

NEILPRYDE
COLLECTION

'89



Beyond the limits – again!

Four years ago, Neil Pryde re-organized the design team to specifically address the four fast emerging disciplines of boardsailing – wave, course racing, slalom and speed. The objective of their research and development was to concentrate on defining the specific sail design features each sail range must have in order to excel at the highest levels of performance in each discipline.



Throughout 1987 and 1988, the International Surf, World Cup Racing, and Speed teams achieved staggering results using the same standard collection sail designs that are available from every Neil Pryde dealer.

As our understanding of the aerodynamics and hydrodynamics of sailing grows and our talented international team riders redefine the limits of the possible, the design team has moved ahead into new areas of sail

design. Throughout 1988, they concentrated on improving foil stability and examining the critical changes which take place in the sail's foil shape under load. These are major factors which critically affect sail control at high levels of performance. This field has been little understood and even less researched in the past, and the resulting developments have turned out to be even more influential on performance than anticipated.

Segmented-curve seam shaping.

The segmented curve seam shaping, and the interplay of battens and sail fabrics to control sail stability are described in the relevant sail range sections.

Sophisticated design and advanced seam shaping techniques have always been a distinguishing feature of Neil Pryde sails. Yet only Neil Pryde has recognized that their refinement to the simplest possible form is the key to maximizing the creation of lift and drive energy from the wind's passage over the surface of the sail.

Our specialized sail ranges – the World Cup Racing, RAF Speed, RAF Slalom, Combat Wave, World Cup Wave and RAF Wave – are highly sophisticated



designs that will respond to the increasingly demanding dedicated sailor.



For the performance-minded sports or recreational sailor, the RAF Sprint, RAF Slalom, RAF Dynamic, and RAF Slalomlite sails, contain many of the major innovations and advanced design features of the dedicated sails but have a versatility which makes them a totally practical choice. The many design details, and the improved performance that comes with their all-plylite materials composition, makes their challenge to the superiority of the specialized sails, a very real consideration in 1989.

For sports sailors, for aspiring champions, and for the professionals of our international team, the choice of sail types has never been wider. The potential to extend the limits of your performance has never been so great.

Collection sail performance.

During the 1987/88 season, the Neil Pryde professional sailing teams have added to the distinguished list of results achieved by standard collection sail designs.



Malcolm Wright, using a RAF Speed, broke the world record for a production speed sail (reaching 38.35 knots), and came within half a knot of Pascal Maka's world record (38.86 knots) achieved with a prototype sail.

Anders Bringdal has dominated the course racing discipline in the World Cup with the revolutionary new World Cup Racing sail, winning by consistently wide margins.

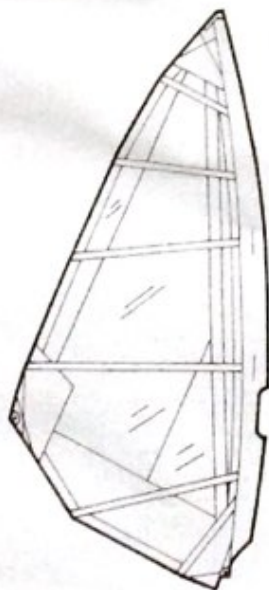
In wave sailing, Mark Angulo has captured the world's imagination with a wide array of stunning aerial manoeuvres using the RAF Wave. These sails not prototypes or specially customized designs, are the same sails you will find at your authorized Neil Pryde dealer.

When you can own the finest equipment in the world, why settle for anything less?



WORLD CUP RACING

A major breakthrough always dominates other design refinements and innovations. This is certainly the case with the 1989 World Cup Racing sail, where two specific modifications have produced startling results.



This year we are proud to announce the introduction of an exciting new material – K-film – and an important new technique for shaping the foil: segmented-curve seam shaping.

