



### WATER TIME.

"I'm lucky enough to get quite a lot of water time. And even luckier to be able to get to some remote locations like this with perfect waves, good wind and just a few guys on the water. These trips are the best times of my year and I rely on having equipment that performs. Gear that is reliable. Easy and fast to set up.

If you want to get the most out of your water time check out the gear in the following pages. It's designed to windsurf all the waters of the world, but always carries a bit of north west Australia in its DNA."

BEN SEVERNE





### DESIGN IDEOLOGY.

A sail is only as good as the material it's made of.

Our panelled sails use the absolute best materials in the industry. Each material we use is custom designed for each specific section of the sail: lighter materials for the top of the sail to reduce swing weight, stronger materials for the high-impact foot section.

Unlike us, many sail manufacturers will use the same materials in the foot as in the head of the sail. If it is strong enough for the foot it is too heavy for the head, if it is light enough for the head it is not strong enough for the foot. So their uniform materials approach results in either heavy sails, or weak sails. Our materials technology makes lighter, stronger sails. Which one do you want?

And if you want to take it even further than that, our HyperSpider membrane sails take things to the next level; load-bearing fibres are placed EXACTLY where they are required in each sail. Fibre density is varied depending on the loads at every point across the sail – more fibre at the luff to transfer downhaul tension, fibre radiating out of the clew to disperse outhaul, plus every perimeter, batten and transverse load has a specific fibre path. The result is pro-level performance and incredible weight savings.

This year we also introduce our latest high-end construction, CarbonFusion. An extremely warp oriented Carbon, Dyneema and Technora laminate is aligned with the loads in the sail and then ultrasonically welded together to create an ultralight, ultra responsive skin. Elastic stretch is isolated to where it can effectively turn the sail into a spring that can be loaded up for explosive release. Featured on the S-1 Pro, CarbonFusion delivers pro-level performance.





### **PRO LEVEL PERFORMANCE**

HyperSpider is our full-color, load path membrane technology. This is the next level in reducing weight and increasing strength. Customised fibre layouts are engineered for each individual sail, and mapped to exactly follow every load trajectory. These are our most technically advanced sails yet.

An evolution of our SpiderFibre technology where we took sailcloth and added vectors of fibre to transfer load directly along the load-lines, HyperSpider does away with the sailcloth and just puts fibre down along EVERY load path. Every fibre is precisely laid to carry a specific load. All the loads and tensions in the sail are now carried by the fibre instead of the film. This makes it possible to use thinner films, which creates a much lighter, more flexible sail.

In a traditional sail, reinforcement is added as patches that are sewn on top of the panels. In a HyperSpider sail all the reinforcement is already built in, again reducing weight and increasing strength. The end result is a much lighter, stronger sail with an incredible feel.

Aligning the fibre exactly along the load paths means that stretch is able to be controlled to a level that was never possible in a panelled sail. What this means to the rider is a much bigger sweet spot: not only is the wind-range extended at both the top end AND bottom end, but the range of wind strengths where the sail feels perfect is much bigger.

The flexibility of the ultra-light membrane means that whilst the flying shape of the sail doesn't deform under load, the sail still retains a very soft, smooth feel. Feels like luxury.

### **HYPERSPIDER** 4.0

The fourth generation of HYPERSPIDER technology consists entirely of high-tech fibres: 1100dTex Technora for the body fibre, and now 1680dTex Dyneema® for the X-Ply to further increase strength.

Dyneema® is an ideal fibre for windsurf sails: it is UV resistant, has very high initial modulus numbers (second only to high modulus Carbon fibre), superior breaking strength, and high flex strength. The larger denier fibres enhance its rip-stop capabilities.

Technora is 8 times stronger than steel, and has excellent fatigue resistance. Its low creep characteristics make it ideal to carry the main loads in the membrane.

HyperSpider is the pinnacle of windsurf sail materials.

### HYPERSPIDER: THE WEB

the main load lines from the tack to the head. These disperse the high downhaul loads vertically throughout the membrane.







In a traditional X-ply sail, very few of the fibres are aligned with the load of the sail, this means the film takes the load, this means the film has to be thicker and heavier.

In a HYPERSPIDER sail each membrane is custom built for each sail size and model. Every fibre is aligned along its exact load paths, this means film thickness can be reduced making a lighter sail.



# BLADE PRO\_PREMIUM CONTROL

When only the best will do, there's nothing quite like the Blade Pro.

With its performance pedigree proven by Philip Koster's multiple World titles, the BladePro is more than capable of delivering the ride of your life. Butter-smooth handling and the stability to extend both ends of the wind-range mean you enjoy every minute of your time on the water.

This year's edition has been tweaked and tuned based on Koster's feedback, and is now Cyclopsready to get you on the water faster. Increased luff curve adds skin tension to hold the profile forward and low to maximise wind range. The control-oriented geometry sets the rake angles to maintain downforce at the mast base whilst setting the clew below shoulder height where it can be most easily managed. Stance is balanced with the upper shaping moved forward to put less pressure on the back leg and reduce fin load.

The HyperSpider membrane consists entirely of high-tech fibres: Technora for the body fibre, and now Dyneema for the X-Ply to increase strength. The pinnacle of windsurf sail materials.







4.2 / 4.7 / 5.0 / 5.3 / 5.7 / 6.2









### PRECISE. ALIVE. ELECTRIC.

Our search for higher performance has brought us CarbonFusion, the next level in load-path sail construction.

Carbon Fusion sails are composed of 3 key componants;

/ MATERIAL. / FUSED SEAMS. / LOAD PATH FRAME.

The result of these 3 key components effectively turns the sail into a spring. Load it up, and release for explosive performance.

"Feels like the future". BEN SEVERNE









### MATERIAL.

UNIDIRECTIONAL CARBON FIBRE + OFF AXIS DYNEEMA.

Unidirectional Carbon is aligned to all primary load paths and eliminates any stretch. Off axis Dyneema enables horizontal elasticity, allowing the sail to flex and react with lightning speed. Superior fibres deliver superior performance;

/ DYNAMIC.
 Carbon warp with no stretch combined with medium stretch 45° Dyneema.
 / STRONGER.
 Dyneema is one of the strongest fibres available.
 / LIGHTER.
 Carbon has the highest strength to weight ratio.

### FUSED SEAMS.

ULTRASONICALLY WELDED SEAMS.

Each carbon segment is ultrasonically welded in place. This has multiple advantages over traditional sewing techniques;

### / STRONGER.

Full seam adhesion plus the benefit of not puncturing the films with needle holes. / LIGHTER. Removal of outer seam tapes and thread. / ACCURATE.

No seam shrinkage from outer tapes, or thread tension.

### LOAD PATH FRAME.

PANEL LAYOUT ALIGNED TO LOAD PATHS.

Each panel is strategically placed to align with the sails specific loads, on all sizes. This has multiple advantages over aesthetic panel layouts;

### / LIGHTER.

Aligning fibre accurately with the loads in the sail allows thinner films and much lighter sails. / **STRONGER**.

High density of Dyneema and carbon in specific areas.

/ LIGHTNING RESPONSE.

Carbon fibre transfers load instantly, without lag due to stretch.

### 1. PRIMARY LOADS

Primary loads run vertically between head and tack. Downhaul tension transfers directly through the warp oriented carbon.

### 2. FOOT LOADS.

Foot tensions transfer between the tack and the clew. High density fibre adds impact strength in this area.

### 3. LEECH LOADS

Leech loads run vertically up the leech, with dynamic loads tensioning the carbon and then springing back for explosive performance.

### 4. BODY LOADS

Body tension is transferred out of the head and clew.

S-I PRO\_PREMIUM MANDEUVERABILITY

The O2O S-1 Pro introduces CARBON FUSION, the next level in load-path sail design. Panels of highly warp oriented carbon fibre are welded together to form an ultralight skin that reacts and responds to rider input as if it's alive.

Each panel is oriented to allow horizontal elasticity, whilst locking up the vertical stretch. Core stability is maintained under load to maximise wind range. Dynamic flex with instant reflex creates a spring that can be loaded up for explosive release. Lock and load.

The S-1 Pro is a four batten layout in all sizes. Moderate back hand pressure provides the juice to power into any manoeuvre. Large monofilm window for maximum visibility. Ultimate performance.

Used by Jaeger Stone, the S-1 Pro has been developed to power up his style;
/ High stability to maintain profile integrity under extreme conditions.
/ Optimised window for pinpoint precision when attacking the lip.
/ Power on tap for turbo boost jumps and wave destruction.

/ CARBON FUSION / ULTIMATE PERFORMANCE



3.6 / 4.0 / 4.4 / 4.8 / 5.2 / 5.6





Our Premium Panelled sails combine our high-tech custom materials with traditional sailmaking cut and sew techniques to deliver acknowledged performance across a range of price points.





### SPIDERFIBRE

SpiderFibre is a fibreglass filament with very high tensile strength. Used to minimize weight and maximise strength.

Traditional sail-making utilizes small corner patches that diffuse the load approx 30cm, often ending before or even at a seam creating a weak spot.

We use a web of SpiderFibre that transfers the load out of the clew and across any seams to diffuse throughout the body of the sail. By using stronger, lighter fibres these radials measurably reduce weight and increase strength. Swing weight is also reduced as the clew patch weight has been replaced with lightweight vectors that extend the full width of the sail.

The result: Lighter, Stronger sails.



### AERO BATTEN POCKETS

In our quest to create a truly symmetrical sail we have developed the AERO BATTEN POCKET. Rather than add the batten pocket on one side of the sail, the panels of the sail are overlapped to create a channel for the batten. The tensioner is then loaded from both sides of the sail creating even tension across both sides of the foil.

The result is improved sail symmetry and reduced weight.



### IMPACT ZONE

**₽**€

Heavy duty materials are kept lower in the sail, the area traditionally prone to damage from knees and harness hooks. Twisted fibres and stronger yarns are combined with thicker films for maximum durability. This extra weight is kept low in the sail so it does not affect the swing weight and lightweight feel of the sail.

### eM4: HIGH LOAD LAMINATE

Based on the proven eM3 platform, the high load eM4 material features twice the amount of X-Ply fibre and increased film thickness to maximise durability. This new material allows weight reduction whilst maintaining puncture resistance and tear strength. Used in the lower impact zone in the sail.

/ SCRIM: POLYESTER / X-PLY: POLYESTER x 2 / GSM: 190GSM



# POWER ZONE

The mid section of the sail generates the sail's power and defines the vision through the window. Specific X-Ply materials are used to maximize visibility in our 100% X-Ply sails. Stronger fibres and our Twisted Fibre technology means that less fibres are required and allows for a wider spacing to give better vision.



### CONTROL ZONE

The upper section of the sail defines the control characteristics of the sail. To maximise the handling, we use the lightest materials in the main body, reducing both weight and swing weight.



### **T858: DYNEEMA WINDOW X-PLY**

Wide spaced X-Ply with white colored fibres maximises vision. T858 uses flat ribbons of Dyneema to keep the film as flat as possible so that vision is not distorted. Used in the window areas of selected sails.

/ X-PLY: DYNEEMA / GSM: 175GSM



### eM3: DURABLE AND LIGHTWEIGHT

Combining the performance of the e-series materials with maximum durability. The addition of a pre-preg polyester scrim has provided unique tear resistant characteristics. Off-axis loads are carried through the 22-degree X-ply fibres. The red and new blue adhesive maintain the UV resistance and tear strength, while the reduced film thickness significantly reduces the weight. The use in the upper panels reduces not only the overall sail weight, but also the swing weight, aiding manoeuvrability and control.

