

WAVE

The Trailer Wave concept changed the way we think about design and has carved a path that influences every PATRIK wave board. Only few shapers are experienced in this new style while most others still sacrifice critical characteristics such as early planing, acceleration and speed to accommodate that one chosen fin set up. To ensure this isn't the case with our boards, all PATRIK wave shapes are designed independently of the fin set up. This allows a rider to select a model according to their body size and riding level, then fine tune it with the fins to fit their particular surfing style and the prevailing conditions.

PATRIK Wave: If you've tried one, you know the concept - if not, believe us, you're missing out!



THE CONCEPT

Many people understand that smaller and/or lighter riders tend to have smaller feet and/or a lighter/lower leverage point and therefore they prefer narrower tails and they can also handle shorter boards. Taller and/or heavier riders with bigger feet and/or longer legs have a higher/heavier leverage point and tend to prefer a bit of extra board length and tail width to support their weight and power on the tail.

A similar principle also applies to sailing level. Pro's who drive their turns over the front foot and steer with the back, tend to opt for shorter shapes so they can carve short radiuses and close the turn over the narrow tail. Novice wave riders focus more on their back foot and need added width in the tail to support the additional force they exert over the tail so they don't lose too much speed during the turn. A little bit of additional length also helps novices to float around and tackle any white water.

Analysis of the above leads us to the conclusion that there is a need for two board shapes. One that is shorter with a narrower tail and another with a bit of extra length and more width in the tail. Both board shapes can be designed to an optimum performance ratio between early planing, acceleration, speed and turning ability regardless of the fin setup. With the trailer fin box arrangement of 3x 8" US boxes, the fin setup can be adapted to suit the conditions and an individual's riding style.

The majority of multi fin boards on the market today have very small fin boxes with minimal room for adjustment and this, combined with the board shape, means that each model has a very narrow band of conditions that it performs well in. Even if you're armed with plenty of fins, lots of time and knowledge, the boards will still be limited in their range of use and the only solution to cover a greater range of conditions will be to buy more boards. However, this is not true with our boards. Over the past couple of years, we have proven that there is no other fin box arrangement that allows for as many fin setups and allows for them to be set up and fine tuned as easily and quickly as with our versatile 3 fin box arrangement.

TrailerWave: Shorter with a narrower tail and a 3x US-box setup

TrailerWaveWide: Increased length with a wider tail and a 3x US-box setup

WaveOne: Identical shape to TrailerWaveWide, but with a single fin setup

DIMENSIONS	Length [mm]	Width [mm]	Volume [litre]	Tail Width at 300 [mm]	Nose Width at 2000 [mm]	Weight (+/-6%) [kg]	Strap Options & Insert Holes	Strap Quantity	Fin Box	Approved Series
TrailerWave 68	2280	525	68	329	363	6	5x4	3	3xUS 8"	-
TrailerWave 72	2250	530	72	331	361	6	5x4	3	3xUS 8"	-
TrailerWave 75	2260	545	75	341	378	6.2	5x4	3	3xUS 8"	-
TrailerWave 78	2260	555	78	349	390	6.3	5x4	3	3xUS 8"	-
TrailerWave 81	2270	565	81	357	403	6.4	5x4	3	3xUS 8"	-
TrailerWave 85	2270	580	85	361	420	6.5	5x4	3	3xUS 8"	-
TrailerWave 89	2280	590	89	372	434	6.6	5x4	3	3xUS 8"	-
TrailerWaveWide 75	2300	555	75	358	392	6.3	5x4	3	3xUS 8"	-
TrailerWaveWide 83	2340	585	83	380	434	6.6	5x4	3	3xUS 8"	-
TrailerWaveWide 92	2360	605	92	390	465	6.7	5x4	3	3xUS 8"	-
WaveOne 68	2280	545	68	329	363	5.8	5x4	3	1xUS 8"	-
WaveOne 75	2300	555	75	358	392	6.1	5x4	3	1xUS 8"	-
WaveOne 83	2340	585	83	380	434	6.3	5x4	3	1xUS 8"	-