Willem Blaauw and Barry Spanier introduced K-film to counter one very specific problem. When overpowered, the deformation of the foil caused by lateral mast flex both alters the draft shape and creates wrinkles in the sail fabric. The changes in draft position push the centre of effort back, reducing power and upsetting the balance of the sail. Wrinkling disrupts the attached airflow, causing turbulence, and creating further power loss and negative handling.

K-film, used in conjunction with Neil Pryde's revolutionary new seam shaping technique, has drastically reduced foil deformation.

The immediate results are major

improvements in top-end power, stability and handling. Willem Blaauw and Anders Bringdal took full advantage of these new innovations by making significant changes to the design of the sails. In both the larger and smaller sizes, the boom is slightly longer (6.0 and 6.5sq.m. remain unchanged), adding more power and acceleration. Two more battens have been added to all the sails, one above and one below the boom. The sails now require very little outhaul tension to obtain the right twist characteristics for the very highest levels of performance.

With its two ELD cams, K-film body, sophisticated seam shaping and highly evolved form, the World Cup Racing is the serious competitor's dream come true. Already, the new sails are dominating international events. If you're into winning, the new 1989 World Cup Racing sail will give you the edge you need.

Slalom racing means action, aggression, quick power and total control. For 1989, the RAF Slalom is competitive like never before. It offers both racers and performance-minded sports sailors smooth power with precise handling and effortless sail balance.

To get that off-the-mark acceleration required to win, racing sails need medium or long booms. Great for power, but difficult to handle. In the past, keeping control has been largely a matter of sheer physical strength and bodyweight.

Through 1988, Neil Pryde designers Barry Spanier and Rick Kinser tackled this problem full-on in a special project aimed at refining the handling of the RAF Slalom without compromising the power. They totally redesigned the sail, and in the process evolved a revolutionary new method of controlling foil shape: segmented-curve seam shaping. This breakthrough system of panel layout and shaping sets the draft almost parallel to the curve of the mast and locks it firmly in place, regardless of loading fluctuations, mast flex or twist. The effect on handling is so

extraordinary it has to be experienced to be fully appreciated. The net result is a foil that is beautifully balanced, crisply responsive and light to handle. All the power is still there, but well under control.

Other changes have made significant contributions to the transformation of the RAF Slalom. The body and leech panels are now made from the high-tech, lightweight HM-50 and K-lite sail fabric. The introduction of speed section battens with modified taper, reshaping of the luff pocket and the addition of a foot stabilizer on the tack have further improved stability.

The combination of superb acceleration and silk, smooth handling add up to an excellent new sail for slalom racing and an exciting new choice for the aggressive sports sailor.



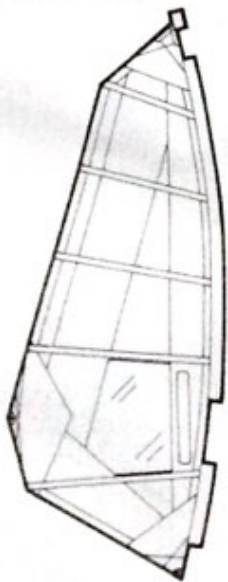
RAF SLALOM





RAF SPRINT

The new all plylite 1989 RAF Sprint shares many of the leading edge design features of the RAF Speed. It has several modifications which add important performance flexibility, making it the ideal speed/slalom sail for the aggressive sports sailor.



Like the RAF Speed, the power of the Sprint comes from an advanced aerodynamic foil shape held in place by speed section battens, warp-oriented plylite and intricate seam shaping. Its slightly lower aspect ratio, extended boom and positive leech have improved its low wind acceleration without compromising top-end speed. The large foot profile, important for power and control over mast rake, has been slightly reduced to make gybing more fluid. Now, by using warp-oriented plylite for the leech, body and foot panels, the designers have further improved the aerodynamic stability of the shape – even under maximum loading.

The 89 RAF Sprint is a very competitive sail, with quick acceleration and tearaway top-end speed that will put you right out in front when you're drag racing your friends.