/ SCRIM: POLYESTER / X-PLY: POLYESTER / GSM: I60GSM

# BLADE\_CONTROL ORIENTED WAVE

The O2O Blade is a 5 batten wave sail with the perfect blend of power and control. For riders demanding dependable performance across a wide wind range you simply can't beat the stability and control that 5 battens provide. Based on this fundamental we built the Blade to be the ultimate all-rounder wave sail.

Increased luff curve adds skin tension to hold the profile forward and low to maximise wind range. A Dacron luff panel allows elastic expansion under load, furthering the draft-forward bias when conditions get extreme. The control oriented geometry sets the rake angles to maintain downforce at the mast base whilst setting the clew below shoulder height where it can be most easily managed. Stance is balanced with the upper shaping moved forward to put less pressure on the back leg and reduce fin load.

Constructed entirely out of premium X-Ply, the Blade is one of the most durable sails on the market, yet intelligent design means it's also one of the lightest. SpiderFibre technology has radically reduced swing weight whilst also creating a much stronger clew. Dyneema window X-Ply allows for unrestricted vision. Upper panels in eM3 reduce swing weight. The new highly durable yet lightweight eM4 material is used in the high load foot area. Double width seams lock every panel in place. Engineered for performance.

The O2O Blade is the sail to choose for all-round high performance.

/ IO0% XPLY / DOUBLE SEAMS EVERYWHERE. / BENCHMARK WAVESAIL



3.0 / 3.3 / 3.5 / 3.7 / 4.0 / 4.2 / 4.5 / 4.7 / 5.0 / 5.3 / 5.5 / 5.7 / 6.2 / 6.7







D20 S-I\_MANDEUVRE ORIENTED WAVE

The S-1 is a high performance 4 batten wave sail. The reduced batten count makes this sail light, flexible and responsive. Less structural rigidity gives a bigger sweet-spot, and allows the sail to auto-correct during wave-riding by giving the draft just enough movement to ensure constant power delivery.

Developed on an identical platform as the S-1 Pro, this year's S-1 replicates the dynamic performance in a more accessible construction. Skin tension has been increased on the larger sizes to allow for a wider range of rigging options;

/ Minimal downhaul for light wind power. Still maintains enough tension to stop the sail from distorting over chop or landing jumps.

/ Maximum downhaul for even better top end stability.

With it's 3 or 4 batten interchangeability the S-1 is an extremely versatile wave sail. The convertible batten system means the S-1 can be run as either a 3 or a 4 batten sail depending on conditions and preference. The S-1's very broad range of appeal is matched only by its wind range.

Shaping is located extremely low and forward in the sail, and with a 4th batten added becomes extremely stable. The dropped clew allows short boom lengths for manoeuvrability and boom rigidity.

Built in quality eM3 materials, SpiderFibre, and with a Dacron luff panel for smooth power delivery, this sail is engineered for performance. Now with eM4 in the lower panels to make the 020 S-1 stronger and lighter.

The S-1 is a manoeuvre oriented wave sail for the modern wave sailor.





3.3 / 3.6 / 4.0 / 4.4 / 4.8 / 5.2 / 5.6















Dedicated freestyle performance. The Freek is designed to give maximum lift, stability and easy ducking. Higher aspect ratios improve lift. The 5 batten layout means more stability and wind-range, and by utilising our high-tech materials technology actually weighs less than most 4-batten sails.

A dynamic relationship between luff curve and seam shaping enables the Freek to inflate further and faster for increased power and explosive pop, whilst still going neutral for reliable duckability. The higher skin tension adds stability and extends the wind range.

For O20 the centre of lift has been moved higher to increase leverage. The resulting pop is next level.

This year's Freek has a bigger difference between its loaded and unloaded states, so you can go from zero to massive in an instant. Explosive.

Dedicated freestylers will rig the Freek with less downhaul with a tighter head for maximum lift, freestyle wave riders may use more downhaul for more control in a wider range of conditions.

The O2O Freek gives maximum freestyle performance.





3.3 / 3.6 / 4.0 / 4.4 / 4.8 / 5.2 / 5.6 / 5.9 / 6.3









### GATOR\_PROGRESSIVE FREERIDE

From lightwind freeriding to high-wind blasting, the Gator is the sail to maximise your stoke EVERY session.

Freeride windsurfing is all about blasting around at speed and being able to change direction at will. With that in mind we've designed the Gator to get you up and planing earlier, and when the wind picks up keep you in control longer.

Flexible materials are used in key sections of the sail to make it inflate instantly and generate usable power fast. Precision shaping keeps this power low and forward where it can be controlled, extending the upper wind limits of the Gator. The manoeuvre-oriented geometry keeps the boom lengths short so you can throw a gybe or hook a turn wherever you choose.

100% X-Ply construction means durability. The Gator is built for progressing riders and stronger materials are there for when things don't quite go to plan...

### PROGRESSIVE GEOMETRY

Every size is designed to echo the demands of the aggressive freeride rider in any wind and water conditions. A consistent feel across all sizes makes it easier when changing up or down. The smaller sails feature a higher cut foot and geometry biased towards wave and high wind bump and jump. Larger sizes have a lower cut foot to generate more drive in lighter winds but still maintain the light, throw about feel.

Batten count is optimised for every sail size to maintain a consistently soft, springy feel and maximize stability.

/ 100% XPLY
 / eM3 UPPER - LIGHTWEIGHT DURABILITY AND FLEX
 / X-PLY BODY - RELIABLE DURABILITY
 / eM4 FOOT PANEL - INCREASED DURABILITY WITH REDUCED WEIGHT
 / SIZE SPECIFIC BATTENS - LIGHTER BATTENS IN LARGER SIZES, STRONGER BATTENS IN SMALLER SIZES
 / AERO-LINE BATTENS



3.7 / 4.0 / 4.2 / 4.5 / 4.7 / 5.0 / 5.3 / 5.5 / 5.7 / 6.0 / 6.5 / 7.0 / 7.5 / 8.0









### CONVERT\_VALUE FREERIDE

The Convert is a fully-featured freeride sail at an entry-level price.

An obvious choice for any progressing windsurfer, the Convert is purpose built to be easy to use. Weight is kept to a minimum, boom lengths are short and downhaul tensions are reduced for easier rigging and nice, soft handling characteristics.

The Convert is packed with features including dropped clew for shorter, more manageable boom lengths. The shaping and geometry are set up for a balanced, stable feel and a forward pulling drive for a relaxed, easy stance.

The 2020 Convert features dacron Flex Zones that absorb chop impact and gusts to give an incredibly smooth ride.

/ X-PLY CONSTRUCTION / DACRON FLEX ZONE / DROPPED CLEW / SEAMLESS HEAD AND FOOT CONSTRUCTION



### 4.2 / 4.8 / 5.4 / 6.0 / 6.7 / 7.5 / 8.5



Engineered for performance. The NCX defines the no-cam freerace category.

More than just race inspired, the O2O NCX takes design components directly from the Mach1 race sail to upgrade 3 main areas; Speed. Power. Stability.

Drag reduction was the key to increasing speed. AERO-LINE battens and Mach3 twist patterns dramatically improve the aerodynamics and make the O20 NCX the fastest ever.

More Power. Deeper profiles below the boom generate more horsepower that you can feel. Increased back hand pressure enables instant acceleration when you want to light it up.

Stability has been further improved by adding skin tension and reworking the batten skeleton to lock the power low and forward. The result is incredible control and impeccable handling. Combined with the shock-absorbing properties of a no-cam sail, this means a huge wind range.

/ MONOFILM BODY - MAXIMUM STABILITY AND PERFORMANCE / KEVLAR X-PLY LUFF PANEL - MINIMAL VERTICAL STRETCH WITH HORIZONTAL ELASTICITY / eM4 FOOT PANEL - INCREASED DURABILITY WITH REDUCED WEIGHT / TUBE BATTENS - HIGH PERFORMANCE STABILITY / AERO-LINE BATTENS



4.5 / 5.0 / 5.5 / 6.0 / 6.5 / 7.0 / 7.5 / 8.0 / 8.5 / 9.0



# TURBO GT\_SINGLE / TWIN CAM

The Turbo GT utilises cams to enhance foil stability and induce pre-set profile for power and drive through gusts and lulls.

All cams are positioned below the boom to lock the power zone very low in the sail where it can most easily be controlled. Swing weight is also improved by lowering all the hardware and allowing the upper sections to flex and exhaust freely.

The Turbo GT can be run on either RDM or SDM masts. Incredible rotation is the advantage on the RDM mast, and increased stability is the benefit of an SDM mast. Both options will deliver blazing speed, early planing and an ultralight feel.

AERO-LINE battens and Mach3 twist patterns dramatically improve the aerodynamics for a faster sail. Increased skin tension and a refined batten skeleton improve stability and extend the wind range.

The O2O Turbo GT delivers cam-enabled freeride performance.

/ MONOFILM BODY - MAXIMUM STABILITY AND PERFORMANCE
 / KEVLAR X-PLY LUFF PANEL - MINIMAL VERTICAL STRETCH WITH HORIZONTAL ELASTICITY
 / eM4 FOOT PANEL - INCREASED DURABILITY WITH REDUCED WEIGHT
 / TUBE BATTENS - HIGH PERFORMANCE STABILITY
 / AERO-LINE BATTENS
 / ROLLER CAMS
 / LIGHTWEIGHT CONSTRUCTION





The RDM Cam is installed on the smaller Turbo GT sizes (6.5 and down), and the bigger sizes come with two SDM cams installed. All sizes can be easily set up for either RDM or SDM masts depending on preference.

5.5 / 6.0 / 6.5 / 7.0 / 7.5 / 8.1 / 8.6 / 9.2







# 

The FoilGlide is NOT just a freeride sail with 'Foil' written on it... Specifically designed for foiling with focus on the following points;

### LIGHTWEIGHT.

This is one of the most important characteristics. And we do lightweight sails better than anyone. **SOFT.** Easier to pump. Doesn't need the stiffness as rig load is reduced once up and flying. **STABLE.** Need to reduce any draft movement as it affects the trim. Better to keep everything constant. Cams keep the sail profile stable and minimize any movement. **SHORT BOOMS.** Better control. The shorter boom length allows you to easily adjust your stance.

After the success of our foil racing sail, the HyperGlide, we have created a user-friendly freeride version – the FoilGlide. Sharing a lot of technology and ideology these sails are the ultimate for foiling.

The high aspect design is more stable, more efficient and more controllable. Keeps the boom lengths short and easy to manage. Combined with a tighter leech, the leverage is increased which gets you up and foiling with a smaller sail in lighter winds.

With only 4 battens and lightweight construction, the physical weight of these sails is significantly less than other sails. For foiling this makes maintaining trim much easier, and just a lot more fun to use. Less battens as well as less skin tension makes the FoilGlide soft and easy to pump up onto the foil.

The FoilGlide is THE choice for freeride foiling.





RDM Cams are installed on the FoilGlide, and are recommended for all sizes. FoilGlide can be easily set up for either RDM or SDM masts depending on preference.

