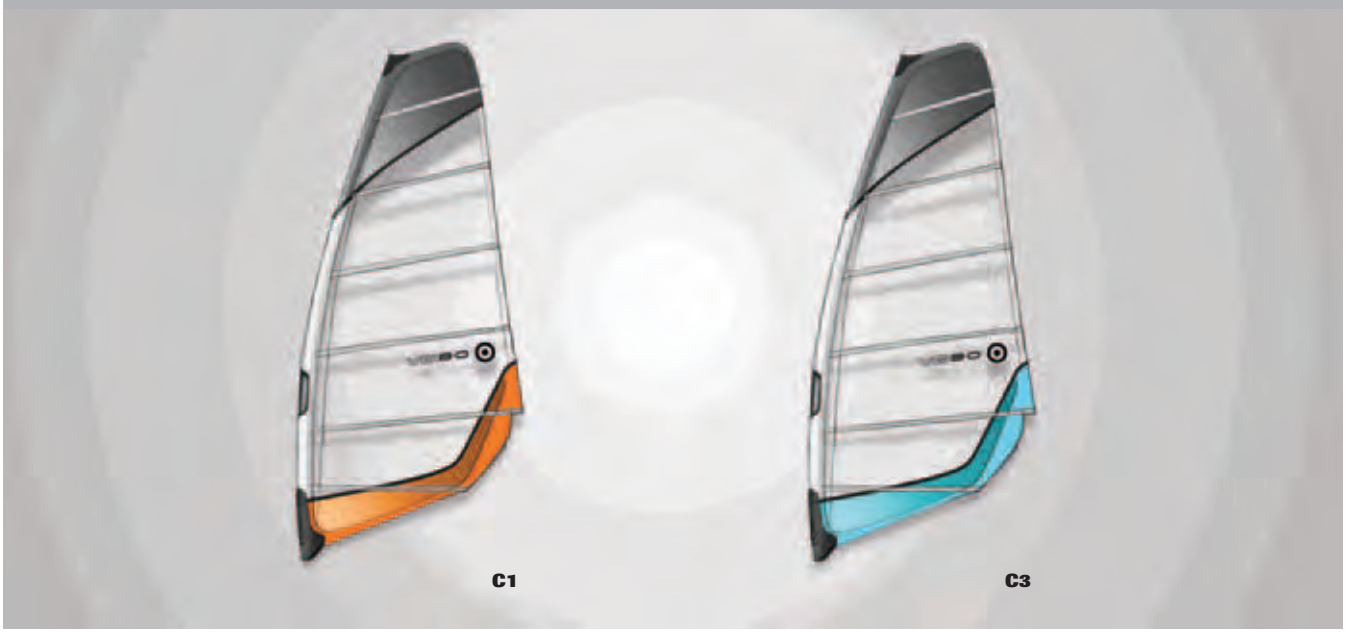
“If you are looking for cambered performance on a sail that does not feel like it has cambers, then the V6 would be your sail of choice. With soft, smooth rotation, the V6 feels like a no-cam sail; however the intercam gives you good low-end power and the stability of a cambered sail. The V6 is the perfect cruiser; relax hang on and see where it takes you.”

Gonzalo Costa-Hoevel / ARG3

Gonzalo Costa Hoevel & Allison Shreeve

100% PURE FREERIDE

A combination of design features including 2 intercams, a classic flatwater outline and powerful shaping makes the V6 a sail that represents the essence of windsurfing; simple to rig, quick onto the plane, easy to handle and fun to use.



DESIGN OBJECTIVE

- The sail is for use on flatwater.
- It must have good early planing abilities, a respectable top end speed and good up-wind performance.
- The V6 should be faster than the Solo, and more manoeuverable than the V8. It is a sail that allows the rider to focus on blasting – and having fun.
- The sail must be efficient to rig, easy to gybe and simple to waterstart.

2007 Design Objective:

- Increase the available low end power to allow smaller sizes to be used in lighter winds - while maintaining the existing level of control and light weight feel.
- Improve the upwind performance.
- Of all 2007 sails, the V6 should have the best "passive" planing characteristics. This refers to the sails' ability to put the board onto the plane without the need to actively pump.

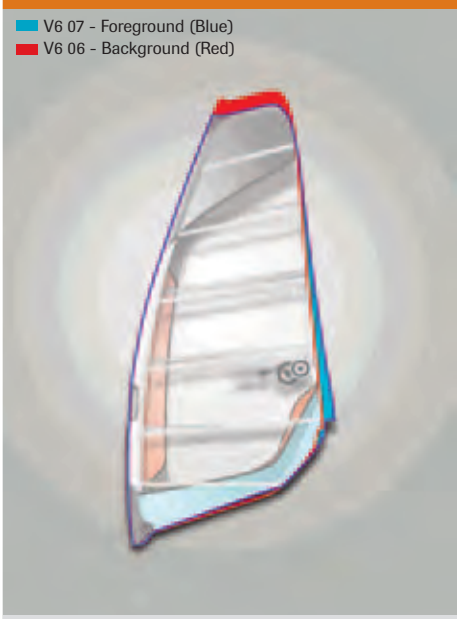
ACHIEVED BY:

- The V6 has a purely flatwater outline. This includes a medium/low foot curve and compact boom length. This gives the best balance between manoeuvrability and performance.
- A combination of 6 battens and 2 intercams gives the sail a relatively soft, cambered profile. A fuller profile in the bottom of the sail gives good drive in light wind, and stability in strong wind. During transitions, the two intercams give the sail a RAF 'feel', while also creating profile, support and stability for early planing.
- Using a slightly wider luff sleeve than the Solo and Saber, but narrower than the V8, improves stability and makes the V6 easy to rig.

For 2007:

- The V6 now features a more compact outline resulting in a slightly longer boom and shorter luff. This combination enhances upwind performance, generates lift and delivers more constant power. By lowering the "power triangle" (an imaginary triangle that joins the tip of the mast, the clew and the foot) and bringing it closer to the rider, it is possible to control this power.
- By reducing the area of the head, it has been possible to introduce a tighter leech. This will improve low-end power and enhance upwind performance.

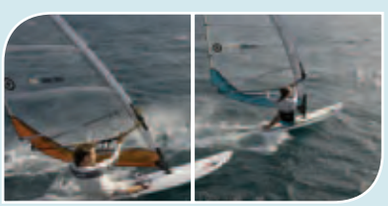
V6 07 - Foreground (Blue)
V6 06 - Background (Red)



With a shorter luff and longer boom, the V6 07 is relatively lower aspect than the V6 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.20	441	183	12	6	2 Intercams	NeilPryde Matrix 430	BNP7V6060
6.5	4.40	455	193	26	6	2 Intercams	NeilPryde Matrix 430	BNP7V6065
7.0	4.60	471	202	12	6	2 Intercams	NeilPryde Matrix 460	BNP7V6070
7.5	4.80	483	208	24	6	2 Intercams	NeilPryde Matrix 460	BNP7V6075
8.0	5.00	498	215	8	6	2 Intercams	NeilPryde Matrix 490	BNP7V6080
8.5	5.20	509	224	20	6	2 Intercams	NeilPryde Matrix 490	BNP7V6085

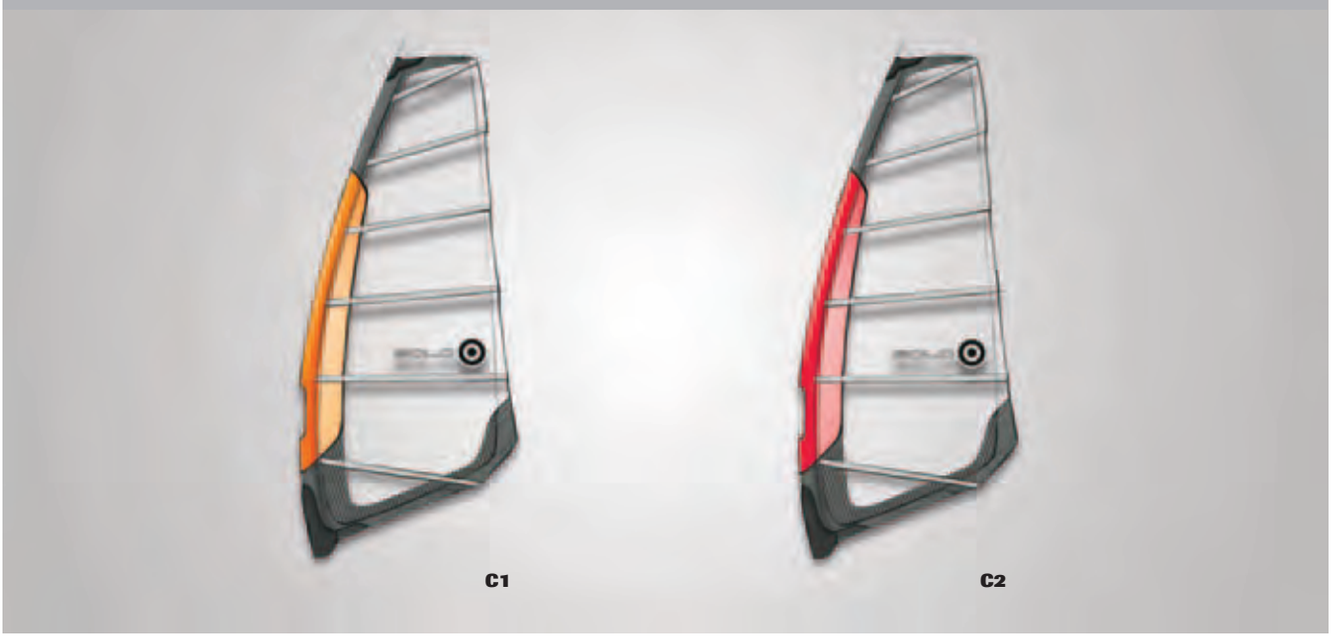
Gonzalo Costa Hoevel & Allison Shreeve



LIGHT WEIGHT. EASY TO USE

A wide wind range with favoured performance in the low end, the SOLO is a no cam sail that handles smoothly in the gybes and has a softer feel than the V6 and V8.

It is the ideal recreational sail and is great for intermediates just getting onto a plane, in the footstraps, and learning to gybe.



C1 C2

DESIGN OBJECTIVE

- The SOLO is to be a soft and easy handling sail ideal for recreational use or intermediates learning the basics of windsurfing.
- Must be simple to rig and easy to plane on larger freeride boards.
- The foot of the sail should be durable against the non-skid of the board during uphaul.
- The sail should also have good mast compatibility for those just getting into the sport.

ACHIEVED BY:

- Closely basing the SOLO on the design of the Excess and incorporating a lower cut freeride foot for enhanced low end, speed and a comfortable trim. It also has a more forward oriented profile for control.
- Each size has a unique condition specific batten layout and sail outline. In the smaller sizes this means fewer battens, a higher foot and more manoeuvre oriented design. In the larger sizes there are more battens for stability and a lower, more performance orientated foot design.
- Progressive use of monofilm thickness is used to combine a lightweight upper section with a strong bottom and foot area.
- The foot of the sail is constructed out of a combination of X-Ply. Any seams in the foot of the sail are protected against the non-skid of the board.
- Adjustable vario top for greater mast compatibility.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	VARIO TOP	IDEAL MAST	CODE
4.5	3.15	395	165	0	4	none	✓	NeilPryde Matrix 400	BNP7SL045
5.0	3.40	414	173	12	4	none	✓	NeilPryde Matrix 400	BNP7SL050
5.5	3.60	434	180	2	5	none	✓	NeilPryde Matrix 430	BNP7SL055
6.0	3.80	453	187	22	5	none	✓	NeilPryde Matrix 430	BNP7SL060
6.5	4.25	469	197	8	6	none	✓	NeilPryde Matrix 460	BNP7SL065
7.0	4.45	486	205	24	6	none	✓	NeilPryde Matrix 460	BNP7SL070
7.5	4.65	502	211	40	6	none	✓	NeilPryde Matrix 460	BNP7SL075

Manu Bouvet

“When you spend a lot of time travelling on windsurfing trips, you want a versatile sail that can be used in all conditions and on all boards, the SOLO provides this versatility. Throughout the different sizes it has a batten specific layout to suit different wind conditions. One range of sails covers it all, and with it’s easy rigging, gybing, and great stability, it’s a perfect sail for those getting into the sport.”

