

1998 Wavesail User Manual



NEILPRYDE

NEIL PRYDE WAVE SAILS

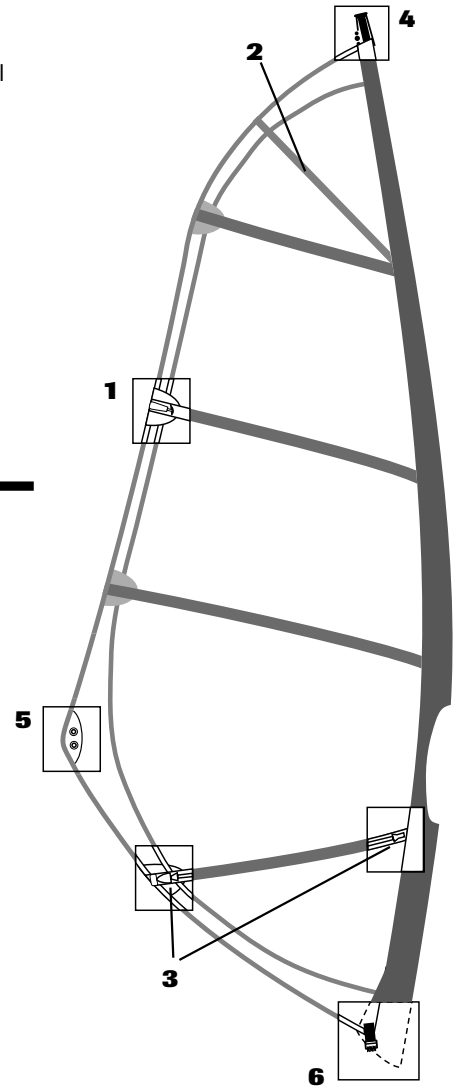
1998 USER MANUAL

This manual contains all the information necessary to properly rig the new Neil Pryde wave sails. Careful attention to the instructions and suggestions presented here will help to ensure that you get the most fun and best possible performance from your sails.

TECHNICAL FEATURES – 1998 NEIL PRYDE WAVE SAILS

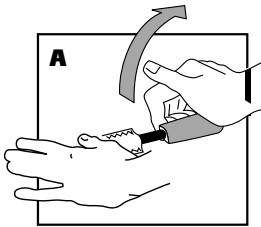
1. Bat-Cam Batten Tension System
2. Mini Head Batten
3. Front Insert Tensioning System for Foot Batten
4. Head Extension Fitting for Longer Masts
5. Two Position Clew
6. Low Friction Tack Fitting

Please see the specific instructions which apply to each of these features before you rig your sail for the first time.

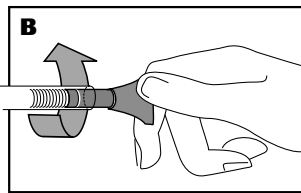


1. THE BAT-CAM TENSION SYSTEM

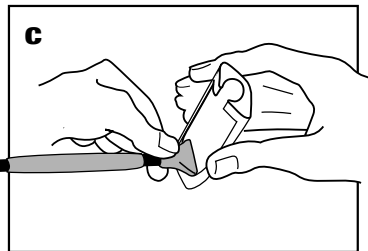
Battens and Batcams are pre-installed and factory tuned. The battens are pre-tensioned at the factory and should require very little, if any adjustment. However, you might want to adjust and further fine-tune. Battens may be tensioned before or after you insert the mast into the luff pocket.



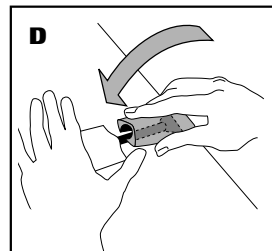
To open the lever, place the heel of your hand on the lower leech edge of the clamp and hook your middle fingers between the sail and the lever. Then pull back with your fingers prying the lever away from the leech, while pushing down the batten itself with your other hand (A).



To tension the batten, turn the screw anti-clockwise. To de-tension the batten turn the screw clockwise (B).