The sail is light, easy to rig, and displays outstanding handling response. If you're into fast, high performance sailing in flat to choppy conditions, the Sprint has the action and excitement you're looking for at a very practical price.

The RAF Slalomite is designed specifically to give you maximum speed and a race winning edge in light winds.

The design of the Slalomite features a moderate aspect ratio and long boom. Lightweight materials and a full draft generate maximum drive energy from the lightest of gusts. This year, the performance of the Slalomite has been carefully improved to bring that energy under very fine control. The goal for the Neil Pryde design team – led by Reed Lockhart – was to drastically improve draft stability. In sails of this size any draft movement has a major effect on balance and may result in a loss of control. The critical area for development was the luff panel, and the team came up with an exceptional solution: a dual luff panel which radiates up from the tack to lock the draft firmly in place. The introduction of a new warp-oriented duofilm for the leech, warp-oriented plylite in the foot panels

and specially tapered speed-section battens further improves the handling and stability of the sail.

Changes to the luff curve make this year's Slalomite compatible with an even larger range of mast types. The 89 Slalomite is powerful, finely tuned and superbly balanced. This is the sail for light wind days that will get you hooked in, up and planing on long, comfortable runs. Whether you're competing or just cruising, the Slalomite is big fun.



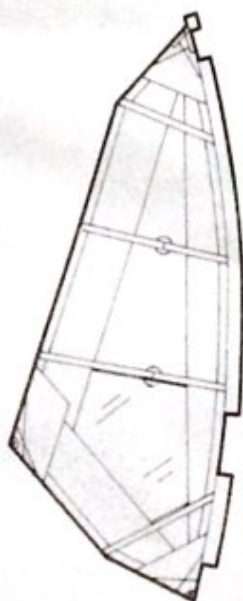
RAF SLALOMITE





RAF DYNAMIC

The new all-plylite RAF Dynamic offers versatile performance, smooth power and excellent handling. It is the ideal all-round sail for every sports sailor who aspires to high performance levels.



The Dynamic is quick to accelerate, easy to handle, capable of good speeds and very forgiving of errors and misjudgements.

The design changes for 1989 are extensive. The panel layout has been completely reworked to include a full vertical luff panel and a straight leech profile. The result is a major improvement in draft stability, balance and handling. Its performance has been substantially improved by using plylite for the leech, body and foot panels.

The 89 Dynamic is lighter, more durable and holds its foil shape better than ever before.

As a first step into high performance sailing the RAF Dynamic is a strong competitor at a truly affordable price.

The RAF Speed is already the fastest off-the-shelf sail in the world. It is technically brilliant, an intricate balance of design elements that add up to mind-blowing speed and precision handling.

For 1989, the RAF Speed has been made even faster and handles better than ever before.

During 1988, designers Barry Spanier, Rick Kinser and Fred Haywood developed a new segmented-curve seam shaping technique to refine and stabilize the foil shape in the luff and improve its response to over-loading. Now, when lateral mast deflection occurs, the pre-tensioned skin of the sail fabric absorbs the decrease in load without letting the draft shift back or wrinkles form across the body of the sail. Wind flow across the surface of the foil, power and balance are perfectly maintained. At very high speeds, it is precisely this kind of sophisticated engineering innovation that allows the speed sailor to concentrate on sheeting angles and board trim rather than trying to control the sail.

Other refinements for 1989 include a reduction in the roach behind the foot batten, and a combination of two batten types for all sails above 5.4 sq.m. Specially tapered slalom section battens are now being used in the top pockets. In the 6.4sq.m. and the 7.0sq.m. the total number of battens has been reduced. The RAF Speed retains its unique three-point adjustable clew, characteristic low foot profile and is again made from advanced HM-50 and K-lite — exclusive Neil Pryde sail fabrics.