Carine Camboulives

ONE

HIGH PERFORMANCE FOR YOUTH

The ONE sail and rig is a complete, high performance package designed to suit the needs of youth windsurfers. Essentially a scaled down version of a full size NeilPryde sail, the ONE benefits from all the same product features including a loose leech, twisting head and durable X-ply construction.

Consequently, the ONE delivers the same high performance standard. Designed for use in conjunction with the ONE mast and boom, the ONE is ideally suited to young windsurfers looking to take the next step after learning the basics.

C1 C2

DESIGN OBJECTIVE

- To produce a scaled-down version of a NeilPryde wave sail and rig package without compromising performance.
- Rig package should be tailored to meet the needs of youth windsurfers weighing no more than 50kg.
- Durability is essential.

ACHIEVED BY:

- Closely basing the sail design on the NeilPryde wave sails as these sails represent the best combination between control, manoeuverability and easy handling.
- Very low center of effort for a high level of control, particularly for small riders.
- Light shaping for ease of planing and stability.
- Light luff curve shaping, and an open, twisted leech gives the sail a light and forgiving feeling.
- A rotated sail body combined with the reduced diameter of the ONE mast, makes the sail de-power on demand and have a very soft rotation, making tacking and gybing a breeze.
- The ONE sail employs the frame concept for durability with a full metalised X-Ply outer frame. Inside the frame, the window is constructed in monofilm; great for visibility and keeping the sail light.

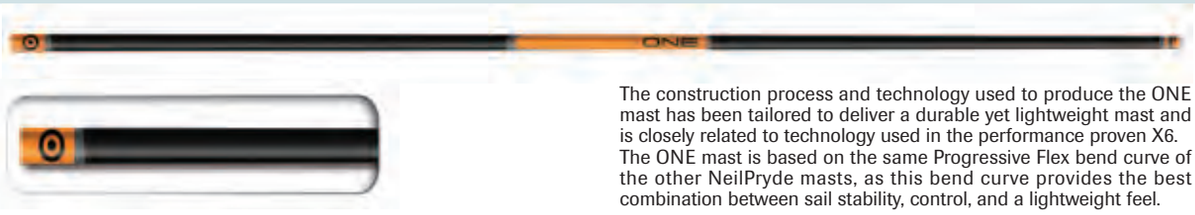
SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	EXT./BASE	BATTENS	CAMS	IDEAL MAST	CODE
2.0	1.75	250	115	0	4	none	ONE 250	BNPONE020
2.5	2.00	275	133	fixed	4	none	ONE 250	BNPONE025
3.0	2.15	300	145	fixed	4	none	ONE 250	BNPONE030
3.5	2.25	317	152	fixed	4	none	ONE 250	BNPONE035
4.0	2.45	342	161	fixed	4	none	ONE 250	BNPONE040

Morgan Noireaux

Morgan Noireaux

ONE

MASST



The construction process and technology used to produce the ONE mast has been tailored to deliver a durable yet lightweight mast and is closely related to technology used in the performance proven X6. The ONE mast is based on the same Progressive Flex bend curve of the other NeilPryde masts, as this bend curve provides the best combination between sail stability, control, and a lightweight feel.

LENGTH/CM	WEIGHT/KG	FINISH	CODE
250cm	1.1	Semi Gloss	RMQONE250

BOOM

The ONE boom is an aluminium boom for durability, light weight and stiffness. The dimensions of the boom have been scaled down for smaller riders, with key attention being paid to having a narrow outline of the boom and a small handgrip diameter. ONE boom fits all ONE sails.

LENGTH/CM	WEIGHT/KG	TUBE DIAMETER	MATERIAL	ADJUSTMENT	HARNESS LINE SCALE	CODE
115-165cm	1.85kg	Reduced	Aluminium boom, body and tail	Single pin	Yes	RBONE115

EXTENSION/BASE

The ONE 2.0 sail requires no extension, and the ONE base can be used directly with the mast. The ONE sails from 2.5 - 4.0 use a combination of a size specific ONE extension and a ONE base. All ONE sails from 2.5 - 4.0 are provided with the correct ONE aluminium extension. The base is sold separately.

For easy rigging simply put the extension (or the base for the 2.0) into the mast and fit the base into the bottom. Then insert the mast up the sleeve of the sail, downhaul and go!
No adjustments to the extension are required.

EXTENSION/BASE	CODE
ONE UXT Base	REONE20
ONE UXT Extension 2.5	REONE25
ONE UXT Extension 3.0	REONE30
ONE UXT Extension 3.5	REONE35
ONE UXT Extension 4.0	REONE40

ONE SAIL AND RIG BAG

GNPONERB

- The ONE sail and rig bag completes the ONE package and helps to keep everything together.
- Holds up to 3 ONE sails, 2 ONE booms, 2 ONE masts with room for extensions and bases.
- Carry handles at both ends and in the middle.
- Detachable shoulder strap.
- Name card holder for easy identification.

Morgan Noireaux

Photos: Charles Oreve

XPERIENCE

THE LEARNER SAIL

Xperience is a range of sails, masts and booms designed specifically to make learning to windsurf easy and fun for beginners of all ages.

DESIGN OBJECTIVE

- The sail should be easy to uphaul with a very soft, consistent pull making it ideal for first timers and those just getting started.
- All sail and rig components should be durable and designed to withstand the rigors of those not familiar with the sport.
- Components should be easy to use and have a wide range of compatibility.

ACHIEVED BY:

- Heavy-duty construction and a PVC window for high resistance against impact, abrasion and UV rays.
- Low luff tension and adjustable head fittings means the Xperience sail fits a wide range of masts. Masts are compatible with NeilPryde Matrix extensions and booms.
- Smaller sizes are produced with no foot batten to reduce the weight, making these sizes ideally suited to youth sailors.
- Larger sizes include four battens for improved power and stability in light winds. Ideally suited for the adult beginner and progressive learning into low speed longboard tacks and gybes.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
1.9	1.25	283	112	0	2	none	Xperience 340	BNPEX019
2.6	1.55	320	133	0	2	none	Xperience 340	BNPEX026
3.3	1.90	347	146	8	3	none	Xperience 340	BNPEX033
4.0	2.35	369	163	0	4	none	Xperience 380	BNPEX040
4.7	2.60	414	168	0	4	none	Xperience 420	BNPEX047
5.5	2.85	440	183	20	4	none	Xperience 420	BNPEX055
6.2	3.00	470	195	10	4	none	Xperience 460	BNPEX062

Xperience Masts

Durable, fiberglass mast ideally suited for the Xperience range.

MAST	CODE
Xperience 340	RMEX340
Xperience 380	RMEX380
Xperience 420	RMEX420
Xperience 460	RMEX460

Xperience Booms

Light weight, fully adjustable aluminium booms with a simple and easy to use front-end attachment system.

BOOM	CODE
Xperience Boom 110-150	RBEX110
Xperience Boom 150-190	RBEX150

sail technology

NeilPryde's 2007 Collection represents a continued development of the 'frame' concept of sail design. The frame concept integrates performance, materials, construction technique, and the look of the sail into one complete package. This ensures that you have a sail that not only performs well on the water, but also that the material used in the construction of the sail reflects its ultimate function.

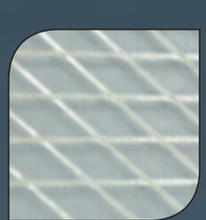
The evolution of the frame concept is evident in the look of the sail. Panels of coloured and metalised X-Ply radiate from the critical load bearing points of the sail such as the head, the clew, and tack. These panels are strongly contrasted with the background sail colour to create a distinctive and striking look. Whilst this is predominantly an aesthetic feature, it visually reinforces the frame concept's philosophy of using the right material in the right place, and according to the function of the sail.

The frame concept's holistic approach can also be seen within the performance parameter of the sails, where each year we endeavour to develop sails that have better handling, a wider wind range and improved performance and stability. For 2007 this is no exception. Every sail, in every size, has been prototyped, tested and re-tested to make sure that it meets the design objectives.

key frame concept features

INNER FRAME: MATERIAL AND STRUCTURAL INTEGRITY

The inner frame of the sail is built using a combination of adhesive Mark Cloth and durable X-Ply. These materials are used in varying quantities according to the function of each sail. The Wave and Crossover sails have a high percentage of X-Ply to ensure durability, while the flatwater sails have a much lighter construction to ensure lightweight performance and top end speed.



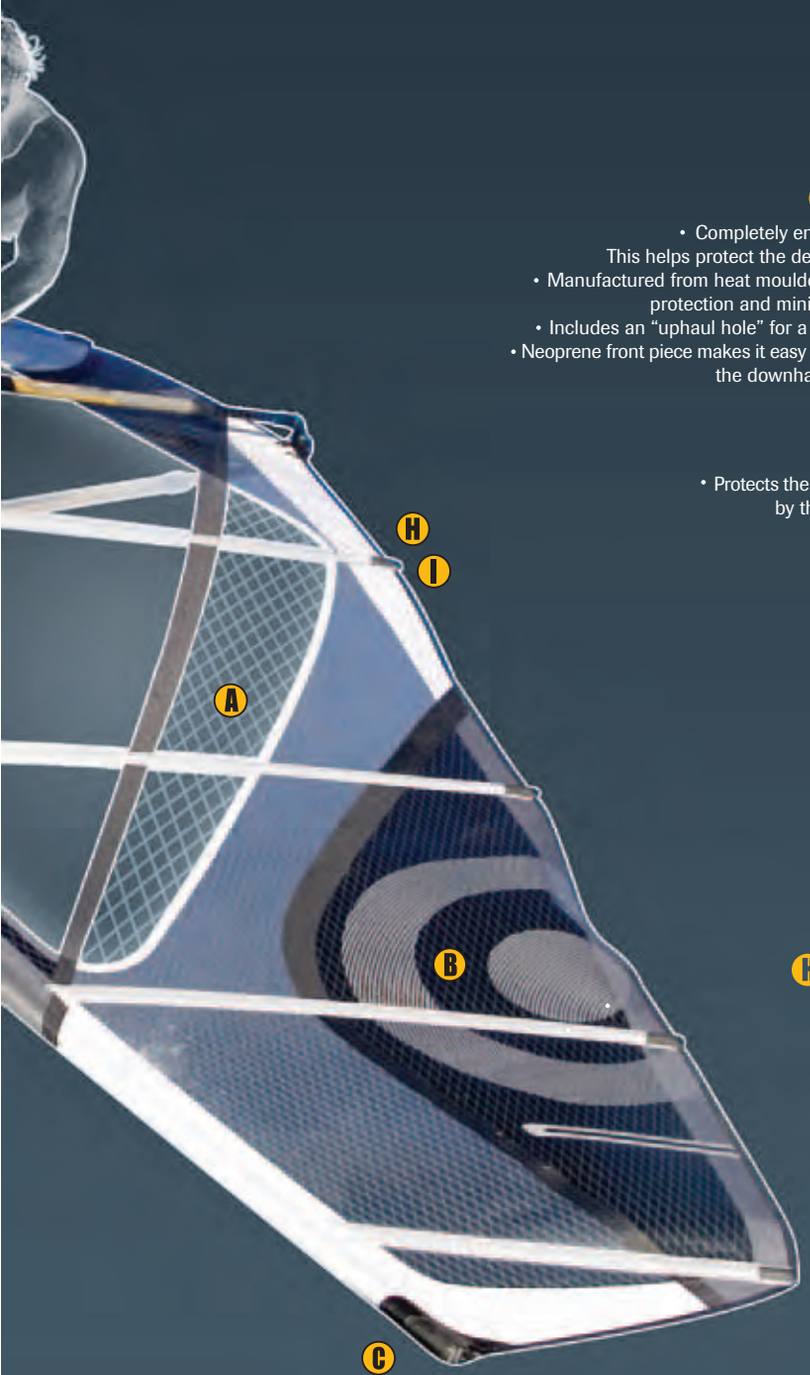
INSIDE THE FRAME: SPECTRA X-PLY A

The 2007 Combat and Excess make no use of monofilm material. Inside the frame, the main window of the sail is produced with Spectra X-Ply, which has the greatest tear resistance of any yarn used in all X-Ply's currently available on the market. To ensure strong multi-layer lamination, the Spectra used in NeilPryde sails is twisted with polyester which ensures the yarn is well anchored within the film layers.

METALISED X-PLY FOR UV RESISTANCE B

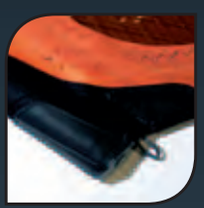
Using a process called vacuum metalisation, the tinted NeilPryde X-Ply includes a metallic coating that greatly reduces the damaging effects of UV rays. This is a technology that has been used with success in the yachting industry where the boats components are in constant exposure to the sun.