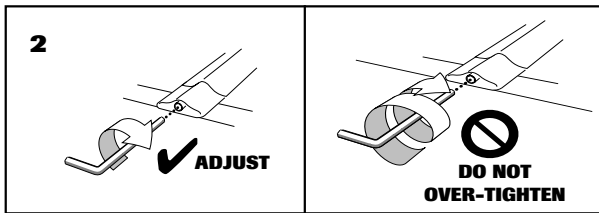


To close the lever, position the shoulder of the screw in the socket portion of the lever and align the tube with the clip at the front of the lever (C).

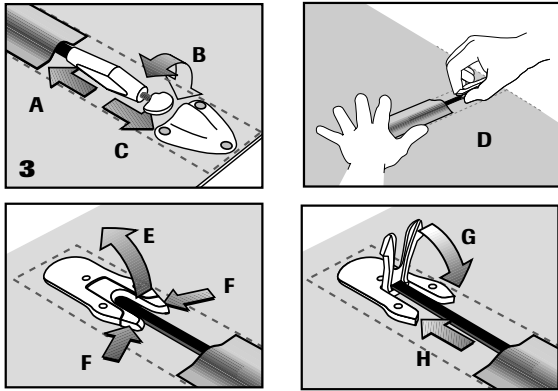


Apply pressure and snap the lever shut (D).

Warning: Do not over tension the battens. The screw should be extended only as much as necessary to remove wrinkles across the batten pockets. Over tensioning of the battens can damage the sail.

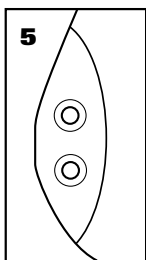
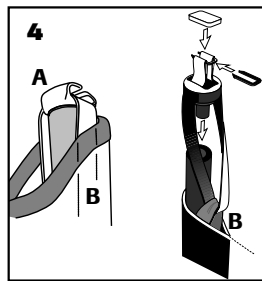


2. THE MINI HEAD BATTEN The Mini Head Batten can be adjusted by means of the Allen key provided. The batten is pre-tensioned at the factory and should require very little if any adjustment. Tension only until any wrinkles disappear. Do Not Over Tension.

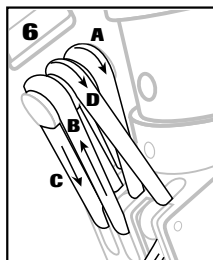


3. FRONT INSERT TENSION SYSTEM FOR FOOT BATTEN Your sail is packaged with the foot batten removed. (A) Slide the batten into the pocket from the leech end. Open the front batcam by squeezing the arms together (F), orienting the hand as shown (D) and insert the adjuster screw into the leech end cap (C). Then fit the tip of the batten into the socket (H). Snap shut (G), making sure the arms are fully seated and closed. If you require more tension on the batten to remove wrinkles, open the front part and adjust the length of the batten with the screw adjuster (B). Adding tension after the sail is rigged may be accomplished by placing the hands as shown (D) and applying pressure on the sail body about 30 cm back from the front batcam while using the other hand to squeeze the arms (F) to open the cam. Carefully slide the batten forward out of the leech end cap (B), adjust the screw. Then reinsert the adjuster screw, apply hand pressure (D), and snap the lever shut (G). Do Not Over Tension.

4. EXTENSION HEAD FITTING To allow the use of a 30cm longer mast, a fixed length extension with a special mast tip plug are provided. In order to use the extension remove the gray plastic mast tip plug (A) from the webbing loop (B) that is sewn to the luff pocket (a small screwdriver is a helpful tool). Save this part (A) in case you ever want to use the recommended mast. Take the extension webbing, pry off the plastic cap, take the "U" shaped metal clip out of one of the loops, pass the extension webbing through the loop that is sewn to the luff pocket (B). Then re-hook the "U" clip, press on the plastic cap, and you are ready to rig. When you insert the mast, pass the tip between the loop (B) and the front of the pocket. Put the tip cap into the mast and tension the downhaul as necessary.