5.0 / 6.0 / 7.0





# HYPERGLIDE\_FOIL RACING

The HyperGlide2 is the result of an intense R&D program with the 2018 PWA foil racing World Champion Gonzalo Costa Hoevel. It's high aspect design delivers winning performance and range. Some of the notable design features of the HyperGlide2 sail are;

- / 7 batten design to allow the profile to inflate quicker under less induced load
- / Lighter cam system as weight is critical in foil sails.
- / Reduced boom length improves control and handling.

The result of this R&D is revolutionary. Faster both upwind and downwind, the high aspect wing extends the wind range allowing bigger sails to be controllable even when the wind picks up. The results speak for themselves with constant podium finishes across the world, making the HyperGlide2 the most sought after sail on the market.



8.0 / 9.0 / 10.0



# OVERDRIVE M3\_SLALOM

The OverDrive focuses on maximum reaching speed with increased twist and less back-hand pressure. A lighter weight means improved handling characteristics.

A moderate width sleeve, 7 battens and 3 cams provide draft stability through a huge wind range. Combined with a higher aspect ratio, the OverDrive M3 has impeccable handling characteristics; a lightweight feel, with softer flex.

Smaller sizes (5.5 and down) have 6 battens to increase flex and control for when conditions get extreme.

The OverDrive M3 benefits directly from advances made on the Mach3 development. Increased depth below the boom adds drive and stability whilst the mid and upper leech have been opened more to decrease drag. Flow aligned battens further improve aerodynamics. The resulting performance is explosive acceleration and big numbers on the GPS.

Key differences between the Mach1 and OverDrive are;

/ Sleeve width: 33% narrower than Mach1 for lower weight and less water retention.
/ Boom length: approx. 10cm shorter on most sizes for less back-hand pressure.
/ Lighter, softer feel.

MONOFILM BODY - MAXIMUM STABILITY AND PERFORMANCE / KEVLAR X-PLY LUFF SLEEVE - MINIMAL VERTICAL STRETCH WITH HORIZONTAL ELASTICITY / TUBE BATTENS - HIGH PERFORMANCE STABILITY



4.6 / 5.0 / 5.5 / 6.2 / 7.0 / 7.8 / 8.6 / 9.4





The Mach3 development started in January with Matteo lachino and Gonzalo Costa Hoeval. The goal was to improve low-end acceleration and power without negatively affecting the top end performance or ultralight handling.

We achieved this primarily by raising the Centre of Lift higher in the sail, increasing the leverage. Clew height and geometry were then tuned to keep the light handling characteristics and feel. With 7 battens in all sizes, the Mach3 inflates faster and reacts to gusts quicker for epic acceleration. Less battens means less weight. One of the lightest race sails on the market, if not the lightest.

Pure Performance.

AVAILABLE 4TH QUARTER 2019

MONOFILM BODY - MAXIMUM STABILITY AND PERFORMANCE / KEVLAR X-PLY LUFF SLEEVE - MINIMAL VERTICAL STRETCH WITH HORIZONTAL ELASTICITY / TUBE BATTENS - HIGH PERFORMANCE STABILITY

UPGRADES FOR 2020 / BETTER LOW END PERFORMANCE / REDUCED WEIGHT / IMPROVED SPEED AND ACCELERATION







### **REDBACK** SCALED DOWN TECHNOLOGY

Size matters. Not only a kid's sail, the RedBack is designed around the ergonomics of the smaller rider. Lower clew and boom cutout, as well as lower skin tension to suit lighter weight sailors. By matching the rig's geometry with rider height, control and performance are enhanced.

This is a real flexing sail, built on scaled down technology allowing even the smallest sailors to push their limits. It is sold as a package for simplicity and compatibility. Or as separate components, all designed around smaller rider ergonomics.

Sizes 2.6 and down use 3 battens for minimal weight. The larger sizes, 3.0 to 4.7 are based on the S-1 with 4 battens for improved stability and wind-range. All sizes use premium eM3 materials for maximum performance.

/ TARGETED GEOMETRY AND SHAPING / PACKAGE OPTION / PREMIUM MATERIALS

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAS
2.0	276	113	З	1.8	ADJ	SEVERNE 300
2.3	284	117	3	1.9	ADJ	SEVERNE 300
2.6	299	122	3	2.0	ADJ	SEVERNE 300
3.0	325	140	4	2.1	FIXED	SEVERNE 300
3.4	345	142	4	2.3	FIXED	SEVERNE 340
3.8	360	144	4	2.4	FIXED	SEVERNE 340
4.2	373	155	4	2.5	FIXED	SEVERNE 370
4.7	399	160	4	2.6	FIXED	SEVERNE 370





Notification test test to 2011 to 2012





The new Nano takes the compact waveboard concept to the next level. Experiments with rocker, bottom contours, surface area distribution and fin placement have delivered significant improvements in stability and all-round sailability. On top of that, acceleration and tight radius turning have also been enhanced with the addition of multiple channels in the tail. Aesthetics are aggressive. Performance is electrifying. Versatility is massive.

Inspired by Tomo's new-school surfboards, the Nano is a fresh wavesailing sensation. Its parallel rails mean the width is narrower than on a traditional board, which makes it feel like you're sailing a smaller board. The efficiency of the parallel rails means you're up and planing as if you were riding a bigger board.

Initially conceived as a small wave, onshore biased design, the Nano proved to be so much more:

### INCREDIBLY VERSATILE

Fast enough for onshore, stable enough for high speed, down-the-line wall rides. And then with the option of Thruster drive and power or Quad manoeuvrability.

### INSTANT ACCELERATION

An efficient rocker with low-drag entry gets the Nano up and moving with the slightest gust.

### FUNCTIONAL VOLUME

Volume distribution centres the volume where you need it, not up on the nose or right at the tail. This makes the Nano really efficient for its size. Small and efficient.

### NANO DIMENSIONS

Small. Its short length and narrow width makes the Nano extremely compact. Sure, it fits in the car easier, but the real benefit is a smaller rotational space; fits into hollow sections of small waves, or guick aerial rotations.

### **PROGRESSIVE RAILS**

Blending from thin, refined rails at the tail and through the stance, the rails get progressively fuller towards the nose. This automatically sets the trim when turning – the front rides safe and high, while the tail bites and drives through the turn.

### COMPARED TO THE MAKO

/ FASTER. ITS LOW-DRAG OUTLINE AND FASTER ROCKER INCREASE SPEED. / MORE DRIVE. THE WIDER TAIL GENERATES MORE LIFT TO GET YOU THROUGH FLAT SPOTS. / TIGHTER TURNS. THE COMPACT LENGTH AND TAIL CHANNELS ALLOW THE NANO TO TURN ON A DIME.

### COMPARED TO THE DYNO

/ LOOSER. LESS LOCKED IN, THE NANO LOVES TO TURN.

/ MORE RESPONSIVE. THE THINNER RAILS MAKE THE NANO MORE SENSITIVE TO FOOT PRESSURE. / SMALLER FOOTPRINT. THE COMPACT SIZE ALLOW THE NANO TO FIT INTO HOLLOW WAVE FACES BETTER.

### UPGRADES FOR 2020

- / CHANNEL BOTTOM DESIGN.
- / SURF OUTLINE.
- / More Powerful Tail.

SIZES 72 / 77 / 82 / 87 / 92 / 102



NE MILE , ESPERANCE, WA

NANO 2

HOTO: TWO GOAT MED



**I. PARALLEL OUTLINE** The parallel outline decreases drag and increases stability. Overall width is reduced which helps give the boards a smaller, more manoeuvrable feel. After careful balancing of the volume distribution the nose has been pulled in to reduce swing weight and speed up negative. up reaction.

2

Tail area has been increased for more power and drive.

**2. REFINED BOTTOM SHAPE** The double concave / V bottom shape remains. Total V has been reduced to improve acceleration and early

planing. Tail channels have been added to increase grip and surface area. Also acts as an extra tail kick for tighter turns.

### **3. COMPACT VOLUME DISTRIBUTION** The reduced length centres the volume where you need it. Optimised deck angles transition from reduced volume rails to high volume standing area.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	FIN BOX	THRUSTER FINS	QUAD FINS
72	215	54	6	3.0 - 5.0	SLOT BOX+	2 x 100 +1 x 170	2 x 100 +2 x 140
77	216	55	6.1	3.0 - 5.0	SLOT BOX+	2 x 100 +1 x 170	2 x 100 +2 x 140
82	217	56	6.2	4.0 - 5.3	SLOT BOX+	2 x 100 +1 x 190	2 x 100 +2 x 140
87	218	57.5	6.25	4.4 - 5.7	SLOT BOX+	2 x 100 +1 x 190	2 x 100 +2 x 150
92	219.5	59	6.3	4.7 - 6.0	SLOT BOX+	2 x 110 +1 x 210	2 x 110 +2 x 150
102	221	60	6.5	5.0 - 6.7	SLOT BOX+	2 x 110 +1 x 210	2 x 110 +2 x 160





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### 4. PROGRESSIVE RAIL DESIGN

**4. PROGRESSIVE RAIL DESIGN** The hard release edge at the tail of the board becomes progressively rounded and soft towards the front of the board. The apex of the rail becomes progressively higher through the forward sections to prevent catching. Bevels through the front sections raise the apex even higher for more clearance and increase the hit rate of landed moves of landed moves.

**5. FIN OPTIONS: GUAD** Quad fin set ups provide a responsive surf feel with grip and increased stability for faster down the line conditions.

### 6. FIN OPTIONS: THRUSTER

The thruster fin set up gives enhanced upwind ability and efficient speed and acceleration for both jumping and wave riding.



### PRECISION MANUFACTURE

Our design process combines the refinement of traditional hand shaping with the precision of digital manufacture.




If you love sending it down the line, smashing through lips, launching off liquid mountains and carving through bowls at full throttle then you'll know exactly what the Mako is all about.

Traditional outlines combined with modern design features give a fresh new take on the classic waveboard. Reduced widths and a pronounced hip between the feet recreate the parallel rail effect for efficiency, acceleration and drive.

Versatile enough for use in a wide range of conditions, the Mako can be ridden as quad for down the line S-turns or alternatively as a thruster for cross-onshore drive and upwind ability.

With its geometry focused on control and stability this board gives you the confidence to step up your wave game. A wider foot spacing and increased span between mast base and footstraps gives a very solid stance from which to power into any move.

Refined rails, reduced tail area and performance rocker mean that the Mako is the real deal.

COMPARED TO THE NANO / MORE CONTROL IN BIG WAVES OR ROUGH CONDITIONS. / MORE STABLE AT HIGH SPEED, FEELS MORE LOCKED IN. / WIDER STANCE.

**MSIZES** 79 / 84 / 91





IMO MULLEN FUERTEVENTURA

MAKC

HOTO: MATHIAS MOERMA



I. SURF OUTLINE The traditional surf style outline has been straightened up through the mid sections to create parallel rails to decrease drag and increase stability and control. Then flowing into a pinned out squash tail for grip and reliability through turns.

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**2. REFINED BOTTOM SHAPE** Single concave through the mid section adds acceleration and stability, then blends into V through the tail for release through turns.