OUTSIDE FRAME: MOULDED PROTECTION



C MAST TIP CHAFE PROTECTOR AND 3D MOULDED HEAD FAIRING

• Protects the top of the sail from abrasion damage. Also includes an easy de-rigging loop. When de-rigging your sail, drive your screw driver through the loop and into the ground. Then pull out the mast without wrinkling the monofilm or X-Ply material.



D SAIL TOGGLE

• All NeilPryde sails now include an elastic loop and sail toggle system for keeping the sail rolled up during storage. Simply roll up your sail, loop the elastic around the toggle and forget about it.

E 3D MOULDED TACK FAIRING

• Completely encloses all pulleys and base elements. This helps protect the deck of the board from impact damage.
• Manufactured from heat moulded closed cell foam to offer maximum protection and minimal weight without water absorption.
• Includes an “uphaul hole” for a clean attachment of the uphaul rope.
• Neoprene front piece makes it easy to fold the tack fairing when threading the downhaul rope through the sail’s tack pulley.

F RUBBER FOOT PIPING

• Protects the foot edge of the sail from wear caused by the non-skid on the deck of the board.

G BOOM OPENING STIFFNER

• Stiffer material built into top of the boom opening. This makes it easy to insert the mast through the boom opening and into the luff pocket.

H HIGH GRADE PLASTIC BATCAMS

• Allows the rider to precisely tune and set the batten tension.
• Easy to open when replacing battens or adjusting batten tension.
• No tools required for tension adjustment.
• UV resistant material.

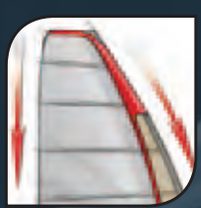
I POLYURETHANE (PU) MOULDED BATTEN END CHAFE PROTECTOR

• Protects the ends of the batten pockets from abrasion damage when rigging and de-rigging.

compact boom concept

The NeilPryde Compact Boom Length, introduced with the 2006 collection, significantly improves stability. This allows us to improve the control of the sail in 3 ways:

1. SHORTER "WORKING" BOOM LENGTH
The unique outline of the clew gives the rider a shorter "working" boom length. A shorter boom improves stability by limiting the movement of the draft, and gives the rider greater control over the increased bottom section surface area. When the sail is raked back, it also prevents the boom end from hitting the water on the larger freeride and racing sails.



2. RIDER FOCUSED SURFACE AREA
Sail surface area can be removed from the head and transferred down towards the rider. This places a higher percentage of the sail's surface area in direct connection with the boom, therefore ensuring easy control and powerful acceleration when fully sheeted in. The additional sail area in the lower section of the sail is supported by the "cross batten" that extends out beyond the end of the clew. Having less sail area in the head also gives the sail a much lighter feel.

3. IMPROVED SAIL TWIST
The Compact Boom length moves the attachment point of the sail further away from the leech. This gives the leech the ability to be more dynamic and twist further under high loads, again improving the stability and control of the sail.

Draft movement in overpowered conditions without compact boom length

Draft movement in overpowered conditions with compact boom length

The ideal draft position (deepest point in the sails profile) is approximately 30-35% back from the front of the sail. This is normally locked in with the shaping of the sail, battens, and cams (if included). However, as the load increases, the draft has a natural tendency to move back closer to 50% from the front of the sail, the midpoint between the mast and clew attachment points. The Compact Boom length shortens the length of the boom without changing the length of the sail (which is maintained by the cross batten). The draft is locked closer to its ideal position at 30-35% back from the front of the sail.

Try NeilPryde's crossover and freeride sails that include the Compact Clew, and feel ***THE DIFFERENCE.***

Pieter Bijl
Chief Tester
NeilPryde Windsurfing R&D

For 2007:

Control of the sails power is crucial to its performance. Throughout the development of the RS:6 the concept of using a lower aspect ratio evolved as a means to harness the sails power and enhance control. Subsequently this concept has been incorporated into the design of several sails in the 2007 collection.

The introduction of a more compact, lower-aspect ratio outline (a longer boom and shorter mast) means that the additional power generated by extra shaping is kept close to the riders' body. The increased boom length, and reduction in the size of roach, not only creates more power, but also lowers the "power triangle" (an imaginary triangle that joins the tip of the mast, the clew and the foot). This brings the sail area closer to the rider and delivers a significant increase in control.

key performance enhancing features

GENERAL SAIL FEATURES

★ **COMPOSITE MINI LEECH BATTENS**

Aerodynamic composite mini battens are sewn directly onto the upper sections of the sail for added stability and durability – without a significant increase in weight.

★ **KEVLAR™ SP CONSTRUCTION**

Utilising Kevlar X-Ply allows for lightweight and strong leech construction, particularly in the areas where the monofilm meets the leech. Kevlar X-Ply leech reinforcement helps with stability and durability.

★ **MULTI POSITION CLEW**

Multiple clew positions allow the rider to tune for a variety of conditions and sailor heights.

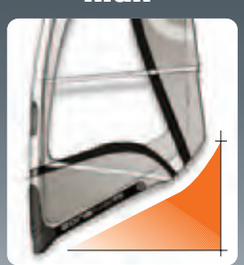
★ **TRIPLE ROLLER TACK FITTING**

A solid metal tack fitting of heavy duty construction.

Three large nickel plated rollers offering minimal downhaul friction over an extended lifespan.

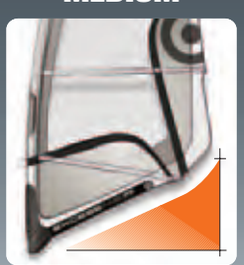
FOOT CURVE

HIGH



ALPHA
COMBAT
ZONE
EXPRESSION
SOLO < 5.0 (4 battens)

MEDIUM

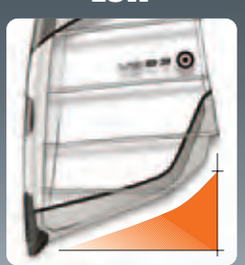


EXCESS
SABER
SOLO 5.5 - 6.0 (5 battens)

MEDIUM / LOW

SOLO > 6.5 (6 Battens)
V6

LOW



V8
RS|SLALOM

BATTEN CONFIGURATION

Rod- Solid fiberglass for optimum durability

Rod/ Tube- Solid fiberglass batten front combined with hollow tube for lightness and profile stability.

ALPHA

COMBAT

ZONE

EXPRESSION

EXCESS

SAIL SPECIFIC FEATURES

★ ROUNDED HEAD CONFIGURATION

A heavy duty construction with minimal drag combined with dynamic twist characteristics.

★ FLEXHEAD CONFIGURATION

A flexible head configuration including a tube/rod component batten allows the head of the sail to adjust dynamically to the wind by allowing twist along the horizontal and vertical axes. This dynamic twist reduces drag in the head of the sail, therefore increasing top end speed and performance.

★ CAM PRESSURE ADJUSTMENT SYSTEM

An innovative system using moulded spacers allows sailors to precisely adjust the pressure on each camber to fit their individual needs. Because not every sailor is the same size or needs the same amount of cam pressure, and because sails are not rigid structures (they stretch throughout their life), this system allows the sailor to always have the perfect mast/sail tuning.

★ SUPERCAM

Wide shouldered camber inducers (CI's) support accurate development of the sails' leading edge, promote draft stability and enhance rotation.

★ TUBE SPECIFIC BATTEN TENSION ADJUSTMENT SYSTEM

Light weight tube specific adjuster with an increased adjustment range.

★ LUFFGLIDE LUFFPOCKET MATERIAL

This material provides superior durability and stretch characteristics. Also, the slippery surface of Luffglide facilitates the insertion of the mast into the luffpocket as well as the rotation of the sail.

★ COMPONENT LUFFPOCKET CONSTRUCTION

A luffpocket construction technique used in all freerace and racing sails. Provides a low friction material in the cam area to facilitate camber rotation. A stretch resistant, lightweight material is used in the top of the sail to help reduce weight and stabilises sail entry.

★ NEILPRYDE COMPONENT BATTEN SYSTEM

A sail model and size specific batten system permitting placement of the draft at the optimal location. This maximises the sails' performance for the given design objectives and ensures overall stability across a wide wind range.

★ CNC TAPERED ROD BATTENS

Precise CNC (Computer Numeric Cutting) tapered heavy duty batten system.

• Sail proportions in some technical drawings may have been altered slightly to clearly demonstrate design features.

sail shaping and design

Sail shaping balances the speed and power of a sail with control and handling.

Shaping lower down in the sail will produce a little less power but increases manoeuvrability. Where as shaping higher up in the sail creates more drive and low-end power.

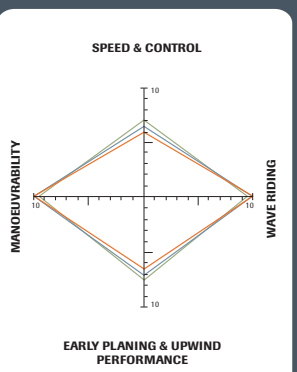
In the performance oriented sails this extra power is easy to control due to the profile stability supported by cams and tube-battens. In the manoeuvre and wave oriented sails, low shaping distribution provides uncompromised manoeuvrability.

WAVE

ALPHA

COMBAT

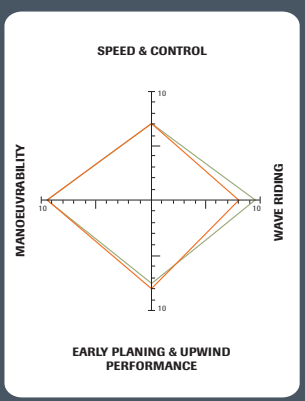
ZONE



WAVE CROSSOVER

ALPHA

EXPRESSION

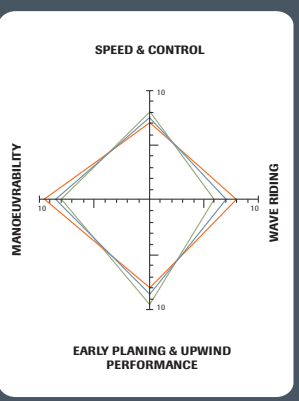


CROSSOVER

EXPRESSION

EXCESS

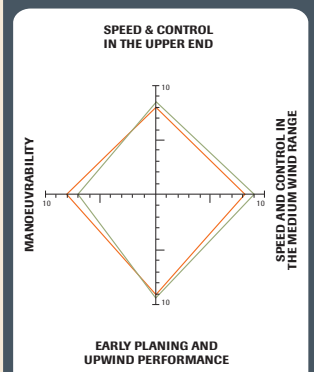
SABER



CROSSOVER FREERIDE

SABER

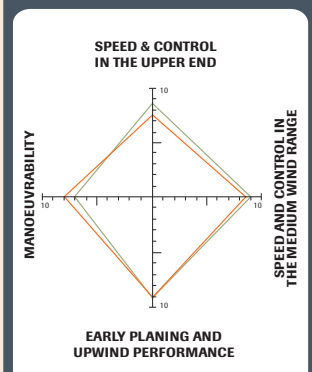
V6



FREERIDE

SOLO

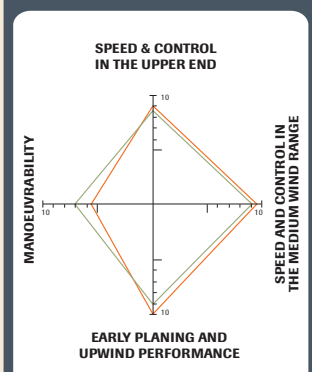
V6



FREERIDE FREERACE

V6

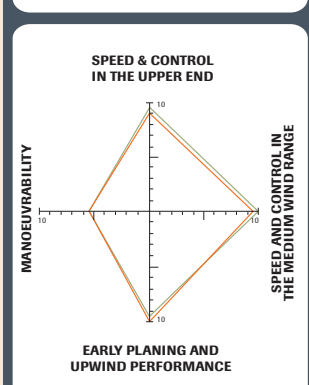
V8



FREERACE / RACE

V8

RS/SLALOM



sail overview

Sail

Specification

ALPHA

CONSISTENT POWER. CONSISTENT CONTROL

New for 2007, the ALPHA is a sail purpose made for onshore, less than ideal, wave-sailing conditions. It is the most powerful wave sail in the collection and is designed to deliver consistent power across a broad spectrum of conditions. With an entirely new configuration featuring a wider luff pocket, longer boom and reduced luff length, it was possible for the Design Team to create a powerful, yet forgiving, sail.

