



 18
SEVERNE

HANDS ON.

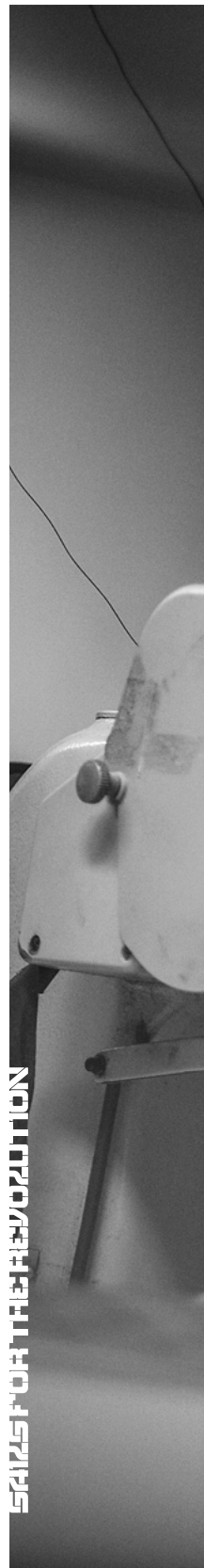
“Creating windsurfing gear that people love to use is easy when you love creating it. Being hands-on gives an intimate understanding of how the sailcloth moves, where things stretch or flex and why materials matter. Being hands-on has the added incentive of creating gear that will ultimately enable me to windsurf better. Selfish, but highly motivating.

The best way to improve the gear is to be hands-on with it: Build it. Sail it. Test it. Improve it. And then go back to the start and do it all again. A full revolution.”

BEN SEVERNE



SKIPS FOR THE REVOLUTION





J18 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.



SAILS FOR THE REVOLUTION







STABILIZER TECHNOLOGY

SV

SV

PREMIUM PANELLED TECHNOLOGY
QUALITY / VALUE / PERFORMANCE

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.



SEVERNE

NEX



IMPACT ZONE

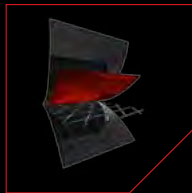
Heavy duty materials are kept lower in the sail, the area traditionally prone to damage from knees and harness hooks. Twisted fibres and stronger yarns are combined with thicker films for maximum durability. This extra weight is kept low in the sail so it does not affect the swing weight and lightweight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

HEX-PLY

HEAVY DUTY

Thicker 5mil film for improved puncture resistance, HEX-PLY uses internal printing to add the colour and graphics. This ensures long term durability. Used in high impact areas of selected sails.

/ X-PLY: DYNEEMA
/ GSM: 220GSM



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

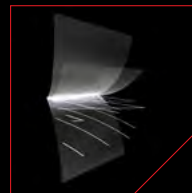
The mid section of the sail generates the sail's power and defines the vision through the window. Specific X-Ply materials are used to maximize visibility in our 100% X-Ply sails. Stronger fibres and our Twisted Fibre technology means that less fibres are required and allows for a wider spacing to give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

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



CONTROL ZONE

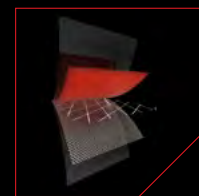
The upper section of the sail defines the control characteristics of the sail. To maximise the handling, we use the lightest materials in the main body, reducing both weight and swing weight.



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: 160.6GSM





HYPERSPIDER
MEMBRANE TECHNOLOGY

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

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.



PRIMARY LOAD PATH

Vectors of Technora aligned along the main load lines from the tack to the head, These disperse the high downhaul loads vertically throughout the membrane.



PERIMETER LOAD PATH

Technora fibre is laid down along the perimeter of the sail to control stretch and reinforce all edges.



SECONDARY LOAD PATH

Technora fibres radiate the outhaul loads out of the clew. These secondary fibres intersect the primary fibres to create the first layer of the web



HORIZONTAL LOAD BANDS

Technora fibre is aligned exactly along the batten tension lines. This aids batten stretch control.



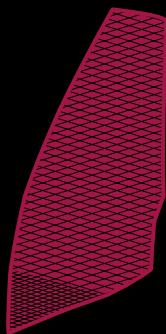
TERTIARY LOAD PATH

A third group of Technora fibres increases density in the high load foot area. These paths further diffuse the loads coming out of the clew and the tack.



DIAGONAL LOAD BANDS

Short strips of fibre radiate out from the batten ends to control sheer and twist.



X-PLY LAYER

An Aramid X-Ply is laid down to complete the web. These fibres increase durability of the membrane.

3.0 - Increased X-Ply density in high load foot panel.



THE WEB

The combination of all these vector paths creates the web: A mesh of fibres transferring and diffusing loads throughout the membrane.

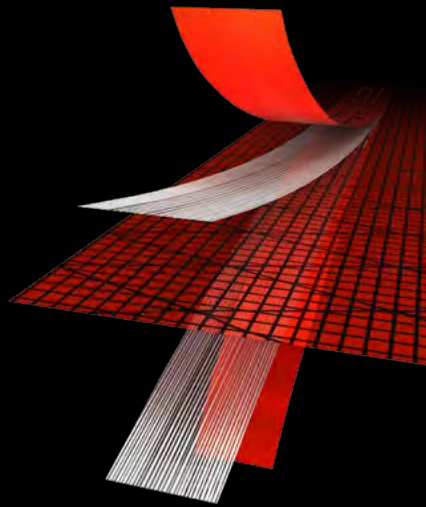




SpiderFibre is a fibreglass filament with very high tensile strength. Used to minimize weight and maximise strength.

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 POCKET

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.

2018 BLADE PRO_ PREMIUM CONTROL

The 2018 Blade Pro is a result of working with Philip Köster to refine an already incredible sail. The 5 batten layout combined with the HyperSpider tech controls any draft movement and extends the functional wind range over a standard sail. Ultralight with precision control.

The Blade Pro is the premium version of the legendary Blade. Utilising 5 battens for maximum control, stability and wind-range, this is Philip Köster's weapon of choice.

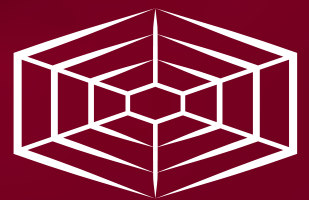
New HyperSpider consisting entirely of high-tech fibres: Technora for the body fibre, and now Dyneema for the X-Ply to increase strength. The pinnacle of windsurf sail materials.

- / HYPERSPIDER
- / SPIDERFIBRE
- / AERO BATTEN TECHNOLOGY
- / DOUBLE SEAMS

-  **UPGRADES FOR 2018**
- / 4TH GENERATION DYNEEMA HYPERSPIDER. IMPROVED DURABILITY.
- / NEW 6.2 SIZE
- / UPGRADED FITTINGS



4.2 / 4.7 / 5.0 / 5.3 / 5.7 / 6.2



HYPERSPIDER
MEMBRANE TECHNOLOGY



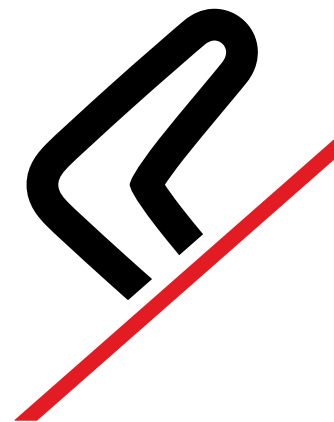
SCOTT MCKERCHER
MARGARET RIVER, WA

BLADE PRO

PHOTO: JOHN CARTER



SAIKS FOR THE REVOLUTION



KAIJI **SCOTT McKERCHER**
BLADE PRO
PREMIUM CONTROL



AERO POWER



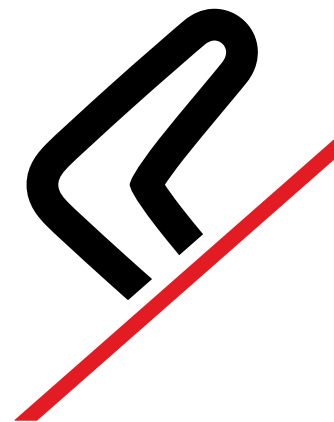
PHILIP KÖSTER
LANZAROTE

BLADE PRO

PHOTO: DANI MIGUEL



SKIS FOR THE REVOLUTION



G44 PHILIP KÖSTER
BLADE PRO
PREMIUM CONTROL



AERO FOUR

S-1 PRO PREMIUM MANOEUVRABILITY

Developed to power Jaeger Stone's signature wave attack, the S-1 Pro is the ultimate tool for absolute wave destruction.

Now with increased jumping control without sacrificing wave riding ability. Profile depth is now lower in the sail for control, whilst mid leech tension was increased to maintain torque for driving vertically towards the lip.

Four batten layout in all sizes means maximum manoeuvrability.

New HyperSpider consisting 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.

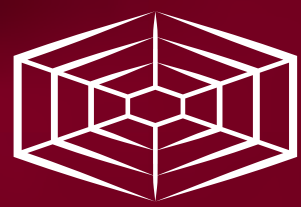
- / HYPERSPIDER
- / AERO BATTEN TECHNOLOGY
- / ULTRALIGHT WEIGHT
- / HIGHLY MANOEUVRABLE
- / INCREASED WIND RANGE

-  **UPGRADES FOR 2018**
- / 4TH GENERATION DYNEEMA HYPERSPIDER. IMPROVED DURABILITY.
- / REFINED PERFORMANCE
- / UPGRADED FITTINGS

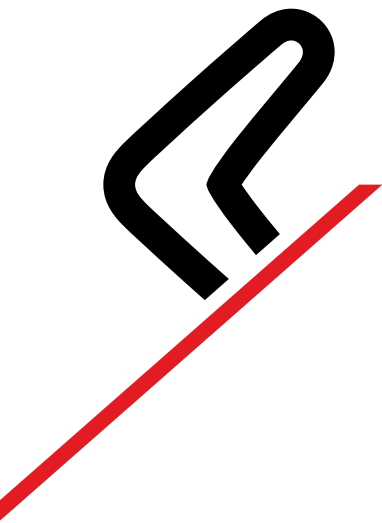
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3.6 / 4.0 / 4.4 / 4.8 / 5.2 / 5.6