**3. PROGRESSIVE RAIL DESIGN** The full, surf rails through the front section of the board allow the rail to be fully engaged without risk of tripping. Progressing into a refined release edge through the tail for grip and speed.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	FIN BOX	QUAD FINS (SUPPLIED)	AL
74	225	54	6.0	3.0 - 5.0	SLOT BOX+	2 x 100 + 2 x 140	1>
79	226	55	6.1	3.0 - 5.0	SLOT BOX+	2 x 110 + 2 x 140	1>
84	228	57	6.2	4.0 - 5.3	SLOT BOX+	2 x 110 + 2 x 140	1>
91	229	58	6.4	4.7-6.3	SLOT BOX+	2 x 110 + 2 x 150	1>







**5. FIN OPTIONS: GUAD** The Quad set up delivers a responsive surf feel with grip and drive for faster down the line conditions.

4. AGGRESSIVE ROCKER LINE Continuous rocker throughout has been tuned

together with the outline and bottom contours to enhance turning ability without sacrificing speed.

**6. FIN OPTIONS: THRUSTER** The thruster fin set up gives enhanced upwind ability and efficient speed and acceleration for both jumping and wave riding.

ERNATIVE THRUSTER FIN 170 190 190





MAKO

MOERMAN TWO GOAT MEDIA

# PSYCHO\_FREESTYLE

Full power freestyle. The Psycho uses modern design concepts to go faster, pop higher and spin quicker.

Narrower widths with parallel rails increase efficiency for faster top end speeds, and instant acceleration. Reduced lengths make the Psycho functionally compact for faster, controlled rotation.

Developed in conjunction with former freestyle world champ Dieter van der Eyken, the design focus was on maximising speed for bigger moves. Highly refined design makes this performance easily accessible to any freestyler. Out-of-the-box instant functionality.

Specific freestyle features include reduced nose volume for reduced swing weight and controlled rotation, footstraps angled for easier switch stance access, and double plugged rear straps to prevent twisting and handle higher loads.

If you want to take your freestyle to the next level, go Psycho.

COMPARED TO THE DYNO / 100% FREESTYLE FOCUSED / MORE POP / ROTATES FASTER BOTH IN THE AIR AND SLIDING

**NSIZES** 92 / 102





DIETER VAN DER EYKEN GERO, WA

PSYCHO

РНОТО: DVE



I. PARALLEL OUTLINE The parallel outline decreases drag and increases stability. Overall width is reduced which helps give the boards a smaller, more manoeuvrable feel.

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2. HIGH SPEED ROCKER LINE Fast, low drag rocker to maximise top end speed for big moves. The entry rocker has been tuned for the lowest possible angle of attack for maximum acceleration and nose landing manoeuvres.

3. PERFORMANCE CONTOURS Minimal V throughout aids sliding and rotation, reduces drag and stabilises the board during switch stance setup.

4. FULL POWER RAIL DESIGN High volume, square edges through the tail maximise power and lift for instant acceleration and explosive pop. Forward rails feature a high apex and increased tuck to prevent catching during sliding moves and to increase the hit rate of landed moves.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE
92	219	61	6.2	3.3 – 5.2
102	219	62.5	6.3	4.4 – 5.9



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**5. DYNAMIC VOLUME DISTRIBUTION** Reduced volume in the nose for reduced swing weight and faster, more controlled rotation. Increased volume in the stance area amplifies pop and early planning.

#### 6. POWER FREESTYLE FIN

The Psycho is fitted with a specifically designed high performance fin. Increased surface area combined with thinner, low drag profiles maximises lift, power and top end speed. Power box reliability.

FREESTYLE STRAP POSITIONING Narrower 140mm spacing for better control and more side support. 50-degree front strap angle allows easier access during switch stance setup.

Double plugged rear straps to prevent twisting and handle higher loads.

FIN BOX POWERBOX POWERBOX

FIN (SUPPLIED) SV FREESTYLE 190 SV FREESTYLE 200

FAST FREEWAVE. EPIC JUMPING. EARLY PLANING.

Based on the Nano waveboard, the Dyno brings compact efficiency to the free-wave arena. Narrower, parallel rails and reduced lengths electrify your riding experience in real world conditions.

Faster rocker lines and increased volume under foot make the Dyno super early planing and keep it charging through gusts and lulls.

The compact size enables real use of all that speed - the Dyno is more than just capable in the air, it is a jumping machine. Aerial rotations, freestyle moves and straight up rocket air on demand. Parallel rails are very effective at reducing drag and increasing speed, so it allows the addition of some manoeuvre enhancing tail kick. This makes the Dyno much more than just a bump & jump blasting board – it can drive through turns on the rail, making the most of any onshore or real world waves.

Three fin boxes and multiple footstrap options increase the Dyno's versatility; Set it up as a thruster with inboard straps for maximum manoeuvrability, or with a single freeride fin and outer straps for pure blasting.

The Dyno transcends the conditions to expand your windsurfing possibilities.

#### COMPARED TO THE NANO

/ FASTER. IT HAS A FLATTER, FASTER ROCKER TO INCREASE SPEED. / FABLIER PLANING VOLUME DISTRIBUTED FURTHER BACK INCREASES LIFT

/ LIGHTER FEEL: THE LOWER DRAG REDUCES THE LOAD IN THE RIG, GIVING A LIGHTER, FREE FEELING.

COMPARED TO THE FOX / MORE MANOEUVRABLE. IT HAS MORE ROCKER AND FINER RAILS. / BETTER JUMPING. THE NANO-LIKE OUTLINE WITH ADDED SPEED ARE MADE FOR AIR. / MORE COMPACT: SHORTER AND NARROWER.









#### I. PARALLEL OUTLINE

The parallel outline decreases drag and increases stability. Overall width is reduced which helps give the boards a smaller, more manoeuvrable feel.

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#### 2. ACCELERATED ROCKER LINE

Based on the Nano, the Dyno rocker is flatter and faster through the tail. The entry rocker has been tuned for the lowest possible angle of attack for maximum acceleration and comfort through chop while still allowing sufficient nose lift for wave manoeuvres and jumping.

3. REFINED BOTTOM SHAPE Pronounced double concave with deep V enables easy rail-to-rail transition, even on the largest size Dynos. Forward V penetrates chop for less impact and

more comfort.

Increased V through the fins creates more rail rocker for precise turns when on the rail.

### 4. PROGRESSIVE RAIL DESIGN

The hard release edge at the tail of the board becomes progressively rounded and soft towards the front of the board.

The apex of the rail becomes progressively higher through the forward sections to prevent catching. Bevels through the front sections raise the apex even higher for more clearance and increase the hit rate of landed moves.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANG
85	225	57.5	6.3	4.5 - 6.0
95	226	59.5	6.5	4.7 - 6.5
105	228	62	6.8	5.0 - 7.0
115	229	64.5	7.2	5.3 - 7.5





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## 5. COMPACT VOLUME DISTRIBUTION

The reduced length centres the volume where you need it. Optimised deck angles transition from reduced volume rails to high volume standing area.

#### 6. ERGONOMIC FOOT POSITIONING

Deck angles have been designed for comfort and to maintain responsive foot positioning in both inboard wave and outboard freeride set ups.

**7. FIN OPTIONS: THRUSTER** The Dyno is fitted with a centre Power Box and 2 x SlotBox+ for the side fins. In Thruster mode control and manoeuvrability are enhanced for use in wave or bump-and-jump conditions.

#### 8. FIN OPTIONS: SINGLE FIN

With a single freeride fin and out-board footstraps, the Dyno transforms into a pure blasting machine.

THRUSTER FINS (SUPPLIED) ALTERNATIVE SINGLE FIN 2 x 125 + 1 x 210 2 x 125 + 1 x 210 2 x 125 + 1 x 230

2 x 125 + 1 x 250

280 320 360 400





# **FOX**\_PERFORMANCE FREERIDE

Designed to take freeride to the next level, the Fox allows you to blast full speed through the choppiest water you can find.

Continuous rocker, reduced tail width and extreme Vee provide unique levels of control. Bonus is the best gybe in the business.

Don't let the comfort deceive you – in real world conditions the Fox delivers unmatched high performance fun.

The Fox 95 has the dimensions for versatility. Fast rocker and outboard footstraps for high speed blasting. The narrow tail, pronounced vee work with the inboard footstrap positions to cover any bump and jump or FSW needs. Excels in open ocean, big swell, choppy water and high wind conditions with multiple tuning options.

### FOX 105

The 105 Fox is a very all-round board with a broad wind range for all water conditions. Handles rough open ocean conditions with ease. Performance combined with comfort. Deliver full expectations of speed on flat water with fast exit speed from gybes.

### FOX 120

Go anywhere style of board that maintains top speed, control and performance gybing in all water conditions. Easily accessible performance.

### FOX 140

High performance board for maximizing potential in lighter wind conditions without compromising speed or control. Easily accessible and really wide sweet spot range.









#### I. INCREASED STABILITY Parallel outline reduces drag and increases stability.

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**2. OPTIMAL CONTROL** Pronounced panel V through tail sections for optimal control and superb gybing.

## 3. FAST ACCELERATION

Lowered entry angles for more efficient acceleration and less impact over chop.

#### 4. REDUCED FATIGUE

Optimised deck angles and ramped deck pads maximises comfort and ensures correct foot angles for reduced fatigue.

#### 5. CHOP SLICER

Deep V with double concave through front sections to penetrate chop effectively and to increase rail height.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	RIDER WEI
95	236	61	6.7	4.7 - 6.7	60-75kg =
105	239	65	6.9	6.0 - 7.8	70-85kg =
120	244	70	7.3	6.5 - 8.5	80-95kg =
140	249	78	7.8	7.5 - 9.5	95-120ka



#### 6. GYBING WITH STABILISERS

Bevels through front sections to keep the forward rails clear of the water in choppy conditions. Massively improves comfort, safety and gybing ability.

#### 7. F-SERIES FINS

Rather than just matching an existing fin to a board, each F-Series fin is customised to the exact Fox board it's designed for. Rake angles increase as board size decreases to maintain control as conditions get more extreme. Surface area, base chord length and profiles are selected for each individual fin in order to maximise the performance of the complete unit.

G10 is the material of choice due to it's consistency and durability. The fin's outline is designed to make the most out of this G10 material – twist is minimized with the narrow tip, and flex is controlled with the chord lengths.

#### CENTRE FOOTSTRAP

Centre footstrap position on Fox 95 for freestyle/ wave applications.

#### GHT BANGE

big board, 80-95kg = small board big board, 90-105kg = small board big board, 90-105kg = small board big board, 100-120kg = small board = big board, 115-140kg = small board FIN BOX POWERBOX POWERBOX POWERBOX POWERBOX

FIN (SUPPLIED) 020 SV F-SERIES 320 020 SV F-SERIES 360 020 SV F-SERIES 400 020 SV F-SERIES 440





We are building boards very differently: high pressure compression molding produces quite different strength to weight ratios and more accurate, consistent shapes. Oversized EPS blanks apply pressure on the inside of the laminate whilst heavy concrete molds compress the outside to the exact shape of the master. There are no partially closed molds, or re-finishing differences. Strong, accurate and consistent. A better board.

#### MATERIALS.

sections are massively reinforced with carbon.

Overbuilt to withstand heavy use through choppy conditions. We use a higher density sandwich layer combined with internal load patches to prevent rocker deformation under continuous impacts. The deck also uses a higher density sandwich and has an added PVC layer to reduce any softening between the footstraps. Pre-laminated carbon rails are key to adding enough stiffness for responsive performance, but allowing more flexible fibreglass laminates to be used on the deck and underside to avoid a harsh ride through rough water. An added benefit of the pre-laminated carbon rails is it maintains heel integrity by vertically reinforcing that area under the heels. The susceptible nose and tail

## CONSTRUCTION BOARD PROGRAM



/ HEX 4 A single tool does everything

- / BATTEN TENSION ADJUSTMENT. / FIN SCREWS (BOTH SLOTBOX AND POWERBOX). / FOOTSTRAP INSTALLATION.
- / BEER OPENER.