SIZE	4.0	4.2	4.5	4.7	5.0	5.4	5.8	6.2
LUFF	377	388	401	405	418	432	448	463
BOOM	156	160	163	167	171	175	179	184
MAST	370	370	370/400	400	400	400/430	430	430

COMBAT

ALL ROUND PERFORMANCE AND DURABILITY

The most versatile of the wave sails, the COMBAT is equally at home in huge onshore white water or side-offshore winds and peeling waves. This, combined with the COMBAT's reinforced X-Ply construction, results in a sail that no matter how much trouble you get yourself into, will see you on the other side.

SIZE	3.7	4.0	4.2	4.5	4.7	5.0	5.2	5.6
LUFF	371	385	393	403	410	418	425	441
BOOM	142	148	152	157	161	167	171	181
MAST	370	370	370	400	400	400	400	430

ZONE

INSTANT HANDLING. INSTANT RESPONSE

The ZONE is a light feeling, responsive wave sail particularly suited to sailing in classic "down the line" conditions. Less powerful than the Alpha and Combat, the ZONE is designed to feel neutral on a wave, thus making the sail ideal for tight bottom turns and cutbacks off the lip. In these conditions, visibility of the wave is important, so the ZONE has a large window allowing the rider to easily observe the critical section of the wave.

SIZE	3.5	4.0	4.2	4.5	4.7	5.0	5.2	5.6
LUFF	370	383	391	401	409	420	427	444
BOOM	142	149	153	157	161	168	171	179
MAST	370	370	370	400	400	400	400	430

EXPRESSION

LIGHT, POWERFUL, MANOEUVRABLE

Light, powerful and extremely manoeuvrable, the EXPRESSION is the crossover sail for those who windsurf predominantly flat water freestyle, but still want the versatility to go in to waves should the opportunity arise. With pronounced, forward oriented shaping and a new, lower-aspect outline the EXPRESSION delivers an unbeatable combination of power and control when you need it most.

SIZE	4.2	4.7	5.2	5.7	6.1	6.5	6.9
LUFF	388	403	419	436	452	468	482
BOOM	159	167	175	184	192	198	204
MAST	370	400	400	430	430	430/460	460

EXCESS

FAST. MANOEUVRABLE. DURABLE

There is no doubt that most windsurfing locations do not deliver the same, consistent conditions every time. Instead, your local sailing spot is as likely to be different from one day to the next as is the riders' desire to attempt different windsurfing disciplines. So, whether it's flatwater blasting, jumps, basic freestyle or even riding small surf, the EXCESS - being the most versatile crossover sail in the range - is perfectly suited to this sort of variety.

SIZE	5.4	5.9	6.4	6.9	7.4
LUFF	431	452	467	484	494
BOOM	179	186	192	198	209
MAST	430	430	460	460	460/490

SABER

ULTIMATE CAMBERLESS PERFORMANCE

Conceived as a super-x sail, the SABER has evolved into a dynamic combination of speed, control and manoeuvrability. With 7 battens, including 5 tubes, compact boom length and a race oriented profile, the SABER has all the power, acceleration and top-end speed critical for the pros on the supercross course and will be appreciated when racing your friends. Should the opportunity arise to attempt a move, be it a duck gybe, carving 360 or loop, the SABER's camberless design allows the rider the manoeuvrability to complete it.

SIZE	5.7	6.2	6.7	7.2	7.7	8.2
LUFF	424	440	458	474	494	507
BOOM	184	188	195	201	208	213
MAST	400	430	430/460	460	460/490	490

SOLO

LIGHT WEIGHT. EASY TO USE

A wide wind range with favoured performance in the low end, the SOLO is a no cam sail that handles smoothly in the gybes and has a softer feel than the V6 and V8. It is the ideal recreational sail and is great for intermediates just getting onto a plane, in the footstraps, and learning to gybe.

SIZE	4.5	5.0	5.5	6.0	6.5	7.0	7.5
LUFF	395	414	434	453	469	486	502
BOOM	165	173	180	187	197	205	211
MAST	400	400	430	430	460	460	460

V6

100% PURE FREERIDE

A combination of design features including 2 intercams, a classic flatwater outline and powerful shaping makes the V6 a sail that represents the essence of windsurfing; simple to rig, quick onto the plane, easy to handle and fun to use.

SIZE	6.0	6.5	7.0	7.5	8.0	8.5
LUFF	441	455	471	483	498	509
BOOM	183	193	202	208	215	224
MAST	430	430	460	460	490	490

V8

100% FREERACE

As a direct beneficiary of the NeilPryde Racing program, the V8 has many of the features found in the RS Series. With 2 cambers, a mid-size luff pocket and softer rotation than a race sail, the V8 represents a perfect balance between high end performance, solid low end power and easy handling.

SIZE	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.8	10.6
LUFF	453	463	477	490	501	515	526	545	562
BOOM	189	196	203	211	219	227	234	247	260
MAST	430	460	460	460	490	490	490	520	520

RS/SLALOM

REAL WORLD RACING

New for 2007, the RS:SLALOM is designed to take the high performance of NeilPryde's race sail, the RS:6, and build it into a sail that is simple to rig and easy to use. Designed around the X6 Mast, the RS:SLALOM features a combination of enhanced bottom end power and smooth rotation, making it the ideal sail for weekend racers; GPS speedsters and those simply looking to go faster than their friends.

SIZE	5.4	5.8	6.2	6.7	7.2	7.8	8.4	9.2	10.0
LUFF	423	439	455	472	485	503	520	532	558
BOOM	179	185	192	202	209	216	225	238	254
MAST	400	430	430	460	460	490	490	490	520

RS/6

RELENTLESS PERFORMANCE

Relentless testing, relentless development and a relentless desire to win on the race course. That's what's driven the evolution of all RS Racing sails. Designed by Robert Stroj and developed by TeamPryde racers from around the world, the RS:6 is the most advanced competition sail ever to carry the NeilPryde name. The RS:6 delivers excellent control whilst maximizing the speed potential of the rig in both low and high end conditions.

SIZE	4.6	5.0	5.4	5.8	6.2	6.7	7.2	7.8	8.4	9.0	9.8	10.7	11.6	12.5
LUFF	391	407	424	440	456	471	485	505	521	527	549	573	595	610
BOOM	167	172	178	187	193	202	209	216	225	245	255	269	282	293
MAST	370	400	400	430	430	460	460	490	490	490	530	530	580	580

	Specialist Use	WAVE	CROSSOVER	Flatwater	RACE
	Wave				
	Wave				
	Wave				
	Freestyle Wave				
	Freemove				
	Super x				
	Freeride				
	Freeride				
	Freerace				
	Freerace Slalom				
	Slalom Formula				

Eyal Shelef


= COMPATIBILITY =
= SYNERGY = PERFORMANCE

matrix system

The NeilPryde Matrix rig system is all about compatibility. All NeilPryde sails are designed to work with and on all NeilPryde rig components – in any combination.

The NeilPryde Matrix system features 3 different performance levels: X3, X6 and X9. The X3 and X6 masts and booms use the same design concepts as the high performance X9 range. The difference is in the material used, and consequently the weight, stiffness and cost. The X3 and X6 utilise less exotic, or a combination of, materials – this is the means of balancing performance with accessibility. The X-Combat range of reduced diameter masts and extensions is designed specifically for durability and high performance in heavy wave conditions.

All NeilPryde sails are designed and tested on NeilPryde rig components at X3, X6 & X9 level. As a result, each performance level is not only compatible, but is the ideal choice for any NeilPryde sail.

Masts

X3

Carbon

X6

Carbon

X-COMBAT

Carbon

X9 ULTRA

Carbon

Booms

Aluminium

Aluminium/Carbon Hybrid

Carbon

Extensions

Aluminium

Aluminium

Aluminium


Antoine Albeau

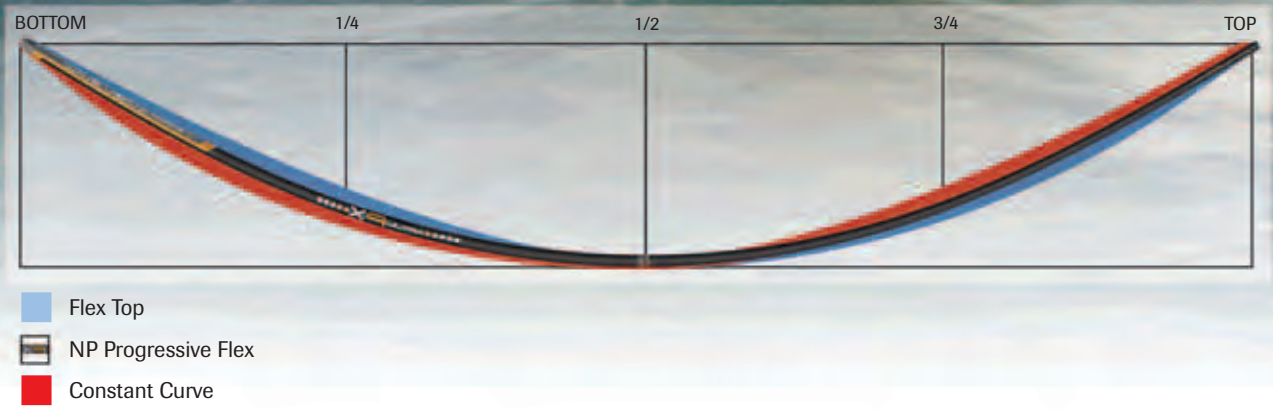
matrix system : mast technology

The mast is an extremely important and integral part of the rig. Sails are designed around a specific bend curve and stiffness meaning that when the right mast is used in the right sail, the sail creates a designed profile depth and twist distribution. When used on the water and facing changes in wind strength and direction, a rig with the right mast will react as a single cohesive unit, efficiently turning the power of the wind into lift and speed while maintaining profile stability.

The X9 Ultra mast is now a proven performer in both the waves and racing. The X3 and X6 are produced on exactly the same mandrels as the X9 mast. Using the same mandrel designs ensures a close match of the bend curve across the whole range. All X3, X6 & X9 Matrix System masts have exactly the same internal diameter, with the tapers of the mast logically producing the desired bend curves - the NeilPryde **Progressive Flex** bend curve.

The development of the Progressive Flex bend curve in the NeilPryde Matrix System mast range, allows us to carry the performance characteristics of the X9 mast through to the X6 and X3. The X9 is the ultimate in performance due to the high modulus pre preg fibres used. The X-Combat maintains this performance but increases durability for heavy wave use, while the X6 and X3 share the same bend curves and bring high performance a to wider range of sailors.

All NeilPryde masts are the ideal masts for NeilPryde sails, and using these masts will optimise the performance of your sail. All you have to do is decide the precise level of performance that you are looking for.



Flex Top
NP Progressive Flex
Constant Curve

NEILPRYDE'S PROGRESSIVE FLEX

Over the years NeilPryde has developed the "Progressive Flex" bend curve to truly maximise sail performance. Twist is one of the most important characteristics of sail design, and the "Progressive Flex" bend curve allows the sail to twist as dynamically and efficiently as possible.

NeilPryde's "Progressive Flex" bend curve maximises sail performance and twist in two ways:

1. It combines a stiffer bottom section with a lightweight and responsive top section. A stiffer bottom section is required for draft stability and power, while the lightweight and responsive top section provides release in the head of sail for control.

2. The defined taper of the mast improves its responsiveness and dynamic performance. It does this by progressively flexing depending on the wind strength and the amount of load in the rig.

Simply speaking, as the wind strength increases, a sail will twist and the mast will bend from the top downwards. In light winds, only the top of the sail will twist so maximum power is available to the rider. In stronger winds, the sail twist will extend further down the leech to increase the level of control. The better a mast can progressively react to changes in the wind speed, the better a sail can react giving the rider maximum power, control, stability and speed!!