HYPERSPIDER
MEMBRANE TECHNOLOGY



KAI20 **JAEGER STONE**
S-I PRO
PREMIUM MANOEUVRABILITY

  **AEROPOWER**

SAI2S FOR THE REVOLUTION

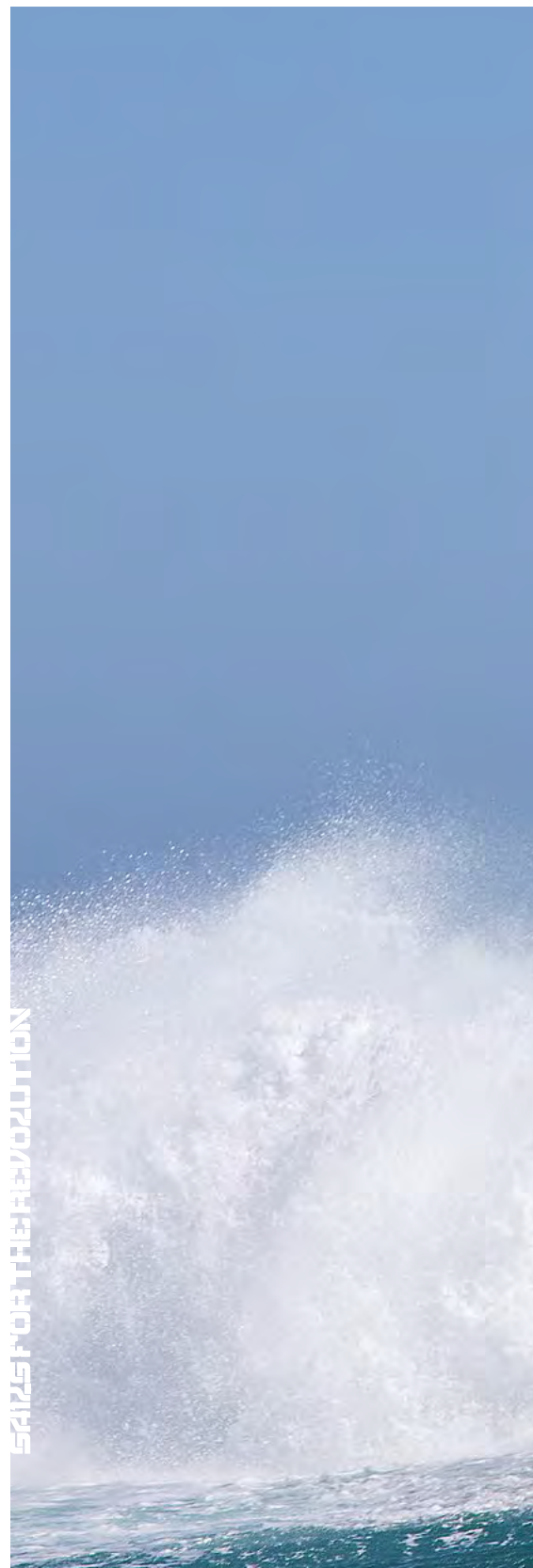




PHOTO: JOHN CARTER

S-1 PRO

JAEGER STONE
MARGARET RIVER, WA

BLADE CONTROL ORIENTED WAVE

The O18 Blade is a 5 batten wave sail with the perfect blend of power and control. Sail profiles are designed for maximum stability and wind range. Moderate head tension allows responsive twist.

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 and makes the Blade feel even lighter for O18.

The panel layout has been updated for O18 with more elegant styling reflecting the premium quality of the Blade.

The O18 Blade is the sail to choose for all-round high performance.

- / 100% XPLY
- / DOUBLE SEAMS EVERYWHERE.
- / TIME TESTED

-  **UPGRADES FOR 2018**
- / eM4 MATERIAL UPGRADE
- / NEW SHORTER 5.7 CAN RIG ON 400 MAST
- / UPGRADED FITTINGS



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



SAILS FOR THE REVOLUTION





ESA D4104 MORENO
BLADE
CONTROL ORIENTED WAVE



DAIDA MORENO
GRAN CANARIA

BLADE

PHOTO: DVE

S-1 MANOEUVRE ORIENTED WAVE

The S-1 is our 4 batten wave sail in premium panelled construction.

With its 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 diamond shaped Dacron luff panel for smooth power delivery, this sail is engineered for performance. Now with eM4 in the lower panels to make the D18 S-1 feel even lighter.

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

- / CONVERTABLE BATTEN DESIGN
- / MANOEUVRE ORIENTED WAVESAIL
- / TUNABLE

-  **UPGRADES FOR 2018**
- / eM4 MATERIAL UPGRADE
 - / SLEEKER STYLING
 - / UPGRADED FITTINGS



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



SAIJS FOR THE REVOLUTION

KASIS BEN SEVERNE

SI

MANOEUVRE ORIENTED WAVE





PHOTO: JOHN CARTER

S-1

BEN SEVERNE
LANCELIN, WA

018 FREEK_—FREESTYLE

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.

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 018 Freek gives maximum freestyle performance.

- / STABLE
- / BALANCED
- / EASY DUCKING
- / SOFT ROTATION
- / TUNABLE

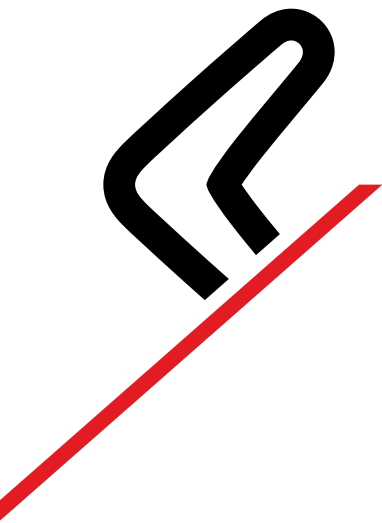
UPGRADES FOR 2018

- / eM4 MATERIAL UPGRADE
- / SLEEKER STYLING
- / UPGRADED FITTINGS



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





NE20 **AMADO VRIESWIJK**
FREEK
FREESTYLE

SAIJS FOR THE REVOLUTION





PHOTO: MARCUS SEIDEL

FREEK

AMADO VRIESWIJK
BONNAIRE

18 GATOR_ PROGRESSIVE FREERIDE

The Gator sail range covers every type of windsurfing conditions from around the globe. From lightwind freeriding to high-wind blasting.

The core principles are durability, manoeuvrability and a consistent feel across all sizes. Every size is designed to echo the demand of the aggressive freeride rider no matter what the wind conditions. Batten count is optimised for every size to maintain a consistently soft feel and stability.

The perfect sail for plug and play performance combined with 100% X-Ply durability.

PROGRESSIVE GEOMETRY

The smaller sizes 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.

For 2018, major updates include eM3 upper panels for reduced swing weight and more dynamic flex. And new geometry on the 6.5 and 7.0 sizes to better suit the freewave category.

- / NO CAM, CROSSOVER SAIL
- / 100% X-PLY
- / A COHESIVE FEEL BETWEEN SIZES
- / MANOEUVRE ORIENTED

-  **UPGRADES FOR 2018**
- / eM3 MATERIAL UPGRADE
- / FREEWAVE GEOMETRY ON 6.5 AND 7.0
- / UPGRADED FITTINGS



PROGRESSIVE
GEOMETRY



100%
X-PLY



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





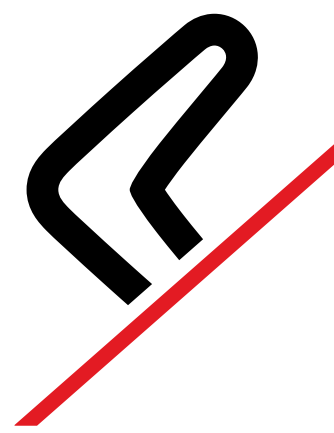
BOUNAMA GULLOUL
HOOKA, MAUI

GATOR

PHOTO: FISH BOWL DIARIES



SKIS FOR THE REVOLUTION



ME **GOLJMA4 GURZOUZ**
GATOR
PROGRESSIVE FREERIDE



2018 **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 2018 Convert features dacron Flex Zones that absorb chop impact and gusts to give an incredibly smooth ride.

- / DROPPED CLEW
- / SEAMLESS HEAD AND FOOT CONSTRUCTION



X-PLY
CONSTRUCTION

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

SPRITS FOR THE REVOLUTION





JAMES HOOPER
MAURITIUS

CONVERT

PHOTO: JOHN CARTER

18 NCX NO CAM RACE

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

Widely recognized as the best no-cam freeride sail available, the NCX delivers accessible race sail performance without cams.

Maximum stability is achieved through high skin tension and 7 battens in all but the smallest sizes. Combined with the shock-absorbing properties of a no-cam sail, this means a huge wind range.

With its higher aspect ratios, lowered shape distribution and more control oriented geometry, the NCX has impeccable handling to control all that speed.

For 2018 the high wind blasting capabilities have been increased with the addition of 2 new sizes; a 5.0 and 4.5 for lighter riders, or for when it REALLY turns on.

And for light winds an 8.5 NCX has been added to make sure there's a size for everyone.

- / RACE SAIL PERFORMANCE WITHOUT CAMS
- / MONOFILM CONSTRUCTION
- / STABLE WITH A HUGE WIND RANGE

UPGRADES FOR 2018

/ NEW 4.5, 5.0 AND 8.5 SIZES

—



STABILIZER
TECHNOLOGY



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



TIMO MULLEN
GRO, VA

NCX

1969 **TIMO MULLEN**

NCX
NO CAM RACE



STABILIZER
TECHNOLOGY

/// **RACE**
EVOLVED

PHOTO: JOHN CARTER



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.

Improvements for 2018 include changes to the tack geometry to make rigging and derigging even easier.