The HEX4 tool is supplied with every sail and every board. Compared to a Philips screwdriver, the 4mm hex key is a much easier system to tighten and adjust footstraps and fins. It only requires a rotational movement rather than downforce + rotation. The wide boomerang gives enough leverage to fully tighten footstraps with a fraction of the effort of a Philips screwdriver.

#### GORETEX AIRVENT

Maintaining a constant internal pressure inside the board minimizes the risk of delamination or core damage. The waterproof Goretex membrane allows air to transfer freely into and out of the board constantly to automatically regulate internal pressure.

The main advantages over a traditional screw-type plug are;

/ IMMEDIATE REGULATION. RATHER THAN ONLY EQUALIZING PRESSURE WHEN THE SCREW IS OPENED, THE GORETEX AIRVENT IS CONSTANTLY BALANCING THE PRESSURE.

/ HANDS-FREE OPERATION. INSTEAD OF MANUALLY OPENING A VALVE, THE GORETEX AIRVENT REGULATES PRESSURE WITHOUT HAVING TO DO ANYTHING.

Our Airvent features a second membrane at the base of the plug as a back-up failsafe. Even in the unlikely event of damage to the top of the Airvent plug, the back-up will prevent water entry.

The Airvent is completely automatic, so don't adjust or tighten before or after windsurfing or flying - it's always working to keep your board at optimum pressure.

#### / SLOT BOX +

The original SlotBox design offered some advantages over a standard US box:

/ WEIGHT. THE SLOTBOX WAS LIGHTER, SO HELPED PREVENT BOARDS WITH MULTIPLE FIN BOXES BEING TOO TAIL-HEAVY

/ SIMPLICITY. INSTALLING A FIN IN A SLOTBOX WAS QUICKER AND EASIER WITHOUT HAVING TO FIRST INSTALL A PLATE AND THEN LINE UP THE HOLE IN THE FIN TO ADD THE SCREW.

But there were some disadvantages. Even minor impact could cause damage to the box, or easily knock the fin out.

With the new SlotBox+ design the advantages have been maintained and the disadvantages addressed. Even lighter than the original SlotBox means multiple fin setups can be used on the one board without a weight penalty. Thruster or Quad options can be chosen depending on conditions or preference.

By adding a locking pin at the front of the box fin retention is now a lot more reliable, which means minor reef contact isn't likely to end your session. Supplied fins have a groove in the base to lock onto the pin for added reliability, but any existing SlotBox fin is still compatible without any modification.

Bigger HEX4 grub screws handle impact and also add to overall reliability. And uses the same tool as your batten tensioners.

## / CONSTRUCTION

EFFICIENT. ALIVE. COMFORTABLE.

Our goal with construction is to maximise the ride qualities of the boards by controlling flex, weight and balance.

Increased flex is preferred as it enables boards to compress and then release energy for explosive performance, whilst also adding to ride comfort. The key element of this flex pattern is the Internal Carbon Frame which amplifies the flex response. A carbon outer skin is used only on the deck for compression resistance, with more flexible materials used on the underside.

Premium materials and efficient usage helps to minimize weight for increased performance. Strategic placement of Double Sandwich layers of high density PVC adds strength in the high load areas and enables better weight distribution, avoiding a tail heavy balance. We use carbon finboxes to reduce weight in the tail for drag-reducing trim angles.

Correctly matching construction to the 3D shape delivers superior performance.



#### 

I. INTERNAL CARBON FRAME Pre-laminated carbon rail bands bonded directly to the EPS core controls torsional flex.

**2. HIGH DENSITY SKIN** 100kg PVC foam sandwich used on both sides of all boards.

**3. GUALITY EPOXY RESINS** A highly flexible resin system that is resilient to cracking and fracturing. UV resistant.

4. PREMIUM PAINT UV resistant automotive paint, cured at high temperature for increased scratch resistance.

The outer surface of the EPS core is sealed to improve lamination strength and reduce excess resin absorption.

**CUSTOM CARBON FINBOXES** Lighter finbox weight allows multiple fin options without compromising overall board weight or balance.

An added layer of PVC foam in high load areas for increased strength and durability.

In our quest for performance the mast plays a leading part. Matching the best sail with the best mast solution is the key to ultimate performance.

For 2020 we offer a range of mast levels based on weight, rather than carbon content. Whilst our own carbon percentages are measurable, comparison to other mast brands' stated percentages becomes very misleading. Therefore weight is the best factor to compare, and all our mast ranges lead their categories.

We have developed a new mandrel for the SDM masts that is highly tapered. We call this the APEX taper, and from the standard base diameter it quickly narrows down to the mid sections near the boom and cam positions that are nearly 15% smaller diameter. This allows a much increased wall thickness that increases the durability in the high load areas and improves reliability. Combined with high end Toray carbon the weight is also reduced, which in turn raises the performance level.





## APEXPRO\_PRO RACE

The highest performance pro race mast. This is our lightest SDM mast with the fastest reflex response for ultimate performance.

The Apex taper has smaller diameter mid-sections with increased wall thickness for increased reliability.

/ ULTIMATE PERFORMANCE / INTEGRATED FERRULE / TORAY PRE-PREG CARBON / +7 MEASURED OFFSET ACCURACY

400 (l.42kg) / 430 (l.55kg) / 460 (l.66kg) / 490 (l.9kg) / 530 (2.0kg) / 550 (2.18kg)

## APEX PACE

The APEX mast has an added fibreglass outer layer which makes it less susceptible to impact damage. The Apex taper has smaller diameter mid-sections with increased wall thickness for increased reliability.

/ PERFORMANCE + RELIABILITY / INTEGRATED FERRULE / TORAY PRE-PREG CARBON / +7 MEASURED OFFSET ACCURACY

370 (l.55kg) / 400 (l.6kg) / 430 (l.75kg) / 460 (l.85kg) / 490 (2.lkg) / 530 (2.3kg) / 550 (2.4kg)

## ARC FREERIDE

Perfect for recreational racing and freeride, the ARC is our strongest SDM mast with dual outer fiberglass layers. Built on the Apex mandrel for a lighter, stronger mast.

/ VALUE + PERFORMANCE / INTEGRATED FERRULE / TORAY PRE-PREG CARBON / +7 MEASURED OFFSET ACCURACY

370 (l.6kg) / 400 (l.65kg) / 430 (l.85kg) / 460 (2.15kg) / 490 (2.3kg)

Utilizing the highest quality T800 carbon from Toray, the RDM Red is one of the lightest masts available today whilst still being strong enough for wave use. Adds incredible performance to all wave and freestyle sails.

370 (l.15kg) / 400 (l.3kg) / 430 (l.5kg) / 460 (l.65kg)

The RDM Blue has an added fibreglass outer layer which makes it stronger and less susceptible to impact damage. Also offers wave mast durability for freeride and RDM Cam sails. (OverDrive, Turbo GT)

340 (l.25kg) / 370 (l.4kg) / 400 (l.5kg) / 430 (l.7kg) / 460 (l.9kg)

Extreme durability, ultimate reliability. 2 year, no questions asked, limited warranty. The Gorilla G2 is an update to the legendary Gorilla mast. Still the same strength, now lighter. (1.65kg for 400)

340 (I.3kg) / 370 (I.55kg) / 400 (I.65kg) / 430 (I.9kg) / 460 (2.0kg)



/ ULTRALIGHT (1.3kg FOR 400) / TORAY PRE-PREG CARBON / +7 MEASURED OFFSET ACCURACY



- / LIGHTWEIGHT (1.5kg FOR 400)
- / TORAY PRE-PREG CARBON
- / +7 MEASURED OFFSET ACCURACY



/ 2 YEAR NO QUESTIONS ASKED LIMITED WARRANTY / INTERCHANGEABLE SECTIONS

/ +7 MEASURED OFFSET ACCURACY





Born through frustration with generic parts, we analysed every functional feature and current issues inherent in many boom front ends. The SEVERNE LockJaw addresses these issues with function, reliability and performance. LockJaw is standard issue on all SEVERNE booms.





100% pre-preg carbon booms. Built for wave, freeride, slalom and formula. The custom carbon manufacture of the ENIGMA booms has one main objective; to produce the best stiffness to weight ratio. Unique methods have been developed to enhance the manufacture with every boom built individually with the emphasis on technology, not mass production. ENIGMA Hardware transforms your entire rig; the ultimate combination of lightweight, stiffness, ergonomics and geometry.





#### ENIGMA\_RACE BOOM

#### LIGHTER. STIFFER. FASTER.

Developed for our pro-race team, the new Enigma Race boom is a major upgrade. Significantly lighter and stiffer to maximise performance and control.

Both front and tail sections are massively oversized to achieve unprecedented levels of stiffness. This allows the grip area to use a smaller diameter than other race booms for more comfort and less rider fatigue.

Constructed entirely in high-end pre-preg carbon, the EnigmaRace is the new benchmark.



/ HIGH END CARBON / OVERSIZED FRONT AND TAIL / Reduced Weight











The METAL boom is a T8 aluminium monocoque construction wave boom. It is designed for lighter riders with reduced diameter grip for grip comfort.

/ Lock Jaw / 26MM Diameter / T8 ALUMINIUM MONOCOQUE CONSTRUCTION / / UNI-GRIP EVA

SIZE	PROFILE	DIAMETE
140-190	WAVE	26mm
150-200	WAVE	26mm
160-210	FREEMOVE	26mm
170-220	FREERIDE	26mm



Variable profiles and a solid 29mm T8 aluminium makes the BLUELINE boom the perfect all rounder. Wave profile in the smallest size, freemove profile in the middle size and race profile in the largest size

/ LOCK JAW / DURABLE 29MM ARM DIAMETER / 60CM TAIL PIECE FOR MAXIMUM RANGE / T8 ALUMINIUM MONOCOQUE CONSTRUCTION / UNI-GRIP EVA

SIZE	PROFILE	DIAMETE
140-200	WAVE	29mm
160-220	FREEMOVE	29mm
180-240	RACE	29mm





Severne has made racing more affordable by introducing the stiffest aluminium race boom.

This breakthrough race boom design has been achieved through optimization of wall thickness and a larger boom diameter towards the back.

/ Lock Jaw

- / DURABLE 29MM ARM DIAMETER
- / 60CM TAIL PIECE FOR MAXIMUM RANGE
- / T8 ALUMINIUM MONOCOQUE CONSTRUCTION

/ UNI-GRIP EVA

IZE	PROFILE	DIAMETER
90-240	RACE	29/33.3 mm
20-250	RACE	29/33.3 mm
50-270	RACE	29/33.3 mm



![](_page_56_Picture_1.jpeg)

## WINDSURF FIT

#### WETSUITS ENGINEERED FOR WINDSURFING

Shaped specifically for the needs of windsurfers. Not surfers, not kiters. Only the needs of windsurfers have been considered to make these the ultimate performance wetsuits for windsurfing. If windsurfing is your primary sport, these are the best you can get.