Robert Stroj
NeilPryde Design

Jason Polakow

MAST SPECIFIC FEATURES

X3

- NeilPryde Progressive Flex bend curve
- Standard outside diameter mast with high wall thickness for durability
- Construction Process: Filament Winding
- Carbon content: 30%
- For those looking for a price-point, **performance** mast that has great compatability with all sails

X6

- NeilPryde Progressive Flex bend curve
- Outside diameter in between the X3 and X9 mast with a moderate wall thickness
- Construction Process: Filament Winding
  Carbon content: 50%-100% (length specific)
- For those looking for a **high performance** mast that works well with all sails, in all conditions

X COMBAT

- NeilPryde Progressive Flex bend curve
- Reduced diameter mast
- Construction process: Pre-preg Carbon Fibre
- Carbon content: 90%
- For those who demand **excellence in both durability and performance**

X9 ULTRA

- NeilPryde Progressive Flex bend curve
- Smaller outside diameter compared to the X3 and X6 ranges for ideal strength / weight / reflex ratio
- Construction process: Pre-preg Carbon Fibre
- Carbon content: 100%
- For those who demand **custom performance** with no compromises

MASTS	LENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE
X3 WAVE 370	370	16	1.95	30%	Semi Gloss	None	RMX3W370
X3 WAVE 400	400	19	2.15	30%	Semi Gloss	None	RMX3W400
X3 WAVE 430	430	21	2.30	30%	Semi Gloss	None	RMX3W430
X3 460	460	25	2.65	30%	Semi Gloss	None	RMX3460
X3 490	490	29	2.85	30%	Semi Gloss	None	RMX3490
X6 WAVE 370	370	16	1.90	50%	Semi Gloss	Standard	RMX6W370
X6 WAVE 400	400	19	1.95	55%	Semi Gloss	Standard	RMX6W400
X6 WAVE 430	430	21	2.00	65%	Semi Gloss	Standard	RMX6W430
X6 460	460	25	2.00	80%	Semi Gloss	Standard	RMX6460
X6 490	490	29	2.20	90%	Semi Gloss	Standard	RMX6490
X6 520	520	32	2.40	100%	Semi Gloss	Standard	RMX6520
X6 550	550	36	2.75	100%	Semi Gloss	Standard	RMX6550
X COMBAT 370	370	16	1.50	90%	Semi Gloss	Silver	RMQXC370
X COMBAT 400	400	19	1.70	90%	Semi Gloss	Silver	RMQXC400
X COMBAT 430	430	21	1.80	90%	Semi Gloss	Silver	RMQXC430
X9 ULTRAWAVE 370	370	16	1.30	100%	Semi Gloss	Silver	RMX9UW370
X9 ULTRAWAVE 400	400	19	1.50	100%	Semi Gloss	Silver	RMX9UW400
X9 ULTRAWAVE 430	430	21	1.65	100%	Semi Gloss	Silver	RMX9UW430
X9 ULTRA430	430	21	1.53	100%	Semi Gloss	Silver	RMX9U430
X9 ULTRA460	460	25	1.68	100%	Semi Gloss	Silver	RMX9U460
X9 ULTRA490	490	29	1.75	100%	Semi Gloss	Silver	RMX9U490
X9 ULTRA530	530	34	2.30	100%	Semi Gloss	Silver	RMX9U530
X9 ULTRA580	580	38	2.60	100%	Semi Gloss	Silver	RMX9U580

matrix system : booms

NeilPryde booms are designed to feature the best possible strength to weight ratio. In achieving this, they must also be stiff. Through the use of a monocoque (single piece) boom arm construction and a solid connection to the mast (newly improved for 2007), it is possible to deliver a stiff, light and strong boom.

Proven high performance technology is used for the construction of the X9, and in doing so, delivers the finest windsurfing boom available today. With a monocoque aluminium body and carbon tail, the hybrid construction of the X6 makes for a boom that is stiff, light and durable. The one piece aluminium body and tail of the X3 boom makes for an extremely durable unit.

How stiff the boom is will have a direct impact on how responsive your rig feels when you are on the water. Whether you choose an X9, X6 or X3, there is a level of performance suited perfectly to the amount of time you have to windsurf, your sailing style and location.

Remember, the wind can tell **THE DIFFERENCE**.

MAST SHIM

All NeilPryde 135cm, 145cm and 160cm booms are delivered with an RDM mast shim (for use on RDM masts). All other size booms are suitable for use on any NeilPryde mast without needing a shim – the redesigned oversized mast cup eliminates the need to use one.

GENERAL BOOM FEATURES

OVERSIZED MAST CUP – REVISED FOR 2007

The oversized mast cup increases the contact area of the boom attachment onto the mast. It minimises any play between the boom and mast connection, resulting in a direct transmission of power from the boom through the mast to the board. The oversized mast cup also provides an even load distribution as the boom attachment is spread over a wide area, thus reducing the chance of point loading on the mast.

MONOCOQUE CONSTRUCTION

All booms are made using a Monocoque (one piece) boom body. Depending on the boom, the tail will be made in either aluminium or carbon for increased stiffness and a smoother transmission of power from the rig through to the board. One piece construction eliminates the play between the joints at the boom head, reduces the point loading present at the screws and enables a completely smooth boom outline – without the flat spots at the front hand that are present in a conventional 3 piece construction.

X9 : Carbon body and tail.
X6 : Aluminium body and carbon tail.
X3 : Aluminium body and tail.

TWIN PIN LEVER ACTUATED TRIM LOCK ADJUSTMENT SYSTEM

Featured on all booms for ease of adjustment (except the X9 Race booms). The Twin pin design provides optimal load distribution and a stiff connection between the boom body and tail end.

INSIDE THE MONOCOQUE CONSTRUCTION

For the X3 and X6 booms, the monocoque construction is reinforced under the front end by a secondary layer of aluminium tubing (highlighted in red). This tubing is inserted inside the monocoque tube before it is bent into the shape of the boom. This additional reinforcement ensures that the X3 and X6 booms offer the maximum in stiffness and strength.

BOOM SPECIFIC FEATURES

X3 All Aluminium Boom

- Standard diameter handgrip for stiffness and comfort*
- Oversised Mast Cup in glass fibre reinforced injection moulding
- Monocoque Aluminium Boom Body
- Monocoque Aluminium Tail Extension
- For those looking for a price-point, stiff, performance oriented aluminium boom

X6 Aluminium/Carbon Hybrid

- Reduced diameter handgrip for ultimate comfort and control on the 135, 145, 160 booms*
- Standard diameter handgrip on 180, 200, 225 booms for stiffness and performance
- Oversized Mast Cup in carbon fibre reinforced injection moulding
- Monocoque Aluminium Boom Body
- Monocoque Carbon Tail Extension
- For those looking for enhanced performance achieved by hybrid construction

X9 All Carbon Boom

- Reduced diameter handgrip for ultimate comfort and control on the 135, 145, 160 booms*
- Standard diameter handgrip and oversized tail end for optimum stiffness in the longer lengths
- Oversized Mast Cup in forged carbon composite material for lightweight and stiffness
- Monocoque Carbon Boom Body
- Monocoque Carbon Tail Extension
- X9 225-275 and 260-310 come supplied with an adjustable outhaul system for maximum tuning range
- For those who demand the ultimate in performance with no compromises

* 135, 145, 160 booms are delivered with a mast shim for use on any reduced diameter mast (RDM)

BOOM/LENGTH	ADJUST/ CM	WEIGHT/ KG	DIAMETER/ MM	MATERIAL & CONSTRUCTION FRONT END	BOOM BODY	BACK END	ADJUSTMENT	HARNESS LINE SCALE	RDM MAST SHIM	CODE
X3 135-185	50	2.35	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	✓	RBX3135E1
X3 145-195	50	2.40	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	✓	RBX3145E1
X3 160-210	50	2.50	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	✓	RBX3160E1
X3 180-230	50	2.65	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	–	RBX3180E1
X3 200-250	50	2.80	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	–	RBX3200E1
X3 225-275	50	3.00	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminium	Monocoque Aluminium	Twin Pin Lever	Yes	–	RBX3225E1
X6 135-185	50	2.45	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6135E1
X6 145-195	50	2.55	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6145E1
X6 160-210	50	2.70	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6160E1
X6 180-230	50	2.75	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6180E1
X6 200-250	50	2.90	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6200E1
X6 225-275	50	3.05	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminium	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6225E1
X9 135-185	50	2.20	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9135E1
X9 145-195	50	2.35	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9145E1
X9 160-210	50	2.55	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9160E1
X9 180-230	50	2.80	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9180E1
X9 200-250	50	2.90	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9200E1
X9 225-275	50	3.05	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9225E1
X9 260-310	50	3.45	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9260E1

introducing the MXT extension and mast base system

The new Mono-Button Mast Base System (MXT) has been designed to combine the best features of existing UXT and XT Mast base technology – and in doing so create a stronger, more reliable extension and base system that is easy to use and, with the addition of the new 'Clamshell' Adjustment System, highly resistant to sand.

The MXT system is as simple and easy to use as the UXT. However, the MXT also features the durability and light weight of the 'Classic' XT system. With a single, large release button ensuring a secure, heavy-duty connection and ease of operation the MXT provides the user with the best of both worlds.

Through the use of the custom designed adaptor, the MXT system can be easily adapted for use with a UXT power base.

STRONG INTEGRATED PULLEY

The Mono-Button system features an entirely redesigned downhaul pulley arrangement.

- Monococque load carrying stainless caste structure – transfers load directly from the pulleys onto the extension tube without relying on any plastic components. This results in a significant increase in strength when compared with conventional extensions.
- The rope cleat has been integrated into the stainless caste structure for streamlined profile and maximum strength.

Unique asymmetric design for clean, friction free rope alignment and intuitive threading of the downhaul rope.

Integrated rope cleat.

Endurance tested highest grade spectra rope for best performance, reduced friction and longevity.

MXT MAST BASE

Large release button ensuring a secure, heavy-duty connection and ease of operation.

CLAM ADJUSTMENT SYSTEM

The Mono-Button extension also introduces a new 'Clamshell' Adjustment System.

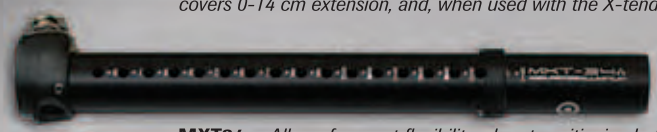
- Easy, user friendly operation in all temperatures.
- Heavy duty stainless steel construction – designed to sustain high loads.
- Positive engagement - completely unaffected by sand.
- Increased tube strength due to the absence of any grooves.

MXT – UXT ADAPTER

Enables MXT Extension to be used with a UXT Power Base.

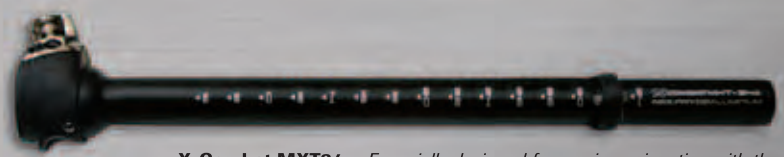
- Simple heavy duty design.
- Performance and strength is equivalent to UXT system.

MXT14 – *Designed to be used on its own or with the new X-tender, the MXT 14 covers 0-14 cm extension, and, when used with the X-tender, from 34-38 cm*

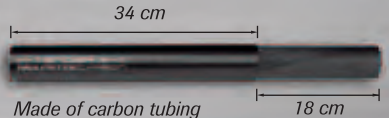


MXT34 – *Allows for great flexibility when transitioning between different mast lengths. The MXT 34 has been designed so that all NeilPryde wave and crossover sails will rig on this unit*

MXT48 – *Gives you the extra length needed for large sail sizes*



X-Combat MXT34 – *Especially designed for use in conjunction with the smaller diameter X-Combat masts*



Made of carbon tubing

X-TENDER – *Lightweight yet heavy-duty way to extend the mast while maintaining the optimum bend curve*

Ricardo Campello & Diony Guadagnino

matrix system : extensions

All NeilPryde extensions are made using aluminium for the best combination of strength and weight.

The X3 aluminium extension offers the highest level of durability at the best price point and comes in both XT and UXT mast base systems.

The MXT system, now used in all X6 extensions, combines the best features of the XT and UXT systems with an entirely redesigned downhaul pulley arrangement. This makes the X6 stronger, more reliable and easier to use. The new Clamshell Adjustment System allows for greater tube strength and resistance to sand interference while the large release button on the MXT Power Base creates a heavy-duty connection between the base and the extension.

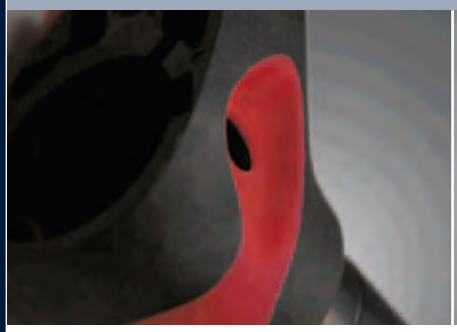
An adapter is available to enable the MXT extension to be used with a UXT base without compromising performance.