- / SINGLE OR TWIN CAM
- / MONOFILM CONSTRUCTION
- / LIGHT WEIGHT
- / EFFORTLESS ROTATION

- UPGRADES FOR 2018**
- / IMPROVED EASE OF RIGGING/DERIGGING
 - / UPGRADED FITTINGS

RDM CAM / **SDM CAM**

STABILIZER TECHNOLOGY

SPIDERFIBRE



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



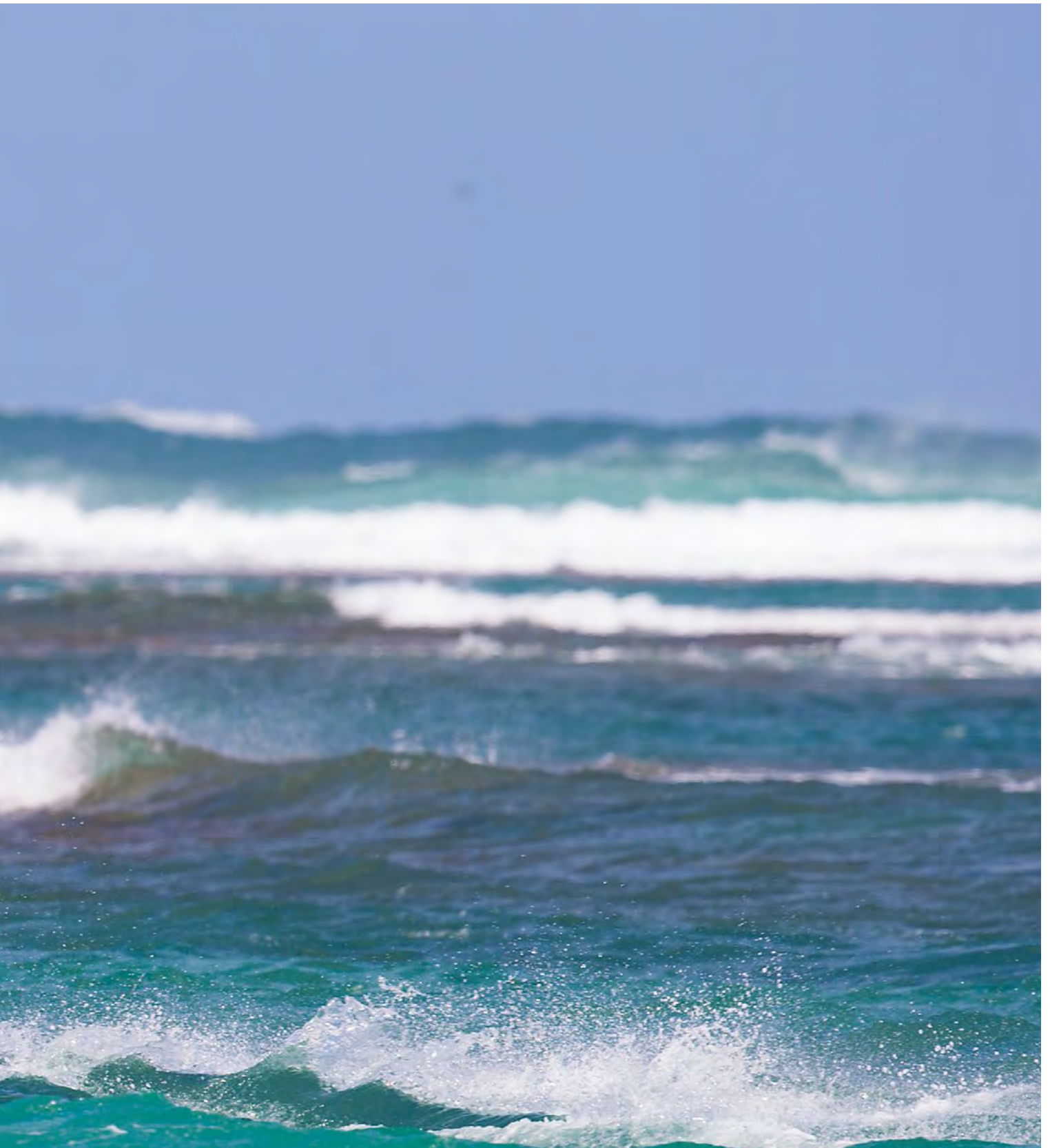


MATTHIAS MODERMAN
GPO, WA

TURBO GT

PHOTO: JOHN CARTER

SAIJS FOR THE REVOLUTION



XS-3_ SCALED DOWN TECHNOLOGY

Based on the S-3, the XS-3 is a dedicated performance kids rig designed around the ergonomics of the smaller rider. Lower clew and boom cutout, as well as lower skin tension to suit lighter weight sailors.

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.

- / TARGETED GEOMETRY AND SHAPING
- / PACKAGE OPTION
- / PREMIUM MATERIALS



SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
2.0	276	113	3	1.6	ADJ	XS-3 MAST 300
2.5	299	122	3	1.7	ADJ	XS-3 MAST 300
3.0	313	132	3	1.8	FIXED	XS-3 MAST 300
3.6	331	143	3	1.9	FIXED	XS-3 MAST 300
4.1	336	150	3	2.1	FIXED	XS-3 MAST 300

SAIERS FOR THE REVOLUTION



MAELI CHEREL
MARGARET RIVER, WA

XS-3

PHOTO: JOHN CARTER



SYNERGY_ BEGINNER RIG

Where it all comes together.

Unlike other rig packages, the SYNERGY is not just about price. It's designed from the ground up to make your first windsurfing experiences as easy as possible. Everything just fits together effortlessly allowing you to skip the complications and get on with the fun part.

The SYNERGY rig combines lightweight materials with technical functionality to create an all in-one package that anyone can easily rig and sail. It has a step-by-step rigging guide printed directly on the sail making SYNERGY quick and easy to rig, maximising your time on the water.

Every sail in the SYNERGY range rigs on its own mast and boom for ease and simplicity. No messing around with adjusting boom or extension lengths.

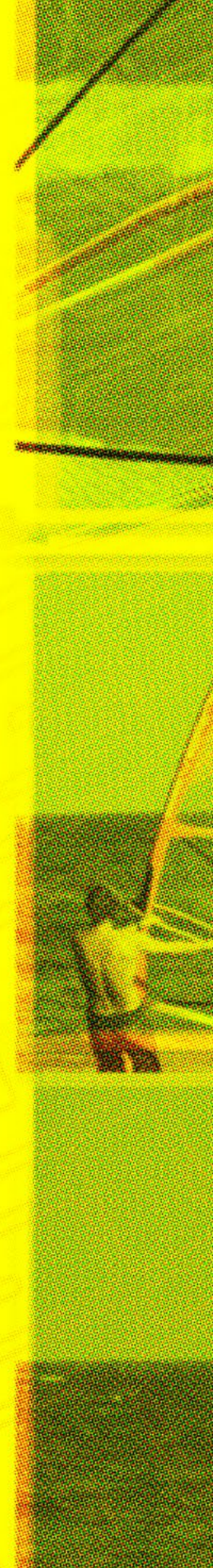
The SYNERGY Kids and Junior sizes are all built from brightly coloured, durable Dacron. They all use reduced sized components for the ergonomics of the smaller rider.

The SYNERGY is the easiest way to go windsurfing.

- / HASSLE FREE WINDSURFING
- / ZERO PRIOR KNOWLEDGE IS REQUIRED
- / COMPLETE PACKAGE
- / IDEAL FOR SUP AND BEGINNER BOARDS



KIDS	/	1.2	/	2.1	/	2.6	/	3.1
JUNIOR	/	3.6	/	4.3	/		/	
ADULT	/	4.8	/	5.4	/	6.0	/	6.7 / 7.3





MAST

SAIL

BASE

3.6

SEVERINE SPILL TECHNOLOGY

NEPTUN



SEVERNE RACING PROGRAM

Our racing R&D program focuses on giving you the tools to win any discipline: Slalom, Speed, Formula or Raceboard. We work with the world's best to ensure our racing sails lead the cutting edge of performance:

- / BJORN DUNKERBECK
- / STEVE ALLEN
- / CYRIL MOUSSILMANI
- / GONZALO COSTA HOEVEL
- / REMI VILA
- / AMADO VRIESWIJK
- / TRISTAN ALGRET





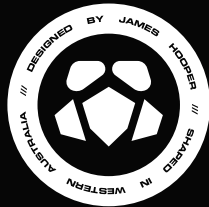
BOARD PROGRAM

JAMES HOOPER / SHAPE AND DESIGN

A mix of computer aided design and precision hand shaping makes the difference. Function does not need to be ugly.

James utilises his skills as a trained craftsman to finesse each board's lines into masterpieces. And his ability to directly evaluate each prototype himself keeps the development process tight and efficient.

Based in Western Australia means James is able to test, refine and experiment and be inspired whenever it's windy.





SMC

D18 **NUEVO** HIGH PERFORMANCE WAVE

The NUEVO is a proven performer. Rather than chase the latest trend or fad, the NUEVO design is a classic. It enables average level riders to do pro-level turns.

Available in a wide range of sizes to suit any weight rider. The bigger sizes open up wavesailing to heavier guys, or much lighter winds.

There is no easier board to do full-rail turns than the NUEVO. It excels in knee to logo high waves, sideshore to side-onshore conditions.

Wide spaced twin fins give the ultimate looseness, making the higher volume boards super easy to turn. This enables the rider to use bigger boards for lighter winds and still lay down the turns they want to do. New fin designs make the NUEVO faster, and provide more grip.

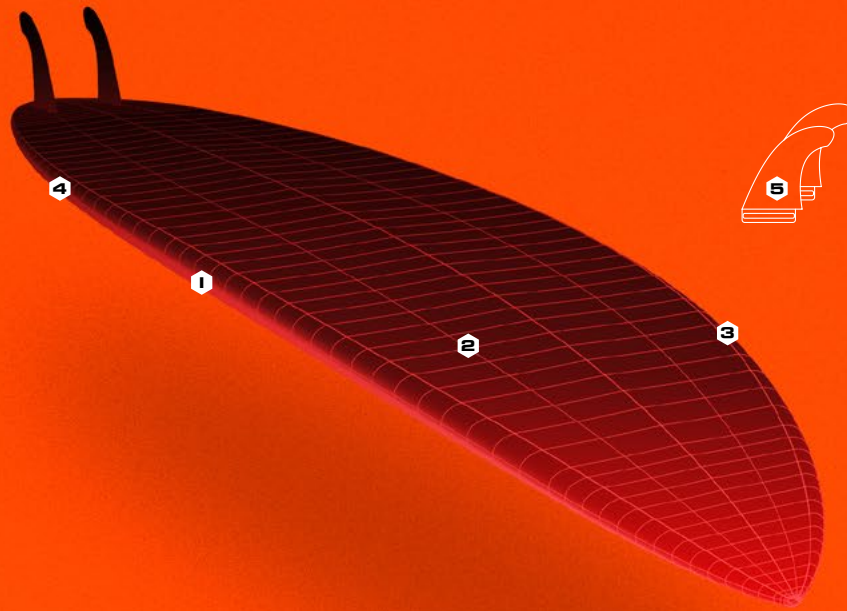


SAI25 FOR THE REVOLUTION









1. SURF OUTLINE

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

2. DOUBLE CONCAVE TO PANEL V

Double concaves through the forward section generate lift for acceleration and soften the ride. Panel V through the tail enables the board to be put on rail at will.

3. SURF RAIL DESIGN

Soft, well tucked rails at the front half of the board deliver confidence-inspiring predictability. With less tendency to catch and trip, these soft rails make it possible to push the Nuevo harder and deeper through turns.