To the discerning eye, the RAF Speed is undoubtedly the most highly evolved, technically sophisticated sail design on the water. Yet it remains easy to rig and tune, and a pleasure to handle in all conditions. If you're the kind of sailor who's totally committed to speed and never sheets out in the gusts, the RAF Speed is definitely the ultimate in control and adrenalin-pumping speed performance.



RAF SPEED





RAF WAVE

One of the most exciting and versatile sails ever created, the RAF Wave offers radical action in big surf, lightning speed on flat water and ultra-responsive handling in all manoeuvres.



This sail, which now powers Mark Angulo through the most extraordinary aerials and on-the-wave moves in sailing, is the ultimate high performer.

The Wave's outstanding qualities are the result of superb aerodynamics: the high aspect ratio, short boom, draft forward shape and highly tensioned skin make it essentially a high-performance wing. The foil shape is maintained even under extreme loads by a complex system of tapered battens, intricate seam shaping, and the skin tension created by Neil Pryde's unique lightweight fabrics, K-lite and HM-50.

Once turned on, the RAF Wave produces startling high-end acceleration and exhilarating speed. If you're into jumping and aerials, you'll appreciate its gliding

capability and quick handling. For tight turns, power gybing and cool finesse, it is definitely in a class of its own. It is also unforgiving of misjudgements, and requires both experience and aggressive sailing to make the most of its unlimited potential.

Powered up and in full flight, the RAF Wave is beautifully attuned to the wind and effortless to control, a statement of total commitment to high-performance sailing technology.

Designed for competition winning performances in European wavesailing conditions, the World Cup Wave is quick to accelerate, steady in gusts and easy to handle.

With a low aspect ratio, UJ foil shape and medium length boom, the sail has the power to drive you through difficult shorebreak and keep you going in lulls. It points high in side-onshore winds. The soft UJ created by two cambered battens supports you smoothly, gives control over the boom and allows the sailor to keep the windward boom over the mast, reducing movement upwind the mast, keeping her off the sail because it allows more margin for adjustment in complex waves, and responds smoothly when the unexpected happens.

For 1989 the sail's designer, Brian Blakely, has stepped up the camberation and refined the handling. The boom length has been increased, and the HAN-Q HATEC, strap replaced with twin

segmented curved UJ panels. The lower UJ panel is warp oriented whereas a rigged sail cloth which has the small amount of "give" desirable for absorbing the impact of sudden loading without unbalancing the rider. The second panel is warp oriented plus a sturdy unyielding fabric that keeps its shape when over-loaded. The net effect is to set the draft limits in gusts, increasing the stability, power and balance without compromising the smooth response of the sail.

As top level Freck riders Anders Brongst and Alex Aguirre are proving, the World Cup Wave is very competitive in any kind of wavesailing conditions.



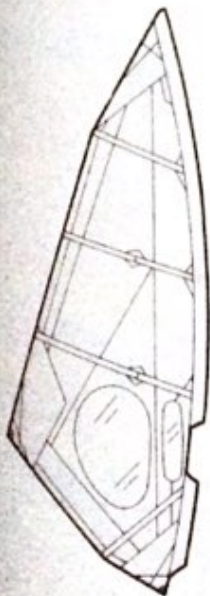
WORLD CUP WAVE





COMBATWAVE

The Combat Wave is the purest of Neil Pryde's wavesails. It is designed for radical moves in big waves and strong winds, and offers the dedicated wavesailor the highest performance potential.



Created by Barry Spanier and Rick Kinser on Maui, every detail emphasizes quick power and super-precise handling in aerials, transitions and wave riding manoeuvres. The moderate aspect ratio and medium-length boom guarantee a dynamite response when you sheet in. The power is concentrated low down where it's easy to control. The pin head configuration and flat head-section further reduce the possibility of pitching and create a firm leech for sharper manoeuvring.