SHAPE DETAILS	Type / Size	Description
Scoop Rocker Line	All	A balanced curve with zero flat spots throughout the whole bottom has proved its performance over the years. The result is early planing, smooth and controlled turns on the wave and in the gybes, combined with a comfortable ride.
Outline	TW 68, 72, 75, 78, 81, 85, 89 TWW 75, 83, 92 WO 68, 75, 83	A short and modern outline with a narrow tail ensures you will have the most wave riding fun in any conditions, from small messy waves to BIG point breaks!
Bottom Shape	All	Slightly longer than the Trailer Wave with a wider tail for even earlier planing and added support in the back strap. The wider tail is also more suitable for onshore conditions or even blasting on flat water in strong winds.
Deck Shape	TW 68, 72, 75, 78, 81, 85, 89 TWW 75, 83, 92 WO 68, 75, 83	Slight vee in the nose area prevents it catching on upcoming waves/chop. Single concave through the mid section provides lift whilst also giving a cushioning feeling, which is softer to ride and allows it to plane earlier. The sharper centre line is due to a double concave under the footstrap area that lets the board track better and the more negative rails have increased grip in the turns. Flat vee in the last 20cm of the tail releases the water quickly and smoothly and minimises turbulence for all performance aspects.
Rail Shape	TW 68, 72, 75, 78, 81, 85 TWW 75, 83 WO 68, 75, 83 TW 89, TWW 92	Maximum volume provides flotation on light wind days, making the true excitement of wave riding in smooth glassy water possible. Slightly rounded deck shape provides the perfect balance between having grip under the feet for jumping and allowing the toe/heel contact with the board for wave riding.
Inserts	All	Slightly flatter in the deck around the mast track compared to the TW for a more stable platform and similar deck dome to the TW around the strap area to provide the perfect balance between having grip under the feet for jumping and allowing the toe/heel contact with the board for wave riding.
		Thinner at the nose to reduce weight, running into a harmonic mid section that allows the rail to dig into the water for carved turns when the rider's weight is moved forward and more floaty rails when closing turns and steering the board over the back foot. Sharp, thin rails in the tail for optimum water release and grip in any turn.
		Thin at the nose to reduce weight, running into a thicker mid section compared to the smaller sizes to offer a bit more flotation support for heavier guys, ending with a sharp rail in the tail for optimum grip in any turn.
		A variety of inserts in the front allow riders to alter the angle and position of the footstraps to suit their style and foot size.

RANGE OF USE	Sailor Type (Weight & Size)			Sailor Skills			Ideal Wind Strength / Sailor Type			Water Conditions			Best Sail Size [m2]	Sail Range [m2]
	S	M	L	Entry	Advanced	Pro	Low	Med	High	Flat	Chop	Wave		
TrailerWave 68	•	•	•	•	•	•	< 15 knt	S	S/M	•	•	•	3.5-4.7	3.0-5.3
TrailerWave 72	•	•	•	•	•	•	15-25 knt	S	S/M	•	•	•	3.7-4.7	3.0-5.3
TrailerWave 75	•	•	•	•	•	•	> 25 knt	S	S/M	S/M	•	•	4.0-5.0	3.5-5.3
TrailerWave 78	•	•	•	•	•	•	flatwater / chop: < 1m	S	S/M	S/M/L	•	•	4.2-5.0	3.5-5.6
TrailerWave 81	•	•	•	•	•	•	chop / wind waves < 2.5m	S	S/M	M/L	•	•	4.5-5.0	3.5-5.6
TrailerWave 85	•	•	•	•	•	•	wind waves / swell: > 2.5m	S	S/M/L	M/L	•	•	4.5-5.3	4.0-6.2
TrailerWave 89	•	•	•	•	•	•		S/M/L	M/L		•	•	4.7-5.6	4.2-6.2
TrailerWaveWide 75	•	•	•	•	•	•		M	M	M/L	•	•	4.2-5.0	3.5-5.6
TrailerWaveWide 83	•	•	•	•	•	•		M	M/L	M/L	•	•	4.7-5.3	4.0-6.2
TrailerWaveWide 92	•	•	•	•	•	•		M/L	M/L	L	•	•	5.0-5.6	4.5-6.7
WaveOne 68	•	•	•	•	•	•		S	S/M		•	•	3.5-4.7	3.0-5.0
WaveOne 75	•	•	•	•	•	•		S/M	S/M	S/M/L	•	•	4.2-5.0	3.5-5.6
WaveOne 83	•	•	•	•	•	•		S/M	S/M/L	M/L	•	•	4.7-5.6	4.0-6.2