4. FLAT DECK

Like a surfboard, the deck of the Nuevo has been kept relatively flat. This creates an even volume distribution and balances the foot angles required for both heel side and toe side turns. The flat deck gives a direct and precise surfboard-like feel.

5. TWIN FINS

The loosest of the multifin options, a Twin Fin makes even high volume boards super easy to turn. With less grip than a Thruster or Quad, the rail becomes integral to every turn and gives that real surf feel.

SIZE	LENGTH	WIDTH	WEIGHT (CARBON)	WEIGHT (HYBRID)	SAIL RANGE	FINS (SUPPLIED)
73	221	55	5.8	6.2	3.0 - 5.0	2 X I55
80	224	57	6.2	6.4	3.7 - 5.3	2 X I55
86	225	58	6.4	6.6	4.2 - 5.5	2 X I55
92	226	59	6.5	6.8	4.7 - 6.0	2 X I65
101	227	59.5	6.7	7.0	5.0 - 6.3	2 X I65
110	228	62	6.9	7.2	5.0 - 6.7	2 X I75
120	240	64	7.4	7.7	5.0 - 7.0	2 X I75 + 1 X I30

NANO ALL-ROUND WAVE

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 quick aerial rotations.

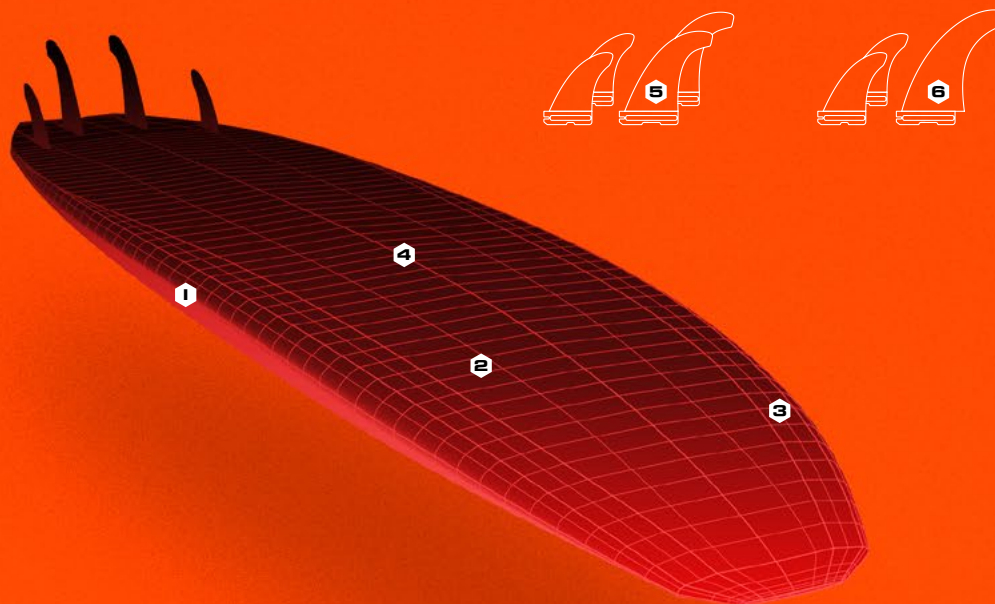
PROGRESSIVE RAILS

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.









1. PARALLEL OUTLINE

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

2. REFINED BOTTOM SHAPE

Pronounced double concave with deep V enables easy rail-to-rail transition, even on the largest size Nanos.

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.

3. 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.

4. 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.

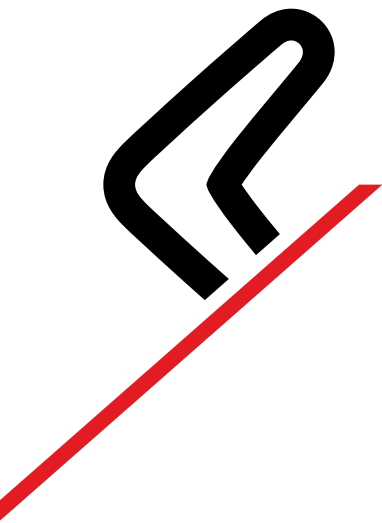
5. FIN OPTIONS: QUAD

Quad fin set ups provide a responsive surf feel with grip and 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.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	FIN BOX	THRUSTER FINS (SUPPLIED)	ALTERNATIVE REAR QUAD FINS
73	212	54.5	6.0	3.0 - 5.0	SLOT BOX	2 x 100 + 1 x 170	2 x 140
78	214	55	6.2	3.0 - 5.0	SLOT BOX	2 x 100 + 1 x 170	2 x 140
83	215	56	6.4	4.0 - 5.3	SLOT BOX	2 x 100 + 1 x 190	2 x 150
93	217	58	6.6	4.7 - 6.0	SLOT BOX	2 x 110 + 1 x 190	2 x 150
103	219	59	6.8	5.0 - 6.7	SLOT BOX	2 x 110 + 1 x 210	2 x 150



KASIS **BEN SEVERNE**
NANO
ALL-ROUND WAVE
 **CMC**
COMPRESSION MOLDING COMPOSITE





PHOTO: JOHN CARTER

NIANO

BEN SEVERNE
LANCEN, WA

DYNO FREE WAVE

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.
- / EARLIER 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.

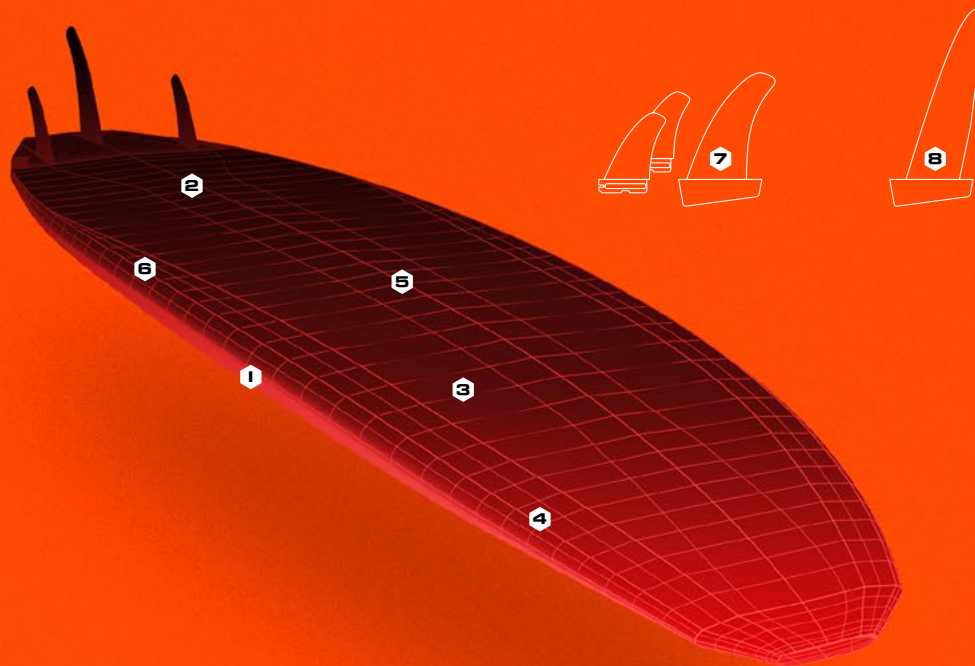






EMC

95
0470



1. PARALLEL OUTLINE

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

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.

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.

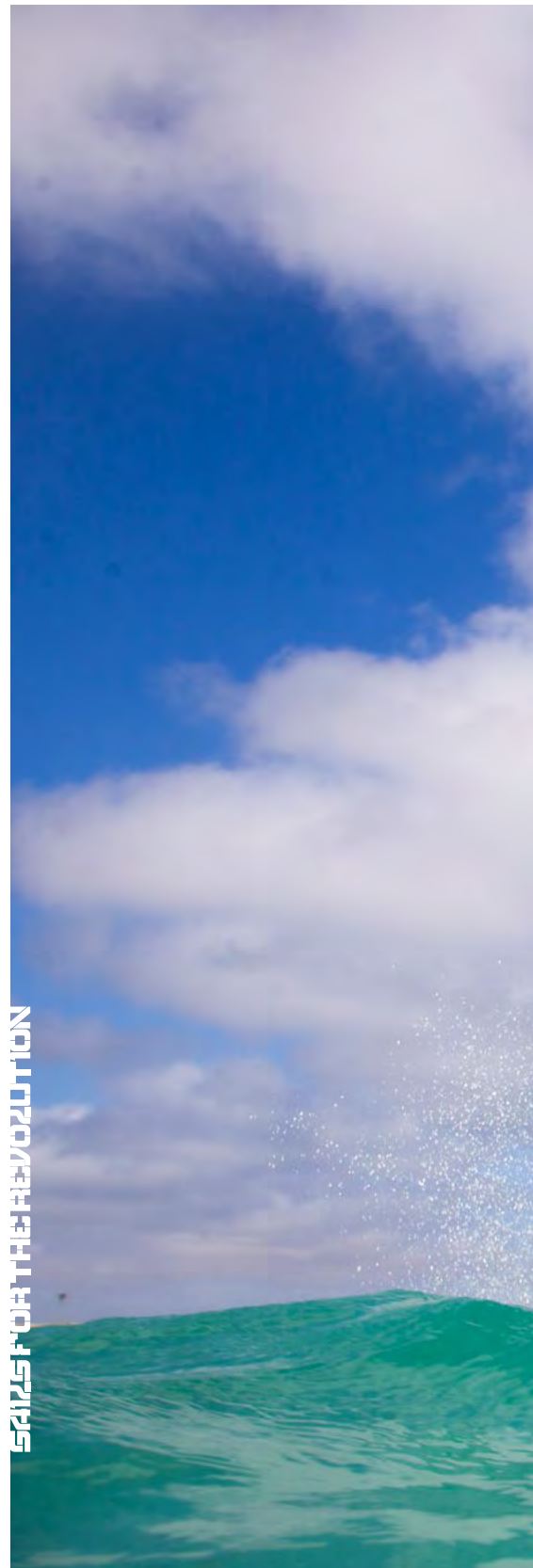
8. FIN OPTIONS: SINGLE FIN

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

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	THRUSTER FINS (SUPPLIED)	ALTERNATIVE SINGLE FIN
85	225	57.5	TBA	4.5 - 6.0	2 x 110 + 1 x 200	280
95	226	59.5	TBA	4.7 - 6.5	2 x 120 + 1 x 200	320
105	228	62.0	TBA	5.0 - 7.0	2 x 120 + 1 x 220	360
115	229	64.5	TBA	5.3 - 7.5	2 x 120 + 1 x 240	400



1969 **TIMO MUZZEN**
DYNO
FREE WAVE
 **CMC**
COMPRESSION MOLDER COMPOSITE



SAIJS FOR THE REVOLUTION



TIMO MULLEN
BERO, WA

DYNO

PHOTO: JOHN CARTER

SEVERNE



CMC

SEVERNE





GATOR

SEVERI



SV

DI8 FOX_ HIGH-PERFORMANCE FREERIDE

"Without limits or convention, we set out to build our own ideal board for everyday blasting. Making the most of the real world rough so many of us spend so much time enjoying. A versatile, rangy board; a modern take on some classic concepts, without too much concession to fashion.