In 2006 the X-Combat extension was introduced for use in conjunction with the X-Combat reduced diameter wave mast. For 2007, the X-Combat extension is now available in the MXT and XT systems.

2007 also sees the introduction of a lightweight yet heavy-duty carbon mast extender. This component allows the user to extend their standard diameter mast whilst maintaining the optimum bend curve.

For more detail on the MXT system please refer to page 82.

X3 EXTENSION FEATURES



ENLARGED FINGERPRINT CAVITIES
For easy release of buttons in cold water.

EFFICIENT BUTTON AND SLIDING PLATE
On the UXT stops accidental release.

MARLOW ROPE
High quality pre-stretched marlow rope.

STAINLESS PULLEYS
Both XT and UXT feature stainless pulleys for less friction and greater durability.

ANTI CHAFE PIN
A steel pin under the plastic bridge (right above the clam cleat) stops the plastic chafing.

ROUNDED EDGES
Rounded bottom edges provide protection to your feet.

EXTENSIONS

X3

XT ALUMINUM

UXT ALUMINUM

EXTENSION	CODE
X3 XT 28	REX328
X3 XT 48	REX348
X3 UXT 28	REUX328
X3 UXT 48	REUX348

X6

MXT ALUMINUM

UXT ADAPTER

EXTENSION	CODE
X6 MXT 14	REMX614
X6 MXT 34	REMX634
X6 MXT 48	REMX648
MXT-UXT Adapter	REMUXT

X-TENDER

X-TENDER NEILPRYDECARBON

EXTENSION	CODE
X-TENDER	REXTDR

X COMBAT

X COMBAT NEILPRYDEALUMINUM

X COMBAT MXT NEILPRYDEALUMINUM

EXTENSION	CODE
X-Combat XT 34	REXC34
X-Combat MXT 34	REMXC34

BASES

- Fin box mast base system with urethane tendon, used by most professional sailors
- Release with twin-pin, universal-pin or MXT release system
- Low profile
- Wide surface area contacting board for better load distribution
- Grip padded plate for shock absorption and scratch protection of board deck

Power Base

Power U-Base

Power M-Base

BASE	CODE
Power Base	RPB
Power U-Base	RPUB
Power M-Base	RPM

Normen Günzlein

harnesses

HARNESSES: SHAPE IS EVERYTHING

NeilPryde's Equipment Collection aims to produce harnesses that match as closely as possible the shape of the human body.

3D Waist Harness

REDUCED WEIGHT AND IMPROVED COMFORT - 2 LAYERS 3D MOULDED.

The unique new technology used in the 3D Waist Harness enables the 2 outside layers (PE board and supportive outside layer) to be moulded together to form a single layer. This reduces both the weight and water consumption allowing the harness to become more compact and to hold a better form, resulting in a greater level of support and comfort.

The key area of shaping and support in a waist harness is the lower back. The 3D Waist Harness gives maximum support for the lower back through the raised 3D moulded cushion on the outer layer.

Dynamic Support is provided through:

- The harnesses close match to the concave shape of your back.
- Lower back support cushion moulded into the lower back region of the outside of the harness.

- The Vertebrae Support Cushion moulded into the lower back region of the outside of the harness.

Choosing The Right Harness:

Waist Harnesses

Wave and freestyle sailors tend to prefer a waist harness because it offers freedom of movement and a high degree of manoeuvrability.
Individual body shape is important when selecting a waist harness and particular attention should be paid to comfort around the hips.

The moulding on the 3D Waist Harness gives a greater degree of lower back support while the Waist Harness is slightly shorter in height, which may be preferable for those with a shorter torso.

Pieter Bijl and Micah Buzianis

Seat Harness

MAXIMUM DYNAMIC SUPPORT THROUGH 3-LAYER SHAPING

To closely match the shape of the hips and the seated area, and provide maximum comfort and support, NeilPryde's seat harnesses are split between 2-layer and 3 layer constructions in the back and sides of the harness respectively. This split construction allows the harness to completely wrap around the hip or seated area. Strategically placed front and back seams between the constructions further improve the shaping of the harness.

Dynamic support is provided through the very close fit of the harness.

- 2-Layer construction including pre-shaped EVA foams around the seated area provide maximum fit, support and comfort. Additional inner shaping points lock onto the hips to further improve the fit of the harness.
- Outer layer of woven material provides durability.

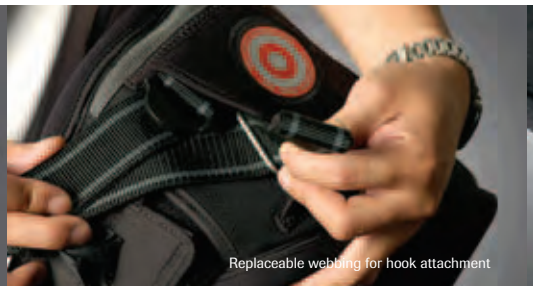
- 3-Layer construction on the side panels includes PE board to help diffuse the force from the harness attachment points.

Seat Harnesses

The seat harness is preferred by freeride, slalom and speed sailors because it offers more leverage over the rig and is better suited to sailing in overpowered conditions. The low position of the hook allows you to literally sit down on your harness and use all your body weight against the pull of the rig.
It is the level of comfort when hooked in that is crucial when selecting a seat harness.

The X-over seat harness allows the hook height to be adjusted up or down. This feature combined with increased back support gives you a seat harness with maximum versatility in your choice of hook height. The hook can be raised for high wind conditions or when just learning to use a harness. As rider experience and sail size increases, the hook can be lowered for greater leverage over the power of the rig.


Standard Harness System


Replaceable webbing for hook attachment


3D moulded cushion

Harnesses

3D Waist Pro Harness

Automatic GNPA1011
Standard GNPA1012

- Ideal for use in waves, freestyle, or general freeride cruising.
- Maximum dynamic support through NeilPryde's 2 layer 3D Shaping.
- Inside layer of mesh material and soft neoprene outside edge for comfort.
- Woven material on the outside for increased durability.
- 360° Powerstrap for flex limitation and additional support.
- Standard System: includes replaceable hook attachment webbing straps.
- Available in Automatic or Standard.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colours: Copper/Black

Waist Harness

Standard GNPA1003

- Ideal for use in waves, freestyle, orgeneral freeride cruising.
- Comfort support through shaping of the harness and an inside layer of soft EVA foam ribs.
- Inside layer of soft EVA foam and soft neoprene outside edge for comfort.
- 360° powerstrap for flex limitation and additional support.
- Handle added to the back of the harness for general purpose use.
- Standard system: includes replaceable hook attachment webbing straps.

Sizes US: XXS XS S M L XL XXL
Sizes Euro: 42 44 46 48 50 52 54
Colours: Copper/Black

ONE Waist Harness

Standard GNPA1005

- A purpose made harness designed to suit the smaller frame of youth sailors.
- Ideal for use in waves, freestyle, or general freeride cruising.
- Comfort support through shaping of the harness and an inside layer of soft EVA foam ribs.
- Inside layer of soft EVA foam and soft neoprene outside edge for comfort.
- 360° powerstrap for flex limitation and additional support.
- Handle added to the back of the harness for general purpose use.
- Standard system: includes replaceable hook attachment webbing straps.
- 20cm Standard Curve Spreader Bar.

Sizes: S L
Colours: Copper/Black

Kevin Mevissen

Automatic System

Quick Release System

ADULT SIZES		WAIST	
Euro	US	In	cm
42	XXS	23"-25"	58-63
44	XS	25"-28"	63-67
46	S	27"-30"	69-75
48	M	30"-32"	75-81
50	L	31"-34"	80-86
52	XL	33"-36"	85-91
54	XXL	35"-38"	90-96

NeilPryde recommend that all harnesses are tried on to confirm fit before purchase.

Seat Harness

Automatic GNPB1001
Standard GNPB1002

- Ideal for use in racing. Low hook position for maximum leverage on the rig.
- Small outline harness for maximum freedom of movement.
- Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs around the hips.
- Soft neoprene outside edge for comfort.
- Clip in leg straps.
- Standard System: includes replaceable hook attachment webbing straps.
- Available in Automatic or Standard.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colours: Copper/Black

Seat Harness X-over

Quick Release GNPB1003

- Ideal for use in freeride sailing, and for those looking for increased back support in a seat harness.
- Adjustable hook height for wide range of use and comfort.
- Adjustable back support straps for increasing back support if necessary.
- Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs around the hips.
- Soft neoprene outside edge for comfort.
- Clip in leg straps.

Sizes US: XXS XS S M L XL XXL
Sizes Euro: 42 44 46 48 50 52 54
Colours: Copper/Black

Spreader Bars

Auto GNPC1001
Sizes : XS-25cm S-30cm L-35cm

For use with waist harness

Standard Curve GNPC1002
Sizes : XXS-20cm XS-25cm S-30cm L-35cm

Quick Release GNPC1003
Sizes : XS-25cm S-30cm L-35cm

For use with seat harness

Standard Straight GNPC1004
Sizes : XS-25cm S-30cm L-35cm

Harness Lines

Fixed Harness Line

GNPD1001

- Low stretch rope with a tough transparent tube cover.
- Fixed length.

Colour: Grey
Length: 18 20 22 24 26 28

Travel Fixed Harness Line

GNPD1002

- Low stretch rope with a tough transparent tube cover.
- Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of Harness line for easy attachment and detachment. Simply loop webbing through the ring and go!
- Fixed length.

Colour: Grey
Length: 18 20 22 24 26 28

Vario Harness Line

GNPD1003

- Low stretch rope with a tough transparent tube cover.
- Neoprene covered adjustment buckle to protect the hands.
- Adjustable length with pull handle for easier function.

Colour: Grey
Length: 20-26 24-30

Travel Vario Harness Line

GNPD1004

- Low stretch rope with a tough transparent tube cover.
- Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of Harness line for easy attachment and detachment. Simply loop webbing through the ring and go!
- Neoprene covered adjustment buckle to protect the hands.
- Adjustable length with pull handle for easier function.

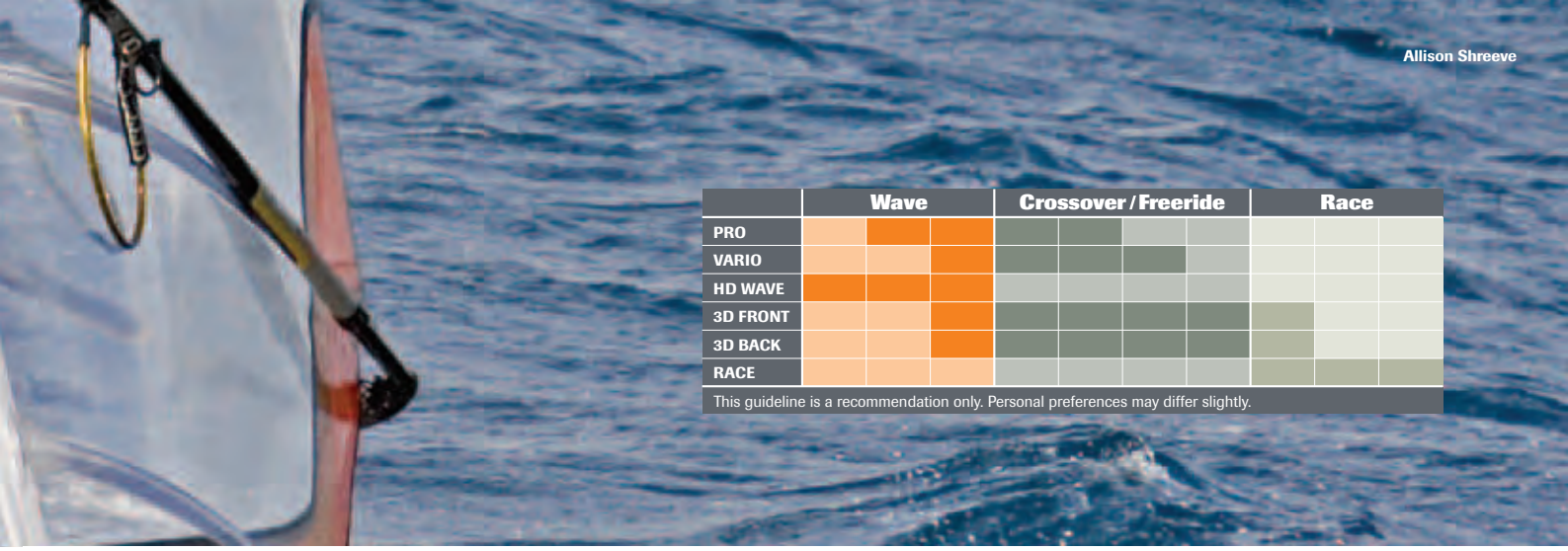
Colour: Grey
Length: 20-26 24-30

Race Vario Harness Line

GNPD1005

- Low stretch rope with a tough transparent tube cover.
- Adjustable length while windsurfing.
- Adjustment system with “release loop” and pull handle for easier adjustment while sailing.