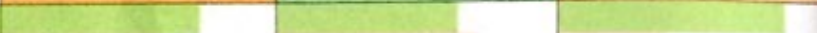


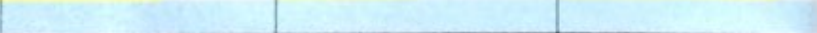





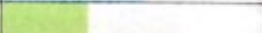






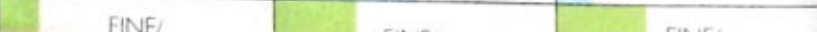

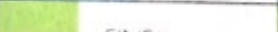

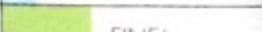
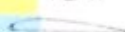
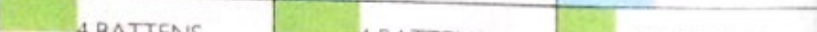
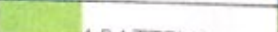
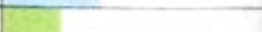
The sail has a moderately full, draft-forward shape, made exceptionally stable by carefully arranged panels and sophisticated seam shaping. Two convertible battens enable the rider to totally transform the feel of the sail. fully battened, the Combat Wave is powerful with hair-trigger reactions; semi-battened,







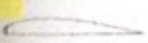

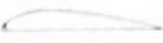
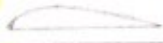
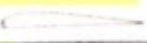
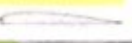
it is softer, smoother and easier to adjust in complex moves. Bullet proof construction from rugged warp-oriented pylonite and tetoron will keep the sail in shape through the roughest surf.

The Combat Wave is made for aggressive wavesailors who like to go out in big conditions. With this sail, the only limit to performance is your imagination. And your courage.

Performance Guide

This chart has been compiled to help you appreciate the contribution of key design features to the overall performance of a sail. It can also help you select the sail that is exactly right for your particular requirements.

ATTRIBUTE	SAIL RANGE	COMBAT WAVE	WORLD CUP WAVE	RAF WAVE
LINE DRAWING				
CONTROLLABILITY/HANDLING				
ACCELERATION CAPABILITY				
HIGH SPEED POTENTIAL				
MANOEUVRABILITY				
SAIL PERFORMANCE PRIORITIES		CONTROL LESS POWERFUL LUFFABLE MANOEUVRABILITY	CONTROL VERSATILITY MANOEUVRABILITY	CONTROL SPEED MANOEUVRABILITY
BOOM LENGTH		 SHORT/MEDIUM	 SHORT/MEDIUM	 SHORT
ASPECT RATIO		 MEDIUM	 MEDIUM	 HIGH
FOOT ROACH		 SMALL FORWARD ACCENTED CONFIGURATION	 SMALL FORWARD ACCENTED CONFIGURATION	 SMALL FORWARD ACCENTED CONFIGURATION
LEECH ROACH/ HEAD		 STRAIGHT/ PIN HEAD	 STRAIGHT/ PIN HEAD	 STRAIGHT/ FAT HEAD
RELATIVE FOIL/ DRAFT SHAPE		 FINE/ MEDIUM FOIL 	 FINE/ RELATIVELY FULL 	 FINE/ RELATIVELY FLAT 
BATTEN CONFIGURATION		 4 BATTENS 2 CONVERTIBLE 1 FOOT	 4 BATTENS 2 CONVERTIBLE 1 FOOT	 5 BATTENS 1 CONVERTIBLE 1 FOOT
WAVE/WATER CONDITIONS WIND RANGES		HIGH SURF- FLAT WATER 15-35 +	HIGH SURF- FLAT WATER 10-35 +	HIGH SURF- FLAT WATER 12-35 +