Dominated by exaggerated forward V, concaves and beveled rails, the Fox splits chop mercilessly while retaining comfort and critical directional reactivity at high speed. Play it rough. Unlike the harsh, locked in ride of flatter bottom profiles, at high speeds the Fox slices through chop under high power with sniper like accuracy.

Maintaining length delivers longitudinal stability, critical for rough water security and confidence; unprecedented downwind blasting over chop is enhanced by a generous diamond nose area. If the action stops, both features also help get you through lulls (or back home) easier. Continuous rocker ensures smooth entry under the mast track area which minimises pitching, essential for power-on style sailing over broken water and allowing real overpower ability to extend practical range well beyond normal size limits.

Slam hard into those corners, that gybe is bombproof. About as sweet as freeride gets. Modest tail kick provides hidden turbo boost when you need that extra top gear and allows the board to be trimmed out easily at speed over rough water. Moderate width and thinned tail section provide control, while careful deck profiling and contour pads provide all day comfort under the harshest freeride conditions. Maximum attack. And built to take it.

Evolved in the harshest chop of Port Phillip Bay, West AUS, Maui and New Caledonia, this soon became the favourite tool in the box. The board we really wanted to ride more often. Strange enough our friends did too.

Speed is nothing without control."

IAN FOX



CMC
COMPRESSION MOLDED COMPOSITE

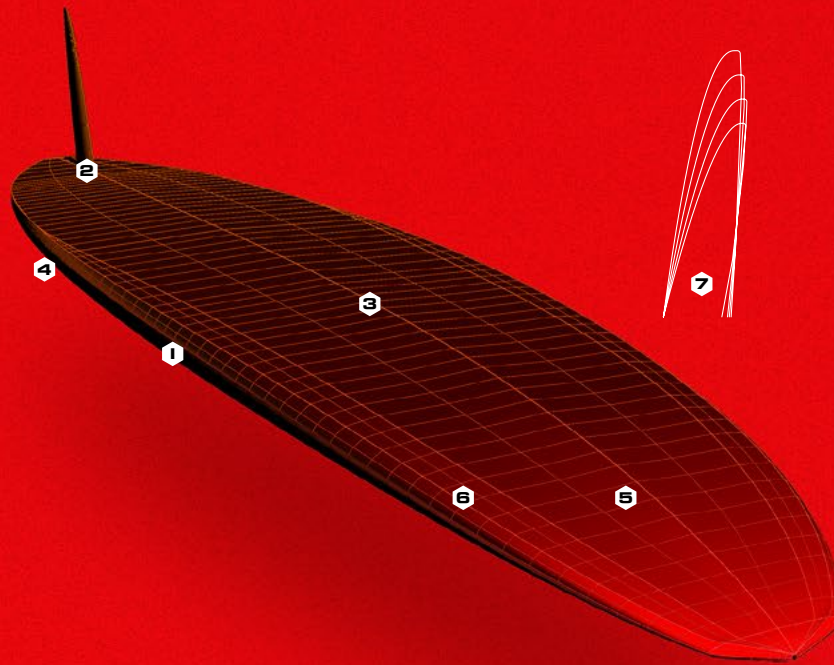
SAIJS FOR THE REVOLUTION





45001 IAN FOX
FOX
HIGH PERFORMANCE FREERIDE
CMC





1. INCREASED STABILITY

Parallel outline reduces drag and increases stability.

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.

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 FIN

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 its 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.

SIZE	LENGTH	WIDTH	WEIGHT	SAIL RANGE	RIDER WEIGHT RANGE	FIN BOX	FIN (SUPPLIED)
95	236	61	TBA	4.7 - 6.7	60-75kg = big board, 80-95kg = small board	POWERBOX	018 SV F-SERIES 320
105	239	65	TBA	6.0 - 7.8	70-85kg = big board, 90-105kg = small board	POWERBOX	018 SV F-SERIES 360
120	244	70	TBA	6.5 - 8.5	80-95kg = big board, 100-120kg = small board	POWERBOX	018 SV F-SERIES 400
140	249	78	TBA	7.5 - 9.5	95-120kg = big board, 115-140kg = small board	POWERBOX	018 SV F-SERIES 440



FOX 95 236 x 61

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.



GATOR 4.7 - 6.0

Matched with these sizes of Gator, the Fox becomes a more manoeuvrable, less locked in FSW-type combo.

NCX 5.5 - 6.5

Maximises fast, high wind blasting characteristics

TURBO GT 5.5 - 6.5

Light and lively, the Turbo GT teamed with the Fox 95 is a favorite amongst smaller or lighter riders.

OVERDRIVE 6.2

The setup to tackle high wind ocean races, or full speed assault.



FOX 105 239 x 65

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.



NCX 6.5 - 7.5

The go-to rigs to create that experience of pure comfort when all others are suffering in the chop.

TURBO GT 7.0 - 7.5

The best combination for gusty conditions, the Fox 105 with the Turbo GT is more locked in than the NCX and maintains drive through lulls, chop and gybes, or full speed assault.

GATOR 6.5 - 7.5

The freeride Gator sizes get the Fox 105 up and planing early and create a highly manoeuvrable, lively feel.

OVERDRIVE 7.0 - 7.8

Think LOC or other long-distance ocean races. Enables you to hold the speed on for as long as you need, through all water states.



FOX 120 244 x 70

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



FOX 140 249 x 78

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



NCX 7.0 - 8.0
NCX plus Fox 120 equals fast freeride performance and control at the limit.

TURBO GT 7.5 - 8.6
The bigger twin-cam Turbo GT's on the Fox 120 feel ultralight, responsive and suit a huge range of conditions.

GATOR 7.0 - 8.0
For a softer, more manoeuvrable ride the big Gators get the Fox 120 planing early and make the most of it's gybing ability.

OVERDRIVE 7.8 - 8.6
The most race-like feel, the stability of the OverDrive drives the Fox 120 through whatever you throw at it.



TURBO GT 7.5 - 9.2
Turbo GT's on the Fox 140 keep it all feeling light, responsive and performance oriented.

NCX 7.0 - 9.0
Put the largest NCX's on Fox 140 for the most all-round performance.

GATOR 7.0 - 8.0
The big Gators are great to get planing and maintain the feeling of manoeuvrability.

OVERDRIVE 8.6 - 9.5
Light wind racer meets all the most challenging lightwind conditions while retaining great overpower ability.

SAI2SF0ATHEHEV020TION

KABIS **BEN SEVERNE**

FOX

HIGH PERFORMANCE FREERIDE



CMC
COMPRESSION MOLDING COMPOSITES





BEN SEVERNE
MAURITIUS

FOX

PHOTO: JOHN CARTER



CMC
COMPRESSION MOLDED COMPOSITE

OUTSIDE THE BOX.

The idea behind us building boards is simply to produce a better board. Better is partly design, but also construction. Most windsurf boards in the world are made in the one factory with limited options for how the boards are put together. Sure, there's vast differences in layups and material specs but the basic way the boards are built is the same. For us, we see the first step in revolutionising board construction is to step outside that box. This allows us to experiment and develop different ways to build a better board.

With IQC 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.

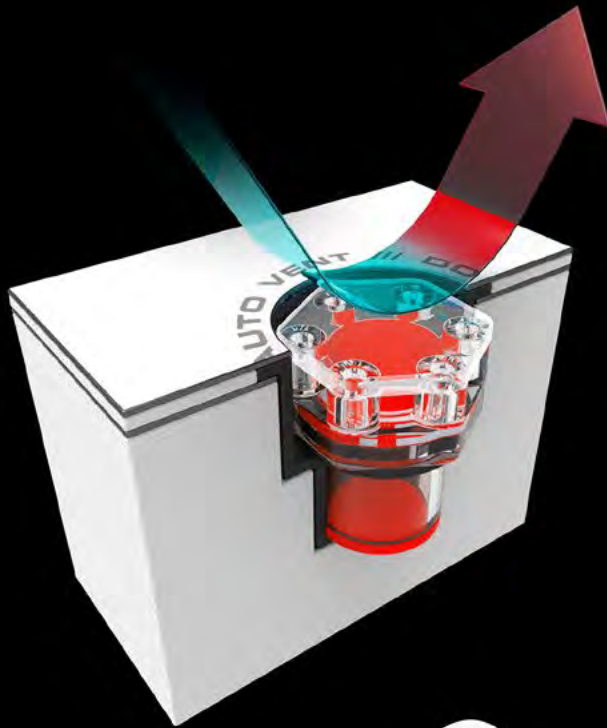


MATERIALS.

Overbuilt to withstand heavy use through choppy conditions. We use a higher density sandwich layer combined with internal T-stringers to prevent rocker deformation under continuous impacts. The deck also uses a higher density sandwich and has an added bamboo 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 sections are massively reinforced with carbon.



D18 CONSTRUCTION BOARD PROGRAM



/ 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.

1. 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. QUALITY 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.

5. SEALED EPS CORE

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.

DOUBLE SANDWICH

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



CMC
COMPRESSION MOLDED COMPOSITE

D18 MASTS

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 2018 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.