### WINDSURF FIT

Windsurf Fit means a suit tailored to the specific needs of windsurfers without compromise. The most obvious and measurable difference is the contoured arms that minimise muscle fatigue and forearm cramp whilst maintaining full grip strength. Diameter is increased 15-25% over most suits.

A windsurfing stance has 3 main points;

load as opposed to a surf suit with straight, tapered arms. shoulders pulled back and chest pushed out.

The neck panel on these windsurf suits uses a single layer of soft, double lined material to reduce irritation from constantly twisting your head to watch where you're going. A fused edge on the neck panel also softens the transition at the edge of the panel. The fit of the neck is looser than a surf suit to prioritise sailing comfort over duck-diving seal.

These combined differences improve the windsurfing fit of the wetsuit.

#### FEATURES

Less seams equals less restriction. Lighter, and more durable. No cosmetic seams. A symmetrical panel layout optimises stretch on both sides of the suit. Material thickness varies to increase stretch in the arms and maximise warmth in the torso and legs. Panels are shaped to reduce muscle fatigue in forearms and maintain grip strength. Removable Velcro cuffs and drainage holes prevent water ballooning in the calf area.

### MATERIALS

Lightweight, high-performance neoprene foam. Stretch and durability. Used on the outside of the neoprene layer.

Ultra elastic jersey used on the inside of the suits. Quick Dry material used on the torso panels of the Primo

Windsurf Fit addresses each of these differences. As above, the contoured arm panels allow for arm expansion under

The length across the back panel is increased so as not to restrict the shoulders, and the length across the chest is shortened to prevent excess material flapping around. This is the opposite to a surf suit where the paddling stance has

As with our sails, the approach we take to wetsuit design prioritises function over all else. The number of seams is minimalized. Cosmetic seams removed. Material choice is strictly high end.

Each panel is considered and optimized for shape, material and stretch orientation. Dynamic stretch is factored in to the shaping - these suits are designed to fit not only in the changeroom, but also after forearm expansion and aerobic exertion. The end result is a wetsuit that enhances your windsurfing experience.

Superlight neoprene is the highest level neoprene available today. Maximising stretch, heat retention and reducing weight.

The Primo is the ultimate performance windsurfing wetsuit. Focused on maximum flexibility and warmth, this suit is a showcase for all our best features:

Updated to the new i-Foam offering a better stretch/weight ratio giving more freedom while riding. Seam refinement on the leg and the shoulder/arm panel enhancing comfort and freedom.

- Chest zip or zipfree to enable the back panel complete stretch.
- Thermofleece body panels are Fusion leg panels quick drying and maximise warmth.
- Anti-abrasion panels to reduce wear from windsurf deck grip.
- Windsurf Fit shaping minimise muscle fatigue and maximise comfort.

The chest entry on the Primo suit is specifically adjusted for a windsurfing stance, with any unnecessary elastic straps removed and the zip head placed low and covered to avoid irritation when your head is looking forward over your shoulder. The zip allows for easy one-handed closure rather than a complicated open-ended zipper.

The precision contoured arm panels combined with the stretchiest materials make windsurfing in the Primo the closest thing to year-round summer. Windsurf Fit means you'll keep charging at full strength all day long.

MODEL						
PRIMO	LS / SL	2/2	Zip Less	S-Seal	i-Foam	S-M-L-XL
PRIMO	SS / LL	2/2	Zip Less	S-Seal	i-Foam	S-M-L-XL
PRIMO	LS / LL	3/2	Chest Zip	S-Seal	i-Foam	S-M-L-XL
PRIMO	LS / LL	4/3	Chest Zip	S-Seal	i-Foam	S-M-L-XL
PRIMO	LS / LL	5/3	Chest Zip	S-Seal	i-Foam	S-M-L-XL

![](_page_58_Picture_11.jpeg)

LS/SL SS/LL LS/LL

Prevents ride up and minimizes flushing.

Maximises flexibility

Durability and comfort without restriction.

Tapered edge for improved comfort.

High stretch liquid sealant to increase durability and waterproofing of GBS seams.

Removable Velcro straps to prevent water entry/ minimize ballooning.

Releases water from lower leg area, preventing ballooning.

## Shaped to fit dynamic windsurfing stance and reduce muscle fatigue.

![](_page_58_Picture_23.jpeg)

![](_page_59_Picture_0.jpeg)

![](_page_59_Picture_1.jpeg)

![](_page_60_Picture_0.jpeg)

#### GO HARDER - LAND SOFTER

The original design brief was to build a suit for Philip Köster to practice triple forwards. This has evolved into a functional tool to provide protection against water slams with restricting mobility and warmth. Each pad is individually placed to allow the wetsuit to stretch normally and not interfere with harness placement or normal windsurf stance.

From your first loop attempt all the way to push forwards, the Impact allows you to crash time and time again and keep getting up for more.

> Chest Zip GBS Chest Zip GBS

![](_page_60_Picture_4.jpeg)

3

![](_page_60_Picture_5.jpeg)

 SS / SL
 2 / 2

 LS / LL
 3 / 2

2. ARTICULATED ELBOW AND KNEE Maximises flexibility.

**3. SUPRATEX KNEE** Durability and comfort without restriction.

4. FUSED EDGE Tapered edge for improved comfort. 5. GBS SEAMS Glued and blindstitched seams prevent water entry.

S-M-L-XL S-M-L-XL

i-Foam i-Foam

6. ANKLE STRAPS Removable Velcro straps to prevent water entry/ minimize ballooning.

7. DRAIN HOLES Releases water from lower leg area, preventing ballooning.

8. PRE-BENT KNEES Shaped to fit dynamic windsurfing stance and reduce muscle fatigue.

![](_page_60_Picture_13.jpeg)

"

![](_page_60_Picture_14.jpeg)

The Prima is the ultimate performance windsurfing wetsuit for women. Focused on maximum flexibility and warmth, this suit is a showcase for all our best features:

/ Front entry to allow the back panel complete stretch.
/ Double GBS seams for improved durability and flex.
/ Thermofleece body panels are quick drying and maximise warmth.
/ Anti-abrasion panels to reduce wear from windsurf deck grip.
/ Windsurf Fit shaping minimise muscle fatigue and maximise comfort.

Available in 3 styles; Chest zip steamers in 3/2, 4/3 and 5/3, a performance spring suit with no-zip, and a warmer water front-zip spring suit. Each one is absolute pleasure to windsurf in, whatever the conditions.

![](_page_61_Picture_4.jpeg)

LS / SL	2-2	Zipless	D-GBS	i-Foam
LS / LL	3-2	Chest Zip	D-GBS	i-Foam
LS / LL	5-3	Chest Zip	D-GBS	i-Foam

~~	1. SILICONE SEAL WRIST A Prevents ride up and mir
	2. ARTICULATED ELBOW A Maximises flexibility.

**3. SUPRATEX KNEE** Durability and comfort without restriction.

ND ANKLE SEALS

mizes flushing.

ND KNEE

**4. FUSED EDGE** Tapered edge for improved comfort. 5. ANKLE STRAPS Removable Velcro straps to prevent water entry / minimize ballooning.

6-8-10-12 6-8-10-12 6-8-10-12

6. DRAIN HOLES Releases water from lower leg area, preventing ballooning.

**7. D-GBS** Double GBS seams for improved durability and flex.

8. PRE-BENT KNEES Shaped to fit dynamic windsurfing stance and reduce muscle fatigue.

![](_page_61_Picture_13.jpeg)

![](_page_62_Picture_0.jpeg)

![](_page_62_Picture_1.jpeg)

## NEO TOP

When the suns out and the winds blowing the Neo Top is THE most comfortable thing to windsurf in. Perforated foam makes it softer and even more flexible, whilst allowing some air flow. 2mm body panels and 1mm arms keep the warmth. Bring on summer.

/ L-FOAM 2/1 / PERFORATED FOAM / FLAT LOCK SEAMS / BOARDSHORT CONNECTION / FUSED NECK

MODEL	TYPE	THICKNESS	SEAM TYPE	ZIP	FOAM	SIZES
NEO TOP	LS	2/1	Flat Lock	Zipless	L-Foam	S-M-L-XL

### CMR HIGH BACK SEAT

Cyril Moussilmani Race. Preferred harness for Cyril's assault on the PWA race title, the CMR has a higher hook position and large surface area for comfort.

Both inner and outer skins are Thermo-Formed EVA, with a Memory Foam lumbar pad.

/ WINDSURF-SPECIFIC SPREADER BAR / THERMO-FORMED OUTER AND INNER SKINS / MEMORY FOAM PADS / NEO SOFT EDGE

![](_page_62_Picture_10.jpeg)

### POD LIGHTWEIGHT SEAT

Stripped back for minimal weight, the POD harness uses 3-D shaping to provide essential comfort.

Low hook height for maximum leverage.

/ WINDSURF-SPECIFIC SPREADER BAR / 8 POINT LOAD DISPERSION

# 120 AIR\_ULTRA LIGHT WAIST

Function focused, the AIR has been stripped of any excess. Waterproof materials minimize any weight gains when wet.

Low density Thermo-Formed inner and neoprene Soft Edge provide essential comfort. Designed to be able to be worn loose, the bar pad prevents hook twist when trying to unhook quickly. And the minimalist waist closure holds the harness in place without any elastic compression.

The profile of the AIR harness is kept low for maximum manoeuvrability.

/ ULTRA LIGHTWEIGHT / MAXIMUM MANDEUVRABILITY / WINDSURF-SPECIFIC SPREADER BAR / THERMO-FORMED OUTER AND INNER SKINS / NEO SOFT EDGE

![](_page_63_Picture_5.jpeg)

![](_page_63_Picture_6.jpeg)

![](_page_63_Picture_7.jpeg)

# 120 LUX\_COMFORT WAIST

All about luxury. Memory foam, combined with a higher profile for maximum support make the LUX harness comfortable. REALLY comfortable.

A full neoprene inner gives a premium feel. 3-D shaped for minimal ride up.

The bar pad and windsurf specific hook ensure positive un-hooking for safety.

/ WINDSURF-SPECIFIC SPREADER BAR / MEMORY FOAM PADS / 3D SHAPED / NEO SOFT EDGE

![](_page_64_Picture_5.jpeg)

![](_page_64_Picture_6.jpeg)

## MO20 HARNESS LINES

Demand for SEVERNE harness lines has finally been satisfied. Rather than just re-badge any generic harness line, we evaluated what was required to improve on anything in the market. Durability, safety and performance were the 3 factors we identified, and have addressed each point;

#### DURABILITY

Stronger tubing results in less rope wear. We have developed custom extrusion with a thicker wall (2mm) and using high-density PU. Strong nylon webbing replaces standard poly-prop for increased UV resistance and less wear.

#### SAFETY

Coloured tube hides any sign of rope wear, so the first you know of it is when the harness line snaps out at sea. We keep it clear so any signs of rope wear are clearly visible.

## PERFORMANCE

Minimal swing design keeps the harness line in position.

![](_page_65_Picture_8.jpeg)

![](_page_65_Picture_9.jpeg)

![](_page_65_Picture_11.jpeg)

## QUICK-FIX.

26 / 28 / 30 / 32 / 34 / 36

- / FAST INSTALLATION WITHOUT REMOVING BOOM TAILPIECE.
- / MINIMAL SWING.
- / HIGH DENSITY PU TUBE, 2MM WALL THICKNESS. LONGER LASTING.
- / CLEAR TUBE. VISUAL CHECK FOR ROPE WEAR, PREVENTS SWIMMING.