RAF DYNAMIC	RAF SLALOM	RAF SLALOM-LITE	WORLD CUP RACING	RAF SPRINT	RAF SPEED
					
CONTROL VERSATILITY	CONTROL ACCELERATION SPEED	POWERFUL LIGHT CONTROL	ACCELERATION SPEED CONTROL	SPEED CONTROL ACCELERATION	HIGH SPEED CONTROL STABILITY
SHORT/MEDIUM	MEDIUM	LONG	LONG	SHORT/MEDIUM	SHORT
MEDIUM	MEDIUM	MEDIUM	LOW	MEDIUM/HIGH	HIGH
ALL ROUND MODERATE	DECK SEAL MODERATE	DECK SEAL MODERATE	DECK SEAL EXTREME	DECK SEAL MODERATE	DECK SEAL EXTREME
STRAIGHT/ FAT HEAD	ELLIPTICAL/ PIN HEAD	ELLIPTICAL/ PIN HEAD	ELLIPTICAL/ PIN HEAD	STRAIGHT/ FAT HEAD	NEGATIVE - STRAIGHT/ FAT HEAD
MODERATE/ MEDIUM FOIL	MODERATE/ FULL	FULL	FULL	FINE/ MEDIUM FOIL	FINE/ RELATIVELY FLAT
					
4 BATTENS 2 CONVERTIBLE 1 FOOT	4 BATTENS 1 FOOT	4 BATTENS 1 FOOT	6 BATTENS 2 FOOT 2 ELD'S	5 BATTENS 1 FOOT	6 TO 7 BATTENS 2 FOOT
MODERATE SURF- FLAT WATER 6-25	SURF SLALOM- FLAT WATER 12-30	OCEAN SWELLS- FLAT WATER 0-15	ALL CONDITIONS EXCEPT SURF 7-35 +	ALL CONDITIONS EXCEPT HIGH SURF 12-35	ALL CONDITIONS EXCEPT HIGH SURF 15-45 +

		SAIL SIZE	RIGGED LUFF	MINIMUM BOOM	ASPECT RATIO	SAIL WEIGHT (KG)	
SPEED SAILS	RAFSPEED	35	4.08(135)	1.28(42)	4.44	2.50	
		39	4.25(131)	1.36(46)	4.42	2.74	
		44	4.48(148)	1.40(47)	4.40	2.88	
		49	4.70*(155)	1.49(46)	4.32	3.25	
		54	4.82(1510)	1.57(52)	4.18	3.38	
		59	4.92(162)	1.63(54)	4.15	3.48	
		64	4.98(164)	1.68(62)	3.83	3.61	
	70	5.10(169)	1.76(65)	3.64	3.75		
	RAFSPRINT	34	3.87(128)	1.30(43)	4.07	2.0	
		40	4.23*(1311)	1.38(46)	4.16	2.40	
		46	4.64*(153)	1.57(52)	4.18	2.80	
		54	4.72(156)	1.67(56)	4.09	3.10	
		62	4.87(160)	1.91(63)	3.83	3.40	
		70	5.18(170)	2.10(61)	3.79	3.80	
RACING SAILS		WORLD CUP RACING	40	4.09*(135)	1.60(53)	3.78	2.62
	45		4.29*(141)	1.71(57)	3.72	3.00	
	50		4.46*(148)	1.81(58)	3.63	3.15	
	55		4.58*(150)	1.90(63)	3.57	3.22	
	60		4.70(155)	2.00(67)	3.51	3.27	
	65		4.76(157)	2.07(69)	3.49	3.37	
	70		4.96(163)	2.19(72)	3.51	3.62	
	75		5.16(161)	2.26(72)	3.55	3.67	
	80		5.26(173)	2.37(75)	3.46	4.00	
	85		5.36(177)	2.43(80)	3.78	4.21	
	90	5.44(1710)	2.53(84)	3.29	4.25		
	100	5.60(184)	2.57(85)	3.13	4.56		
	RAFSLALOM	46	4.41*(146)	1.64(55)	3.94	2.72	
		51	4.54*(1411)	1.74(59)	3.77	2.90	
		54	4.66(153)	1.78(510)	4.00	3.05	
		58	4.73(156)	1.93(64)	3.86	3.22	
		64	4.88(160)	2.05(68)	3.7	3.45	
	WAVE SAILS	RAFWAVE	33	4.00*(131)	1.24(41)	4.60	2.20
			37	4.27*(140)	1.30(43)	4.65	2.60
			42	4.45*(147)	1.40(47)	4.55	2.70
47			4.60*(151)	1.50(41)	4.40	2.85	
52			4.70(1551)	1.63(54)	4.15	3.05	
57			4.80(159)	1.70(57)	4.05	3.45	
65			5.05(167)	1.90(63)	3.90	3.55	
WORLD CUP WAVE		34	4.32*(142)	1.45(49)	5.10	2.23	
		39	4.51*(1410)	1.57(52)	4.87	2.34	
		44	4.65*(153)	1.61(53)	4.73	2.70	
		49	4.75*(157)	1.76(59)	4.45	2.86	
		54	4.72*(156)	1.87(62)	4.13	2.96	
		59	4.86(1511)	1.97(66)	4.00	3.27	
		69	5.07(168)	2.02(67)	3.73	3.38	
COMBATWAVE		25	3.36*(110)	1.12(38)	4.52	1.63	
		30	3.82*(126)	1.25(41)	4.86	1.95	
		35	4.08*(135)	1.40(47)	4.76	2.33	
		40	4.33(143)	1.48(410)	4.69	2.53	
		45	4.60(151)	1.60(53)	4.70	2.75	
		50	4.70(155)	1.72(58)	4.42	3.15	
	55	4.92(162)	1.80(511)	4.40	3.35		
	60	4.93(162)	1.88(62)	4.05	3.50		
	HIGH PERFORMANCE SPORTS SAILS	RAFSLALOMLITE	70	5.02(166)	2.12(70)	3.60	3.55
			80	5.28(174)	2.30(77)	3.48	3.85
90			5.45(171)	2.46(81)	3.30	4.10	
RAFDYNAMIC		27	3.55*(118)	1.34(45)	4.28	1.85	
		34	3.95(130)	1.45(49)	4.25	2.10	
		40	4.25*(131)	1.54(51)	4.20	2.32	
		46	4.50*(149)	1.64(55)	4.11	2.53	
		54	4.75*(157)	1.75(59)	4.18	2.60	
		61	4.90(161)	1.94(64)	4.00	2.95	
		70	5.00(165)	2.15(71)	3.57	3.20	