Colour: Grey
Length: 20-26 24-30



Allison Shreeve

	Wave			Crossover / Freeride				Race		
PRO										
VARIO										
HD WAVE										
3D FRONT										
3D BACK										
RACE										

This guideline is a recommendation only. Personal preferences may differ slightly.

Footstraps

Pro Footstrap

GNPE1001

- Multi-purpose, adjustable footstrap for use in all conditions.
- Classic Velcro closure system - neoprene cover with optional length position.
- Durable neoprene plus additional foam provides extra comfort.
- High-density webbing sewn to PE stiffener provides good stand-up function.
- Plastic moulding for screw mount and anti-twist function.
- Neoprene covered multiple screw hole system.

Vario Footstrap

GNPE1002

- Multi-purpose, easily adjustable footstrap for use in changeable conditions i.e. booties vs. no booties where quick adjustments required.
- Easy strap-length adjustment from outside - no need to open neoprene cover.
- Durable neoprene plus additional foam provides extra comfort.
- High-Density webbing plus PE stiffener provides good stand-up function.
- Neoprene covered multiple screw hole system.

Heavy Duty Wave

GNPE1003

- Light weight, heavy-duty footstrap for use in the waves.
- Minimal construction with no Velcro adjustment for simplicity.
- Footstrap is only adjustable by changing position in the screw holes.

3D Front Footstrap

Left GNPE1004 **Right** GNPE1005

- Asymmetrically designed footstraps for the ultimate in comfort.
- Broad shaping of the strap provides a wide contact area for the foot.
- Body of strap in soft EVA foam for comfort.
- Wide point of the strap placed to the outside of the foot for support.
- Easy strap-length adjustment from outside - no need to open neoprene cover. Three layer closure for security.

3D Back Footstrap

GNPE1006

- Smooth, symmetrical outline for dual strap use on smaller boards.
- Maximum comfort through use of soft 8mm EVA foam.
- Easy strap-length adjustment from outside - no need to open neoprene cover. Three layer closure for security.

Race Footstrap

GNPE1007

- Lightweight and stiff footstrap designed for racing.
- Stiffness provided through minimum material.
- Multiple screw hole adjustment system: Footstrap is only adjustable by changing position in the screw holes.

Accessories

Uphaul Rope

GNPF1001

- Extremely light.
- Doesn't swing.

Uphaul Rope Deluxe

GNPF1002

- Comfortable and easy grip through increased diameter tubular foam sections.
- Doesn't swing.

Boom Protector

GNPF1003

- Boom protector for impact protection of the board.
- New shape for closer fitting of the boom head.

Mast Base Protector

GNPF1004

- Pre-formed protection for your toes.

Mast Protector

GNPF1005

- Extra protection for your board and feet.
- Designed particularly for use together with sails without extra padding built into the tack fairing.
- Split webbing closure straps wrap around either side of the base cleat, preventing protector from sliding down.
- Dual function design: Fits most rigs, both in the classic mast-base position, or upside-down and underneath the boom head for impact protection of the nose of the board.

Allison Shreeve

Roof Rack Pad

GNPF1006

- Velcro closure for use with oval or round racks.
- Secure ribbon to keep fabric cover and tubular foam together.
- Two pads per set.

Roof Rack Pad Deluxe

GNPF1007

- Zip closure with stretch zone for proper fit on different roof racks,especially on the larger “oval” diameter bars.
- Two pads per set.
- Non-slip, abrasion proof strip on the top side.

Heavy Duty Roof Rack Strap

GNPF1008

- Heavy Duty metal buckle for maximum security.
- Foam padding under buckle for protection.
- Two pieces per set.

Length: 5 m

Basic Roof Rack Strap

GNPF1009

- Metal buckle for load security.
- Foam padding under buckle for protection.
- Two pieces per set.

Length: 3 m

Universal Adjustable Outhaul Kit

RAOKUNI

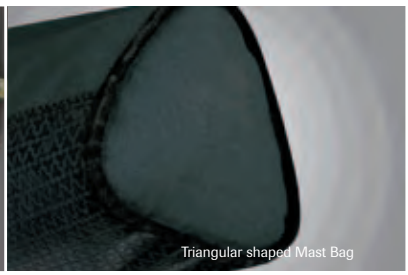
- Allows you to tune your rig as easily while sailing as you can when on the beach – regardless of the type of NeilPryde boom you use.
- Maximizes the tuning range of your sails. An absolute essential for racing or large freerace sails.
- This kit is designed to be used on any X3, X6 or X9 boom.
- Detailed installation instructions included.

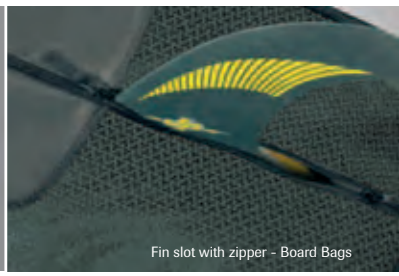
equipment bags

NeilPryde has developed its Equipment Bags with simplicity and function at the top of the list. It doesn't matter if you're one of NeilPryde's International Team Riders travelling the world, or you are simply going down the road to your favourite sailing spot, NeilPryde's technical bags are designed to make the job that much easier.


Removable Tool pouch of Equipment Bag Race


Equipment Bag 'Fin File'


Triangular shaped Mast Bag


Fin slot with zipper - Board Bags

Dimensions: 62 x 32 x 35 cm

Equipment Bag Wave GNPF1010

- Holds wave fins, extensions, bases, screwdrivers etc.
- Quick and easy access to bag contents through large main opening. No more digging around!
- Two specialised compartments: padded 'Fin File' and fold down, roll out Mast Extensions.
- Lined with water resistant Tarpee for wetsuit storage.

Dimensions: 85 x 32 x 35 cm

Equipment Bag Race GNPF1011

- Holds race fins, extensions, bases, screwdrivers etc.
- Quick and easy access of bag contents through large main opening. No more digging around!
- Three specialised compartments: padded 'Fin File' and fold down, roll out Mast Extensions and removable Tool pouch.
- Wheels for easier transport.
- Lined with water resistant Tarpee for wetsuit storage.

Mast Bag Multi

Mast Bag Multi 3 GNPF1012 **Mast Bag Multi 5** GNPF1013

- Multi 3 - Holds up to three 2 pc masts from 370 – 490 cm, incl. manufacturer's mast bags.
- Multi 5 - Holds up to five 2 pc masts from 370 – 580 cm, incl. manufacturer's mast bags.
- Non-slip shoulder strap.
- Triangluar shaped bag for easier packing and "sitting"

Dimensions Boom Bag 200: 210 x 50 x 16 cm
Dimensions Boom Bag 260: 270 x 65 x 18 cm

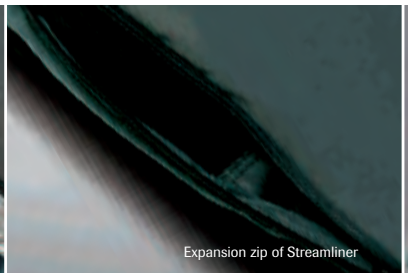
Boom Bag

Boom Bag Standard 200 GNPF1014 **Boom Bag Formula 260** GNPF1016

- Boom Bag Std. 200 – Holds up to 3 pcs 200-250 + 2 smaller size booms*
- Boom Bag Formula 260 – Holds up to 3 pcs 260-310 + 2 smaller size booms*
- Extra wide front for bulky front-end piece with reinforced PE Board for protection.
- Top loading function for easy packing.
- Adjustable internal strap.
- Carry handles.

**Sizes based on booms taken from the current NeilPryde collection.*


Roof Rack Strap Tunnels


Expansion zip of Streamliner


Off-road wheels


'Sliding' feature

Dimensions: 205 x 34 x 30 cm

Quiver Sail Bag

GNPF1017

- Holds up to 5 racing or 7 wave sails.
- Fits 12.5m sails and 580 masts.
- Shoulder strap with pocket for stowage when not in use.
- Extendable to 305 cm.

Streamliner Wave: 246 x 35 x 30 cm (not incl. expansion)
Streamliner Freeride: 261 x 39 x 33 cm (not incl. expansion)
Streamliner Formula: 305 x 39 x 30 cm (not incl. expansion)

Streamliner

Wave GNPF1018 **Wave Wheeled** GNPF1019

Freeride GNPF1020 **Freeride Wheeled** GNPF1021 **Formula Wheeled** GNPF1022

- Wave - Holds up to 6 sails and 3 masts in manufacturer's mast bags from 370cm to 460cm.
- Freeride - Holds up to 6 sails and 3 masts in manufacturer's mast bags from 370cm to 490cm.
- Formula - Holds 6 sails and 3 masts in manufacturer's mast bags up to 580 cm.
- Aerodynamic Design.
- Roof Rack mountable: Solid Sliding Roof Rack Strap Tunnels allow the easy feeding of roof rack straps through the bag even when fully loaded with sails and masts.
- "Sliding" feature ensures that the bag fits to a wide range of different cars and roof rack distances.
- All around expansion zip increases the volume by an additional 15 cm in height.
- Fully detachable straps.
- Wheeled Bags: Reinforced bottom and strong off-road wheels.
- Shoulder strap with pocket for stowage when not in use.

NEW

Dimensions: 254 cm x 56 cm

All In One Bag

GNPF1023

- 3 separate zippered compartments to fit;
- 3 masts in manufacturers bags max: 460cm
- Expandable sail compartment to hold 4-5 sails with a maximum mast length of 460.
- 3 booms max:180cm
- Heavy duty wheels and reinforced bottom
- Rubber carry handles
- Name card holder for easy identification
- Roof Rack Mountable: Solid Sliding Roof Rack Strap Tunnels allow the easy feeding of roof rack straps through the mast bag even when fully loaded.

Car Seat Cover

Standard GNPI1001

- Multi size fitting through stretch fabric zones.
- Easy installation
- May not fit seats with arm rests
- Should not be used with seats outfitted with built in air bags.

NEW

Available Sizes: 242, 252, 262, 272 cm

Performer Single

GNPG1011

- 8mm foam body for protection.
- Side zipper for easy access while on the roof of the car.
- Fin slot with zipper.
- Durability of bag edges through outside frame of Abrasion Resistant material.
- Shoulder strap and carry handle for ease of transport.

NEW

Available Double Wave Size: 252 cm
Available Triple Wave Size: 252 cm
Available Double Freeride Size: 272 cm

Heavy Duty Wave / Freeride Wheeled

Double Wave GNPG1012 **Triple Wave** GNPG1013 **Double Freeride** GNPG1014

- Double Board Bags – Hold up to 2 Boards or 1 Board and Booms (for airline travel).
- Triple Board Bag – Holds up to 3 Boards or 2 Boards and Booms (for airline travel).
- 8mm foam body. 15mm on nose and tail.
- Padded divider protection between boards.
- Top loading construction – For ease of packing and rail protection. Zip moved away from the critical rail area and impact zone.

Available Size: 262 cm

Heavy Duty Formula Wheeled

GNPG1005

- 8mm foam body. 15mm on nose and tail.
- Fully padded rail protectors for airline transport.
- Top loading construction – For ease of packing and rail protection.
- Zip moved away from the critical rail area and impact zone.
- Durability of bag edges through outside frame made of Abrasion Resistant material.
- Carry handle for ease of transport.