NEW FOR 2018

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 (1.42kg) / 430 (1.55kg) / 460 (1.66kg) / 490 (1.9kg) / 530 (2.0kg) / 550 (2.18kg)

APEX_{RACE}

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 (1.55kg) / 400 (1.6kg) / 430 (1.75kg) / 460 (1.85kg) / 490 (2.1kg) / 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 (1.6kg) / 400 (1.65kg) / 430 (1.85kg) / 460 (2.15kg) / 490 (2.3kg)

RDMRED_ ULTRALIGHT WAVE / FREESTYLE

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

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

370 (1.15kg) / 400 (1.3kg) / 430 (1.5kg) / 460 (1.65kg)

RDMBLUE_ LIGHTWEIGHT / STRONG WAVE

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)

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

340 (1.25kg) / 370 (1.4kg) / 400 (1.5kg) / 430 (1.7kg) / 460 (1.9kg)

GORILLA G2_ HARDCORE WAVE

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)

/ 2 YEAR NO QUESTIONS ASKED LIMITED WARRANTY
/ INTERCHANGEABLE SECTIONS
/ +7 MEASURED OFFSET ACCURACY



340 (1.3kg) / 370 (1.55kg) / 400 (1.65kg) / 430 (1.9kg) / 460 (2.0kg)



MAST SPECIFIC CONNECTION

WAVE BOOMS / RDM MAST CUP / 36mm
FLATWATER BOOMS / SDM MAST CUP / 48mm
NO ADAPTER TO LOSE
DIRECT CONNECTION
NO UNNECESSARY WEIGHT



MAXIMISED SURFACE CONTACT

NO SLIPPAGE
NO NEED TO OVERTIGHTEN



PROGRESSIVE VERTICAL FLEX

REDUCED POINT LOADING = LESS BROKEN MASTS



HIGH TENSILE 8mm BOLTS

INCREASED DIAMETER = LESS BENDING



LOCKJAW_ FUNCTION / RELIABILITY

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.





ERGONOMIC LEVER

15% LONGER = EASY CLOSURE
TEXTURED FINGER GRIPS = EASY OPEN



LEVER BEARINGS

SMOOTH FRICTION FREE ACTION



INTEGRATED BUMPER

BOARD PROTECTION



ORIGINAL CLAM CLEAT

EASY ROPE ADJUSTMENT
LESS ROPE WEAR



D18 ENIGMA_ 100% CARBON

100% pre-preg carbon booms. Built for wave, 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.

- / PRE-PREG CARBON CONSTRUCTION
- / LOCKJAW
- / UNI-GRIP EVA

SIZE	PROFILE	DIAMETER
WAVE 140-190	WAVE	25mm
WAVE 150-200	WAVE	25mm
FREEMOVE 160-210	FREEMOVE	27mm
FREEMOVE 170-220	FREEMOVE	27mm
SLALOM 180-230	RACE KICK	29/33mm
SLALOM 190-240	RACE KICK	29/33mm
SLALOM 210-260	RACE KICK	29/33mm
FORMULA 240-290	RACE KICK	29/33mm



SAKZ FOR THE REVOLUTION



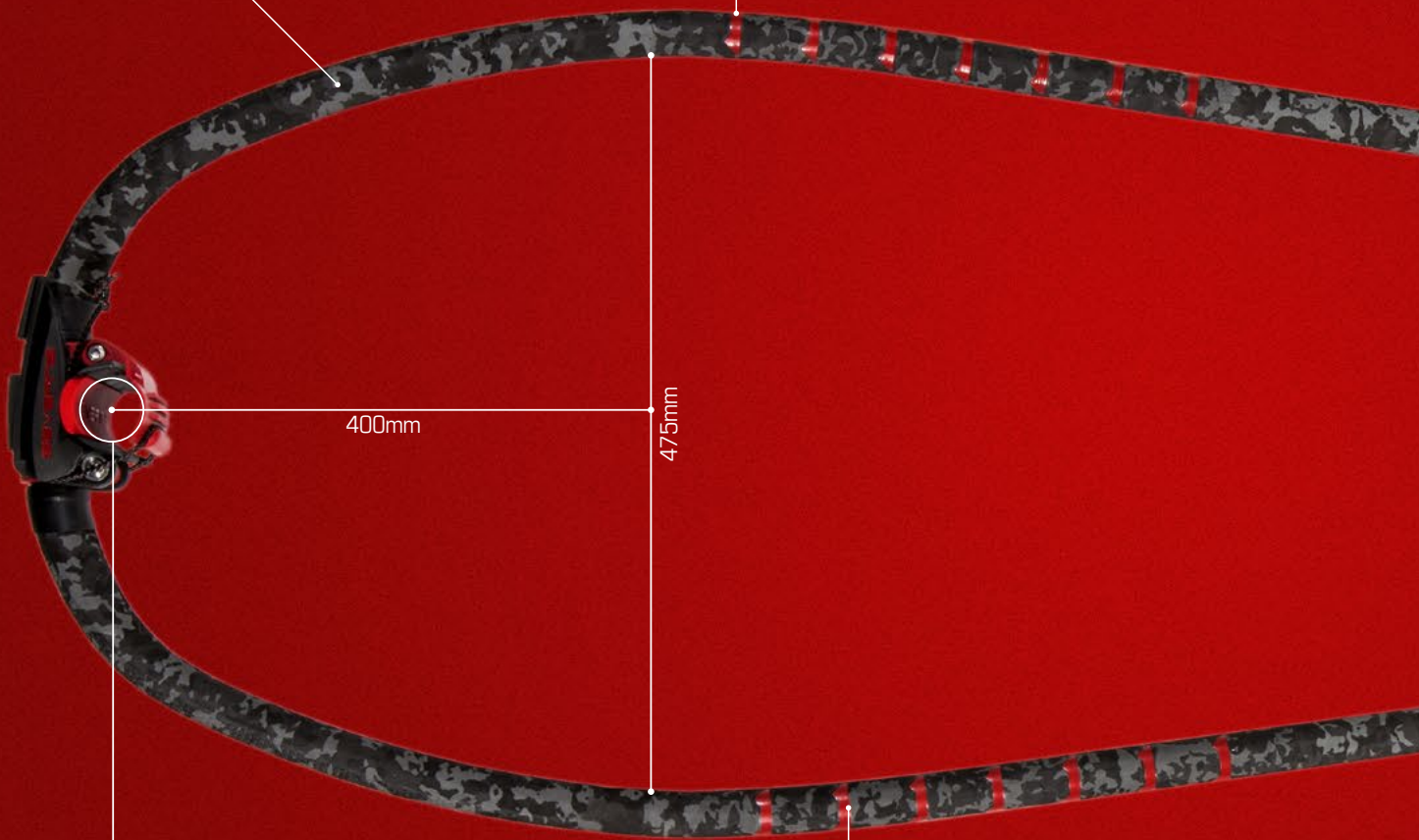
HIGH DENSITY

Heat pressed grip to increase density at the high wear areas of the grip.



UNI-GRIP

Single closure seam only. No cosmetic seams means reliable durability.



400mm

475mm



LOCKJAW

All SEVERNE booms utilize the industry-leading LockJaw front end.

27MM 
DIAMETER

Diameter has been reduced over the entire arm to 27mm. Sail longer, stronger and with more comfort.

ENIGMA 170-220

FREEMOVE

CARBON

Premium Japanese Pre-Preg carbon is used throughout to maximize stiffness to weight ratio.

OUTHHAUL

Both adjustable outhaul and loop-go rigging options built in.



140mm

FREEMOVE PROFILE

Optimized for 5.5-7.5 sails with a wider, new-school curve at the front to enable easy gybing combined with a more traditional curve between your hands for balance and correct sheeting angles.





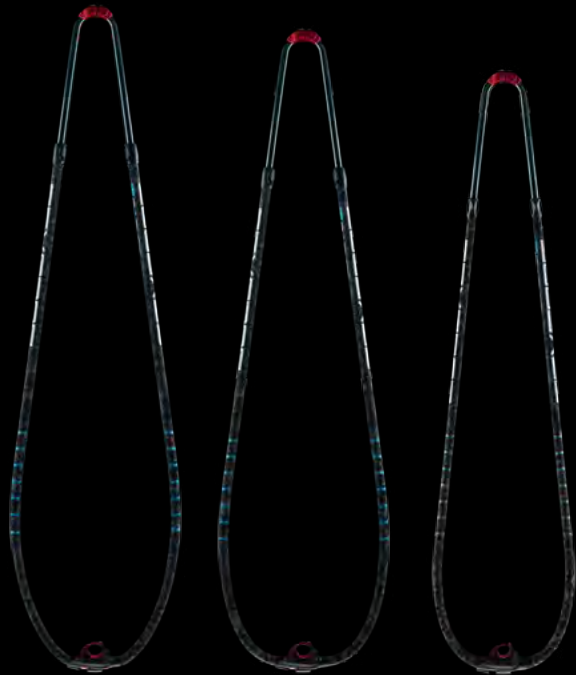
METAL 26mm ALUMINIUM WAVE

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	DIAMETER
140-190	WAVE	26mm
150-200	WAVE	26mm
160-210	FREEMOVE	26mm





BLUELINE

29mm ALUMINIUM

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	DIAMETER
140-200	WAVE	29mm
160-220	FREEMOVE	29mm
180-240	RACE	29mm



ALU RACE

ALUMINIUM RACE

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

SIZE	PROFILE	DIAMETER
190-240	RACE	29/33.3 mm
220-250	RACE	29/33.3 mm
250-270	RACE	29/33.3 mm



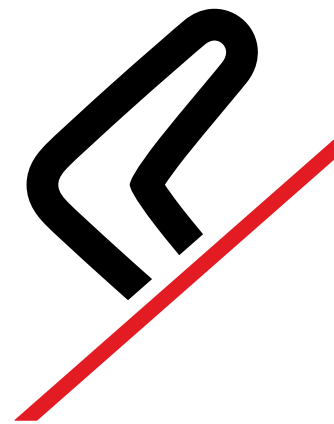
PHILIP KÖSTER
LANZAROTE

PRIMO

PHOTO: DANI MIGUEL



SAKIS FOR THE REVOLUTION



G44 PHILIP KÖSTER
PRIMO
PREMIUM PERFORMANCE





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;

1. EXPANDED ARMS (MAJOR LOAD TRANSFER)
2. SHOULDERS PULLED FORWARD (HANGING FROM THE BOOM)
3. HEAD TURNED SIDEWAYS (LOOKING FORWARD IN DIRECTION OF TRAVEL)

Windsurf Fit addresses each of these differences. As above, the contoured arm panels allow for arm expansion under load as opposed to a surf suit with straight, tapered arms.

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 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.





As with our sails, the approach we take to wetsuit design prioritises function over all else. The number of seams is minimized. 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.

FEATURES

/ MINIMAL SEAMS:

Less seams equals less restriction. Lighter, and more durable.

/ FUNCTIONAL SEAMS:

No cosmetic seams. A symmetrical panel layout optimises stretch on both sides of the suit.

/ GRADIENT STRETCH ZONES

Material thickness varies to increase stretch in the arms and maximise warmth in the torso and legs.

/ WINDSURF FIT

Panels are shaped to reduce muscle fatigue in forearms and maintain grip strength.