![](_page_65_Picture_18.jpeg)

### FIXED.

24 / 26 / 28 / 30 / 32 / 34 / 36 / 38

/ MINIMAL SWING. PREVENTS UNINTENTIONAL HOOK-INS, CATAPULTS. / HIGH DENSITY PU TUBE, 2MM WALL THICKNESS. LONGER LASTING. / CLEAR TUBE. VISUAL CHECK FOR ROPE WEAR, PREVENTS SWIMMING.

![](_page_65_Figure_22.jpeg)

24-30 (BLUE) / 28-36 (RED)

- / 20MM HIGH RESISTANCE NIFCO BUCKLE WITH 18MM NON SLIP WEBBING.
- / LOW PROFILE PULL-PULL RELEASE SYSTEM
- / HIGH DENSITY PU TUBE, 2MM WALL THICKNESS, LONGER LASTING.
- / CLEAR TUBE: VISUAL CHECK FOR ROPE WEAR, PREVENTS SWIMMING.

![](_page_66_Picture_0.jpeg)

![](_page_66_Picture_1.jpeg)

### **BASE EXTENSION** 40

This product allows a shorter, softer mast to be used in certain sails to improve control and extend the wind range.

The BASE EXTENSION 40 can also be used as a functional recreational product to increase mast length without updating your mast.

![](_page_66_Picture_5.jpeg)

### BASE

From our biggest sails to our smallest components, every SEVERNE product is engineered by windsurfers for durability and function.

/ BLACK DUAL DENSITY COVERING FOR UV STABILITY

/ LOW PROFILE, REDUCING THE GAP BETWEEN THE BOARD AND SAIL

- / ERGONOMICALLY SHAPED FOR EASY TIGHTENING AND UN-TIGHTENING / INNOVATIVE DUAL DENSITY OUTER SHELL FOR COMFORT
- / EURO PIN FOR RELIABILITY AND COMPATIBILITY

## VOLCANO PAD

![](_page_66_Picture_14.jpeg)

![](_page_66_Picture_15.jpeg)

#### WAVE GRENADE 24/36

CARBON. Tube diameter and wall thickness have been increased for incredible reliability. HD. HD stands for Heavy Duty. The new WAVE GRENADE HD has 36cm of adjustment for better compatibility with our wave sail range. We analyzed the need for more reliable tubes over this increased length and tested a variety of aluminum specifications. We decided on a wall thickness 33% thicker and an increased outside diameter, for the ultimate durability against bending and breaking.

/ STAINLESS STEEL AUTOMATIC COLLAR

- / STAINLESS STEEL BUTTON AND MECHANISM
- / ZERO CM SETTING
- / INTERNAL METAL CHASSIS
- / UNIQUE SEVERNE GEOMETRY PULLEY ALIGNMENT

![](_page_66_Picture_23.jpeg)

#### HD RACE 16/24/36

Solid Aluminium tubes combined with triple pulleys for friction free high tension downhauling.

IG. Promoting compatibility with the BASE EXTENSION 40 and to shave important grams from your racing set up. **24.** Mid range adjustability.

**36.** Extra length when required.

#### / ALIGNED TRIPLE PULLEYS

/ STAINLESS STEEL BUTTON AND MECHANISM / STAINLESS STEEL AUTOMATIC HINGED COLLAR SYSTEM / ZERO CM SETTING

![](_page_66_Picture_30.jpeg)

## RACE EXTENSION CARBON 36 / 48 SDM PERFORMANCE

Our proven SDM extension is now available in carbon for maximum performance.

Aligned triple pulleys make it easy to thread the downhaul logically, and provide extra leverage to reduce the effort required to downhaul your sail. Dyneema rope is used to further reduce friction.

Reliable stainless steel mechanisms and low-profile hinged collar make this a quality piece of racing equipment.

- / STAINLESS STEEL BUTTON AND MECHANISM
- / STAINLESS STEEL AUTOMATIC HINGED COLLAR SYSTEM
- / ZERO CM SETTING

<sup>/</sup> ALIGNED TRIPLE PULLEYS

![](_page_67_Picture_0.jpeg)

![](_page_67_Picture_1.jpeg)

![](_page_67_Picture_2.jpeg)

**3 PULLEY RDM EXTENSION.** 

/ ZERO CM SETTING

## TRIPLE XTENSION

With more people running freeride and slalom sails on RDM masts, the necessity for a 3-pulley RDM extension became obvious.

Design focused on reducing downhaul friction for easier rigging. Careful attention to rope alignment and pulley spacing has enabled significant improvements. Perfectly matched to any sail with the 4-roller tack pulley, the Triple Xtension also suits sails with the 3-roller tack pulley. Other features include Dyneema rope, and an integrated hook to anchor the tack strap.

/ ALIGNED TRIPLE PULLEYS / STAINLESS STEEL BUTTON AND MECHANISM / STAINLESS STEEL AUTOMATIC HINGED COLLAR SYSTEM

![](_page_67_Figure_13.jpeg)

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![](_page_67_Picture_14.jpeg)

36 Ŧ

![](_page_67_Picture_16.jpeg)

4

![](_page_68_Picture_0.jpeg)

#### **RIG YOUR SAIL IN UNDER 1 MINUTE**

The CYCLOPS extension has a single pulley for rapid loop 'n go rigging. Simply pass the loop of rope through the tack pulley on the sail and hook it over the single pulley on the extension. A single pull applies full downhaul tension in seconds.

All the ropes and pulleys are kept in perfect alignment to eliminate a lot of the friction and make up for any loss of leverage from less pulleys. A built-in handle negates the need for any tool, and stuff into the downhaul pocket on the sail.

Formuline rope is used to further reduce friction and minimize rope wear.

![](_page_68_Picture_8.jpeg)

![](_page_68_Picture_9.jpeg)

![](_page_68_Picture_11.jpeg)

![](_page_68_Picture_12.jpeg)

무

![](_page_69_Picture_1.jpeg)

![](_page_69_Picture_2.jpeg)

BLADE PRO_PREMIUM CONTROL								
SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST		
4.2	384	156	5	2.5	FIXED	SEVERNE 370 WAVE		
4.7	403	160	5	2.6	FIXED	SEVERNE 400 WAVE		
5.0	413	165	5	2.7	FIXED	SEVERNE 400 WAVE		
5.3	426	170	5	2.9	FIXED	SEVERNE 400 WAVE		
5.7	438	176	5	3.0	FIXED	SEVERNE 430 WAVE		
6.2	460	183	5	3.2	FIXED	SEVERNE 430 WAVE		
	2.00							

## S-I PRO\_PREMIUM MANDEUVERABILITY

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.6	370	146	4	2.1	FIXED	SEVERNE 340 WAVE
4.0	374	152	4	2.2	FIXED	SEVERNE 370 WAVE
4.4	391	156	4	2.4	FIXED	SEVERNE 370 WAVE
4.8	404	162	4	2.5	FIXED	SEVERNE 400 WAVE
5.2	423	166	4	2.6	FIXED	SEVERNE 400 WAVE
5.6	430	174	4	2.7	FIXED	SEVERNE 400 WAVE

### BLADE\_CONTROL ORIENTED WAVE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.0	344	139	5	2.3	ADJ	SEVERNE 340 WAVE
3.3	348	140	5	2.4	ADJ	SEVERNE 340 WAVE
3.5	355	144	5	2.5	ADJ	SEVERNE 340 WAVE
3.7	366	146	5	2.6	ADJ	SEVERNE 340 WAVE
4.0	373	154	5	2.6	ADJ	SEVERNE 370 WAVE
4.2	378	157	5	2.7	FIXED	SEVERNE 370 WAVE
4.5	403	158	5	2.8	FIXED	SEVERNE 370 WAVE
4.7	404	161	5	2.9	FIXED	SEVERNE 400 WAVE
5.0	415	163	5	3.0	FIXED	SEVERNE 400 WAVE
5.3	426	168	5	3.1	FIXED	SEVERNE 400 WAVE
5.5	429	173	5	3.2	FIXED	SEVERNE 400 WAVE
5.7	433	176	5	3.3	FIXED	SEVERNE 430 WAVE
6.2	455	180	5	3.4	FIXED	SEVERNE 430 WAVE
6.7	461	188	5	3.6	FIXED	SEVERNE 460 WAVE

#### S-I\_MANDEUVRE ORIENTED WAVE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.0	344	140	4	2.3	ADJ	SEVERNE 340 WAVE
3.3	343	144	4	2.4	FIXED	SEVERNE 340 WAVE
3.6	370	146	4	2.5	FIXED	SEVERNE 340 WAVE
4.0	374	152	4	2.6	FIXED	SEVERNE 370 WAVE
4.4	391	156	4	2.7	FIXED	SEVERNE 370 WAVE
4.8	404	162	4	2.8	FIXED	SEVERNE 400 WAVE
5.2	424	167	4	2.9	FIXED	SEVERNE 400 WAVE
5.6	430	174	4	3.0	FIXED	SEVERNE 400 WAVE

### FREEK\_FREESTYLE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.3	358	140	5	2.4	FIXED	SEVERNE 340 WAVE
3.6	374	146	5	2.5	FIXED	SEVERNE 370 WAVE
4.0	378	152	5	2.6	FIXED	SEVERNE 370 WAVE
4.4	399	156	5	2.7	FIXED	SEVERNE 370 WAVE
4.8	421	158	5	2.9	FIXED	SEVERNE 400 WAVE
5.2	430	166	5	3.0	FIXED	SEVERNE 400 WAVE
5.6	432	174	5	3.1	FIXED	SEVERNE 430 WAVE
5.9	448	175	5	3.3	FIXED	SEVERNE 430 WAVE
6.3	462	180	5	3.4	FIXED	SEVERNE 430 WAVE

![](_page_69_Picture_12.jpeg)

![](_page_69_Picture_13.jpeg)

![](_page_69_Picture_14.jpeg)

![](_page_69_Picture_15.jpeg)

![](_page_69_Picture_16.jpeg)

SIZE 5.5 6.0 6.5 7.0 7.5 8.1 8.6 9.2

![](_page_69_Picture_18.jpeg)

![](_page_69_Picture_19.jpeg)

#### REDBACK\_SCALED DOWN TECHNOLOGY

LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
276	113	З	1.8	ADJ	SEVERNE 300
284	117	3	1.9	ADJ	SEVERNE 300
299	122	3	2.0	ADJ	SEVERNE 300
325	140	4	2.1	FIXED	SEVERNE 300
345	142	4	2.3	FIXED	SEVERNE 340
360	144	4	2.4	FIXED	SEVERNE 340
373	155	4	2.5	FIXED	SEVERNE 370
399	160	4	2.6	FIXED	SEVERNE 370

## GATOR\_PROGRESSIVE FREERIDE

LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAS
370	146	4	2.5	ADJ	SEVERNE 370
374	150	4	2.6	ADJ	SEVERNE 370
392	153	4	2.7	ADJ	SEVERNE 370
403	156	5	2.9	FIXED	SEVERNE 370
404	159	5	3.0	FIXED	SEVERNE 400
418	162	5	3.1	FIXED	SEVERNE 400
430	168	5	3.2	FIXED	SEVERNE 400
434	172	5	3.3	FIXED	SEVERNE 430
436	176	5	3.3	FIXED	SEVERNE 430
447	182	5	3.4	FIXED	SEVERNE 430
454	188	5	3.7	FIXED	SEVERNE 430
465	197	5	3.9	FIXED	SEVERNE 460
486	198	6	4.3	FIXED	SEVERNE 460
494	200	6	4.5	FIXED	SEVERNE 460