Standard Size: 242, 252, 262, 272 cm
Formula Size: 262 cm

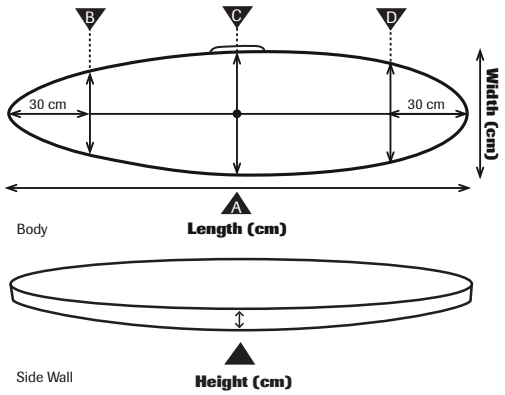
Board Cover

Standard GNPH1001 **Formula** GNPH1002

- 8mm foam body for protection. Fin slot with zipper.
- Side zipper for easy access while on the roof of the car.
- Carry handle for ease of transport.

board bag size chart

BOARD BAG SIZE CHART



Use the diagram in conjunction with the size chart below to help you choose the right size board bag to fit your board.

Match the five points(A-E) on the drawing with the corresponding points on your board for an accurate measure of which bag is right for you.

A= Length
B= Width 30cm from Nose
C= Width Mid Point
D= Width 30cm from Tail
E = Height

Please note that the sizing of the board bags below is with reference to the boards dimensions. Measurements of the actual bags are slightly larger to accomodate the actual height and shape of the board.

BOARD BAGS	A	B	C	D	E	BOARDS CONFIRMED FIT *
PERFORMER SINGLE	242	40	59	40	x	JP Radical Wave 64 II/69 III/74 III/79 II FWS, JP Real World Wave 69 II/76 III/83 III FWS, JP Freestyle Wave 78 II/85 II FWS, JP Super Cross 86 FWS, JP Slalom 84 Pro Edition, Young Gun 70/85 ES
	252	40	60	40	x	JP Radical Wave 64 II/69 III/74 III/79 II FWS, JP Real World Wave 69 II/76 III/83 III FWS, JP Freestyle Wave 78 II/85 II FWS, JP Super Cross 86 FWS, JP Slalom 84 Pro Edition, JP Young Gun 70/85 ES
	262	49	70	50	x	JP Real World Wave 91 III FWS, JP Freestyle Wave 93 II/102 II/109 FWS, JP Freestyle 91 III/100 III FWS, JP X-Cite Ride 100/110 FWS, JP Super Cross 96/106 FWS, JP Super Sport 116 FWS, JP Slalom 94 II Pro Edition
	272	55	82	65	x	JP Freestyle 109 III FWS, JP X-Cite Ride 120/130/145/160 FWS, JP Super Sport 126/136 FWS, JP Slalom 114 II/134 II Pro Edition, JP Young Gun 114 ASA
HEAVY DUTY DOUBLE WAVE / WHEELED	252	40	60	40	24	JP Radical Wave 64 II/69 III/74 III/79 II FWS, Real World Wave 69 II/76 III/83 III FWS, JP Freestyle Wave 78 II, 85 II FWS, JP Super Cross 86 FWS, JP Slalom 84 Pro Edition, JP Young Gun 70/85 ES
HEAVY DUTY TRIPLE WAVE / WHEELED	252	49	70	50	35	JP Radical Wave 64 II/69 III/74 III/79 II FWS, JP Real World Wave 69 II/76III/83 III/91 III FWS, JP Freestyle Wave 78 II/85 II/93II/102 II/109 FWS, JP Freestyle 91 III/100 III, JP X-Cite Ride 100/110 FWS, JP Slalom 84/94 II Pro Edition, JP Super Cross 86/96/106/116 FWS, JP Super Sport 116 FWS, JP Young Gun 70/ 85 ES
HEAVY DUTY DOUBLE FREERIDE / WHEELED	272	55	82	65	24	JP Radical Wave 64 II/69 III/74 III/79 II/69 II FWS, Real World Wave 76 III/83 III/91 III FWS, JP Freestyle Wave 78 II/85 II/93 II 102 II/109 FWS, JP Freestyle 91 III/100 III/109 III FWS, JP X-Cite Ride 100/110/120/130/145/160 FWS, JP Super Cross 86/96/106 FWS, JP Super Sport 116/126/136 FWS, JP Slalom 84/94 II/114 II/134 II Pro Edition, JP Young Gun 70/85 ES, JP Young Gun 114 ASA
HEAVY DUTY FORMULA / WHEELED	262	70	100	85	10	Most major Formula Windsurfing Board brands.
BOARD COVER / STANDARD	242	40	59	40	x	JP Radical Wave 64 II/69 III/74 III/79 II FWS, JP Real World Wave 69 II/76 III/83 III FWS, JP Freestyle Wave 78 II/85 II FWS, JP Super Cross 86 FWS, JP Slalom 84 Pro Edition, Young Gun 70/85 ES
	252	40	60	40	x	JP Radical Wave 64 II/69 III/74 III/79 II FWS, JP Real World Wave 69 II/76 III/83 III FWS, JP Freestyle Wave 78 II/85 II FWS, JP Super Cross 86 FWS, JP Slalom 84 Pro Edition, JP Young Gun 70/85 ES
	262	49	70	50	x	JP Real World Wave 91 III FWS, JP Freestyle Wave 93 II/102 II/109 FWS, JP Freestyle 91 III/100 III FWS, JP X-Cite Ride 100/110 FWS, JP Super Cross 96/106 FWS, JP Super Sport 116 FWS, JP Slalom 94 II Pro Edition
	272	55	82	65	x	JP Freestyle 109 III FWS, JP X-Cite Ride 120/130/145/160 FWS, JP Super Sport 126/136 FWS, JP Slalom 114 II/134 II Pro Edition, JP Young Gun 114 ASA
BOARD COVER / FORMULA	262	70	100	85	x	Most major Formula Windsurfing Board brands.

**This is not an extensive list of those boards that fit in the board bags, rather it is a list of those boards that are a "confirmed" fit. It should be used as a guide only to give an example of which boards with particular dimensions could fit the 07 Board Bags. We reccommend you take your board with you when buying a board bag to confirm the fit.*

voyager

Whether you are travelling the world, heading to the office or down to the beach the Voyager collection completes the NeilPryde collection with a stylish range of bags and accessories.
It's gear for people going places, designed and made by sail makers.

Colours: C1: Black/Grey
Dimensions: 40 x 75 x 30 cm

Duffle on Wheels GNL511001

- Large wheeled travel trolley with twin internal compartments, mesh dividers and internal elasticated restraining straps
- Telescopic handle
- Inline skate wheels
- Lockable zips
- Rubber carry handle
- Luggage lock

Colours: C1: Black/Grey
Length: 60cm

Classic Sports Bag GNL511013

- Practical multisport holdall with large capacity main compartment and organiser pockets
- Wide opening top
- Adjustable shoulder strap(detachable)
- Water resistant rubberised bottom
- Separate side compartment

Colours: C1: Black/Grey

Backpack on Wheels GNL511002

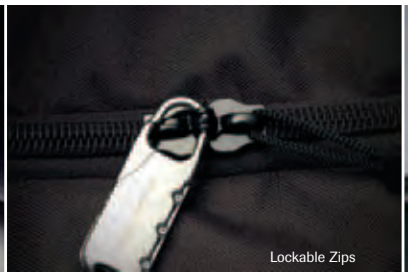
- Large wheeled backpack with dual side pockets and mutiple internal organiser pockets
- Suspended laptop computer sleeve
- Hideaway pocket for shoulder straps
- Mono Telescopic handle
- Inline skate wheels
- Easy find detachable keyring
- Lockable zips

Colours: C1: Black/Grey

Computer Briefcase GNL511005

- Suspended laptop computer sleeve
- Large organiser pocket behind front flap
- Adjustable shoulder strap(detachable)
- Multiple compartments
- Secure snap closure
- Easy find detachable keyring
- Rubber carry handle


Durable Wheels


Lockable Zips


Rubber Carry Handle


Headphone cable slot

Colours: C1: Black/Grey

Computer Backpack GNL511003

- Suspended laptop computer sleeve
- Large front organiser pocket with pen and card holders
- Multiple internal organiser pockets
- Moulded headphone cable slot
- Easy find detachable keyring
- Rubber carry handle

Colours: C1: Black/Grey

Computer Shoulder Bag GNL511004

- Padded laptop computer sleeve
- A4 internal compartment
- Large front organiser pocket
- Adjustable shoulder strap(detachable)
- Easy find detachable keyring
- Rubber carry handle

Colours: C1: Black/Grey

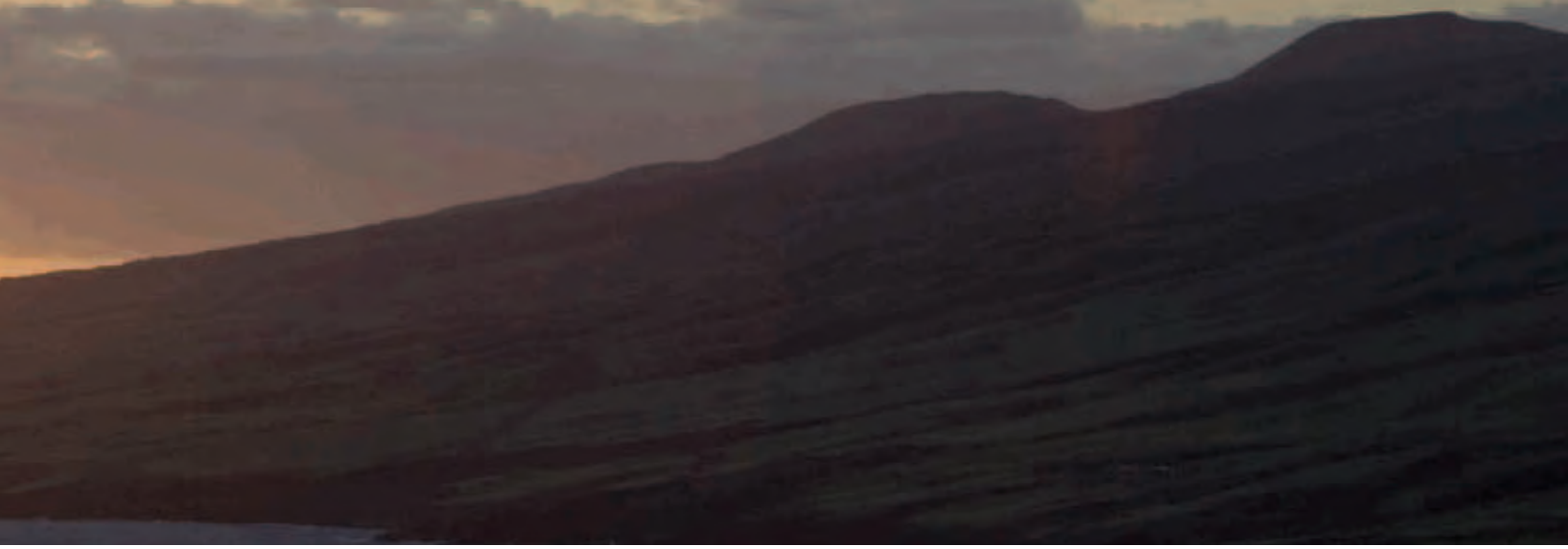
Street Pack GNL511006

- Large A4 internal compartment
- Internal pocket for CD/MP3 player
- Front organiser pocket with pen and card holders
- Comfortable adjustable straps
- Moulded headphone cable slot
- Easy find detachable keyring
- Rubber carry handle

Colours: C1: Black/Grey

Tough Pack GNL511007

- Large A4 internal compartment with 2 organiser pockets
- Internal pocket for CD/MP3 player
- Large front organiser pocket with pen and card holders
- Comfortable adjustable straps
- Moulded headphone cable slot
- Easy find detachable keyring
- Rubber carry handle




Detachable Keyring


Easy Pull Zips


Wallet Interior


Handy Travel Compass

Colours: C1: Black/Grey

Hanging Shower Kit GNL511008

- Large internal compartment with multiple organiser compartments for toiletry items
- Hanging hook
- Rubber carry handle

Colours: C1: Black/Grey

Hip / Shoulder Bag GNL511012

- Adjustable strap enables bag to be worn on the hip or over the shoulder
- Internal zippered compartment
- Front compartment with organiser pockets, pen and card holders
- Flap with secure snap closure

Colours: C1: Black/Grey

CD Case (20) GNL511011

- Padded and Zippered CD Carrying case with 20 easy-viewsleeves

Colour: C1: Grey

Billfold Wallet GNL511009

- Velcro closure wallet with currency and 6 card compartments
- ID card slot

Colours: C1: Black/Grey

Surf Wallet GNL511010

- Zippered closure wallet with currency and 9 card compartments
- Coin pocket

Kevin Mevissen

www.neilpryde.com