5. TWO POSITION CLEW Select the clew ring that's best suited to your requirements. Most riders like the boom to be roughly perpendicular to the mast, so start by setting the clew according to your preferred boom height. Many riders prefer a higher clew position in onshore conditions where putting the rig forward helps in staying up wind as well as in making backside maneuvers easier. Try a lower clew ring in side shore, down-the-line conditions for a softer leech and a more powerful bottom turn.



6. LOW FRICTION TACK FITTING The Low Friction Tack Fitting must be rigged properly to ensure optimum downhauling efficiency. Always rig the tack fitting according to the diagram.

CHOOSING THE RIGHT MAST

Every Neil Pryde sail is designed for a specific recommended mast. In most cases other masts can also be used with acceptable results. The correct mast specification is printed at the tack of every Neil Pryde sail.

All 1998 Neil Pryde wave sails will provide very high performance when used with the recommended Neil Pryde CK35 wave mast. For a performance upgrade, we suggest the latest Neil Pryde Wave Mast technology, CK66 Wave Pro – the lightest, most responsive Neil Pryde wave masts ever. In addition to CK 35 and CK66. Neil Pryde wave sails are also compatible with Neil Pryde Carbon 30 masts.

A NOTE ON RIG DIMENSIONS

The rig dimensions printed on the tack of all Neil Pryde collection sails show the following information:

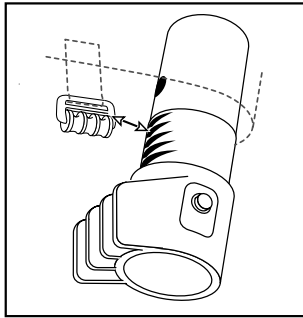
■ **Base setting:** this is the number which you should set your Neil Pryde aluminum or carbon mast base ring. Rigged on the correct mast you will be able to downhaul perfectly with the aluminum base. You will have to interpolate the setting for using the carbon base since the dimensioning is different.

■ **Boom dimension:** is stated as the best average tuned dimension plus or minus 1cm. This is measured from the forward edge of the mast (at the center of the boom cutout) to the sail clew between the eyelets.

These figures are intended as a guide to proper sail trim, and, depending on the rig components you choose, may not always correspond perfectly to the settings which are best for you.

RIGGING

- A.** Set your boom and mast base to the dimension printed near the tack. The sail is designed to be perfectly trimmed on the correct mast at the recommended settings. Should you want to use a mast which is thirty centimeters longer you may use the included head extension. Install the extension as described to add the length required to fit the longer mast.
- B.** Check that all the battens are fully inserted into their pockets.
- C.** Tension the battens according to the instructions.
- D.** Insert the mast into the luff pocket working the sail down the mast a bit at a time. When you have the mast almost all the way in, use the tack handle to help pull the remaining distance to the mast base.
- E.** Thread the downhaul line according to the instructions and partially tension the luff using the low friction tack fitting.
- F.** Attach the boom to the mast, allowing space above it in the cut-out so that the sail can be fully downhauled later. Most wave sailors prefer the boom at about chest height, often near the top of the chest.
- G.** Downhaul the sail to approximately 1 cm above the cleat base as shown in the diagram. Fine tune around this position. A small sticker has been provided with your sail which you can wrap around your mast base and use as a reference when you find your best tuning. When in the correct tuning range the tack pulley will be as shown.



H. Re-tension any battens as necessary until wrinkles at the batten pockets disappear. Be sure not to over-tension the battens.

I. Adjust the outhaul to the recommended dimension and make the boom length so the clew is within two centimeters of the boom end. Use a tape measure to ensure accuracy and repeatability of the settings.

J. To ensure correct tuning for your specific sail, please consult the trim instructions that follow.

RIGGING TIPS

Pure wave sails have no cams, so putting the mast into the luff pocket is easy. Grab the sail by using the new handle conveniently located outside the tack fairing. Before de-rigging, be sure the tack fairing is clear of the mast base rings and other rig components.