## 

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
4.2	386	163	4	2.6	FIXED	SEVERNE 400
4.8	414	165	4	2.8	FIXED	SEVERNE 400
5.4	432	176	4	2.9	FIXED	SEVERNE 430
6.0	453	185	5	3.1	FIXED	SEVERNE 430
6.7	466	191	5	3.3	FIXED	SEVERNE 460
7.5	485	197	5	3.6	FIXED	SEVERNE 460
8.5	494	220	5	3.9	FIXED	SEVERNE 460

#### NCX\_NO CAM RACE

LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAS
399	158	6	3.4	FIXED	SEVERNE 370
410	163	6	3.4	FIXED	SEVERNE 400
429	167	7	3.8	FIXED	SEVERNE 400
440	174	7	3.9	FIXED	SEVERNE 430
456	182	7	4.1	FIXED	SEVERNE 430
463	190	7	4.3	FIXED	SEVERNE 460
480	198	7	4.5	FIXED	SEVERNE 460
493	203	7	4.7	FIXED	SEVERNE 460
511	206	7	4.8	FIXED	SEVERNE 490
524	212	7	4.9	FIXED	SEVERNE 490

### TURBO GT\_SINGLE / TWIN CAM

LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAST
433	177	5	3.5	1 RDM	FIXED	SEVERNE 400
447	184	5	3.6	1 RDM	FIXED	SEVERNE 430
460	186	5	3.8	1 RDM	FIXED	SEVERNE 430
463	191	6	4.4	2 X SDM	FIXED	SEVERNE 430
484	194	6	4.7	2 X SDM	FIXED	SEVERNE 460
490	212	6	4.8	2 X SDM	FIXED	SEVERNE 460
492	216	6	5.0	2 X SDM	FIXED	SEVERNE 490
516	218	6	5.2	2 X SDM	FIXED	SEVERNE 490

![](_page_70_Picture_0.jpeg)

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAST						
5.0	432	170	4	3.0	2	FIXED	SEVERNE 430						
6.0	465	188	4	3.3	2	FIXED	SEVERNE 460						
7.0	489	202	4	3.6	2	FIXED	SEVERNE 460						

![](_page_70_Picture_3.jpeg)

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAS
8.0	522	220	7	5.5	4 X SDM	FIXED	SEVERNE 490
9.0	556	234	7	5.8	4 X SDM	FIXED	SEVERNE 530
10.0	580	242	7	6.0	4 X SDM	FIXED	SEVERNE 550

OVERDRIVE M3\_SLALOM

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MA
8.0	522	220	7	5.5	4 X SDM	FIXED	SEVERNE 490
9.0	556	234	7	5.8	4 X SDM	FIXED	SEVERNE 530
10.0	580	242	7	6.0	4 X SDM	FIXED	SEVERNE 550

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED M
8.0	522	220	7	5.5	4 X SDM	FIXED	SEVERNE 490
9.0	556	234	7	5.8	4 X SDM	FIXED	SEVERNE 530
10.0	580	242	7	60	4 X SDM	FIXED	SEVERNE 550

HYPERGLIDE 2\_FOIL RACING

![](_page_70_Picture_12.jpeg)

![](_page_70_Picture_13.jpeg)

![](_page_70_Picture_14.jpeg)

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAST
4.6	382	164	6	3.7	З	FIXED	SEVERNE 370
5.0	402	167	6	3.9	З	FIXED	SEVERNE 400
5.5	416	178	6	4.1	З	FIXED	SEVERNE 400
6.2	432	186	7	4.5	З	FIXED	SEVERNE 430
7.0	462	191	7	4.8	З	FIXED	SEVERNE 430
7.8	490	202	7	5.0	З	FIXED	SEVERNE 460
8.6	512	210	7	5.3	З	FIXED	SEVERNE 490
9.4	520	220	7	5.5	З	FIXED	SEVERNE 490

\* 1XRDM(TOP CAM), 2XSDM INCLUDED. OPTION TO CHANGE BOTTOM 2 CAMS TO RDM.

	MA	сн з	RACE					
	SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAS
	5.0	400	181	7	4.3	4 X RDM	FIXED	SEVERNE 400/370
	5.5	415	184	7	4.5	4 X RDM	FIXED	SEVERNE 400
	6.2	433	190	7	4.7	4 X RDM	FIXED	SEVERNE 430
	7.0	462	200	7	5.2	4 X SDM	FIXED	SEVERNE 430
	7.8	480	218	7	5.6	4 X SDM	FIXED	SEVERNE 460
	8.6	508	226	7	5.8	4 X SDM	FIXED	SEVERNE 490
	9.4	520	240	7	6.1	4 X SDM	FIXED	SEVERNE 490
and the second se								

![](_page_70_Picture_18.jpeg)

![](_page_70_Picture_19.jpeg)

![](_page_71_Picture_0.jpeg)

![](_page_71_Picture_1.jpeg)

#### ENIGMA\_100% CARBON

SIZE WAVE 140-190 WAVE 150-200 FREEMOVE 160-210 FREEMOVE 170-220 RACE 180-230 RACE 190-240 RACE 210-250 EDDMIN 4, 240-200	PROFILE WAVE WAVE FREEMOVE FREEMOVE RACE RACE RACE RACE	DIAMETER 25mm 25mm 27mm 27mm 27mm 30mm 30mm
FORMULA 240-290	RACE KICK	30/33mm

![](_page_71_Picture_4.jpeg)

## METAL\_26mm ALUMINIUM WAVE

SIZE	PROFILE	DIAMETER
140-190	WAVE	26mm
150-200	WAVE	26mm
160-210	FREEMOVE	26mm
170-220	FREERIDE	26mm

![](_page_71_Figure_7.jpeg)

BLUELINE\_29mm ALUMINIUM WAVE

SIZE	PROFILE	DIAMETER
40-200	WAVE	29mm
60-220	FREEMOVE	29mm
80-240	RACE	29mm

![](_page_71_Picture_10.jpeg)

ALURACE\_ALUMINIUM RACE

IZE	PROFILE	DIAMETER
90-240	RACE	29/33.3 mm
20-250	RACE	29/33.3 mm
50-270	RACE	29/33.3 mm

CYC	LOPS_	_OOP-GO WA	VE EXTENSI
<b>SIZE</b> 24 24 36 36	MATERIAL ALLOY CARBON ALLOY CARBON	<b>Diameter</b> RDM RDM RDM RDM	ROPE FORMULIN FORMULIN FORMULIN FORMULIN

1 1	

## WAVE GENADE \_WAVE EXTENSION

SIZE	MATERIAL	DIAMETER	ROPE
24	ALLOY	RDM	MARLOW 4mm
24	CARBON	RDM	MARLOW 4mm
36	ALLOY	RDM	MARLOW 4mm
36	CARBON	RDM	MARLOW 4mm

![](_page_71_Picture_17.jpeg)

TRIPLE XTENSION\_3 PULLEY RDM EXTENSION

SIZE	MATERIAL	DIAMETER	ROPE
24	ALLOY	RDM	DYNEEMA
24	CARBON	RDM	DYNEEMA
36	ALLOY	RDM	DYNEEMA
36	CARBON	RDM	DYNEEMA

![](_page_71_Picture_20.jpeg)

RACE HD\_SDM EXTENSION

SIZE	MATERIAL	DIAMETER	ROPE
16	ALLOY	SDM	DYNEEMA
24	ALLOY	SDM	DYNEEMA
36	ALLOY	SDM	DYNEEMA

RDMRE	D_ULTRALIGHT WAVE / FREESTYLE
SIZE	WEIGHT
370	I.I5kg

370	I.I5kg
400	I.3kg
430	I.5kg
460	1.65kg

WROM.	1	
-		

#### RDMBLUE\_LIGHTWEIGHT / STRONG WAVE

SIZE	WEIGHT
340	I.25kg
370	I.4kg
400	I.5kg
430	I.7kg
460	I.9kg

ge		ER		<u></u>
GOR	RILL		RDCORE	E WA

SIZE	WEIGHT
340	I.3kg
370	1.55kg
400	I.65kg
430	I.9kg
460	2.Okg

APEX <b>PRO_</b> PRO BACE	

SIZE	WEIGHT	
400	I.42kg	
430	1.55kg	
460	I.66kg	
490	I.9kg	
520	2.Okg	
550	2.18kg	

The second se		
APEX_	RACE	
SIZE	WEIGHT	
370	I.55kg	
400	I.6kg	
430	I.75kg	
460	I.85kg	
490	2.1kg	
530	2.3kg	
550	2.4kg	

![](_page_71_Picture_35.jpeg)

OILL	VVLICITI
370	I.6kg
400	I.65kg
430	1.85kg
460	2.15kg
490	2.3kg


# NANO\_ALL-ROUND WAVE







# MAKO\_WAVE

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	FIN BOX	QUAD FINS (SUPPLIED)	ALTERNATIVE THRUSTER FI
74	225	54	6.0	3.0 - 5.0	SLOT BOX+	2 x 100 + 2 x 140	1 x 170
79	226	55	6.1	3.0 - 5.0	SLOT BOX+	2 x 110 + 2 x 140	1 x 170
84	228	57	6.2	4.0 - 5.3	SLOT BOX+	2 x 110 + 2 x 140	1 x 190
91	229	58	6.4	4.7-6.3	SLOT BOX+	2 x 110 + 2 x 150	1 x 190



### PSYCHO\_FREESTYLE

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	RIDER WEIGHT RANGE	FIN BOX	FIN (SUPPLIED)
92	219	61	6.2	3.3 - 5.2	55kg – 75kg = main board, 75kg – 95kg = small board	POWERBOX	SV FREESTYLE 190
102	219	62.5	6.3	4.4 - 5.9	75kg – 95kg = main board	POWERBOX	SV FREESTYLE 200

#### DYNO\_FREEWAVE

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	THRUSTER FINS (SUPPLIED)	ALTERNATIVE SINGLE FIN
85	225	57.5	6.3	4.5 - 6.0	2 x 125 + 1 x 210	280
95	226	59.5	6.5	4.7 - 6.5	2 x 125 + 1 x 210	320
105	228	62	6.8	5.0 - 7.0	2 x 125 + 1 x 230	360
115	229	64.5	7.2	5.3 - 7.5	2 x 125 + 1 x 250	400

# FOX\_PERFORMANCE FREERIDE

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	RIDER WEIGHT RANGE	FIN BOX	FIN (SUPPLIED)
95	236	61	6.7	4.7 - 6.7	60-75kg = big board, 80-95kg = small board	POWERBOX	019 SV F-SERIES 320
105	239	65	6.9	6.0 - 7.8	70-85kg = big board, 90-105kg = small board	POWERBOX	019 SV F-SERIES 360
120	244	70	7.3	6.5 - 8.5	80-95kg = big board, 100-120kg = small board	POWERBOX	019 SV F-SERIES 400
140	249	78	7.8	7.5 - 9.5	95-120kg = big board, 115-140kg = small board	POWERBOX	019 SV F-SERIES 440