SAIL SPECIFICATIONS

SAIL CLOTH SPECIFICATIONS

Construction/Design:

Ultra-light. Segmented curve luff panel shaping for correct draft location under extreme sailing load. RAF Plus luff system for improved leading edge shape. Shaped luff pocket for optimum rotation. Foot stabilizer strap at the tack.

Battens: Niel Pryde taperite - speed section (speed section & slalom section in the 3.5, 3.9, 4.4, 4.9, 5.4)

Mast: Aluminum, carbon fibre or fibreglass, stiffness 6.8 to 7.8. Sizes 3.5, 3.9, 4.4, 4.9 have adjustable head turbans.

Sailcloth: 3.4oz/145g HM-50 (leech and upper foot panel) 3.3oz/142g K-Lite

(body)
4.6oz/199g Warp oriented plylite (foot & 2 ply)
4.2oz/180g Warp oriented tetoron (luff panel)
9.2oz/395g Vymar (main window)
1.3oz/565g PVC (luff window)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Light. RAF Plus luff system for improved leading edge shape. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - speed section

Mast: Aluminum or fibreglass, stiffness 6.8-7.6. Size 3.4, 4.0, 4.6 have adjustable head turbans.

Sailcloth: 4.6oz/199g Warp oriented plylite (leech, foot, body, and 2 ply panels)

4.2oz/180g Warp oriented tetoron (luff panel)
9.2oz/395g Vymar (main window)
1.3oz/565g PVC (luff window)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Ultra-light. Segmented curve luff panel shaping for correct draft location under extreme sailing load. RAF Plus luff system with twin luff panels and shaped luff pocket for improved leading edge shape. Adjustable tack inhaul. Two ELD cams.