DE-RIGGING

A. Be sure the neoprene tack fairing is clear of all mast base and rig parts.

B. Then carefully ease the outhaul until it is completely loose.

C. Now remove the boom completely.

D. Carefully ease the downhaul a little at a time. Stop just as the line becomes loose.

E. Carefully remove the mast from the sail.

TUNING WAVE SAILS

When correctly rigged on the beach, the 1998 Neil Pryde Wave sails will show very little looseness in the upper leech. Modern wave sails require firm (although properly twisted) foil forms and positive outhaul tension. It is a mistake to try to tune today's wave sails with extremely loose leeches from extreme downhaul, and negative outhaul. This approach will not work.

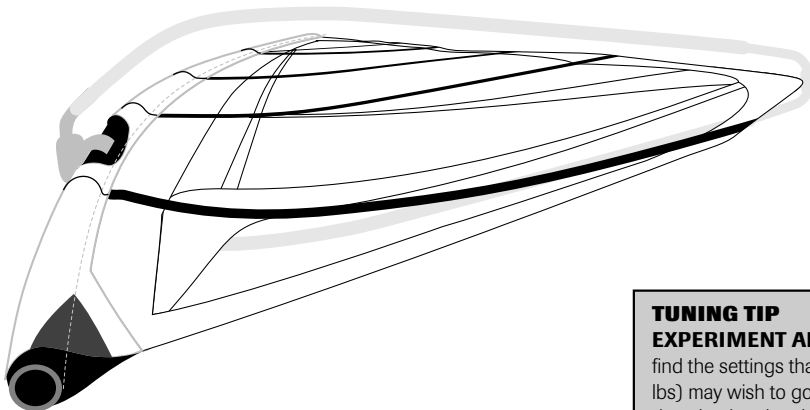
First set the mast base to the setting printed at the sail tack. Then follow the steps below to correctly fine tune your sail. Use a tape measure to check and record your favorite trim settings.

Downhaul: until the tack pulley is within the prescribed setting and the leech should just begin to appear loose in the area of the top batten. Do not over downhaul.

Outhaul: set the boom so the sail can be tensioned to the recommended dimension with less than 2cm space between the clew and the boom end. Using a tape measure will guarantee accuracy. Fine tune the outhaul around the recommended dimension, using less when you are looking for more power and more when you are fully powered. At these settings there will always be solid tension on the clew.

COMBAT WAVE

The leech is only slightly loose between the upper battens and is never floppy or distorted. The front of the upper batten should be behind the mast.

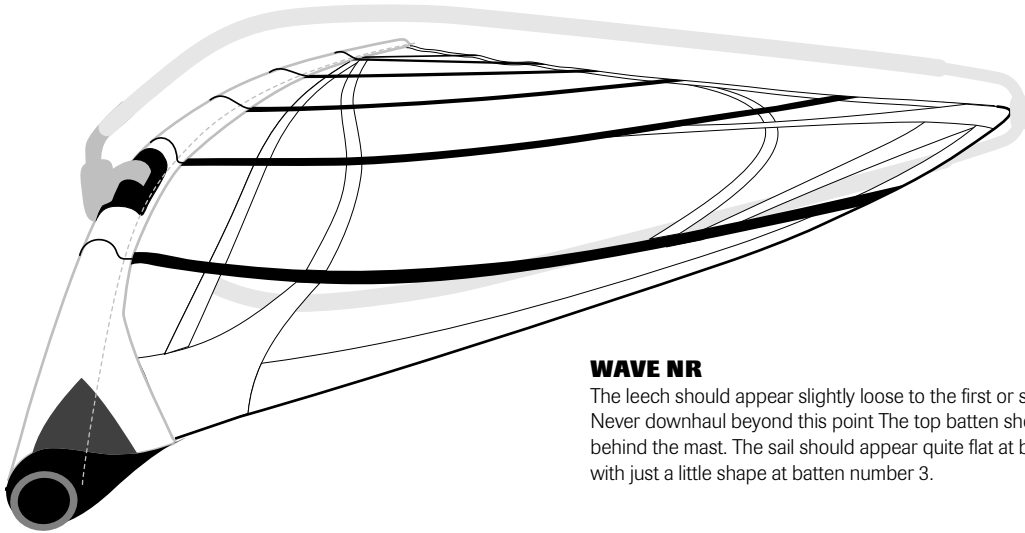


TUNING TIP

VISUAL CHECK: As a simple guide that the sail is in the correct tuning range, check the forward ends of the three battens above the boom relative to the mast. Refer to the illustrations to check leech looseness and batten position against the mast.