FIN RANGE	Rec. Setup Thruster-Fin [mm]		Fin Range Thruster-Fin [mm]		Rec. Setup Single-Fin [mm]		Fin Range Single-Fin [mm]		Rec. Setup Tri-Fin [mm]		Fin Range Tri-Fin [mm]		Rec. Setup Trailer-Fin [mm]		Fin Range Trailer-Fin [mm]		Rec. Setup Twinner-Fin [mm]		Fin Range Twinner-Fin [mm]	
	TrailerWave 68	1x200 & 2x80	180-230 & 2x80-120	210	190-230	3x130	3x120-140	2x145 & 1x80	2x140-155 & 1x70-120	2x150	2x140-160									
TrailerWave 72	1x200 & 2x80	180-230 & 2x80-120	210	190-230	3x130	3x120-140	2x150 & 1x80	2x140-155 & 1x70-120	2x155	2x145-165										
TrailerWave 75	1x210 & 2x80	180-230 & 2x80-120	220	190-240	3x135	3x125-145	2x155 & 1x80	2x140-160 & 1x70-130	2x160	2x145-165										
TrailerWave 78	1x210 & 2x80	180-240 & 2x80-130	220	200-240	3x135	3x125-145	2x155 & 1x80	2x145-165 & 1x70-130	2x160	2x150-170										
TrailerWave 81	1x220 & 2x80	180-240 & 2x80-130	230	200-240	3x140	3x130-150	2x160 & 1x80	2x145-165 & 1x70-140	2x165	2x155-170										
TrailerWave 85	1x220 & 2x80	180-250 & 2x80-140	230	210-250	3x140	3x130-150	2x160 & 1x80	2x145-170 & 1x70-140	2x165	2x155-180										
TrailerWave 89	1x230 & 2x80	180-250 & 2x80-140	240	210-250	3x145	3x135-155	2x165 & 1x80	2x145-170 & 1x70-140	1x170	2x160-180										
TrailerWaveWide 75	1x220 & 2x90	180-240 & 2x80-130	220	200-240	3x135	3x125-145	2x160 & 1x90	2x145-165 & 1x70-140	2x160	2x150-170										
TrailerWaveWide 83	1x230 & 2x90	180-250 & 2x80-140	230	210-250	3x140	3x130-150	2x165 & 1x90	2x150-170 & 1x70-140	2x165	2x155-180										
TrailerWaveWide 92	1x240 & 2x90	180-260 & 2x80-150	240	220-260	3x145	3x135-155	2x170 & 1x90	2x155-170 & 1x70-140	2x170	2x160-180										
WaveOne 68	-	-	210	190-230	-	-	-	-	-	-										
WaveOne 75	-	-	220	200-240	-	-	-	-	-	-										
WaveOne 83	-	-	230	210-250	-	-	-	-	-	-										

** All information is based on MB-Fin products

FIN SETUP

All Sizes

There are many ways to set up multi fin boards. In addition to fin size and position also shape, twist and flex of the fin need to be considered. However, to understand the basic options, you only need to answer 2 questions before and whilst you are sailing - then just go dark or bright!

Before sailing: Do you want plenty of grip in the tail, to feel safe and not risk the tail sliding out during your first session? <<< Go Darker <<< Do you want the board to be very manoeuvrable, loose and slidy for tricks and wave riding action? >>> Go Brighter >>>

Whilst you are sailing: Does the board slide sideways too much and are you experiencing spinouts? <<< Go Darker <<< Do you have too much grip, the board doesn't turn well, feels stiff and tracks in a straight line too much? >>> Go Brighter >>>

FIN SIZE & POSITION

Brigh - Smaller fins - Fins more forward <<< More Loose More Grip >>> - Bigger fins - Fins more backward Dark



CONSTRUCTION

Wave All Sizes

A wave board is often used in stronger winds and/or wave conditions where it is normal to jump and crash. When landing jumps, the board will be exposed to high stress loads on both the deck and bottom. The most flexible and stress load resistant material to build a suitable board with would be pure glass, but this is less than ideal in terms of impact resistance - just look at used surfboards where dings, cracks and holes are standard. It's inevitable that a wave board will experience some form of impact from a hard object - rig, rider or reef - at some point and this is where Kevlar excels. A pure carbon construction is too stiff for a smooth wave ride and just like pure glass, it is not the most impact resistant material. Kevlar is the right material to prevent damage from impact, but it is too soft to resist the stress load and so a Full Kevlar construction would collapse within a short period of time. Our experience shows that a Carbon/Kevlar combination works best for the range of use of a wave board. With a 50% Carbon part the board is still flexible, but strong enough to resist the stress load, and the 50% Kevlar gives the resistance required to withstand impacts.

Intro

Application

Technology Composite Semi Custom Sandwich

Core Material EPS (Styrofoam)

Sandwich Material PVC Sheet

Final Lamination Deck: Full Carbon/Kevlar 90°-90° (Black Resin) / Bottom: Full Carbon/Kevlar 90°-90° (Black Resin)