/ ANKLE SOLUTIONS

Removable Velcro cuffs and drainage holes prevent water ballooning in the calf area.

MATERIALS

/ V FOAM

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

/ S FOAM

Lightweight, high-performance neoprene foam.

/ NEOSPAN JERSEY

Stretch and durability. Used on the outside of the neoprene layer.

/ XTEND JERSEY

Ultra elastic jersey used on the inside of the suits.

/ THERMODRY FLEECE

Quick Dry material used on the torso panels of the Primo

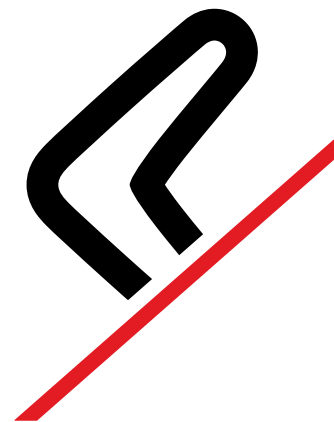


JAEGER STONE
GPO, WA

PRIMO

PHOTO: JOHN CARTER





SAIKS FOR THE REVOLUTION

KAI20 **JAEGER STONE**
PRIMO
PREMIUM PERFORMANCE

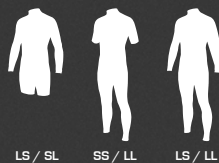
D18 PRIMO PREMIUM PERFORMANCE

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

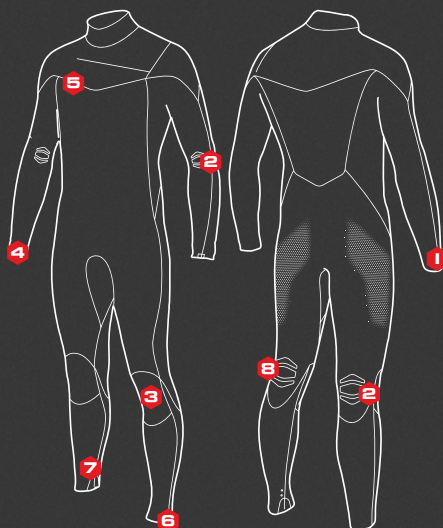
- Chest zip or zipfree to enable the back panel complete stretch.
- Thermofleece body panels are quick drying and maximise warmth.
- Anti-abrasion panels to reduce wear from windsurf deck grip.
- Windsurf Fit shaping minimise muscle fatigue and maximise comfort.

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	TYPE	THICKNESS	ZIP	SEAM TYPE	FOAM	SIZES
PRIMO	LS / SL	2 / 2	Zip Less	S-Seal	S-Foam	S-M-L-XL
PRIMO	SS / LL	2 / 2	Zip Less	S-Seal	S-Foam	S-M-L-XL
PRIMO	LS / LL	3 / 2	Chest Zip	S-Seal	S-Foam	S-M-L-XL
PRIMO	LS / LL	4 / 3	Chest Zip	S-Seal	S-Foam	S-M-L-XL
PRIMO	LS / LL	5 / 3	Chest Zip	S-Seal	S-Foam	S-M-L-XL



1. SILICONE SEAL WRIST AND ANKLE SEALS
Prevents ride up and minimizes flushing.

2. ARTICULATED ELBOW AND KNEE
Maximises flexibility.

3. SUPRATLEX KNEE
Durability and comfort without restriction.

4. FUSED EDGE
Tapered edge for improved comfort.

5. S-SEALS
High stretch liquid sealant to increase durability and waterproofing of GBS seams.

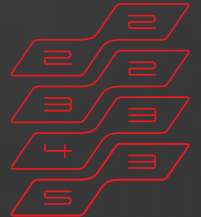
6. ANKLE STRAPS
Removable Velcro straps to prevent water entry / minimize ballooning.

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.



SKINIS FOR THE REVOLUTION



DI8 IMPACT

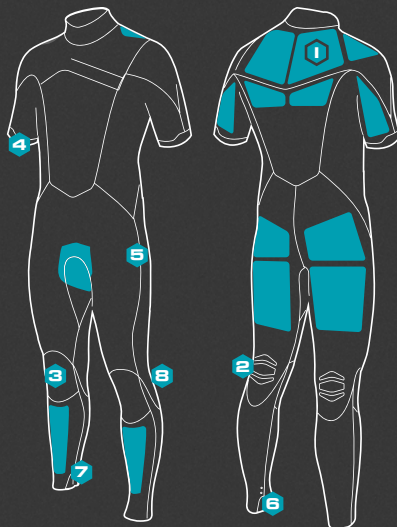
GO HARDER - LAND SOFTER

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.



MODEL	TYPE	THICKNESS	ZIP	SEAM TYPE	FOAM	SIZES
IMPACT	SS / SL	2 / 2	Chest Zip	GBS	S-Foam	S-M-L-XL
IMPACT	SS / LL	3 / 2	Chest Zip	GBS	S-Foam	S-M-L-XL



1. IMPACT ZONES

Strategically placed high density foam for impact absorption.

2. ARTICULATED ELBOW AND KNEE

Maximises flexibility.

3. SUPRATLEX KNEE

Durability and comfort without restriction.

4. FUSED EDGE

Tapered edge for improved comfort.

5. GBS SEAMS

Glued and blindstitched seams prevent water entry.

6. ANKLE STRAPS

Removable Velcro straps to prevent water entry / minimize ballooning.

7. DRAIN HOLES

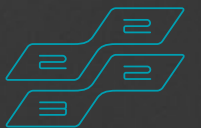
Releases water from lower leg area, preventing ballooning.

8. PRE-BENT KNEES

Shaped to fit dynamic windsurfing stance and reduce muscle fatigue.



SAKIS FOR THE REVOLUTION



18 EXO + EXO SKIN

EXO

The Exo suit is a high-performance back zip wetsuit with Windsurf Fit.

With single-lined material on the chest and back to reduce wind-chill and maximise solar heating, these wetsuits focus on functional warmth and flexibility.

The back zip enables easy entry, and Windsurf Fit means maximum comfort.

Available in a wide range of styles to cover summer shortys all the way to cold water 5/3 fullsuits.

EXO SKIN

Also available with increased single-lined material, the ExoSkin variant is designed for colder water applications where warmth and reduced wind-chill is paramount. Carefully considered material selection means this hybrid suit does not sacrifice flexibility by maintaining double-lined superstretch material in the arms and legs.

ExoSkin is available in two styles: a winter 5/3 fullsuit and a warmer weather 4/3 short sleeve/long leg.



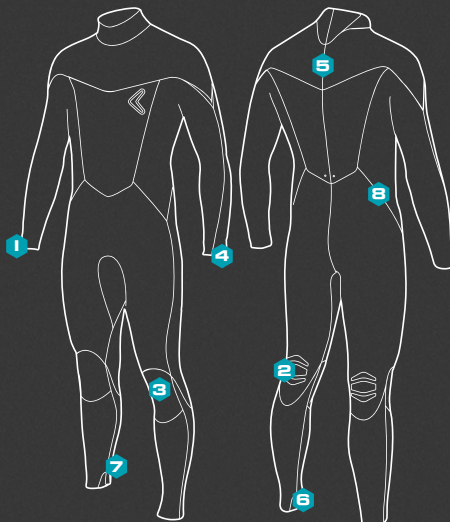
SS / SL SS / LL LS / LL

MODEL	TYPE	THICKNESS	ZIP	SEAM TYPE	FOAM	SIZES
EXO	SS / SL	2-2	Back Zip	Flat Lock	L-Foam	S-M-L-XL
EXO	SS / LL	2-2	Back Zip	Flat Lock	L-Foam	S-M-L-XL
EXO	LS / LL	3-2	Back Zip	GBS	L-Foam	S-M-L-XL
EXO	LS / LL	4-3	Back Zip	GBS	L-Foam	S-M-L-XL
EXO	LS / LL	5-3	Back Zip	GBS	L-Foam	S-M-L-XL



SS / LL LS / LL

MODEL	TYPE	THICKNESS	ZIP	SEAM TYPE	FOAM	SIZES
EXO SKIN	SS / LL	4 / 3	Back Zip	GBS	S-Foam	S-M-L-XL
EXO SKIN	LS / LL	5 / 3	Back Zip	GBS	S-Foam	S-M-L-XL



1. SILICONE SEAL WRIST AND ANKLE SEALS

Prevents ride up and minimizes flushing.

2. ARTICULATED KNEE

Maximises flexibility.

3. SUPRATLEX KNEE

Durability and comfort without restriction.

4. FUSED EDGE

Tapered edge for improved comfort.

5. BARRIER PANEL

An extra neoprene panel behind the back zip to prevent cold water flushing.

6. ANKLE STRAPS

Removable Velcro straps to prevent water entry/ minimize ballooning.

7. DRAIN HOLES

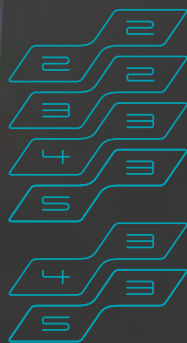
Releases water from lower leg area, preventing ballooning.

8. GBS SEAMS

Glued and blindstitched seams prevent water entry.



SAKIS FOR THE REVOLUTION



DI8



REVERSE REVERSIBLE NEO TOP

Reversible neoprene tops in both short sleeve and long sleeve styles. Wear it bright side out or go low key depending on your mood. An added advantage is your suit is always ready to put on – you never have to turn it inside out again! A low cut neck and premium materials make this the most comfortable thing to wear for summertime windsurfing.

MODEL	TYPE	THICKNESS	SEAM TYPE	FOAM	SIZES
REVERSE	SS	1	Flat Lock	S-Foam	S-M-L-XL
REVERSE	LS	1	Flat Lock	S-Foam	S-M-L-XL



FLX FLEX WAIST

Jaeger Stone demands freedom. The FLX harness allows him to ride without restriction.

Our softest harness, the FLX features a wide neoprene soft edge, a narrow load plate and internal neo belt. Weight is low, performance is high.

- / PANELLED OUTER SKIN
- / INTERNAL NEO BELT
- / THERMO-FORM LUMBAR PAD
- / WINDSURF SPECIFIC SPREADER BAR
- / NEOPRENE SOFT EDGE



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



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



18 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 MANOEUVRABILITY
- / WINDSURF-SPECIFIC SPREADER BAR
- / THERMO-FORMED OUTER AND INNER SKINS
- / NEO SOFT EDGE





SEVERNE

AIR
ULTRALIGHT

DI8 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





D18 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.