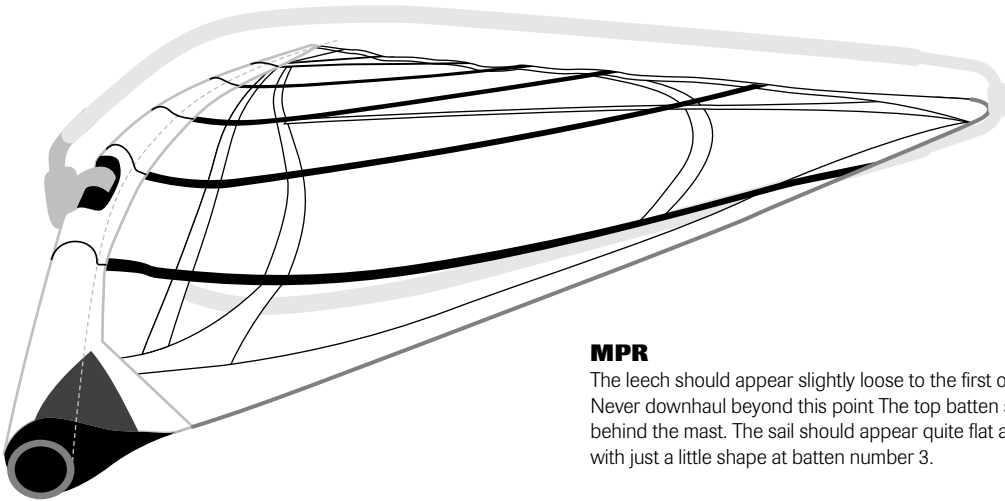
TUNING TIP

EXPERIMENT AND CHECK YOUR TUNING: Experiment to find the settings that work best for you. Big sailors (over 80kg/ 180 lbs) may wish to go for maximum power, using slightly less downhaul and outhaul than lighter riders. When over-powered increase outhaul tension. Changes in outhaul and downhaul tension of a few millimeters can make a difference. If the sail feels stiff and "pitchy", it is probably over-downhauled. If the sail feels unstable or difficult to sheet in, it is probably under outhauled. A "twitchy" on & off feel probably means the sail is over-outhauled.



WAVE NR

The leech should appear slightly loose to the first or second batten. Never downhaul beyond this point. The top batten should be de-rotated behind the mast. The sail should appear quite flat at batten number 2, with just a little shape at batten number 3.



MPR

The leech should appear slightly loose to the first or second batten. Never downhaul beyond this point. The top batten should be de-rotated behind the mast. The sail should appear quite flat at batten number 2, with just a little shape at batten number 3.

SAIL MAINTENANCE

Always store your sail rolled and dry in its sail bag. Try to prevent the sail from being crushed or badly creased. Washing the sail in fresh water before storage increases its life considerably. If the foot batten is not parallel with the upper battens (as in wave sails) remove it before rolling the sail. The leech battens should be left in their pockets. They need not be de-tensioned.

Do not leave the sail exposed to strong or direct sunlight. Do not use any solvents or chemicals to clean it. If the sail becomes dirty, clean it using fresh water and mild soap. Should the sail become holed or torn, have it repaired by a qualified sailmaker before using it further. This is especially important if the damage is in K-Film panels.

SAIL SAFE, HAVE FUN

Sail carefully and thoughtfully around other sailors and beach users. Before leaving the beach check all your equipment thoroughly for signs of wear or breakage. Always check the weather forecasts and take note of local conditions and potential hazards before sailing. Check for dangerous currents, and consider carefully where you might land in the event of an emergency.

For further information on this or other NEILPRYDE sailing equipment contact your AUTHORIZED NEILPRYDE DEALER or our distributor in your country.