Battens: Niel Pryde taperite - speed section (wave section at the forward foot)

Mast: Aluminum, Carbon fibre or fibreglass, stiffness 7.4 - 7.8. Sizes 3.5, 4.0, 4.5, 4.9, 5.5 have adjustable head turbans.

Sailcloth: 3.4oz/147g K-Firm (leech & body panels)
4.6oz/199g Warp oriented plylite (luff, foot, & 2 ply panels)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Ultra-light. Segmented curve luff panel shaping for correct draft location under extreme sailing load. RAF Plus luff system and shaped luff pocket for improved leading edge shape. Foot stabilizer strap at the tack. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - speed section

Mast: Aluminum, carbon fibre or fibreglass, stiffness 6.8 - 7.6. Sizes 4.6, 5.1 have adjustable turbans.

Sailcloth: 3.4oz/145g HM-50 (leech)
3.3oz/142g K-Lite (body)
4.6oz/199g Warp oriented plylite (body, foot & 2 ply panels)
4.2oz/180g Warp oriented tetoron (luff)
1.3oz/565g PVC (window)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Ultra-light. Surf engineered. RAF Plus luff system for improved leading edge shape. Shaped luff pocket for optimum rotation. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - wave section. One convertible batten - both long and short battens provided.

Mast: Fibreglass or aluminum, stiffness 6.8 - 7.4. Sizes 3.3, 3.7, 4.2, 4.7 have adjustable head turbans.

Sailcloth: 3.4oz/145g HM-50 (leech)
3.3oz/142g K-lite (body)
4.6oz/199g Warp oriented plylite (foot & 2 ply panels)
4.2oz/180g Warp oriented tetoron (luff)
9.2oz/395g Vymar (main window)
1.3oz/565g PVC (luff window)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Light. Surf engineered. Twin luff panels for improved leading edge shape and controlled luffability. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - wave section. Two convertible battens - both long and short battens provided.

Mast: Fibreglass or aluminum, stiffness 6.5 - 7.3. Sizes 3.4, 3.8, 4.4, 4.9 have adjustable turbans.

Sailcloth: 4.6oz/199g Warp oriented plylite (leech, foot, body, rear luff, & 2 ply panels)
4.2oz/180g Warp oriented tetoron (forward luff panel)
1.3oz/565g PVC (windows)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Light. Surf engineered. Shaped luff pocket for optimum rotation. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - wave section. Two convertible battens - both long and short battens provided.

Mast: Fibreglass or aluminum, stiffness 6.8 - 7.4. Sizes 2.5, 3.0, 3.5, 4.0, 4.5, have adjustable turbans.

Sailcloth: 4.6oz/199g Warp oriented plylite (leech, foot, body, & 2 ply panels)
4.2oz/180g Warp oriented tetoron (luff)
1.3oz/565g PVC (windows)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Light. RAF Plus luff system with twin radial luff panels for improved leading edge shape. Three-ply leech and foot reinforcement.

Battens: Niel Pryde taperite - speed section

Mast: Aluminum or fibreglass, stiffness 6.8 - 7.8

Sailcloth: 4.3oz/185g DuoFilm (leech)
4.2oz/180g Warp oriented tetoron (body & luff panels)
4.6oz/199g Warp oriented plylite (foot & 2 ply panels)
9.2oz/395g Vymar (window)
5.8oz/250g Lufflex (luff pocket)

Construction/Design:

Light. RAF Plus luff system for improved leading edge shape.

Battens: Niel Pryde taperite - slalom section. Two convertible battens - both long and short battens provided.

Mast: Fibreglass or aluminum, stiffness 6.3 - 7.5. Sizes 2.7, 3.4, 4.0, 4.6 have adjustable turbans.

Sailcloth: 4.5oz/195g Plylite (leech, foot, body and 2 ply panels)
4.1oz/175g Tetoron (luff)
1.3oz/565g PVC (window)
5.8oz/250g Lufflex (luff pocket)



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