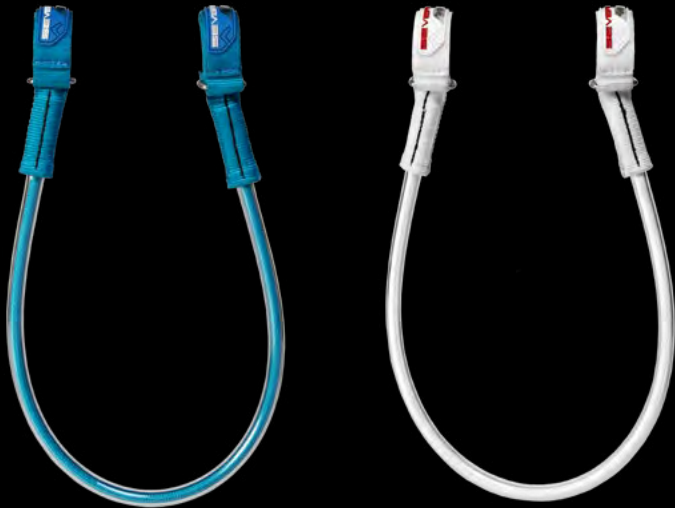


RACE-ADJ HARNESS LINES.

26-32 / 28-34

- / 25MM CAM-LOC BUCKLE WITH NON-SLIP WEBBING.
- / HIGH DENSITY PU TUBE, 2MM WALL THICKNESS: LONGER LASTING.
- / CLEAR TUBE: VISUAL CHECK FOR ROPE WEAR, PREVENTS SWIMMING.

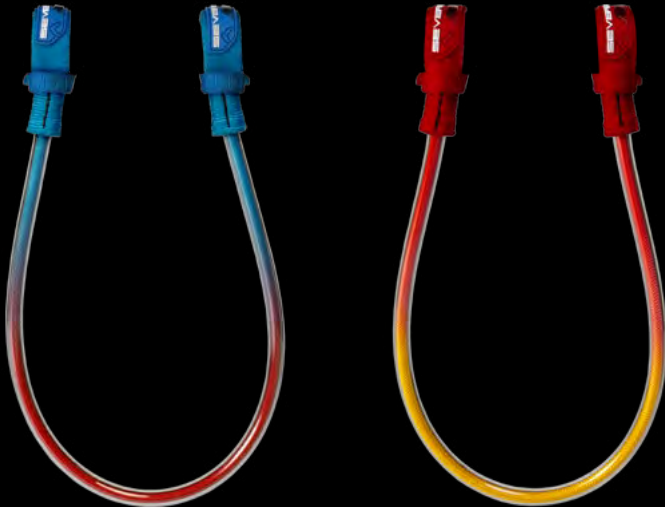




QUICK-FIX HARNESS LINES.

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.



FIXED HARNESS LINES.

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.





Hurle



WAVEGRENADE

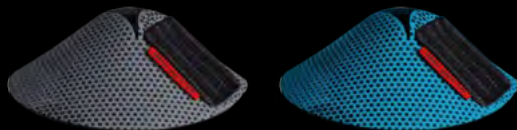


BASE

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



WAVE GRENADE 36 / 24

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



HD RACE 16 / 24 / 36

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

- 16. 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
-



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.

BLADE PRO_ PREMIUM CONTROL

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
4.2	385	156	5	2.4	FIXED	SEVERNE 370 WAVE
4.7	403	162	5	2.5	FIXED	SEVERNE 400 WAVE
5.0	413	165	5	2.7	FIXED	SEVERNE 400 WAVE
5.3	426	171	5	2.8	FIXED	SEVERNE 400 WAVE
5.7	438	176	5	2.9	FIXED	SEVERNE 430 WAVE
6.2	460	183	5	3.2	FIXED	SEVERNE 430 WAVE



S-I PRO_ PREMIUM MANOEUVRABILITY

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.6	357	148	4	2.1	FIXED	SEVERNE 340 WAVE
4.0	374	152	4	2.2	FIXED	SEVERNE 370 WAVE
4.4	386	158	4	2.4	FIXED	SEVERNE 370 WAVE
4.8	402	163	4	2.5	FIXED	SEVERNE 400 WAVE
5.2	418	169	4	2.6	FIXED	SEVERNE 400 WAVE
5.6	430	176	4	2.7	FIXED	SEVERNE 400 WAVE



BLADE_ CONTROL ORIENTED WAVE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.0	331	140	5	2.3	ADJ	SEVERNE 340 WAVE
3.3	348	141	5	2.4	ADJ	SEVERNE 340 WAVE
3.5	356	146	5	2.5	ADJ	SEVERNE 340 WAVE
3.7	367	148	5	2.6	ADJ	SEVERNE 340 WAVE
4.0	374	155	5	2.6	ADJ	SEVERNE 370 WAVE
4.2	395	158	5	2.7	FIXED	SEVERNE 370 WAVE
4.5	403	160	5	2.8	FIXED	SEVERNE 370 WAVE
4.7	406	163	5	2.9	FIXED	SEVERNE 400 WAVE
5.0	417	166	5	3.0	FIXED	SEVERNE 400 WAVE
5.3	426	170	5	3.1	FIXED	SEVERNE 400 WAVE
5.5	430	175	5	3.2	FIXED	SEVERNE 400 WAVE
5.7	432	177	5	3.3	FIXED	SEVERNE 430 WAVE
6.2	455	180	5	3.4	FIXED	SEVERNE 430 WAVE
6.7	462	189	5	3.6	FIXED	SEVERNE 460 WAVE



S-I_ MANOEUVRE ORIENTED WAVE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.3	343	140	3 / 4	2.5	FIXED	SEVERNE 340 WAVE
3.6	364	146	3 / 4	2.6	ADJ	SEVERNE 340 WAVE
4.0	373	148	3 / 4	2.7	FIXED	SEVERNE 370 WAVE
4.4	492	154	3 / 4	2.8	FIXED	SEVERNE 370 WAVE
4.8	404	160	3 / 4	2.9	FIXED	SEVERNE 400 WAVE
5.2	423	165	3 / 4	3.0	FIXED	SEVERNE 400 WAVE
5.6	430	171	3 / 4	3.1	FIXED	SEVERNE 400 WAVE



FREEK FREESTYLE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.6	373	145	5	2.5	FIXED	SEVERNE 370 WAVE
4.0	376	152	5	2.6	FIXED	SEVERNE 370 WAVE
4.4	398	156	5	2.7	FIXED	SEVERNE 370 WAVE
4.8	422	160	5	2.9	FIXED	SEVERNE 400 WAVE
5.2	430	165	5	3.0	FIXED	SEVERNE 400 WAVE
5.6	432	176	5	3.1	FIXED	SEVERNE 430 WAVE
5.9	449	178	5	3.3	FIXED	SEVERNE 430 WAVE
6.3	462	180	5	3.4	FIXED	SEVERNE 430 WAVE



GATOR PROGRESSIVE FREERIDE

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
3.7	370	146	4	2.5	ADJ	SEVERNE 370
4.0	377	152	4	2.6	ADJ	SEVERNE 370
4.2	390	154	4	2.7	ADJ	SEVERNE 370
4.5	402	156	5	2.9	FIXED	SEVERNE 370
4.7	404	159	5	3.0	FIXED	SEVERNE 400
5.0	418	162	5	3.1	FIXED	SEVERNE 400
5.3	430	168	5	3.2	FIXED	SEVERNE 400
5.5	432	171	5	3.3	FIXED	SEVERNE 430
5.7	440	175	5	3.3	FIXED	SEVERNE 430
6.0	448	180	5	3.4	FIXED	SEVERNE 430
6.5	454	190	5	3.7	FIXED	SEVERNE 430
7.0	465	196	5	3.9	FIXED	SEVERNE 460
7.5	483	198	6	4.3	FIXED	SEVERNE 460
8.0	494	200	6	4.5	FIXED	SEVERNE 490



CONVERT VALUE FREERIDE

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

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
4.5	396	160	6	3.4	ADJ	SEVERNE 370
5.0	412	164	6	3.4	FIXED	SEVERNE 400
5.5	434	170	7	3.8	FIXED	SEVERNE 400
6.0	445	179	7	3.9	FIXED	SEVERNE 430
6.5	461	182	7	4.1	FIXED	SEVERNE 430
7.0	465	189	7	4.3	FIXED	SEVERNE 460
7.5	484	196	7	4.5	FIXED	SEVERNE 460
8.0	494	200	7	4.7	FIXED	SEVERNE 490
8.5	512	206	7	4.8	FIXED	SEVERNE 490
9.0	521	212	7	4.9	FIXED	SEVERNE 490



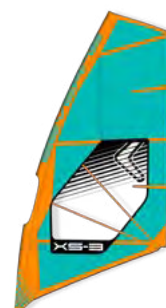
TURBO GT_ SINGLE / TWIN CAM

SIZE	LUFF	BOOM	BATTENS	WEIGHT	CAMS	HEAD	RECOMMENDED MAST
5.5	432	175	5	3.5	1	FIXED	SEVERNE 400
6.0	445	183	5	3.6	1	FIXED	SEVERNE 430
6.5	460	185	5	3.8	1	FIXED	SEVERNE 430
7.0	463	194	6	4.4	2	FIXED	SEVERNE 430
7.5	488	198	6	4.7	2	FIXED	SEVERNE 460
8.1	490	214	6	4.8	2	FIXED	SEVERNE 460
8.6	493	216	6	5.0	2	FIXED	SEVERNE 490
9.2	516	220	6	5.2	2	FIXED	SEVERNE 490



XS3_ SCALED DOWN TECHNOLOGY

SIZE	LUFF	BOOM	BATTENS	WEIGHT	HEAD	RECOMMENDED MAST
2.0	276	112	3	1.5	FIXED	SEVERNE 300
2.5	299	122	3	1.6	FIXED	SEVERNE 300
3.0	313	132	3	1.8	FIXED	SEVERNE 300
3.6	331	143	3	1.9	FIXED	SEVERNE 300
4.1	336	150	3	2.1	FIXED	SEVERNE 330



RACEBOARD_ LONGBOARD RACING

SIZE	LUFF	BOOM	BATTENS	CAMS	WEIGHT	HEAD	RECOMMENDED MAST
8.5	512	235	6	2	5.5	FIXED	SEVERNE 490
9.5	557	250	6	2	5.8	FIXED	SEVERNE 530



O18 OVERDRIVE M1_ SLALOM

O18 MACH 1_ PRO RACE

O18 HYPERGLIDE_ FOIL / FREERACE

UNDER DEVELOPMENT. AVAILABLE 3RD QUARTER 2017



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